

16M-02379-01

WINNIPEG WALK BIKE PROJECTS SOUTHEAST CORRIDOR STUDY AND DESIGN PUBLIC ENGAGEMENT REPORT

PREPARED FOR:
THE CITY OF WINNIPEG



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**Winnipeg Walk Bike Projects
Southeast Corridor Study and Design
Public Engagement Report**

Prepared for:

The City of Winnipeg

Submitted by:

WSP Canada Group Limited

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1.0 INTRODUCTION

WSP Canada Group Limited (WSP), (formerly MMM Group Limited for the first two phases of the study), was retained by the City of Winnipeg to undertake a study and design to provide pedestrian and cycling infrastructure that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood (**Figure 1**). The Southeast Corridor, along the area around Des Meurons Street and St. George Road, will start and end at safe locations and connect people from their neighbourhoods to existing and future walking and biking infrastructure.



Figure 1: Study Area Map

A Public Engagement Strategy was developed to guide the public engagement process for the Southeast Corridor Study and Design. The Strategy was developed in conjunction with the City and outlined the public engagement goals and the methodology for engaging with stakeholders and members of the general public throughout the study. Stakeholders, community members, and members of the general public were engaged in-person and online.

The goal of the public engagement was to collect feedback throughout the design process to help determine the following:

- Type of facility;
- Location of facility;
- Facility connections;
- Intersection upgrades (type and location); and,
- Level of support/opposition for the project.

2.0 SUMMARY OF ENGAGEMENT ACTIVITIES

Public engagement for the Southeast Corridor Study and Design included three phases. The intent of Phase One was to introduce the project to the public, seek local knowledge on issues and opportunities for pedestrian and cycling infrastructure, and to receive input on different types of cycling facilities. Phase One of public engagement included twelve community conversations, two school workshops, an interactive online mapping tool, and an online survey. The intent of Phase Two was to receive feedback on the design options for the Southeast Corridor. Phase Two of public engagement included two open houses, one stakeholder meeting, and an online survey.

Phase Two public engagement activities were advertised through a news release, an email invitation, direct mailing, and online through the project website and City of Winnipeg's social media pages. Phase Three is currently in progress; information on Phase Three can be found in Section 4.3 Conclusion and Next Steps.

Summary of Participation

Phase One – Existing Conditions

- Community conversations: 12 conversations.
- Online interactive mapping tool: 414 respondents, 208 comments, and 411 map markers.
- Online survey #1: 214 responses (212 English, 2 French).
- School workshop: 3 participants.

Phase Two – Evaluation of Options

- Open houses: 113 people signed-in (over two open houses), 26 comment sheets received, 72 comments left on detailed drawings.
- Online survey #2: 147 responses (130 English, 17 French).
- Stakeholder workshop: 8 participants.

3.0 PROMOTION

Public engagement activities were advertised by the City through the project website, the City's Public Engagement E-Newsletter (**Table 1**), news releases sent on February 1 and March 24, 2017, social media (**Figure 2**), emails and phone calls to stakeholders, and direct mailing to 17,782 mailboxes in the study area. In addition, the project received promotion through local media coverage including television (<http://winnipeg.ctvnews.ca/city-invites-public-to-speak-on-cycling-projects-1.3355396>) and a community paper (<http://www.winnipegfreepress.com/our-communities/lance/correspondent/Take-part-in-city-planning-initiatives-414135463.html>).

A record of all communication and advertisements for all public engagement events can be found in **Appendix A**.

Table 1: E-Newsletter Statistics

	February 3	February 15	March 31	April 12
Total Recipients	4908	4920	4964	4985
Total Opens	4481	3878	5321	4221
Total Click Throughs	1430	829	662	522



Figure 2: Example of City of Winnipeg Social Media Post

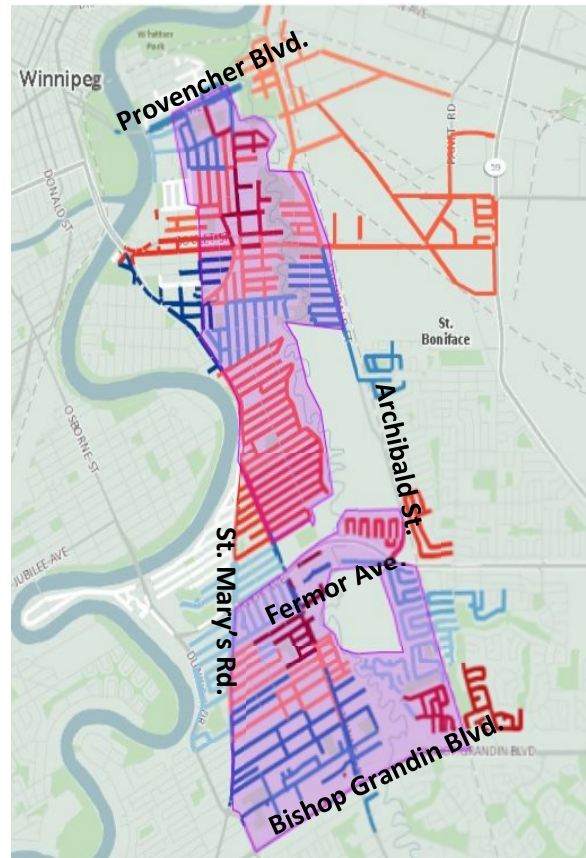


Figure 3: Community Mail-out Area

Streets that received mail-out are highlighted, where different coloured lines represent different delivery routes.

4.0 PUBLIC ENGAGEMENT ACTIVITIES

The project team engaged with stakeholders, community members, and the public in-person and online to gather input on general and key project aspects. All written materials were provided in both official languages. Key project aspects discussed through in-person and online engagement included:

- Existing conditions;
- Preferred routes for pedestrians and cyclists;
- Connectivity;
- Access to community destinations; and,
- Preferences for different types of pedestrian and cycling infrastructure.

Information collected from public engagement events were considered when determining the recommended options and final recommended pedestrian and cycling corridor and infrastructure type. A description of each public engagement event and summary of the input received at that event are included in the following sections. To view more detailed comments, please see the meeting minutes and survey responses found in Appendix A through E.

4.1 Phase One – Existing Conditions

4.1.1 Community Conversations

Community conversations are a semi-structured interview/conversation with stakeholders who are actively involved in the study area and have local knowledge of the needs and issues of the community. The project team engaged with 12 stakeholder groups, representing neighbourhood associations, local BIZ groups, local schools, and active transportation groups from January 16, 2017 to February 3, 2017. Stakeholder groups included:

- Old St. Boniface Residents Association
- South St. Boniface Residents Association
- Save Our Seine
- Old St. Vital BIZ
- Bike Winnipeg
- Green Action Centre
- Bishop Grandin Greenway
- Winnipeg Trails Association
- Division scolaire franco-manitobaine
- Holy Cross School
- Safe and Active Routes to School
- College Louis-Riel

Conversations focused on learning the specific aspects of the project that the stakeholder/community members were interested in, other stakeholder groups and community members to engage throughout the project, key success factors, and how to balance the various voices and opinions we will hear throughout the project.

The following points highlight what was shared through the community conversations:

- Interest in learning about connectivity to existing cycling infrastructure, cyclist crossings at busy intersections, designs to mitigate conflict of users, safety, and the decision process for selecting the recommended corridor and type of infrastructure.

- The project team should engage with local schools, businesses, residents associations, and active transportation groups.
- It is important for public engagement to be done early in the project and be meaningful. Stakeholders shared that meaningful engagement means that decisions are made with community members input, the process is open and transparent, and reasons for the decisions made are provided to the public. In addition, being clear on what aspects of the project are “non-negotiable” is important to ensure that expectations on the public’s role are clear.
- It can be difficult to come up with a recommendation that pleases everyone. To assist with balancing different opinions, stakeholders suggested getting people with differing opinions in the same room to provide an opportunity to hear all points of view.
- Public outreach and communication can be difficult, so varied methods of communication can help ensure that people are informed.
- To help engage with local residents, get people “on the ground” through a bike ride in the study area, go door-to-door and share project information directly with residents, host events at local venues, provide multiple opportunities to become involved (i.e., online and in-person and host more than one in-person event), follow-up with the public on the actions/decisions made, provide frequent project website updates, as well as develop relationships with community members.
- Engagement materials should be bilingual.

4.1.2 Online Interactive Map

An online interactive mapping tool was used to help collect input on barriers to cycling and walking in the study area, preferred routes for pedestrians and cyclists, connectivity, and access to community destinations. Participants were given the opportunity to identify local issues or opportunities on the map and add a comment to their submissions. All visitors were able to view all comments and ‘agree’ or ‘disagree’ with those they felt were relevant to them, as well as add additional comments.

Some users experienced challenges with the mapping tool loading slowly or incorrectly and informed the project team of these challenges. The project team worked to address technical issues as they arose so that all users could complete the activity.

The online interactive mapping tool was accessed through the project website from January 31 to February 20, 2017, and received 208 comments and 411 map markers from 414 respondents. A copy of the breakdown of the number of map markers per category is located in **Table 2**. The input received through the survey was considered when developing the design options for the Southeast Corridor. Individual responses can be viewed online at

<http://wikimapping.com/wikimap/Southeast-Corridor-Seine-River.html> or in **Appendix B**.

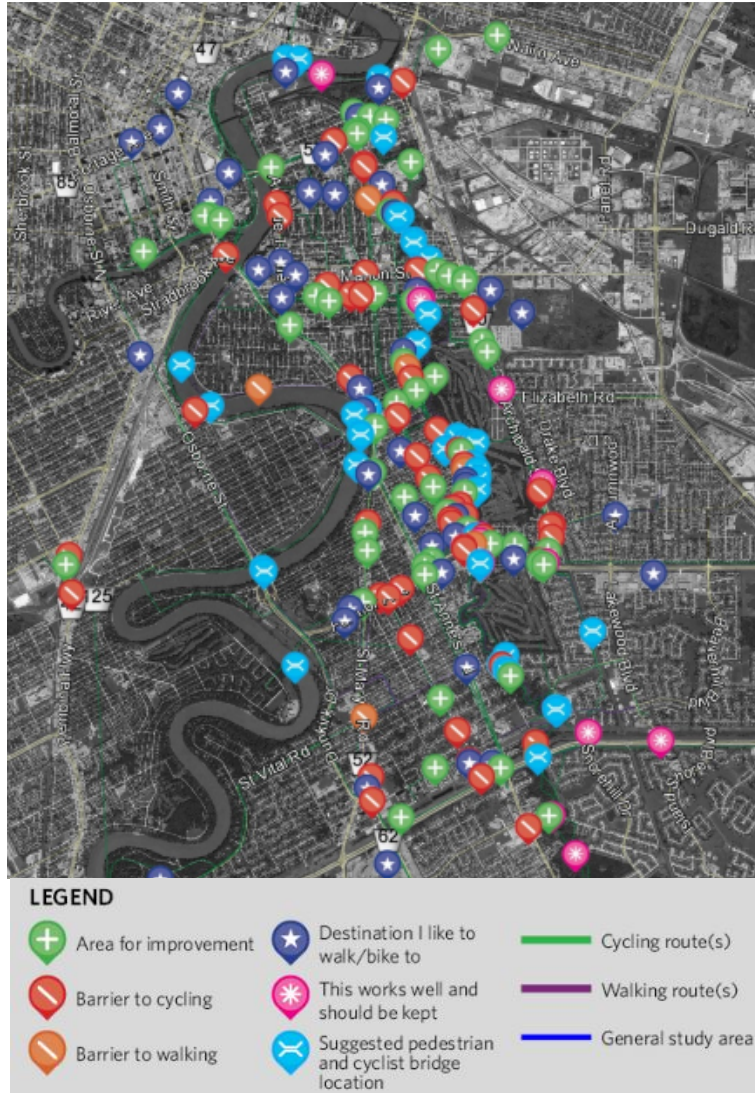


Figure 4: Online Mapping Tool

Table 2: Number of Map Markers per Category

Category	Number of Responses
Suggested bridge location	77
Cycling Route	75
Area for Improvement	73
Barrier to Cycling	70
Destinations I walk/bike to	52
Walking Route	27
Works well and should be kept	26
Barrier to Walking	11

4.1.3 Online Survey

An online survey was used to collect input on pedestrian and cycling priorities and preferences for different types of cycling infrastructure. The survey was accessed through the project website from January 31 to February 20, 2017, and received 214 responses. The input received through the survey was considered when developing the design options for the Southeast Corridor.

The following summarizes the demographics and results of Survey 1.

Location of Respondents by Postal Code

The survey asked respondents to share their postal code. The three postal codes with the highest percentage of responses, R2M – St. Vital (24%), R2J – Windsor Park (19%), R2H – St. Boniface (18%) are within the study area.

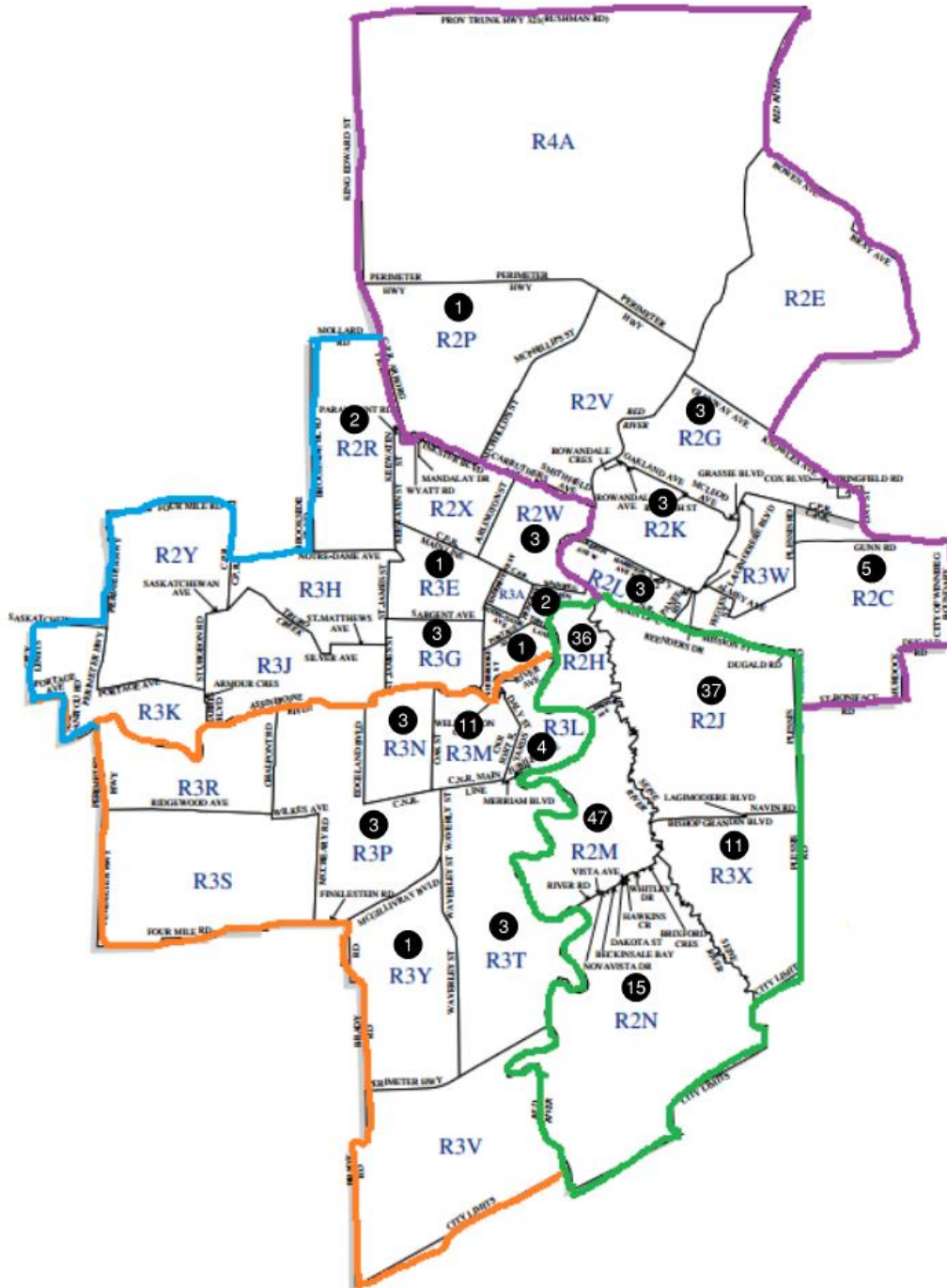


Figure 5: Location of Respondents by Postal Code

Total Number of Responses: 197

Table 3: Location of Respondents by Postal Code

Postal Code	Number of Responses
R2M	47
R2J	37
R2H	36
R2N	15
R3M	11
R3X	11
R2C	5
R3L	4
R2G	3
R2W	3
R3G	3
R3N	3
R3P	3
R3T	3
R2L	3
R2K	2
R2R	2
R3B	2
R2P	1
R3C	1
R3E	1
R3Y	1
Total	197

Main connection to the Study Area

The survey asked respondents to identify how they are connected to the study area. The majority of the 210 respondents live in or near the study area (63.8%), followed by travel through the study area (19.4%) and visit the study area (11.0%).

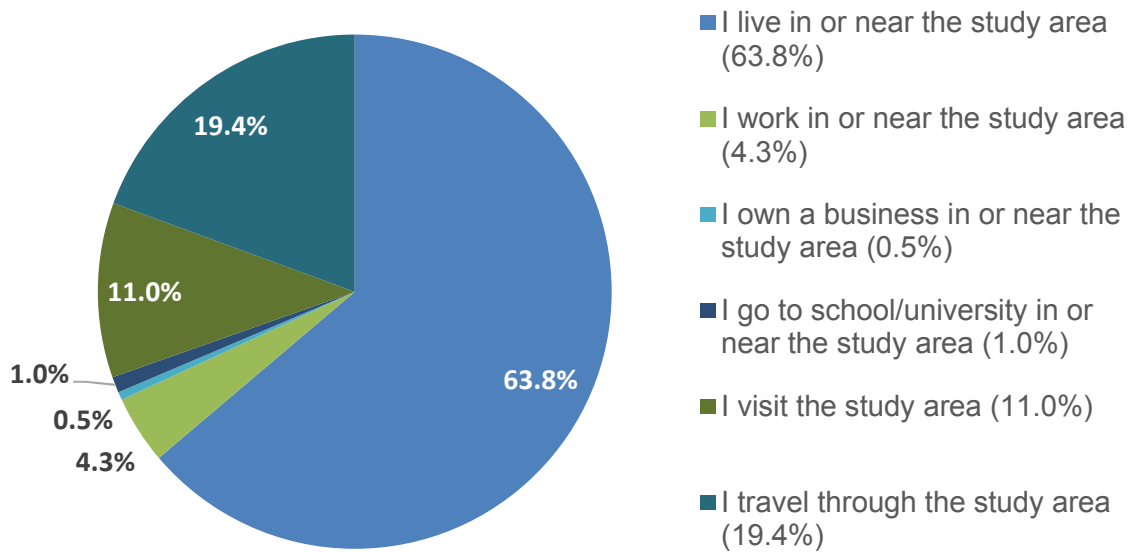


Figure 6: Connection to Study Area

Total Number of Responses: 210

Modes of Transportation

The survey asked respondents to identify their main mode of transportation. The majority indicated their primary mode of transportation is vehicle (51.4%), with cycling being second (30.0%). For those who selected 'other', Park and Ride and a combination of all modes were most common.

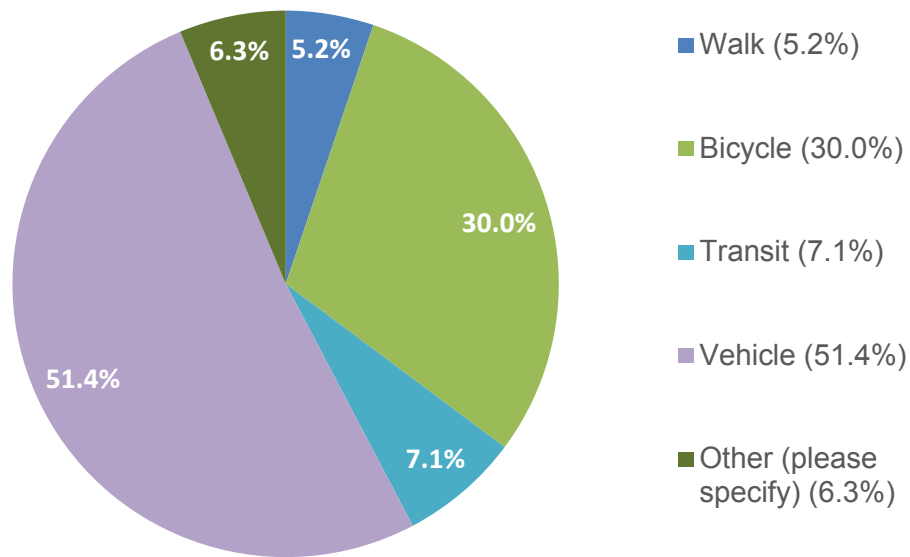


Figure 7: Primary Mode of Transportation

Total Number of Responses: 210

Priorities for St. George Road

Of 183 total respondents, the top priority was a safe environment when cycling followed by the connectivity of bike lanes and the condition and maintenance of bike lanes for St. George Road.

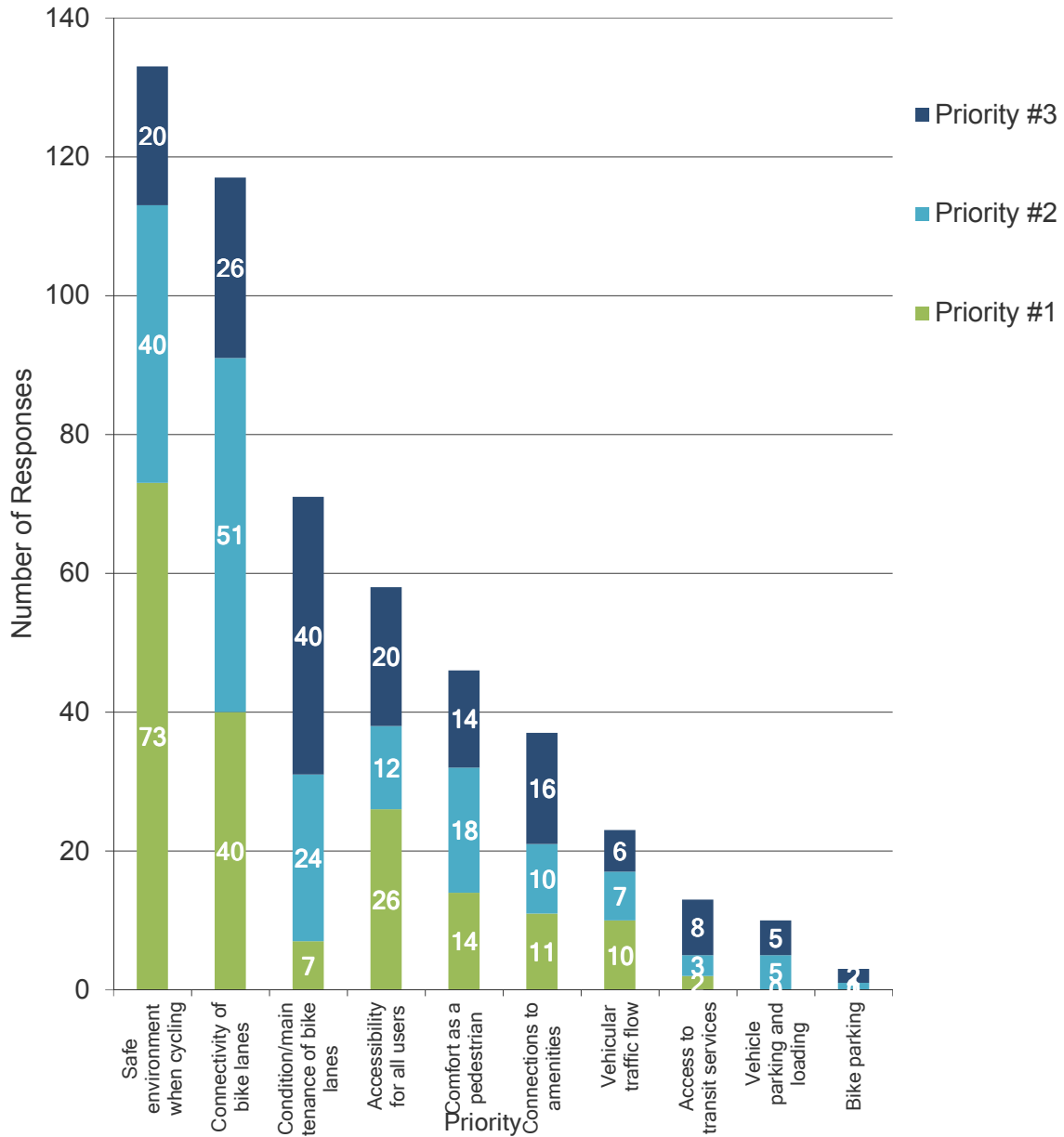


Figure 8: Top Three Priorities for St. George Road

Total Number of Responses: 183

Priorities for Des Meurons, Enfield Crescent, St. Jean Baptiste and Youville Street

The top priority identified by 179 respondents was a safe environment when cycling, followed by the connectivity of bike lanes and the condition and maintenance of bike lanes.

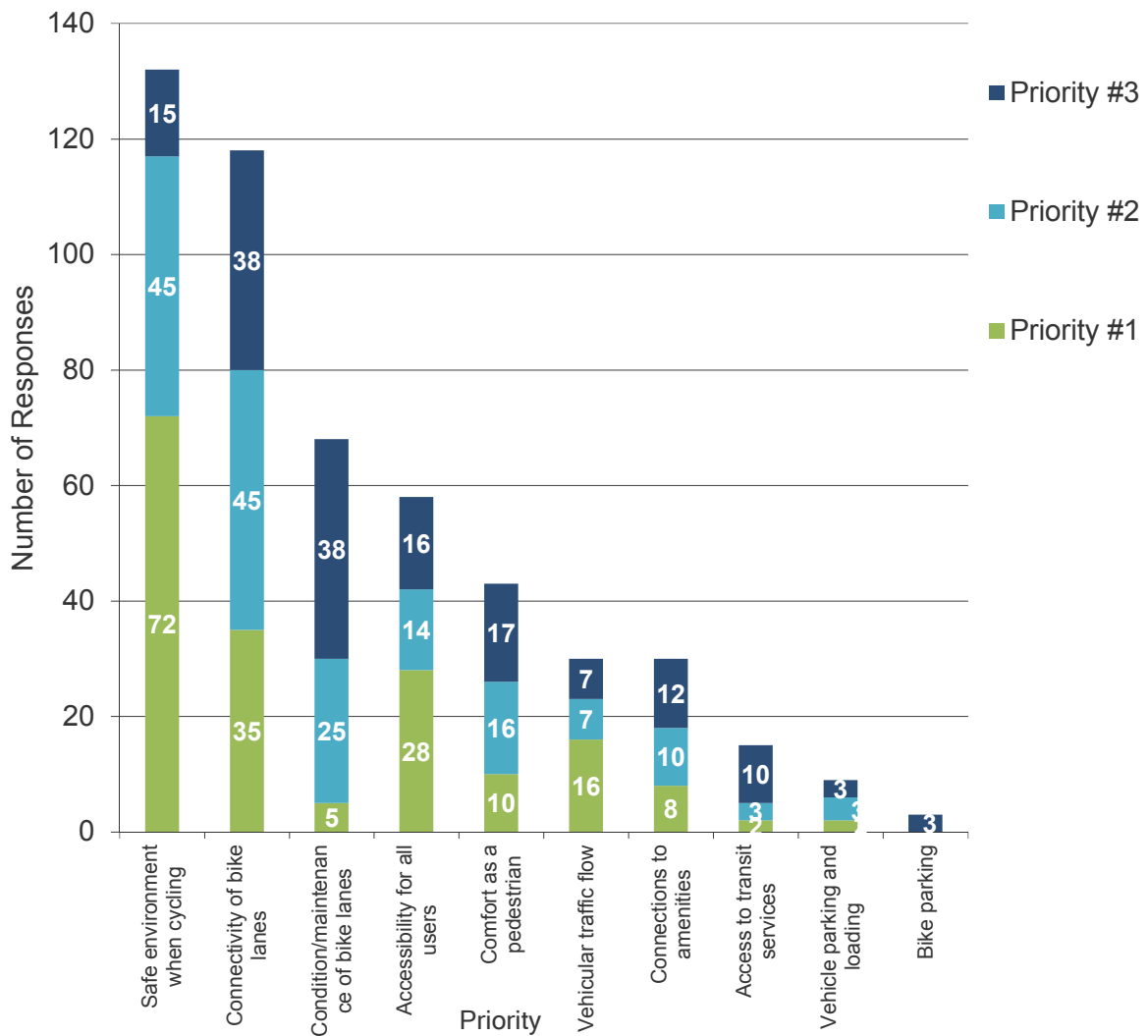


Figure 9: Top Three Priorities for Des Meurons and Surrounding Area

Total Number of Responses: 179

Support for Various Types of Infrastructure

The option with the most support is a protected bike lane, with 71% of 182 respondents strongly in support.

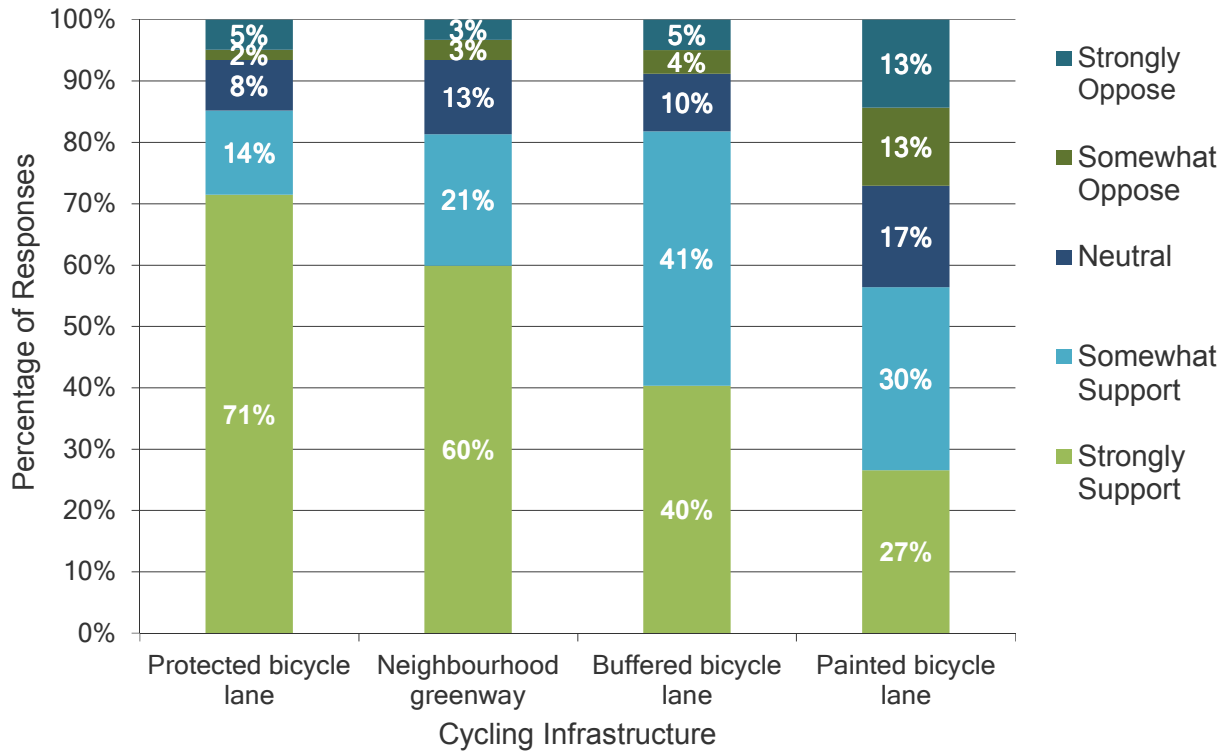


Figure 10: Support for Types of Infrastructure

Total Number of Responses: 183

Age of Respondents

The age of respondents was closely split between the age categories of 25 to 34 (22.9%), 35 to 44 (22.3%), and 55 to 64 (22.3%).

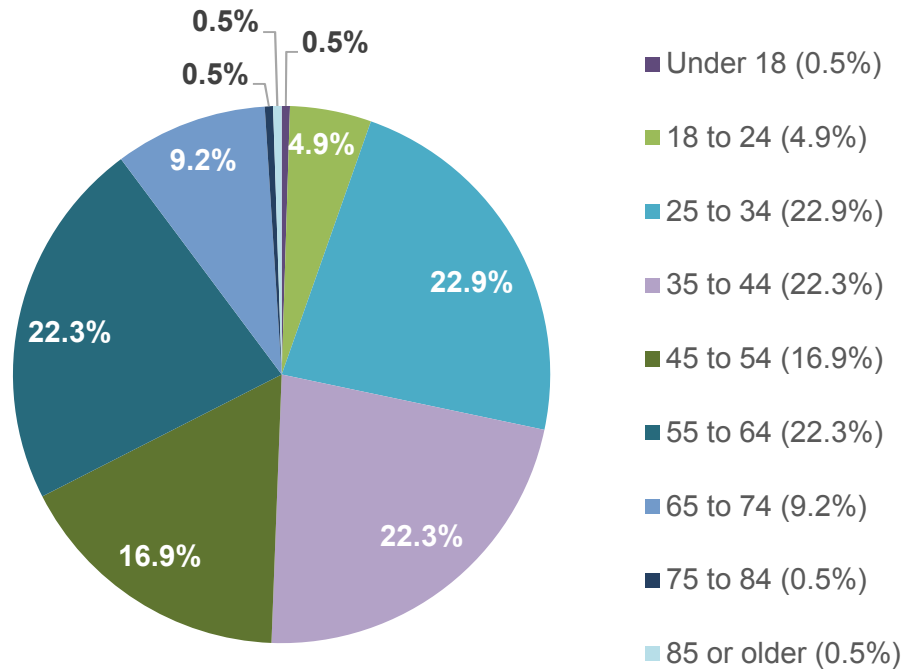


Figure 11: Respondents by Age

Total Number of Responses: 184

Gender of Respondents

As identified in **Figure 12**, 52.7% of respondents were male and 47.3% of respondents female.

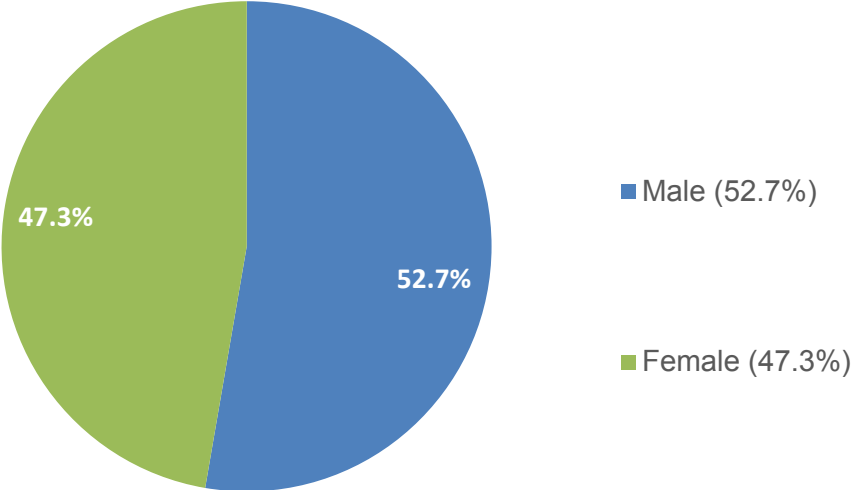


Figure 12: Respondents by Gender

Total Number of Responses: 184

Online Survey Promotion

The majority of the 182 respondents learned of the survey through the mail (26.9%), followed by Twitter (24.3%) and E-mail invitation (23.6%). An additional 8.8 percent were made aware through Facebook, the City of Winnipeg website (7.1%), Public Engagement E-Newsletter (6.0%) and 3.3 percent selected 'other'.

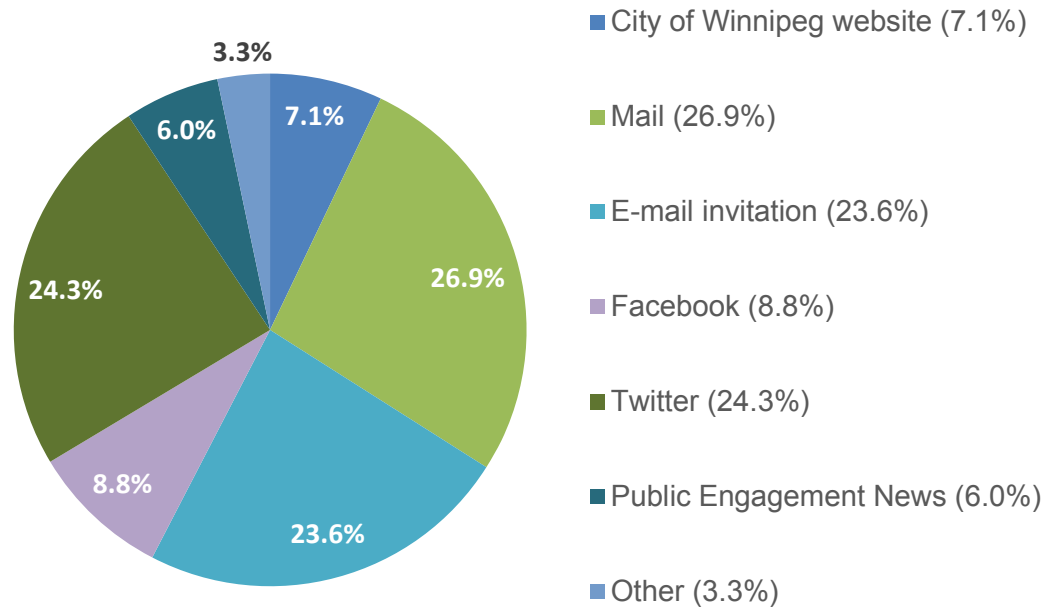


Figure 13: How did you learn about the online survey?

Total Number of Responses: 182

4.1.4 School Workshops

School workshops were scheduled to introduce the project and receive input from representatives of local schools. The school workshop invitation was emailed to the Louis Riel School Division (LRSD), the Division Scolaire Franco-Manitobaine (DSFM) and to three private schools in the area. The LRSD and DSFM confirmed with the project team that the invitations were forwarded to their school community. Phone calls to school principals and school division superintendents were made one week prior to the workshops as well as two days prior to the workshops. Workshop 1 was held on Wednesday, February 22, 2017, from 5:30 p.m. – 7:30 p.m. at the Notre Dame Community Centre, located at 271 de la Cathédrale Avenue and Workshop 2 was held on Thursday, February 23, 2017, 5:30 p.m. – 7:30 p.m. at the Norberry-Glenlee Community Centre, located at 26 Molgat Avenue. A total of three stakeholders attended. Following the school

workshop, the project team reassessed its engagement strategy to reach and engage with a higher number of representatives from local school representatives.

The workshops involved three activities including discussion questions, a mapping exercise, and a visual survey. Small group discussion focused on how to best create a safe walking and cycling environment for all ages and abilities. The mapping exercise helped determine frequently used pedestrian and cycling routes, as well as areas of concern for youth users. A visual survey asked participants to select their preferred type of cycling infrastructure, which was followed by how the preferred cycling option will affect other users of the road. The materials from the stakeholder workshops can be found in **Appendix C**.

The following points highlight what was shared at the school workshops:

- There are safety concerns for youth walking and biking in the study area because of high volume and high speed traffic on Des Meurons Street, Provencher Boulevard, St. Mary's Road, and St. Anne's Road. In addition, it is difficult to cross at busy intersections.
- Many students in the neighbourhood currently bike on the sidewalk due to safety concerns, including speeding vehicles.
- Des Meurons is perceived as an unsafe cycling route and is avoided as traffic volumes are high, vehicles often speed, and the road is in poor condition.
- Youville would serve as a good recreational route, but not as a commuting route.
- The characteristics of a pedestrian and cycling corridor that allows people of all ages and abilities to walk or bike include less traffic, paved, perceived to be safe, and well-connected.
- Neighbourhood greenways are appropriate on residential streets that feed to commuter routes but not appropriate for commuter routes. Protected bike lanes are preferred over buffered and painted bike lanes.

4.2 PHASE TWO – EVALUATION OF OPTIONS

4.2.1 Open House and Online Survey

A public open house for the Southeast Corridor Study and Design was hosted on Tuesday, April 4, 2017, from 5:00 p.m. to 7:00 p.m. at the Notre Dame Recreation Centre, located at 271 de la Cathédrale Avenue and on Wednesday, April 5, 2017, from 5:00 p.m. to 7:00 p.m. at Christ the King School, located at 12 Lennox Avenue. The intent of the open houses was to provide an opportunity for the stakeholders, community members, and the general public to view the proposed options, speak with project members, and provide comments on the proposed options.

Presentation boards displayed text and graphics on the project background, study area, study timeline, what we heard from Phase One public engagement, and the proposed segment options. The materials from the open house can be found in **Appendix D**. Approximately 116 people attended the open houses.

A survey (**Appendix D**) was provided at the open house to collect written feedback. The survey and open house boards were available online for a total of four weeks from March 21, 2017 to April 17, 2017. This provided those who were unable to attend the open house an opportunity to review the materials and share their comments. A total of 173 responses were received (26 paper submissions and 147 online submissions, 130 of which were submitted in English and 17 in French). Feedback on the options from the open house and survey is incorporated into the overall key themes in section 4.2.3

The following summarizes the demographics of the comment sheet (paper and online responses).

Public Engagement Promotion

The majority of the 137 respondents learned of the survey through social media followed by the postcard mailed to the study area, from a neighbour/friend, email, from a Councillor, news story, and email newsletter. Responses for other included radio, a local BIZ meeting, and the City of Winnipeg website.

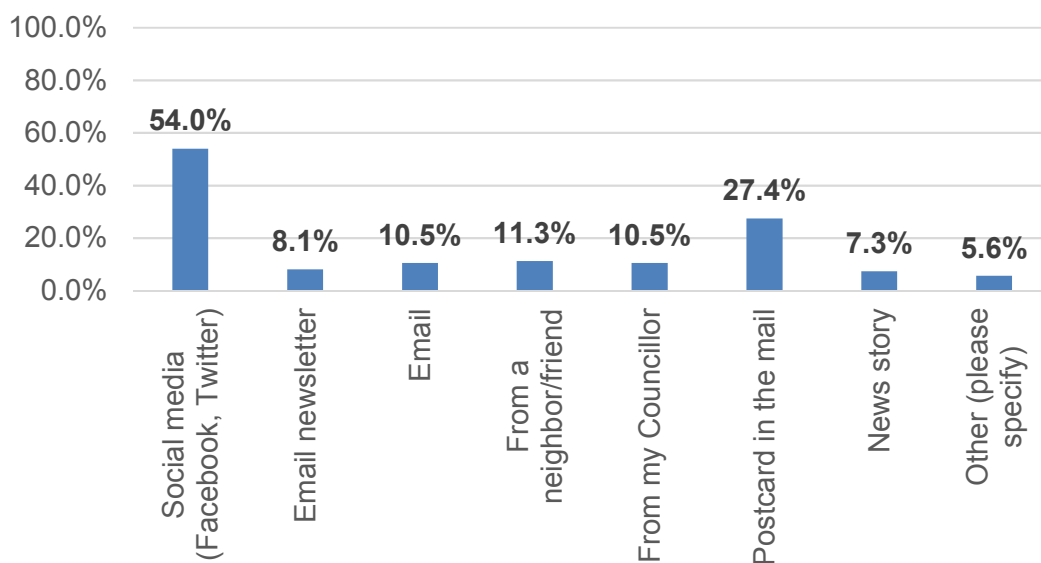


Figure 14: Public Engagement Promotion

Total Number of Responses: 137 (multiple responses allowed)

Participation in Phase One Public Engagement

The majority of respondents (77.9%) did not participate in Phase One of public engagement (i.e., online map, survey, school workshops).

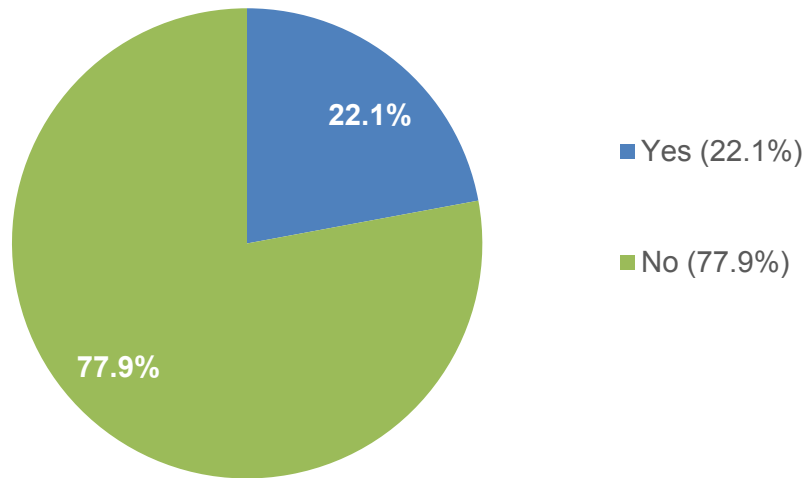


Figure 15: Participation in Phase One Public Engagement

Total Number of Responses: 136

Main Connection to the Study Area

The survey asked respondents to identify how they are connected to the study area. The majority of the 135 respondents live in or near the study area (68.8%), followed by travel through the study area (19.6%) and visit study area (6.6%).

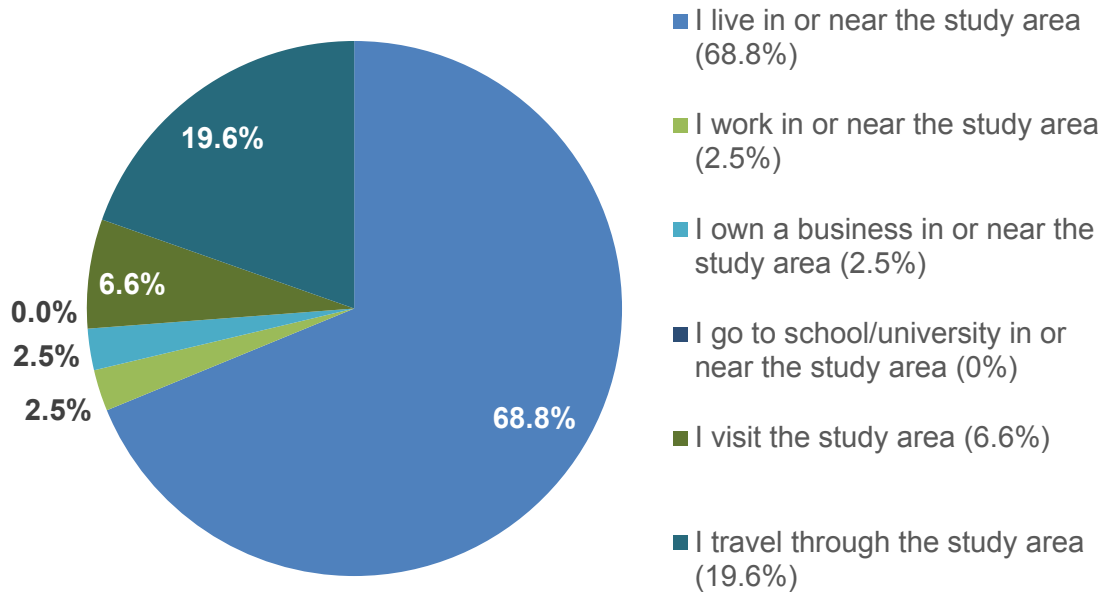


Figure 16: Connection to Study Area

Total Number of Responses: 135

Modes of Transportation

The survey asked respondents to identify their regular modes of transportation. Cycling received the greatest number of responses followed by vehicle, walking, and public transit. Responses for other include running, skating, and canoeing.

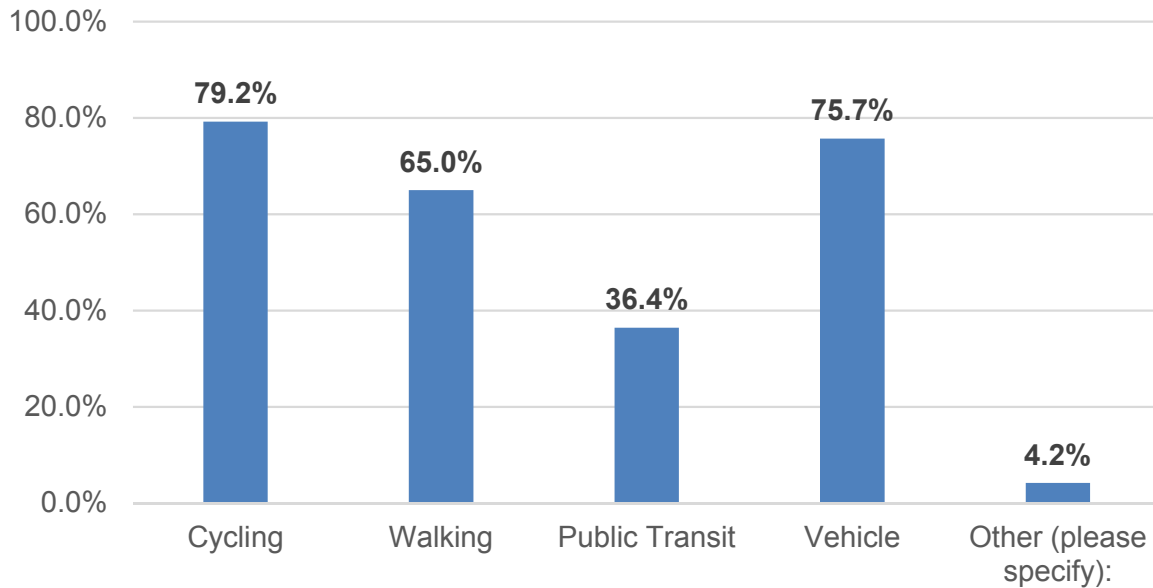


Figure 17: Primary Mode of Transportation

Total Number of Responses: 140 (multiple responses allowed)

Location of Respondents by Postal Code

The survey asked respondents to share their postal code. The three postal codes with the highest percentage of responses are R2H – St. Boniface (33.3%), R2M – St. Vital (24.8%), and R2J – Windsor Park (13.9%).

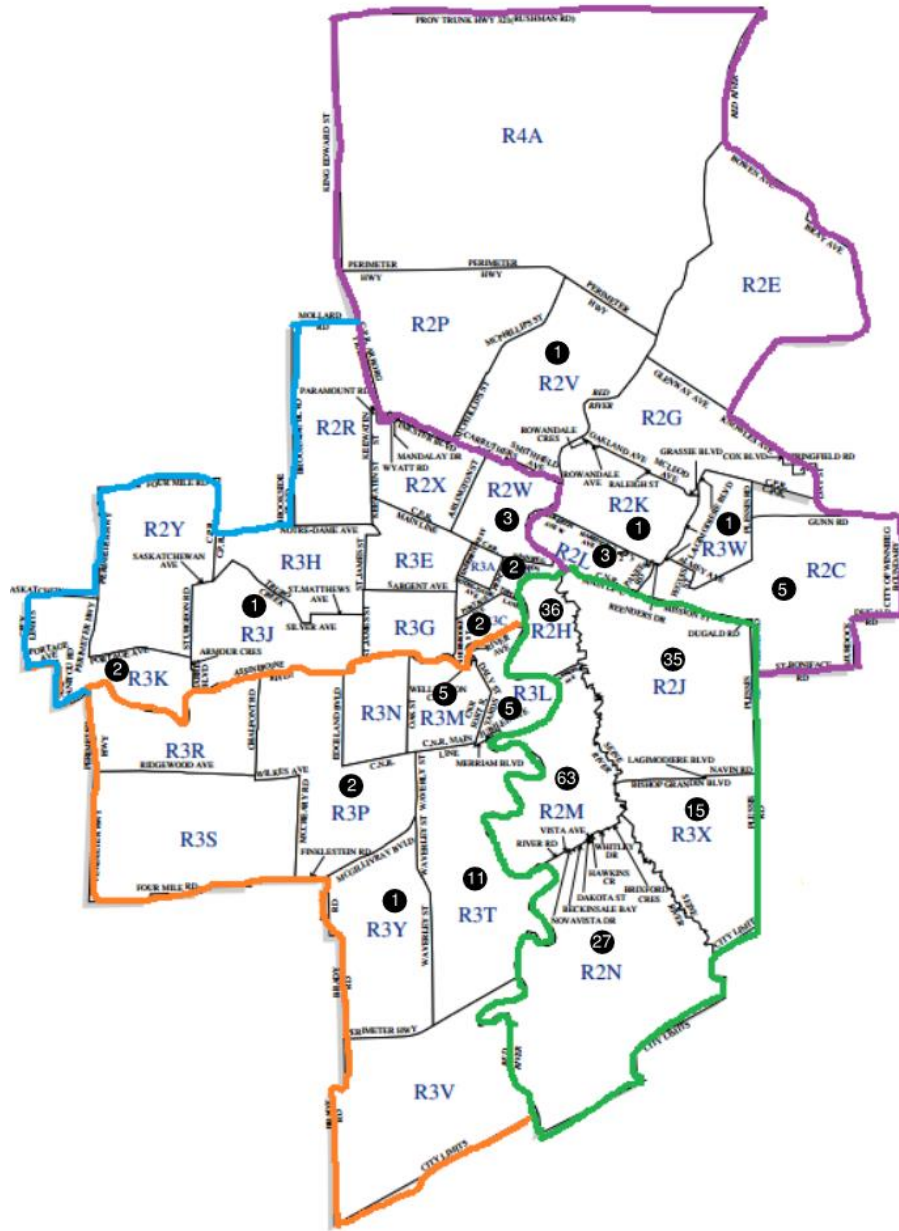


Figure 18: Location of Respondents by Postal Code

Total Number of Responses: 129

Table 4: Location of Respondents by Postal Code

Postal Code	Number of Responses
R2H	43
R2M	32
R2J	18
R3X	9
R2N	5
R3C	5
R3L	4
R2C	2
R3G	2
R3M	2
R3T	2
R2G	1
R2L	1
R2P	1
R3B	1
R3J	1
Total	129

Age of Respondents

The age of respondents was closely split between the age categories of 25 to 34 (30.9%), 35 to 44 (27.7%) and 55 to 64 (13.0%) followed by the age categories of 45 to 54 (13.0%) and 55 to 65 (13.0%).

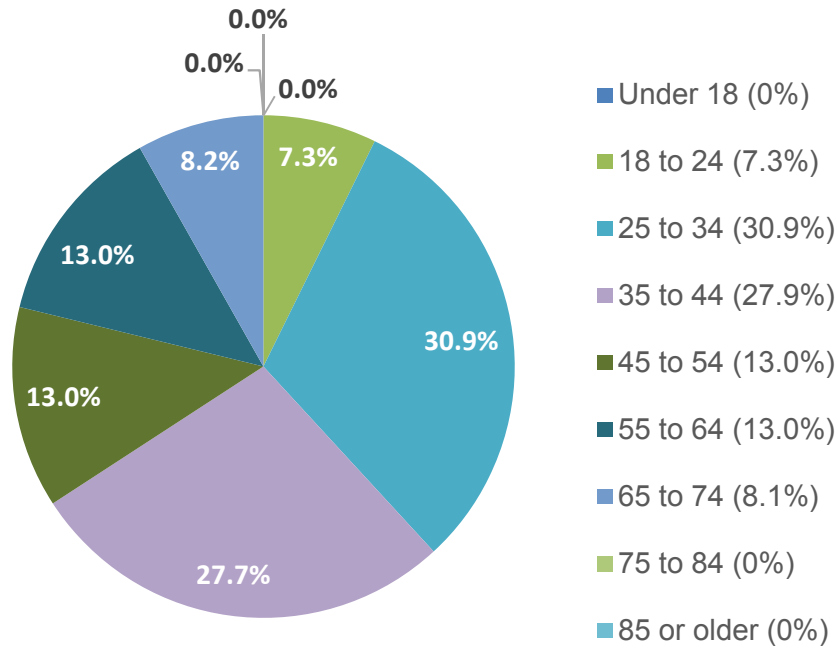


Figure 19: Respondents by Age

Total Number of Responses: 137

Gender of Respondents

As identified in **Figure 20**, 52.6% of respondents were male and 45.8% of respondents female. The remaining 1.6% identified themselves as 'other'.

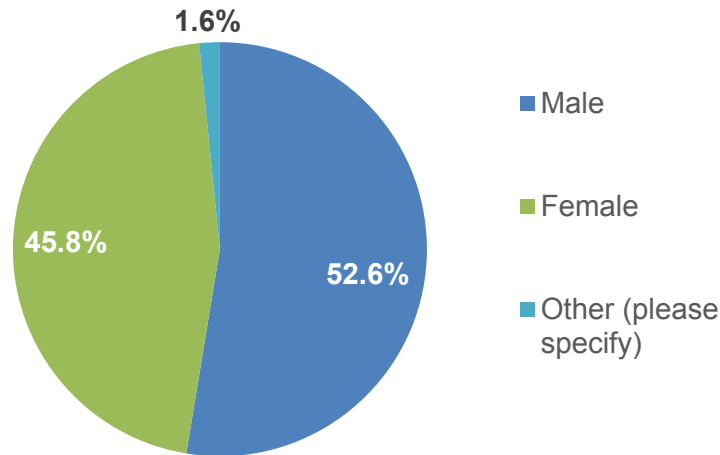


Figure 20: Respondents by Gender

Total Number of Responses: 133

4.2.2 Stakeholder Workshop

A stakeholder workshop was held on April 6, 2017, from 5:00 p.m. to 7:00 p.m. at the Notre Dame Recreation Centre, located at 271 de la Cathédrale Avenue. The intent of the workshop was to provide an opportunity for stakeholders to provide feedback on the proposed options. The workshop included a brief overview of the study followed by small group discussions with the project team. Stakeholders were invited through an email invitation. A total of eight stakeholders attended the workshop. Feedback from the workshops is incorporated into the summary of responses in section 4.2.3. The feedback from the stakeholder workshop can be found in **Appendix E**.

4.2.3 Overall Key Themes

The following is a summary of responses from the paper and online surveys, comments from the open house table maps and feedback from the stakeholder meeting for each of the recommended option. Public feedback is presented in the following eight themes:

- Safety and emergency services;
- Cycling facilities;
- User experience and neighbourhood/community impacts;
- Transit, parking and loading;
- Traffic operations;
- Capital and maintenance costs; and
- Public support.

Segment 1: Provencher Boulevard to Vivian Avenue

	Option 1: Neighbourhood Greenway on St. Jean Baptiste Street, Enfield Crescent, Eugenie Street, and Youville Street	Option 2: Protected Bike Lanes on Des Meurons Street
Safety & Emergency Services	<ul style="list-style-type: none"> ➤ Public comments suggest support for Option 1 as it has lower traffic volumes and therefore will be safer for cyclists. 	<ul style="list-style-type: none"> ➤ From a safety perspective, public comments suggest a preference for Option 2. Comments indicate that some members of the public believe that protected bike lanes are safer for cyclists as cyclists are physically separated from traffic. ➤ Public comments indicate that Option 2 is preferred for winter cycling as physical separation from vehicles is a safer option for winter cyclists.
Cycling Facilities	<ul style="list-style-type: none"> ➤ Public comments suggest that the traffic calming features proposed in Option 1 are not necessary as traffic speed is slow and volume is low along the route. ➤ Public comments suggest that Option 1 can more easily be adapted (i.e. addition or removal of traffic calming measures) to changing conditions. ➤ Public comments note that in their experience, motorists do not share the road with cyclists and therefore Option 1 will not keep cyclists safe. As a result, some members of the public dislike Option 1. Even when traffic is slowed down using traffic calming measures, comments suggest that delinquent driving behavior can still put cyclists in harm's way. ➤ Public comments suggest that Option 1 should still be implemented if Option 2 is selected. Comments indicate some members of the public believe that Option 1 and Option 2 serve different purposes – for example, Option 1 meets the needs of neighbourhood residents while Option 2 meets the needs of commuter cyclists. 	<ul style="list-style-type: none"> ➤ Public comments suggest that protected bike lanes may encourage more people to commute by bike as cyclists will feel safer. ➤ Public comments indicate that Option 2 is preferred as it is a more direct route, reducing travel time. ➤ Comments note that this section of Des Meurons Street is a truck-route with heavy traffic and may not be appropriate for a cycling facility. ➤ Stakeholders shared that Option 2 provides a connection to the Seine River Trail and will complete a loop for people to explore. ➤ Stakeholders shared that Des Meurons Street has local services/destinations along the corridor which may be better for supporting a bike lane.

	Option 1: Neighbourhood Greenway on St. Jean Baptiste Street, Enfield Crescent, Eugenie Street, and Youville Street	Option 2: Protected Bike Lanes on Des Meurons Street
User Experience & Neighbourhood/Community Impacts	<ul style="list-style-type: none"> ➤ Public comments indicate support for Option 1 as it provides connections to schools and community centres and will help reduce traffic speeds around these community destinations. ➤ Public comments suggest support for improvements to signage and better pavement markings, regardless of which option is selected. ➤ Public comments suggest that Option 1 will encourage active transportation for children to get to the schools along St. Jean Baptiste Street. ➤ Public comments suggest that Option 1 is the more neighbourhood friendly option because of the residential element. ➤ Public comments indicate that the cycling experience may be more enjoyable along Option 1 as it is a quieter street. ➤ From an accessibility viewpoint, public comments suggest that the proposed raised intersections and raised crosswalks of Option 1 are important for accommodating pedestrians who are older adults. ➤ Public comments indicate that continuous sidewalks are needed on St. Jean Baptiste Street to accommodate pedestrian traffic to schools. 	<ul style="list-style-type: none"> ➤ Public comments suggest that Option 2 connects to community destinations, including schools, businesses, and community destinations (i.e., CCFM, Cercle Moliere, and Stellas). ➤ Public comments suggest support for improvements to signage and better pavement markings, regardless of which option is selected. ➤ Public comments suggest that a 1.8 m bike lane will not permit cyclists passing one another. ➤ Public comments suggest that controlled crosswalks are needed along Des Meurons Street.
Transit, Parking & Loading	<ul style="list-style-type: none"> ➤ Public comments suggest support for Option 1, as it does not remove parking. ➤ Public comments suggest that St. Jean Baptiste Street is heavily used for parking by university students and that accommodations will need to be made to allow for safe passage of cyclists and two-way vehicle traffic. ➤ Public comments suggest that neighbourhood greenways that allow on-street parking pose a hazard for cyclists. 	<ul style="list-style-type: none"> ➤ Public comments suggest that the local residential streets cannot handle additional on-street parking that may be required as a result of removing parking on Des Meurons Street. ➤ Public comments suggest that Option 2 will be too disruptive to businesses along Des Meurons Street who rely on street parking for their customers.

	Option 1: Neighbourhood Greenway on St. Jean Baptiste Street, Enfield Crescent, Eugenie Street, and Youville Street	Option 2: Protected Bike Lanes on Des Meurons Street																								
Traffic Operations	<ul style="list-style-type: none"> Public comments suggested that there is support for realigning the intersection and adding a traffic circle at Eugenie Street and Enfield Crescent. 	<ul style="list-style-type: none"> Public comments suggest that stop signs on Des Meurons Street be removed to allow for continuous flow for both vehicles and cyclists. Public comments suggest that the bicycle signal phases may increase traffic delays at the Marion Street and Goulet Street intersections with Des Meurons Street. Public comments suggest that the traffic volume along Des Meurons Street is too high for cycling infrastructure and that adding cycling infrastructure may increase vehicle delay. 																								
Capital and Maintenance Costs	<ul style="list-style-type: none"> Public comments suggest support for Option 1, which they feel provides a good cost-benefit, as it is less costly than Option 2. Public comments suggest support for Option 1, as it can be implemented in the shorter-term. Public comments suggest that investing in road repair should be prioritized over cycling infrastructure. 	<ul style="list-style-type: none"> Public comments indicate that the longer-term implementation timeline for Option 2 is acceptable, as the commuter cycling community is continuing to grow and that this option will better serve higher numbers of cyclists. Public comments suggest support for Option 2 despite its higher comparative cost to Option 1. Some members of the public believe that a protected bike lane will be highly utilized and worth the investment. Other comments suggest that the cost of Option 2 is too significant. 																								
Public Support	<table border="1"> <caption>Public Support for Option 1</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Strongly Support</td> <td>34.8%</td> </tr> <tr> <td>Somewhat Support</td> <td>33.3%</td> </tr> <tr> <td>Neutral</td> <td>16.7%</td> </tr> <tr> <td>Somewhat Oppose</td> <td>6.5%</td> </tr> <tr> <td>Strongly Oppose</td> <td>8.7%</td> </tr> </tbody> </table> <p>Weighted ranking 3.79/5</p>	Category	Percentage	Strongly Support	34.8%	Somewhat Support	33.3%	Neutral	16.7%	Somewhat Oppose	6.5%	Strongly Oppose	8.7%	<table border="1"> <caption>Public Support for Option 2</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Strongly Support</td> <td>60.8%</td> </tr> <tr> <td>Somewhat Support</td> <td>14.9%</td> </tr> <tr> <td>Neutral</td> <td>2.0%</td> </tr> <tr> <td>Somewhat Oppose</td> <td>11.5%</td> </tr> <tr> <td>Strongly Oppose</td> <td>10.8%</td> </tr> </tbody> </table> <p>Weighted ranking of 4.03/5</p>	Category	Percentage	Strongly Support	60.8%	Somewhat Support	14.9%	Neutral	2.0%	Somewhat Oppose	11.5%	Strongly Oppose	10.8%
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Segment 2: Vivian Avenue to Fermor Avenue

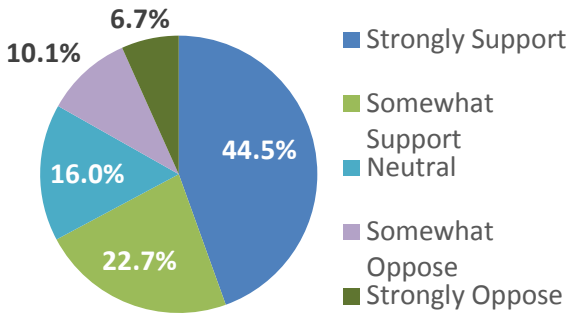
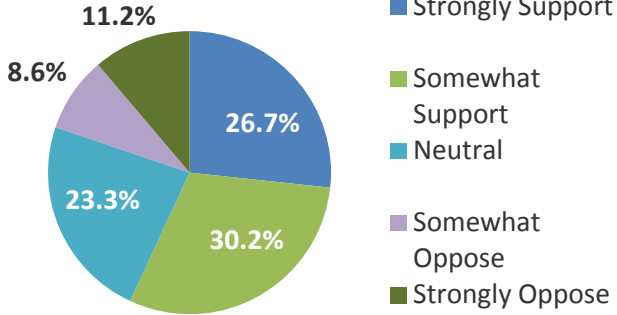
	Option 1: Neighbourhood Greenway on Des Meurons Street	Option 2: Neighbourhood Greenway on Youville Street, and Egerton Road
Safety & Emergency Services	<ul style="list-style-type: none"> ➤ Public comments suggest that the traffic calming measures of Option 1 will help increase the safety of cyclists by slowing traffic down and reducing traffic volumes. A few believe that the addition of raised crosswalks will increase the safety of pedestrians. ➤ Other public comments indicate that Option 1 provides minimal protection for cyclists from vehicles. Comments suggest that there is a belief that the safest option is when cyclists are physically separated from cars. 	<ul style="list-style-type: none"> ➤ Public comments suggest support for Option 2 as it has lower traffic volumes and therefore will be safer for cyclists.
Cycling Facilities	<ul style="list-style-type: none"> ➤ Public comments indicate a preference for Option 1, as it is the most direct route from Fermor Avenue to Provencher Boulevard. 	<ul style="list-style-type: none"> ➤ Public comments indicate a dislike for Option 2 as it is not a direct route. Comments suggest that respondents view Option 2 as a recreational route serving the needs of neighbourhood residents and recreational cyclists but not the needs of commuter cyclists. ➤ Stakeholders indicated that if Option 2 is selected, a better connection is required to connect Egerton Road to Des Meurons Street at the south end. Currently, there is only a gravel path from Egerton Road to Des Meurons Street.
User Experience & Neighbourhood/Community Impacts	<ul style="list-style-type: none"> ➤ Public comments indicate a preference for Option 1, as it provides connections to local schools and community centre. ➤ Public comments indicate support for the traffic calming measures proposed in Option 1, as the public believes that it is important that the neighbourhood is safe for kids to cycle and walk to school. 	<ul style="list-style-type: none"> ➤ No comments.
Transit, Parking & Loading	<ul style="list-style-type: none"> ➤ No comments. 	<ul style="list-style-type: none"> ➤ No comments.

	Option 1: Neighbourhood Greenway on Des Meurons Street	Option 2: Neighbourhood Greenway on Youville Street, and Egerton Road
Traffic Operations	<ul style="list-style-type: none"> ➤ Public comments indicate support for the traffic calming measures in Option 1, as comments suggest that it is not safe for children to walk and cycle without an adult in the neighbourhood because of traffic. ➤ Other public comments suggest concerns that Option 1 will increase traffic on St. Mary's Road, St. Anne's Road, and Egerton Road as well as may increase the number of "risky" traffic maneuvers drivers may take entering/exiting the neighbourhood. ➤ Public comments suggest that Option 1 may also include replacing four-way stop-signs with traffic circles or removing four-way stop-signs along Des Meurons Street to assist with traffic flow. 	<ul style="list-style-type: none"> ➤ No comments.
Capital and Maintenance Costs	<ul style="list-style-type: none"> ➤ Public comments indicate support for Option 1, as the costs are low and the infrastructure can be quickly implemented. 	<ul style="list-style-type: none"> ➤ Public comments show support for Option 2, as it will have low to minimal costs by utilizing existing infrastructure.
Public Support	<p> ■ Strongly Support ■ Somewhat Support ■ Neutral ■ Somewhat Oppose ■ Strongly Oppose </p> <p style="text-align: center;">Weighted ranking 3.63/5</p>	<p> ■ Strongly Support ■ Somewhat Support ■ Neutral ■ Somewhat Oppose ■ Strongly Oppose </p> <p style="text-align: center;">Weighted ranking 3.75/5</p>

Segment 3: St. George Road

	Option 1: Off-Street Multi-Use Pathway on St. George Road	Option 2: Neighbourhood Greenway on St. George Road
Safety & Emergency Services	<ul style="list-style-type: none"> ➤ Public comments suggest that there is a preference for cycling infrastructure that physically separates cyclists from vehicles, as this type of infrastructure is believed to be safer. ➤ Public comments note that some people aren't comfortable cycling on the street and sharing the road with vehicles. These comments suggest that Option 1 may result in more people cycling as they may feel safer. ➤ Public comments note that the off-street multi-use pathway crosses many driveways and roadways. Comments suggest that there is a much higher probability of conflicts with cars as due to blind-spots. 	<ul style="list-style-type: none"> ➤ Some public respondents do not like Option 2, as it does not provide physical separation of cyclists from vehicles. ➤ Public comments suggest that Option 2 is safer than Option 1 for cyclists when travelling through intersections. ➤ Public comments note that raised crosswalks bring added safety for children walking to school as it helps make kids more visible as they cross the street.
Cycling Facilities	<ul style="list-style-type: none"> ➤ Public comments suggest that an off-street multi-use pathway is preferred because it would benefit more users than just cyclists. ➤ Some public comments suggest that off-street multi-use pathways are better suited along high-speed thoroughfares and that traffic volumes and speeds are too low to require this type of infrastructure along St. George Road. ➤ Public comments note a dislike for Option 1, as they feel that both pedestrians and cyclists cannot make full use of the infrastructure and that sharing the space can lead to conflicts between users. ➤ Comments from stakeholders note that there is an interest in ensuring good design of the path so that it functions well for all users but to also make the path look good from an urban design perspective. 	<ul style="list-style-type: none"> ➤ Public comments note that the raised crosswalks are liked. ➤ Some public comments suggest a general dislike for traffic calming measures such as diverters and speed humps. ➤ Stakeholders suggested that a raised intersection combined with a traffic circle is required to help slow traffic down as traffic circles on their own are not enough. ➤ Some public comments note that slowing down traffic is not enough of a benefit to cyclists and that at minimum a painted line should be included to designate a cycling lane. ➤ Stakeholders suggested removing the proposed diverters and adding traffic circles instead. ➤ Stakeholders noted that Option 2 is not a viable option for commuters, rather it is an option for local area residents and asked for clarification on the intent of the path. It is suggested that if Option 2 is selected, a commuter option will still be needed.

	Option 1: Off-Street Multi-Use Pathway on St. George Road	Option 2: Neighbourhood Greenway on St. George Road
User Experience & Neighbourhood/Community Impacts	<ul style="list-style-type: none"> ➤ Public comments note that there may be an opportunity to add a unique and simple design flare to the neighbourhood by creatively painting the off-street multi-use pathway. ➤ Public comments note that additional sidewalks and greater commuter safety are beneficial to the neighbourhood. ➤ Public comments note the existing sidewalk on the east side of St. George Road can get quite busy before and after school and believe that widening the sidewalk to an off-street multi-use pathway would be helpful to better accommodate all users. ➤ Some public comments note a concern that adding the multi-use pathway in the “rural” section of St. George Road may result in the removal of many trees and may impact drainage and landscaping for residents. 	<ul style="list-style-type: none"> ➤ Public comments suggest that the traffic calming treatments of Option 2 may not be enough for parents to feel safe with their children cycling on St. George Road. ➤ Public comments note that Option 2 does not accommodate cyclists who are not comfortable cycling on the street.
Transit, Parking & Loading	<ul style="list-style-type: none"> ➤ Some public comments indicate support for Option 1, as it provides no change to the roadway or vehicle access. 	<ul style="list-style-type: none"> ➤ No comments.
Traffic Operations	<ul style="list-style-type: none"> ➤ Public comments suggest support for Option 1, as it does not remove on-street parking. ➤ Some public comments suggest that traffic volume is too low on St. George Road to require an off-street multi-use pathway. 	<ul style="list-style-type: none"> ➤ Comments note that a neighbourhood greenway may be appropriate as St. George Road has low traffic volumes. ➤ Some public comments note that traffic should be diverted away from St. George Road as much as possible. ➤ Some public comments note that they oppose the diverter at Fernwood Avenue and St. George Road as it would impede traffic flow. ➤ Some public comments note that traffic diverters are not required as traffic volume is already low and that the diverters will only inconvenience local area residents. ➤ Public comments suggest that the proposed traffic calming measures may not have much of an impact reducing traffic volume as a lot of the traffic along St. George Road is caused by the school, not by people short-cutting through the neighbourhood.

	Option 1: Off-Street Multi-Use Pathway on St. George Road	Option 2: Neighbourhood Greenway on St. George Road
Capital and Maintenance Costs	<ul style="list-style-type: none"> ➤ Public comments suggest that the cost of Option 1 is too high. 	<ul style="list-style-type: none"> ➤ Some public comments suggest support for Option 2 because of its low cost and quick implementation time. However, comments also indicate support for adding protected bike lanes or an off-street multi-use pathway in the long-term. ➤ Some public comments suggest that Option 2 is preferred because of its lower cost. ➤ Stakeholders suggested that snow removal may be an issue with the proposed traffic calming measures.
Public Support	 <p>Weighted ranking 3.88/5</p>	 <p>Weighted ranking 3.52/5</p>

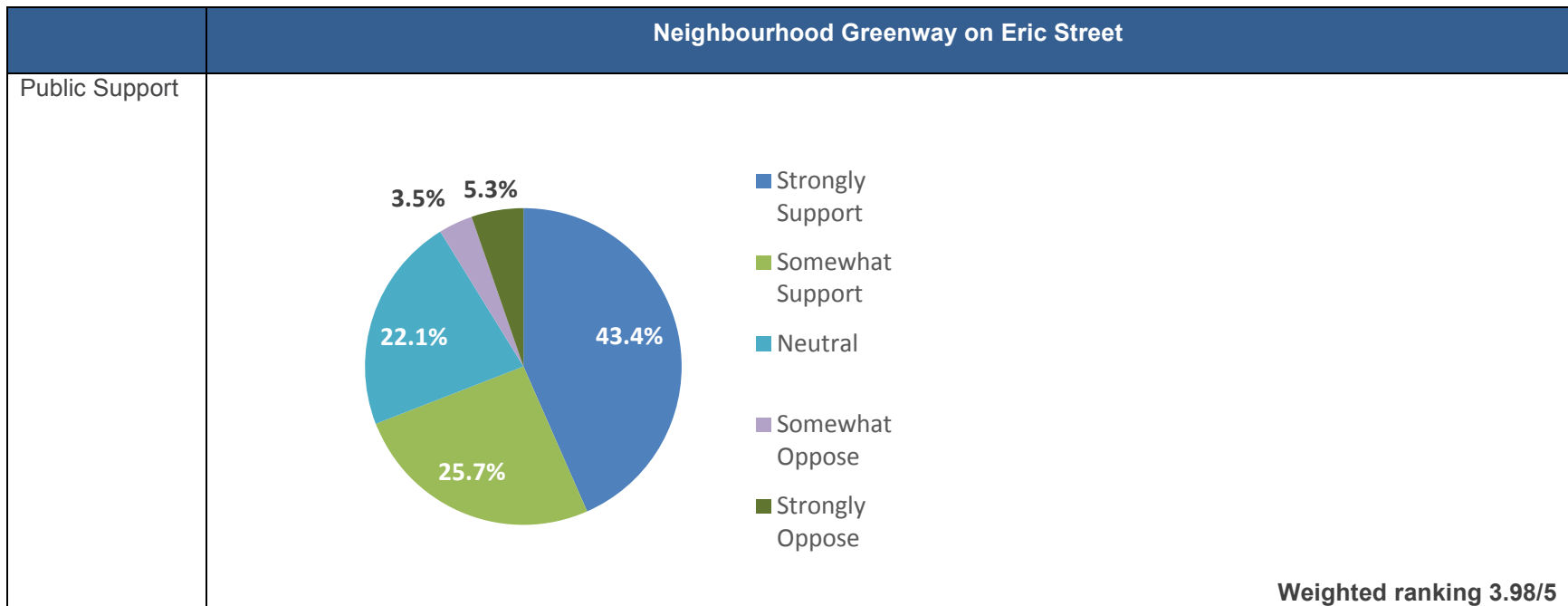
Segment 4: Worthington Avenue

	Option 1: Off-Street Multi-Use Pathway on Worthington Avenue	Option 2: Neighbourhood Greenway on Worthington Avenue
Safety & Emergency Services	<ul style="list-style-type: none"> ➤ Public comments suggest that increasing the safety of cyclists from vehicles is very important and that their preference is for options that provide physical separation between cyclists and vehicles. 	<ul style="list-style-type: none"> ➤ No comments.
Cycling Facilities	<ul style="list-style-type: none"> ➤ Public comments indicate a preference for Option 1 because it separates cyclists from traffic. ➤ Public comments suggest support for this option as it provides protection for cyclists while providing pedestrians the option of using the sidewalk on the south side of Worthington Avenue if they don't feel comfortable walking on the multi-use path. ➤ Some public comments note that cycling infrastructure should not be shared with pedestrians as neither user gets the full benefit of the infrastructure. It is suggested that conflict can occur between different users as they may not share the infrastructure with one another. ➤ Some public comments dislike Option 1, as the off-street multi-use path crosses driveways, which is believed to be unsafe for cyclists. ➤ Stakeholders suggested that if Option 1 is selected, an off-street multi-use pathway should also be selected for St. George Road to keep a consistent type of cycling infrastructure. 	<ul style="list-style-type: none"> ➤ Some public comments note that Option 2 is not proposing many changes from the existing conditions and therefore wonders how it will improve cycling conditions.
User Experience & Neighbourhood/Community Impacts	<ul style="list-style-type: none"> ➤ Some public comments suggest that Option 1 may be utilized more than Option 2 by families with kids on bikes and/or adults pulling a bike trailer. 	<ul style="list-style-type: none"> ➤ Some public comments suggest that cycling on Worthington Avenue currently has a safe feeling because traffic volumes are quite low.
Transit, Parking & Loading	<ul style="list-style-type: none"> ➤ Some public comments suggest support for Option 1 as it does not impact on-street parking. 	<ul style="list-style-type: none"> ➤ No comments.

	Option 1: Off-Street Multi-Use Pathway on Worthington Avenue	Option 2: Neighbourhood Greenway on Worthington Avenue
Traffic Operations	<ul style="list-style-type: none"> ➤ Public comments suggest that Worthington Avenue has higher traffic volumes than surrounding streets. ➤ Some public comments suggest support for Option 1 because it will have no impact to the existing roadway or parking. 	<ul style="list-style-type: none"> ➤ Some public comments indicate that traffic diverters could be added to Option 2 to help reduce cut through traffic.
Capital and Maintenance Costs	<ul style="list-style-type: none"> ➤ No comments. 	<ul style="list-style-type: none"> ➤ Public comments note that a low cost solution is preferred as the area currently has existing sidewalks in decent condition and that cyclists are not very likely to use this corridor.
Public Support	<p> ■ Strongly Support ■ Somewhat Support ■ Neutral ■ Somewhat Oppose ■ Strongly Oppose </p> <p style="text-align: right;">Weighted ranking 3.96/5</p>	<p> ■ Strongly Support ■ Somewhat Support ■ Neutral ■ Somewhat Oppose ■ Strongly Oppose </p> <p style="text-align: right;">Weighted ranking 3.46/5</p>

Segment 5: Eric Street

	Neighbourhood Greenway on Eric Street
Safety & Emergency Services	<ul style="list-style-type: none"> ➤ No comments.
Cycling Facilities	<ul style="list-style-type: none"> ➤ Public comments suggest support for this segment, as it will provide a direct connection to the Bishop Grandin Greenway. ➤ Public comments suggest that this segment is disliked because cyclists are not separated from traffic; however comments also note that because this is a very low traffic volume street and that the distance from Worthington Avenue to Bishop Grandin Greenway is quite short, it is acceptable. ➤ Some public comments suggest that there is a preference for cycling infrastructure that helps cyclist commuters along St. Mary's Road and St. Anne's Road as this segment may be viewed as too out of the way.
User Experience & Neighbourhood/Community Impacts	<ul style="list-style-type: none"> ➤ Public comments note that they like the raised crosswalk and feel that it provides safety and may encourage more people to walk in the community. ➤ Public comments indicate that they like the connection the segment provides to the Bishop Grandin Greenway, providing opportunities for "non-hardcore cyclists" to ride to St. Vital Park, the University of Manitoba, or St. Vital Mall. ➤ Comments note that the segment will help provide a safer route for local residents of St. George School catchment area to reach the Bishop Grandin Greenway. ➤ Some public comments note that there are opportunities to add something more unique and exciting to the area, which may include adding native grasses to the boulevard or adding flowers.
Transit, Parking & Loading	<ul style="list-style-type: none"> ➤ No comments.
Traffic Operations	<ul style="list-style-type: none"> ➤ Public comments suggest that they like that no speed humps are proposed for the segment and that the segment will not restrict traffic flow.
Capital and Maintenance Costs	<ul style="list-style-type: none"> ➤ Public comments suggest that the segment is cost effective.



4.2.4 School Feedback

School divisions and schools along the Southeast Corridor were contacted to provide input on the options. Feedback was received from the LRSD Transportation director, DSFM Transportation Director, and the Principal of St. George School. The following is a summary of what we heard:

Segment 1: North Des Meurons Street

- From the school division perspective, there are no concerns with either option proposed for Segment 1.
- The addition of cycling infrastructure will be a great improvement to the area.
- 11 school busses park along St. Jean Baptiste Street and de la Cathédrale Avenue before and after school for pick-up and drop-off. This may impede cyclists somewhat during those times.

Segment 3: St. George Road

- There are currently 111 students attending St. George School that live in the immediate neighbourhood.
- The addition of Segment 3 will improve safety and accessibility for St. George School students and area residents.
- Both options will have a positive impact to the community and there are no anticipated negative impacts to the school's operations.
- The school bus loading zone is on St. George Road, right in front of the school and it is important that the addition of any cycling/pedestrian infrastructure does not interfere with this access.

4.3 CONCLUSION AND NEXT STEPS

The feedback provided by stakeholders, community members, and members of the general public throughout Phase One and Phase Two provides valuable insight on pedestrian and cycling infrastructure for the Southeast Corridor. The input received will be considered when evaluating the location of the facility, facility connections, and intersection upgrades. To support a transparent process, this report will be directly shared with stakeholders who participated throughout the project as well as will be posted on the project website.

Phase Three, which is currently in progress, will post the recommended option on the project website. An online comment sheet will be available to collect public feedback on the recommended option which will help the City of Winnipeg with further decisions regarding the Southeast Corridor.

APPENDIX A

COMMUNICATION & ADVERTISEMENT LOG

PROJECT INTEREST	GROUPS/ORGANIZATION
Accessibility issues related to the path design and connections.	Winnipeg Accessibility Advisory Committee Place Bertrand
Community Facilities and destination locations, access and location of pathway.	Norberry-Glenlee Community Club St. George Park King George Park/Pool Windsor Park Golf Course Niakwa Country Club St. Boniface Golf Club Iroquois Park Glenwood Community Club Champlain Community Club St. Boniface Optimist Park Centre recreatif Notre Dame Recreational Centre Lagimodiere-Gaboury Historic Park Cross Country Ski Association of Manitoba (Representing Winsor Park Nordic Centre) Le Centre Culturel Franco Manitoban
Students use of path, safety	Active and Safe Routes to School Louis Riel School Division Division scolaire franco-manitobaine Université de Saint-Boniface Student Group Ecole Provencher St. George School Glenwood School Holy Cross School St. Boniface Diocesan High School Springs Youville Campus Ecole Henri-Bergeron Marion School College Louis-Riel Ecole Tache Lavalee School Archwood School Victor Mager School

	Ecole Guyot
	Glenlawn Collegiate
	Glenwood School
	Ecole Lacerte
	Ecole Precieux-Sang
	Dakota Collegiate
Multi-use path design and connections	Bike Winnipeg
	Winnipeg Trails Association
	Green Action Centre
	Save Our Seine
	Coop Velo Cite
	Bishop Grandin Greenway
Impacts on Business Community	Enterprises Riel
	St. Boniface Chamber of Commerce
	Provencher BIZ
	Old St. Vital BIZ
	Norwood Grove BIZ
Neighbourhood Organizations	South St. Boniface Residents Association (Formerly Seine River Bonivital Residents Association)
	Community Action Network - St. Vital
	Old St. Boniface Residents Association

THE CITY OF WINNIPEG IS PLANNING TWO PEDESTRIAN AND CYCLING PROJECTS IN YOUR COMMUNITY



New pedestrian and cycling infrastructure connecting the Bishop Grandin Greenway to St. Boniface.



Identifying a preferred location for a new pedestrian and cycling crossing over the Seine River.

YOUR INPUT IS NEEDED

- » This is the start of the public engagement process for the project. Visit www.winnipeg.ca/walkbikeprojects to learn more about the project and to provide your input through an online survey and mapping tool.

Project Background



Southeast Corridor - Connecting the Bishop Grandin Greenway to St. Boniface: The goal of the Southeast Corridor Study and Design, along the area around Des Meurons Street and St. George Road, is to provide pedestrian and cycling infrastructure that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood. The infrastructure will start and end at safe locations and connect people from their neighbourhoods to existing and future bicycle infrastructure.



Seine River Crossing - Identifying a New Pedestrian and Cycling Bridge Location: The goal of this study is to identify a preferred location for a new Seine River pedestrian and cycling crossing. An identified site would support the community's vision for a Seine River Pathway network and will increase connectivity in the cycling and pedestrian network.

For inquiries or for those who require alternate formats or interpretation to participate, please contact David Jopling.

Project Contact: David Jopling, Public Engagement Lead, 204-943-3178 JoplingD@mmm.ca



LA VILLE DE WINNIPEG PRÉVOIT DEUX PROJETS D'INFRASTRUCTURE CYCLABLE ET PIÉTONNIÈRE DANS VOTRE SECTEUR



Nouvelle infrastructure piétonnière et cyclable liant le couloir vert Bishop Grandin à Saint-Boniface



Établissement d'un emplacement préconisé pour un nouveau pont piétonnier et cyclable traversant la rivière Seine

NOUS AVONS BESOIN DE VOS COMMENTAIRES

- » C'est le début du processus de participation publique pour ce projet. Visitez www.winnipeg.ca/walkbikeprojects (en anglais seulement) pour en savoir plus sur le projet et faire part de vos commentaires par l'entremise d'un sondage et d'un outil de cartographie.

Historique du projet



Corridor sud-est - Raccordement du couloir vert Bishop Grandin à Saint-Boniface L'étude du corridor sud-est (zone le long de la rue Des Meurons et du chemin St. George) et la conception qui en résultera visent à créer des infrastructures piétonnières et cyclables qui permettront aux personnes de tous les âges et de tous les niveaux de marcher ou de faire du vélo à partir du couloir vert Bishop Grandin jusqu'au quartier de Saint-Boniface. Le début et la fin de ces pistes seront situés à des endroits sécuritaires et permettront de lier les quartiers à des infrastructures cyclables existantes et futures.



Pont traversant la rivière Seine - Établissement d'un nouvel emplacement pour le pont piétonnier et cyclable Le but de cette étude est de trouver un emplacement à préconiser pour la construction d'un pont piétonnier et cyclable le long de la rivière Seine. Le fait de désigner un tel emplacement viendrait appuyer le concept d'un réseau de sentiers le long de la rivière Seine envisagé par la collectivité et améliorerait la connectivité du réseau piétonnier et cyclable.

Si vous avez des questions, ou si vous avez besoin d'un format de présentation différent ou de services d'interprétation afin de rendre votre participation possible, veuillez communiquer avec David Jopling.

Personne-ressource : David Jopling, chargé de participation publique, 204-943-3178 JoplingD@mmm.ca



WE WANT TO HEAR FROM YOU!



YOU ARE INVITED TO A WORKSHOP ON WALKING AND BIKING TO SCHOOL.

We are reaching out to your school to learn from you about how you walk and bike in the neighbourhood. We are currently seeking input on two projects:



SOUTHEAST CORRIDOR

Connecting the Bishop Grandin Greenway to St. Boniface: The goal of the Southeast Corridor Study and Design, along the area around Des Meurons Street and St. George Road, is to provide pedestrian and cycling infrastructure that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood.



SEINE RIVER CROSSING

Identifying a New Pedestrian and Cycling Bridge Location: The goal of this study is to identify a preferred location for a new Seine River pedestrian and cycling crossing. An identified site would support the community's vision for a Seine River pathway network and will increase connectivity in the cycling and pedestrian network.



The workshop will include group discussions and a mapping exercise designed to understand how a new pedestrian and cycling corridor and Seine River crossing can best meet the needs of local youth.



WHO SHOULD ATTEND:

Parents and Students, Teachers, Administrators, Parent Advisory Council, and Childcare Workers. Please share this invitation with any of these groups.

WHEN:

Wednesday, February 22, 2017 from 5:30-7:30 p.m.,
Notre Dame Community Centre, 271 avenue de la Cathédrale

Thursday, February 23, 2017 from 5:30-7:30 p.m.,
Norberry-Glenlee Community Centre (Norberry Site), 26 Molgat Avenue

RSVP:

Erika Blackie, Public Engagement Planner at blackiee@mmm.ca
or 204-943-3178 by Monday, February 20, 2017.

PROJECT WEBSITE:

Winnipeg.ca/walkbikeprojects

Refreshments provided

WE HOPE TO SEE YOU THERE!

NOUS VOUS INVITONS À UN ATELIER PORTANT SUR VOS DÉPLACEMENTS À PIED ET À VÉLO VERS L'ÉCOLE.

Nous communiquons avec votre école pour savoir comment vous marchez et pédalez dans le quartier. Nous sommes à la recherche de vos commentaires sur deux projets :



CORRIDOR SUD-EST

Raccordement du couloir vert Bishop Grandin à Saint-Boniface : L'étude du corridor sud-est (zone le long de la rue Des Meurons et du chemin St. George) et la conception qui en résultera visent à créer des infrastructures piétonnières et cyclables qui permettront aux personnes de tous les âges et de tous les niveaux de marcher ou de faire du vélo à partir du couloir vert Bishop Grandin jusqu'au quartier de Saint-Boniface.



PONT TRAVERSANT LA RIVIÈRE SEINE

Établissement d'un nouvel emplacement pour le pont piétonnier et cyclable : Le but de cette étude est de trouver un emplacement à préconiser pour la construction d'un pont piétonnier et cyclable le long de la rivière Seine. Le fait de désigner un tel emplacement viendrait appuyer le concept d'un réseau de sentiers le long de la rivière Seine envisagé par la collectivité et améliorerait la connectivité du réseau piétonnier et cyclable.



L'atelier comprendra des discussions en groupes ainsi qu'un exercice de repérage sur carte dont le but est de dégager comment un nouveau couloir piétonnier et cyclable ainsi qu'un nouveau pont traversant la rivière Seine pourraient répondre le mieux possible aux besoins des jeunes du secteur.



QUI DEVRAIT PARTICIPER :

Les parents, les élèves, les enseignants et enseignantes, les administrateurs et administratrices, le conseil consultatif des parents, et les éducateurs et éducatrices de la petite enfance
Nous vous prions de transmettre cette invitation à ces groupes de personnes.

QUAND :

Le mercredi 22 février 2017, de 17 h 30 à 19 h 30, au Centre récréatif Notre Dame, 271, avenue de la Cathédrale

Le jeudi 23 février 2017, de 17 h 30 à 19 h 30, au Norberry-Glenlee Community Centre (site Norberry), 26, avenue Molgat

RSVP À :

Erika Blackie, planificatrice de participation publique, à blackiee@mmm.ca ou au 204-943-3178 au plus tard le lundi 20 février 2017.

SITE WEB DU PROJET :

winnipeg.ca/projetspietonniersetcyclables

Des rafraîchissements seront servis.

NOUS ESPÉRONS QUE VOUS POURREZ ÊTRE DES NÔTRES!

WE WANT TO HEAR FROM YOU!



The City of Winnipeg is planning two pedestrian and cycling projects connecting St. Boniface and St. Vital



SOUTHEAST CORRIDOR STUDY

View and provide input on options for new pedestrian and cycling infrastructure connecting the Bishop Grandin Greenway to St. Boniface.



SEINE RIVER CROSSING STUDY

View and provide input on potential locations for a new pedestrian and cycling crossing over the Seine River between Provencher Blvd. and Bishop Grandin Blvd.

IN-PERSON EVENTS:

Drop in to view the design options, speak with members of the project team, provide your feedback and ask questions regarding the projects.

VISIT THE WEBSITE:

View design options and provide feedback through an online survey. Winnipeg.ca/walkbikeprojects

Date: Tuesday, April 4, 2017

Location: Notre Dame Recreation Centre
271 Cathedrale Ave.

Time: 5:00 p.m. – 7:00 p.m.

Date: Wednesday, April 5, 2017

Location: Christ the King School
12 Lennox Ave.

Time: 5:00 p.m. – 7:00 p.m.

For those who require alternate formats or ASL interpretation in order to participate, please contact Erika Blackie by Wednesday, March 29, 2017. To stay updated on this project please register your email with us.

Project Contact: Erika Blackie, Public Engagement Planner, at 204-943-3178 or BlackieE@mmm.ca

VOTRE OPINION NOUS INTÉRESSE!



La Ville de Winnipeg planifie deux projets d'aménagements piétonniers et cyclables reliant Saint-Boniface et Saint-Vital.



ÉTUDE SUR LE COULOIR EST

Revoir les options d'aménagements piétonniers et cyclables liant le couloir vert Bishop Grandin à Saint-Boniface, et faire des commentaires sur ces options



ÉTUDE SUR LE PONT TRAVERSANT LA RIVIÈRE SEINE

Revoir les endroits à envisager pour un nouveau pont piétonnier et cyclable traversant la rivière Seine, entre les boulevards Provencher et Bishop Grandin et faire des commentaires sur ces options

PARTICIPATION EN PERSONNE :

Revoir les options de dessin, discuter avec les membres de l'équipe de projet, faire des commentaires et poser des questions sur les projets

VISITEZ LE SITE WEB :

Revoir les options de dessin et faire des commentaires winnipeg.ca/projetspietonniersetcyclables

Date : Le mardi 4 avril 2017

Lieu : Centre récréatif Notre-Dame
271, av. de la Cathédrale

Heure : De 17 h à 19 heures

Date : Le mercredi 5 avril 2017

Lieu : Christ the King School
12, av. Lennox

Heure : De 17 h à 19 heures

Les personnes qui ont besoin d'un format de présentation différent ou de services d'interprétation en ASL pour pouvoir participer sont priées de communiquer avec Erika Blackie au plus tard le mercredi 29 mars 2017. Veuillez donner votre adresse de courriel pour recevoir des nouvelles sur ce projet.

Personne-ressource : Erika Blackie, planificatrice de participation publique, 204-943-3178 ou BlackieE@mmm.ca

Hello,

You or a representative of your organization is invited to a **stakeholder workshop** on two pedestrian and cycling projects connecting St. Boniface and St. Vital:



The **Southeast Corridor Study**, along the area around Des Meurons Street and St. George Road, is to provide pedestrian and cycling infrastructure that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood. The infrastructure will start and end at safe locations and connect people from their neighbourhoods to existing and future bicycle infrastructure.



The **Seine River Crossing Study** will identify a preferred location for a new pedestrian and cycling crossing of the Seine River between Provencher Boulevard and Bishop Grandin Boulevard. An identified site would support the community's vision for a Seine River pathway network and will increase connectivity in the community and to the broader pedestrian and cycling network.

Date: Thursday, April 6, 2017 **Time:** 5:00 p.m. – 7:00 p.m.

Location: Notre Dame Recreation Centre, 271 Cathedrale Ave.

The workshop will include a brief overview of each study followed by small group discussions with the project team. We will be seeking your feedback on options for cycling infrastructure for the Southeast Corridor Study, where options that are being explored include protected bike lanes and other traffic calming measures like speed tables and traffic circles. We will also be seeking your feedback on potential locations for a new pedestrian and cycling crossing over the Seine River between Provencher Boulevard and Bishop Grandin Boulevard.

We kindly ask that you RSVP your attendance by contacting Erika Blackie at 204-943-3178 or by email at BlackieE@mmm.ca by Monday, April 3rd. Should you be unable to attend the stakeholder workshop, you could also view the same information on the website or at the open houses. Details on the time and location of the open houses are in the invitation notice attached.

For additional information, please visit the project website: winnipeg.ca/walkbikeprojects

Thank you,

City of Winnipeg

APPENDIX B

ONLINE INTERACTIVE MAPPING TOOL

Category	Initial Comment	Comment	Net Like	Like	Dislike
Suggested bridge location	Outside of study area, a bridge to walk or bike across to access Riverview Health Centre and South Osborne would save alot of driving time.		5	5	0
Suggested bridge location	Crossing between both gold courses would help shorten biking & walking distances	I Agree	1	2	1
Area for improvement	Dangerous to cross st. Marys Rd to get to river.		-1	0	1
Destinations I walk/bike to	Recreation destination along the river for us.	City of winnipeg consultations are a sham	1	1	0
Destinations I walk/bike to	Weekly walk or bike for groceries		1	1	0
Area for improvement	This intersection is always frustrating to cross on foot. Always seems to have a dangerous situation happen.		1	1	0
Destinations I walk/bike to	We walk skating rink in the winter and park in the summer.		-1	0	1
Destinations I walk/bike to	Sidewalks on Youville would be very helpful between Haig & Dubuc	I Disagree	-1	0	1
Suggested bridge location	A bridge here could shorten the travel distance to schools and community clubs.	I Agree	6	6	0
Suggested bridge location	A bridge here could shorten the travel distance to schools and community clubs.	<p>Sadler/Moore has great potential as an east/west neighbourhood greenway connecting west to the Publerry neighbourhood, especially if signals were installed at St. Mary's and Dunkirk (which would benefit walkability and transit access as well). Connecting to the Home Depot, etc. could also be valuable for people on the east side of the river.</p> <p>There appears to be a short right of way between Southbridge and WillowPoint that could improve access to Niakwa School from the Bridge.</p> <p>East of the river, there is good potential to connect up to the planned Pebble Beach pathway and further east into the right of way leading further east and north towards Southdale Centre. A pathway along the retention pond south of Willowlake could provide a high-quality link to both.</p> <p>Connecting to the short path between Beaverhill and the Bishop Grandin Greenway (the connection to Shorehill) should also be fairly straightforward from this bridge location. Connecting south to the link from Beaverhill an</p>	6	6	0
Suggested bridge location	A bridge here could shorten the travel distance to schools and community clubs.	I Agree	6	6	0
Barrier to Cycling	When the pork chops aren't plowed in winter, it makes hurdling them on a bike an exciting challenge.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Barrier to Cycling	Scaling the wind rows on a bike at the cross-walk is a challenge in winter.				
Works well and should be kept	Staying on the north side of Fermor is a plus to make this river crossing.	I Agree	2	2	0
Works well and should be kept	Staying on the north side of Fermor is a plus to make this river crossing.	I Agree	2	2	0
Suggested bridge location	Keep the current location and build up the bridge and path to avoid flooding in the spring. Riding through the forest everyday is the highlight of the route.	Plans for the Fermor Avenue Seine River Bridge include the addition of a multiuse path on the north side of Fermor that would connect into the Niakwa pathway and provide a detour of this bridge during high water events.	5	5	0
Suggested bridge location	Keep the current location and build up the bridge and path to avoid flooding in the spring. Riding through the forest everyday is the highlight of the route.	I Agree	5	5	0
Suggested bridge location	Keep the current location and build up the bridge and path to avoid flooding in the spring. Riding through the forest everyday is the highlight of the route.	I Agree	5	5	0
Suggested bridge location	Keep the current location and build up the bridge and path to avoid flooding in the spring. Riding through the forest everyday is the highlight of the route.	I Agree	5	5	0
Destinations I walk/bike to	St. Vital Pool				
Destinations I walk/bike to	Superstore	I Agree	1	1	0
Destinations I walk/bike to	St. Leon's		2	2	0
Barrier to Walking	Missing sidewalks are definitely a must here		2	3	1
Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2
Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2
Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2
Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2
Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2

Category	Initial Comment	Comment	Net Like	Like	Dislike
Barrier to Cycling	No access direct access to Bishop Greenway	I Agree. Also the Home Depot, etc.	4	4	0
Barrier to Cycling	Better access to Fermor sidewalk which should be converted to greenway type path.		2	2	0
Barrier to Cycling	Lots of desire lines of people crossing here, dangerous with high speed traffic.	Hope to see this connection as part of the Fermor Avenue Seine River Bridge rehabilitation.	4	4	0
Barrier to Cycling	Lots of desire lines of people crossing here, dangerous with high speed traffic.	I Agree	4	4	0
Barrier to Cycling	Lots of desire lines of people crossing here, dangerous with high speed traffic.	Too many pedestrians cross Fermor to and from Super Store. Darwinism will be proven. I'm a cyclist/pedestrian. Do not install a crosswalk. Traffic is too heavy on the #1. This will only make drivers more impatient and aggressive at existing crossings. The solution must be for pedestrians to either walk over or under Fermor.	4	4	0
Barrier to Cycling	Lots of desire lines of people crossing here, dangerous with high speed traffic.	I Agree	4	4	0
Area for improvement	Traffic light should be here. It is very hard to cross Provencher in the morning and evening. There should also be a no right turn on red from Provencher as to stop vehicles from trying to beat the light and going down Tissot to Archibald. There is a lot of pedestrian traffic that crosses Provencher to go take the bus.	I Agree	3	3	0
Area for improvement	Traffic light should be here. It is very hard to cross Provencher in the morning and evening. There should also be a no right turn on red from Provencher as to stop vehicles from trying to beat the light and going down Tissot to Archibald. There is a lot of pedestrian traffic that crosses Provencher to go take the bus.	I Agree	3	3	0
Area for improvement	Traffic light should be here. It is very hard to cross Provencher in the morning and evening. There should also be a no right turn on red from Provencher as to stop vehicles from trying to beat the light and going down Tissot to Archibald. There is a lot of pedestrian traffic that crosses Provencher to go take the bus.	I Agree, when I ride my bike along the seine river trail and try to cross here I make it half way with my bike and sit in the median with cars moving fast on both sides of me. It's scary some days. when you have a groomed trail with no plan to cross a busy street you are asking for trouble	3	3	0
Destinations I walk/bike to		I Agree	2	2	0
Suggested bridge location	Would be nice to access the pathway from here.				
Works well and should be kept		I Agree	8	8	0
Works well and should be kept		I Agree and also use this bridge often in the summer for cycling	8	8	0
Area for improvement	no left turn into the businesses should be aloud, it is a traffic hazard.	I Disagree. Traffic is allowed to turn left (heading east on Marion) however not during high traffic volume times. Maybe having a left turn signal and upgrading the intersection could help with better traffic flow?	1	3	2

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	it feels dangerous to bike downtown over St. Mary's. The streets are busy and there is no way to get to work downtown on a bike. Would love to bike to work from St Mary's.	I Agree	2	2	0
Area for improvement	St. George is very busy with tons of fast traffic, bikes, kids, moms with strollers.....the whole road should be elevated to curb all the parking vehicles (especially in the summer) and fast traffic and enhance families experience and other types of transport, including walking.....	I Disagree	-1	0	1
Barrier to Cycling	It would be nice for the trail to along the seine river through to Fermin as a potential way to get to the forks. St Mary's and st Anne's are really dangerous to cycle on.	I Agree	7	7	0
Barrier to Cycling	It would be nice for the trail to along the seine river through to Fermin as a potential way to get to the forks. St Mary's and st Anne's are really dangerous to cycle on.	Adding a route along the River from South of Bishop to North of Fermor would sure make this a much nicer and safer ride.	7	7	0
Suggested bridge location	This is obvious. this bridge is very high speed and not safe for cycling. At this point bikes mix with peds on the narrow sidewalk.	A proper fully protected bike lane should be on this and ALL city bridges. A person should not have to choose between getting a ticket for riding on the sidewalk, and taking his life in his hands just to get across a bridge. Perhaps the way the bike path was done on Archibald provides some clue as to how to do this: one side of the bridge for pedestrians, the other side is for bikes.	2	2	0
Suggested bridge location	This is obvious. this bridge is very high speed and not safe for cycling. At this point bikes mix with peds on the narrow sidewalk.	I Agree. This bridge is preventing ppl from reaching south osborne neighbourhood.	2	2	0
Suggested bridge location	This is a logical place for a Cycling/Ped bridge and a cross walk on St Marys to connect Riverview with Old St Vital and St Boniface routes		1	1	0
Suggested bridge location	To connect north Portage safely to Elmwood at these two parks	Do you mean North Point Douglas?			
Suggested bridge location	To connect north Portage safely to Elmwood at these two parks	I walk Whittier Park often, live in the area, and wonder about making a connection here often.			
Destinations I walk/bike to	I typical have meetings at the Eco Centre, Sport for Life, NRC, U of W, The Forks. All of witch I ride my bike rather than having to park. this is a 14km ride from the south end,.				
Barrier to Cycling	It is nice to have a connection to Mission,. but Mission and Planet are not bike friendly streets and this connection does not put ButtOnBikes		1	1	0
Suggested bridge location	As part of a safe connection.	I Agree this would create yet another great cycling connection to other routes in the area.	2	2	0
Barrier to Cycling	Bike path signage needed. Where do I go from here when the path ends?	I Disagree this area is not a designated bike path.	0	1	1
Barrier to Cycling	proper connection is missing		2	2	0

Category	Initial Comment	Comment	Net Like	Like	Dislike
Barrier to Cycling	should be paved rather than 3/4in gravel. at least pack it with 1/4 down		1	1	0
Barrier to Cycling	need a connection for St George to the BGG	I Agree	5	5	0
Barrier to Cycling	need a connection for St George to the BGG	I Agree. Things have to be direct. Read Jan Gehl's book: Cities for People.	5	5	0
Barrier to Cycling	May the sidewalk wider for Multi use. Back lane works but it has blind spots	I Agree	2	2	0
Suggested bridge location	What about the possibility of sharing the existing bridge over the Seine connecting the St. Boniface Golf Course?	I Agree	4	5	1
Suggested bridge location	What about the possibility of sharing the existing bridge over the Seine connecting the St. Boniface Golf Course?	I Agree. it makes a lot of sens, since the bridge is already there, cost of construction would be minimal. only connecting pathways would be needed.	4	5	1
Suggested bridge location	What about the possibility of sharing the existing bridge over the Seine connecting the St. Boniface Golf Course?	who would have access?	4	5	1
Suggested bridge location	What about the possibility of sharing the existing bridge over the Seine connecting the St. Boniface Golf Course?	I Agree people already use this access without permission.	4	5	1
Barrier to Cycling	Currently, there is no way to trigger this signal from your bike (at least if you are crossing on Archibald). Hopefully, the Fermor Avenue Seine River Bridge project can provide better access across this intersection.	I Agree there's a lack of signal trigger for this crossing. I Disagree that a trigger would make any difference in the wait time. Any expenditure on a trigger would be a waste of money. I doubt it would make any difference in wait timing due to need to move heavy traffic. A trigger would only give the appearance of a "control". If the traffic had to wait more for pedestrians/cyclists, they would be even more impatient. I don't see how a Fermor Seine Bridge a hundred yards west of Archibald would improve the Archibald Fermor crossing.	2	2	0
Barrier to Cycling	Currently, there is no way to trigger this signal from your bike (at least if you are crossing on Archibald). Hopefully, the Fermor Avenue Seine River Bridge project can provide better access across this intersection.	I Agree and Disagree I Agree there's a lack of signal trigger for this crossing. I Disagree that a trigger would make any difference in the wait time. Any expenditure on a trigger would be a waste of money. I doubt it would make any difference in wait timing given need to move heavy traffic. A trigger would only give the appearance of a "control". If the traffic had to wait more for pedestrians/cyclists, they would be even more impatient. The worst hazard is at the northwest corner where south bound Archibald traffic is speeding through the merge lane (onto west bound Fermor). Too many near-misses!! There should be a speed bump or flashing yellow lights for pedestrians/cyclist. I don't see how a Fermor Seine Bridge a hundred yards west of Archibald would improve the Archibald Fermor crossing.	2	2	0
Destinations I walk/bike to	Safeway/Alpine Place				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Works well and should be kept	The bike path running behind Niakwa Park could be integrated. It is heavily used as it connects to the Fermor Bike path. This could see some improvements (minor, perhaps some signage), and interconnectivity to other parts north of it that are easier for the general public. Note: I know of the shortcuts and work-through's but the average person may not.	I Agree	1	1	0
Area for improvement	There is an old "tunnel" that used to be part of the Winnipeg bike network (1950's / 60's). While I recognize the planners have their hands full, it may be worthwhile to review what was in place in "previous eras" and see how it can be repurposed / reused. This connection point could take you to the bike path that runs north to the Perimeter. (Marconi line?).	I Agree	2	2	0
Area for improvement	There is an old "tunnel" that used to be part of the Winnipeg bike network (1950's / 60's). While I recognize the planners have their hands full, it may be worthwhile to review what was in place in "previous eras" and see how it can be repurposed / reused. This connection point could take you to the bike path that runs north to the Perimeter. (Marconi line?).	St. Anne's and Fermor is a challenging intersection for both riders and pedestrians. Lights are not long enough to get across. Would love to see a bike path/lane north and south bound St Anne's from Fermor to Bishop Grandin.	2	2	0
Destinations I walk/bike to	Identified as a future transformative development site in Our Winnipeg. Connections to future destinations in this area need to be considered.	I Agree	1	1	0
Destinations I walk/bike to	Identified as a future transformative development site in Our Winnipeg. Connections to future destinations in this area need to be considered.	Because of proximity to industrial area, serious consideration must be given regarding exiting in case of evacuation due to industrial accidents as experience during such emergencies as the Speedway Bio-fuel fire. With intensification of industry, emergencies could worsen.	1	1	0
Works well and should be kept	The raised pathway next to Windsor Park (gravel) is a great way to cost-effectively repurpose pathways. This "model" is extensively used on the Jacque-Cartier bikepath system (St Raymond Quebec), and is used by thousands of people every weekend. None of it is paved and it is used by bikes of all types, it is a highly crushed limestone, that has been resilient to harsh Quebec winter conditions.	I Agree.	1	1	0
Barrier to Cycling	I don't feel comfortable riding in traffic on a 4 lane truck route		2	2	0
Barrier to Cycling	I like riding on Enfield, but better crossings of Marion & Goulet are needed if this is going to be considered as a neighbourhood greenway.		3	3	0
Barrier to Cycling	I'd like to see a HAWK signal here to facilitate the crossing				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Destinations I walk/bike to	The St. Boniface Hospital Complex (and Norwood Bridge bike paths) is a critical destination. A connection to Thomas Berry or Bertrand needs to be included in the planning for this corridor.		1	1	0
Area for improvement	The study needs to consider connections to the future East Corridor Rapid Transit AT facilities.	I Agree	2	2	0
Barrier to Cycling	The John Bruce Road Bridge is helpful, but it needs a connection across St. Anne's		1	1	0
Suggested bridge location	I used to work in South Osborne while living in Old St. Boniface. A bridge here or from Norwood Flats across to Churchill Drive would have been a godsend to enable active transportation rather than driving each day as the transfers and timing involved in taking the bus was untenable. I foresee my children quite possibly working in the Osborne or South Osborne area in the future and we frequently attend recreational activities (commercial and civic) in the area. On the flip side, people living in Riverview would have easier access to working, shopping, and recreation around St. Mary's, St. Anne's and St. Boniface.	I Agree	2	2	0
Suggested bridge location	Crossing at Aldgate	No public land on east bank Villa on Seine posted private property	1	1	0
Barrier to Cycling	A pedestrian / cycling crosswalk across Tache would be helpful here to access the path along the river from the east side of the street. While Tache is marked as a bike route it truly isn't wide enough for two cars and two cycling lanes in its current state, particularly at rush hour. I therefore prefer to use the multi-use path along the river, even though its width also isn't adequate - say, as wide as the paths along Fermor, Bishop Grandin, or even Archibald.	I Agree on the Tache width issue. increasing the width of the existing river path as an alternative would be worth evaluating.	5	5	0
Barrier to Cycling	A pedestrian / cycling crosswalk across Tache would be helpful here to access the path along the river from the east side of the street. While Tache is marked as a bike route it truly isn't wide enough for two cars and two cycling lanes in its current state, particularly at rush hour. I therefore prefer to use the multi-use path along the river, even though its width also isn't adequate - say, as wide as the paths along Fermor, Bishop Grandin, or even Archibald.	I Agree with the Tache width issue as well.	5	5	0

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	Safer intersection for pedestrians and cyclists	I Agree The worst problem is at the northwest corner where south bound Archibald traffic is speeding through the merge lane (onto west bound Fermor) - between the pedestrian island and sidewalk. Too many near-misses!! There should be a speed bump or flashing yellow lights to slow down vehicles and make them yield to pedestrians/cyclist. I Disagree that a trigger for the signal will make a difference. Keep the cars moving or drivers will become even more impatient and aggressive.	4	4	0
Area for improvement	Safer intersection for pedestrians and cyclists	I Agree	4	4	0
Area for improvement	Safer intersection for pedestrians and cyclists	could be made safer by adding a pedestrian and cycle crossing under the Sein river bridge.	4	4	0
Barrier to Cycling	These pseudo-traffic circles are very dangerous for cyclists. The intersections are far too small for a proper roundabout, and too many motorists turn the wrong way around them. Normal residential intersections with stop signs calm traffic much better, and are much safer for cycling.	I would much prefer even the existing sub-optimal roundabouts to more stop signs (unless Winnipeg adopts a legal bicycle roll-through policy for stop signs as some US jurisdictions support). One of the significant advantages of cycling are the less frequent stops then required for driving in Winnipeg. I would encourage leveraging that benefit.	1	3	2
Barrier to Cycling	These pseudo-traffic circles are very dangerous for cyclists. The intersections are far too small for a proper roundabout, and too many motorists turn the wrong way around them. Normal residential intersections with stop signs calm traffic much better, and are much safer for cycling.	I Disagree. These traffic circles are better than stop signs, though you do need to take extra caution travelling through them.	1	3	2
Barrier to Cycling	These pseudo-traffic circles are very dangerous for cyclists. The intersections are far too small for a proper roundabout, and too many motorists turn the wrong way around them. Normal residential intersections with stop signs calm traffic much better, and are much safer for cycling.	I Agree, especially considering so many drivers who don't know how to go through the right way (especially when turning left...)	1	3	2
Suggested bridge location	A crossing somewhere in this general area would really help to connect St. Boniface with St. Vital .	I Agree	1	1	0
Suggested bridge location	Current bridge here could be raised a couple feet to avoid spring flooding.	Firstly,commuters traffic on des meurons,egerton rd and youville needs to be addressed for any future AT connect being successful and safe in old st vital	2	2	0
Destinations I walk/bike to	I work at the Via Rail				
Destinations I walk/bike to	Where I live				
Destinations I walk/bike to	Where I spend a lot of time especially in the summer				
Barrier to Cycling	Some of the roads in this areas are in very poor shape.	I Agree	5	5	0
Barrier to Cycling	Some of the roads in this areas are in very poor shape.	I Agree	5	5	0
Area for improvement	time to clean up Happyland Park and spend some tax payers money. So out dated		3	3	0

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	I would like to see Edgewood from the Tremblay Bridge to Youville a cycle / pedestrian ONLY street during the day. No automotive traffic. The street was beautifully paved. There has been issues for parking with the local residents. We can have NO automotive traffic during the day and street parking from say, 7pm to 7am. This will allow cyclists and pedestrians safe passage down this portion of the street.	I Disagree This is an area where paddlers park to access the river. Automotive access and parking during the daytime in needed	-2	1	3
Area for improvement	I would like to see Edgewood from the Tremblay Bridge to Youville a cycle / pedestrian ONLY street during the day. No automotive traffic. The street was beautifully paved. There has been issues for parking with the local residents. We can have NO automotive traffic during the day and street parking from say, 7pm to 7am. This will allow cyclists and pedestrians safe passage down this portion of the street.	I Agree. Or at least reduce vehicle traffic to 30 kph only	-2	1	3
Area for improvement	I would like to see Edgewood from the Tremblay Bridge to Youville a cycle / pedestrian ONLY street during the day. No automotive traffic. The street was beautifully paved. There has been issues for parking with the local residents. We can have NO automotive traffic during the day and street parking from say, 7pm to 7am. This will allow cyclists and pedestrians safe passage down this portion of the street.	I Disagree.	-2	1	3
Area for improvement	I would like to see Edgewood from the Tremblay Bridge to Youville a cycle / pedestrian ONLY street during the day. No automotive traffic. The street was beautifully paved. There has been issues for parking with the local residents. We can have NO automotive traffic during the day and street parking from say, 7pm to 7am. This will allow cyclists and pedestrians safe passage down this portion of the street.	I disagree. It's not fair to residents on this street. Especially those needing home care services or if they need some type of repair work. T	-2	1	3
Destinations I walk/bike to	Canadian Human Rights Museum and the Forks in general		1	1	0
Area for improvement	Sidewalks along this part of Youville would be safer. There are plenty of people who walk along here and it can be dangerous especially in Winter. The mailbox is in this area so there is plenty of pedestrian traffic.	I Agree	2	2	0
Destinations I walk/bike to	Forum Art Centre				
Suggested bridge location	There is already a public access area to the Seine at the bend in Bridgetown, a bridge here would connect to the trail on the west side of the river.	I Agree	1	1	0
Area for improvement	Finish work on existing bike path on this corner				
Suggested bridge location	great place for a Bridge	I Agree this connection would work with land connections.	1	2	1
Works well and should be kept	this walking bridge is perfectly situated	I Agree	8	8	0
Works well and should be kept	this walking bridge is perfectly situated	I Agree	8	8	0
Works well and should be kept	this walking bridge is perfectly situated	It's a natural bike route used every day by many.	8	8	0

Category	Initial Comment	Comment	Net Like	Like	Dislike
Destinations I walk/bike to	From my home in Old St. Vital, I get on to St. George Road, and take it to the Bishop Grandin Greenway. I am then able to bike directly into to the U of M. This route is shorter and safer than my previous route that had me going down St. Mary's Road to St. Vital Road, and then down St. Vital Road to River Road. I would then take River Road to the Bishop Grandin Bridge. Most people living north of Bishop Grandin, and certainly those living north of Fermor, who choose to cycle to the U of M, should find cycling down St. George to the Bishop Grandin Greenway to be less stressful, safer, and in most cases a shorter commute.				
Barrier to Cycling					
Suggested bridge location	a pedestrian cycling bridge between maple grove and Kings park, would be a fabulous idea.				
Area for improvement	the grey pylons marking the bike path on Pembina should be more noticeable, neon orange? they are very hard to see at night.				
Suggested bridge location	great place for a bridge				
Barrier to Cycling	no explanation needed				
Barrier to Cycling	desperately need a better way to get from the path on the south side of Bishop at pembina to the path on the west side of pembina				
Area for improvement	a crossing under the bridge would be a lot safer than the crossing at Archibald. it would avoid the high speed traffic.	I Totally Agree.	4	4	0
Suggested bridge location			1	1	0
Barrier to Cycling	Egerton Road is a very narrow road that is shared with parked cars and one lane of traffic. It is very dangerous at times with vehicles travelling very fast on this dedicated bicycle route. Speed bumps are required similar to Centennial Street in River Heights to slow down traffic for a safer experience.	I Disagree Egerton doesn't need speed bumps, I ride this route all summer, and never have an issue.	1	2	1
Barrier to Walking	Speed bumps are required to slow down speeding vehicles on this walking and cycling route. Cars are allowed to park on Egerton Road, leaving only one lane for vehicles, pedestrians and cyclists. It is very unsafe at many times of the day.	I Disagree Egerton is a slow enough street I find, the road itself doesn't allow you to travel fast. Youville however is a different story.	-1	0	1

Category	Initial Comment	Comment	Net Like	Like	Dislike
Barrier to Cycling	With parking along Youville, it is very dangerous for cycling. Cars are parked on one lane, leaving only one lane open for vehicles moving in both directions. This leaves little or no safe room for cyclists.	I Agree Youville is very dangerous, especially due to the excessive volume of parked cars due to the golf course, especially in the evenings. The blind corner right at Carrier St is the worst spot, as I have seen many near misses with traffic over the years. There should be no parking from Carrier St north for about half a block, this would allow North Bound traffic to merge over safely, and see if there is any south bound traffic which has the right of way.	3	3	0
Barrier to Cycling	With parking along Youville, it is very dangerous for cycling. Cars are parked on one lane, leaving only one lane open for vehicles moving in both directions. This leaves little or no safe room for cyclists.	I Agree.	3	3	0
Destinations I walk/bike to	Egerton is a perfect walking and cycling route, just too narrow with cars parked and speeding vehicles.				
Works well and should be kept	This bridge and route should be kept. It is a great route for walking and cycling.		1	1	0
Barrier to Cycling	This is a very dangerous part of Des Meurons for young cyclists. The area between Bank Avenue and Regal Avenue is not very safe for young children to ride on Des Meurons so they can continue to use the bike path near the pool at King George Park. There is a good sidewalk but bikes must travel on the street; making this very unsafe for young children going to the pool by bicycle.				
Barrier to Cycling	This portion of Des Meurons is very dangerous for young cyclist going to the pool at King George Park. The sidewalk is good for walking but bikes are not allowed to use the sidewalk. There should be a dedicated bike route (no vehicle traffic) from Bank Avenue to Regal Avenue.		1	1	0
Barrier to Cycling	The existing path is good except it is covered with 3/4" down limestone, which makes it difficult and dangerous for young children to cycle. This path should be paved or at least covered with something like packed 1/4" down limestone.	I Agree	1	1	0
Barrier to Cycling	The existing path is good except it is covered with 3/4" down limestone, which makes it difficult and dangerous for young children to cycle. This path should be paved or at least covered with something like packed 1/4" down limestone.	Unsafe for ALL cyclists. There are usually deep crevices and uneven surfaces. Better maintenance would be appreciated!	1	1	0
Suggested bridge location					
Works well and should be kept	love this path system				
Works well and should be kept	Best place in the city to park and paddle from. I and many other love the convenience of parking here and paddling upstream to the Royalwood bridge at Southglen.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Destinations I walk/bike to	great paths				
Area for improvement	Public access to this part of the Seine is a mess. Too many private condo developments with no public way to the water.				
Area for improvement	I'd love to see a dock here or somewhere else along the river in city park space. A dock would help paddlers getting in and out of their canoe/kayak				
Area for improvement	How about a dock here in the park to help paddlers access the river? People who want to paddle downstream to the end of the river need a spot to get out without paddling back upstream for miles.	I Agree what great idea. I start down stream in the spring and have a vehicle parked here to off board. It would be easier to get through the bush and get out of my canoe.	1	1	0
Suggested bridge location	This would connect Beliveau and Beaverhill together, and allow for safer bike traffic.	I Agree	4	4	0
Area for improvement	For the safety of everyone, traffic and cyclists, there should be no parking from Carrier St, north for about a third of a block. This blind corner is very dangerous, and I have seen many near misses over the years. No parking would allow North bound traffic to safely round the corner and they would be able to see any on coming southbound traffic who have the right of way. They could merge over safely, instead of just coming out from behind a parked car into on coming traffic.	I Agree	3	3	0
Destinations I walk/bike to					
Area for improvement	This is a great access point to the river for canoes and kayaks because of the ease of parking but would benefit from a dock or structure to help with putting in.				
Destinations I walk/bike to	St. Vital Library				
Destinations I walk/bike to	Rosa's				
Destinations I walk/bike to	Dakota Crossing Shopping Centre (bank, grocery store, optician, bowling alley and others)				
Barrier to Walking	Short light here				
Destinations I walk/bike to	I walk down from Humbolt to Dubuc down Egerton/Youville everyday to catch the #10 bus. Cars are always driving too fast trying to avoid St. Anne's. Traffic is also bad down Des Meurons because of this, that it takes me a really long time to cross the street.		2	2	0
Suggested bridge location	A bridge here would be awesome. It would link Old St. vital with South Osborne, which has many more independent shops and restaurants and encourage more cycling and walking to these type of places.				
Barrier to Cycling	crossing both St. Mary's and St. Anne's to get to South Osborne is tricky.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	Awkward crossing here for cyclists turning left (west) accessing bike/pedestrian path.		1	1	0
Barrier to Walking	Currently there is no path from Claremont to Birchdale.				
Suggested bridge location	Would be amazing to walk/bike across Red River from Norwood to have access to Osborne Rapid Transit station. This would eliminate the need to head north on St. Mary's to downtown before heading south on the Rapid Transit Line to the university and stadium.	I Agree. St.B is such a beautiful neighbourhood, and I like showing it to my Wolseley friends. It would be stellar to be able to bike through it that much easier.	2	2	0
Suggested bridge location	Would be amazing to walk/bike across Red River from Norwood to have access to Osborne Rapid Transit station. This would eliminate the need to head north on St. Mary's to downtown before heading south on the Rapid Transit Line to the university and stadium.	I Agree. St.B is such a beautiful neighbourhood, and I like showing it to my Wolseley friends. It would be stellar to be able to bike through it that much easier.	2	2	0
Suggested bridge location	Would be amazing to walk/bike across Red River from Norwood to have access to Osborne Rapid Transit station. This would eliminate the need to head north on St. Mary's to downtown before heading south on the Rapid Transit Line to the university and stadium.	I Agree. St.B is such a beautiful neighbourhood, and I like showing it to my Wolseley friends. It would be stellar to be able to bike through it that much easier.	2	2	0
Suggested bridge location	Would be amazing to walk/bike across Red River from Norwood to have access to Osborne Rapid Transit station. This would eliminate the need to head north on St. Mary's to downtown before heading south on the Rapid Transit Line to the university and stadium.	I Agree. St.B is such a beautiful neighbourhood, and I like showing it to my Wolseley friends. It would be stellar to be able to bike through it that much easier.	2	2	0
Suggested bridge location	Would be amazing to walk/bike across Red River from Norwood to have access to Osborne Rapid Transit station. This would eliminate the need to head north on St. Mary's to downtown before heading south on the Rapid Transit Line to the university and stadium.	I Agree. St.B is such a beautiful neighbourhood, and I like showing it to my Wolseley friends. It would be stellar to be able to bike through it that much easier.	2	2	0
Suggested bridge location	Would be amazing to walk/bike across Red River from Norwood to have access to Osborne Rapid Transit station. This would eliminate the need to head north on St. Mary's to downtown before heading south on the Rapid Transit Line to the university and stadium.	I Agree	2	2	0
Works well and should be kept	great bridges and access to the river here.				
Area for improvement	The river here is almost off-limits to the public. Behind private property developments. The public needs more access				
Area for improvement	Looks like there is space to build a path along Creek Bend Road. Even a sidewalk would help. maintain Sidewalk between St. Anne's and Creek bend Road				
Suggested bridge location	need to provide path across the Seine. Could be car route also, so that the Perimeter can be made safer.				
Suggested bridge location	need better access across Bishop Grandin	I Agree	4	4	0

Category	Initial Comment	Comment	Net Like	Like	Dislike
Suggested bridge location	This would improve the cycling environment . Not too many other options along Osborne	I Agree	2	2	0
Suggested bridge location	This would improve the cycling environment . Not too many other options along Osborne	Definitely agree with a pedestrian/cycling bridge here. It takes ridiculously long to get to Norwood considering how close it is geographically to Riverview. This would be such an amazing addition to the biking infrastructure in this neighbourhood!	2	2	0
Area for improvement	Buses are delayed on St. Mary's and St. Annes. Consider converting Desmeurons into a Transit route with separated bike facilities and design for limited through traffic. Connect at Fermor so that Island Lakes and Sage Creek busses can travel faster (time wise, not speed wise). may get better ridership numbers.				
Area for improvement	The bike route on Harrow ends at Pembina, forcing southbound cyclists to bike on Pembina beneath the Jubilee overpass. Lack of visibility for vehicles caused by the turn beneath the overpass means this could be very dangerous for cyclists. I try to avoid this by crossing Pembina at the Stafford intersection and using the sidewalk beneath the overpass, which is too narrow for safe cycling.		1	1	0
Suggested bridge location					
Suggested bridge location					
Barrier to Cycling	<p>Worthington is an extremely busy street with all the fast traffic, only getting busier every day. It is too narrow, is frequently used by the fire and ambulance located at the St. Mary's road and Worthington already. It already is not a safe route for cyclists and pedestrians due to the fast traffic. Half of the vehicles that use this route misuse the stop signs and drive right through them. Beliveau is a much better traffic controlled route to use due to the school and community centres already on that street.</p> <p>Beliveau is a much wider street and safer for cyclists and pedestrians.</p> <p>The route could cross St. Annes rd. and cross the river and make a walkway cyclists route on the other side of the Seine going all the way to St. Boniface. Worthington Ave. is not a safe route as I have lived on it for 21 years and on Hindley for 20 years.</p>				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Suggested bridge location	Good location as it is close to St Anne's				
Suggested bridge location			1	1	0
Suggested bridge location	would be good to connect to southdale and st vital!		1	1	0
Area for improvement	when turning northbound from bike lane, it's problematic because car drivers and cyclists often are uncertain who has right of way there. Cyclists have no stop sign, but nothing for cars informs them they have a stop and cyclists don't.		1	1	0
Area for improvement	cars turning SB via the merge often fail to look for ppl crossing at crosswalk / bike crossing... they roll past stop, keep looking left (north) as they prepare to turn south as though they're merging into a high speed roadway... it's not unusual for these vehicles to drive "around" bikes / peds or stop suddenly after already entering SB main st.... I think we need either to get rid of that merge (force a 90 degree turn SB with a stop sign) or give their own stop traffic light.		1	1	0
Area for improvement	the protected bike lane between Fort Gibraltar Trail and Assiniboine is missing :)				
Area for improvement	cars and bikes both have a stop sign.. BUT cars often turn left when cyclist is looking to ride right (around the circle) to park at the racks or just access the plaza near Beachcomber restaurant. I think all cars entering Forks here should have to make the right around the circle.. and maybe even force bicycles to make a left... keep them from crossing paths.				
Barrier to Cycling	after crossing the esplanade on bike, the bike lane just disappears when cars happen to have an exit from EB Provencher to SB Tache. I avoid Esplanade for this specific reason	I Agree	1	1	0
Area for improvement	a protected lane between the end of Des Meurons and the raised gravel path linking Des Meurons and Eggerton should be built. It could help divert bikes to the less used Eggerton, and make that short distance much safer. Ideally wider and / or slower Des Meurons all the way to Eugenie would be better, but this could be an easy stop gap in the meantime		1	1	0
Area for improvement	reducing max speed to 30 Kph for all of Eggerton / Youville, AND signage to encourage cyclist traffic to use it instead of Des Meurons would be great. Cars could suffer the low speed for the		1	1	0
Destinations I walk/bike to	YM/YWCA				
Area for improvement	Please renovate/improve the water fountain, the sidewalks surrounding it as well as the landscaping. It is in need of repair.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	Another street ideal for cyclists (connects Lyndale Dr to Youville). Reducing max speed to 30 kph should help encourage cyclists here while letting cars on for the				
Barrier to Cycling	crossing as ped,cyclist or even car here can be unnerving because of the speed of NB / SB traffic & Eugenie kind of 'juke' here. It's worse when travelling EB because it's a blind corner to see SB Enfield traffic. Reducing NB / SB traffic to 30 KPH here, and disallowing parking on the Eugenie between Hill and Enfield would be a big help.				
Destinations I walk/bike to			1	1	0
Suggested bridge location	This is a good place for a bridge to link green areas on either side of the river and facilitate trails on both sides. H	I Agree. Possibly a suspension bridge as a scenic destination.	1	1	0
Area for improvement	This would be a great place for a new trail linking Bishop Grandin and Clayton Dr.				
Area for improvement	Light won't change for a cyclist, only a car.		1	1	0
Barrier to Cycling	when the 3rd lane of St. Mary's ends, I end up cycling down the backlanes. Otherwise you face the aggression of the cars rushing to work. Would be great to have a separated lane on St. Mary's, or else a designated route next to it, with improvements (like the lane).		1	1	0
Area for improvement	Taking St. Mary's downtown with a separated bike lane would be ideal!				
Suggested bridge location			2	2	0
Destinations I walk/bike to	My family use this walkway on a regular basis whether it be by bike or walking.		1	1	0
Destinations I walk/bike to	We frequently walk along the river bank on make-shift paths through all the seasons, river level dependent.				
Area for improvement	As much as it is great to add to active transportation, consideration must be given to examining air quality near the industrial area.				
Destinations I walk/bike to	With possibility of development, increase in traffic is a consideration. How will evacuations occur in case of industrial accidents like during Speedway fire?				
Suggested bridge location					
Barrier to Walking	unfinished roadway/pedestrian corridor				
Suggested bridge location	develop walking route along the river with connection to cycling route	would be nice if walking route developed to also accommodate cycling	1	1	0
Suggested bridge location	develop walking route along the river with connection to cycling route	I like this location	1	1	0
Suggested bridge location	access to walking from Goulet	I Agree,It had been proposed before by Save our Seine but is preferable now without necessarily developing the river bank.	1	1	0
Area for improvement	community play structure	play area needed - currently none in area			

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	benches to enjoy view of river	I Agree	1	1	0
Destinations I walk/bike to	scenic area year round should be developed				
Suggested bridge location	create scenic walking/cycling route		-1	0	1
Suggested bridge location	part of scenic cycling/walking route		-1	0	1
Suggested bridge location	scenic cycling/walking route				
Suggested bridge location	scenic cycling/walking route				
Suggested bridge location	access north/south route	I Disagree	-1	0	1
Suggested bridge location	access north/south route	move to end of Dubuc St	-1	0	1
Destinations I walk/bike to	Winnipeg Ultimate Park - many people bike here on a nightly basis				
Barrier to Cycling	This is a very tough point for southbound cyclists. The bikeable part of the road drastically narrows here putting cyclists very close to large fast trucks.				
Barrier to Walking	A light-protected pedestrian/cyclist crossing is necessary on DesMeurons between Cathedral and Goulet. There is none on this section and it is dangerous to cross the heavy-traffic road on DesMeurons.				
Area for improvement	Too many cars are going through the red light coming on Provencher eastbound. It is a very dangerous place for pedestrians and cars coming from DesMeurons or Thibault, very collision-prone! It would be a great spot for a red-light camera (on Provencher eastbound, at the train tracks)	Sorry, I meant westbound, from Archibald to the bridge direction.			
Area for improvement	On the axis DesMeurons/Thibault, it would be great to have a left-turning light or dedicated lane as there is a lot of dangerous encounters between cars going straight and cars turning left (on both streets, both directions)	I Agree	1	1	0
Area for improvement	There is a good opportunity to connect the new path with the existing multi-use pathway west of St. Mary's. This path connects users to the cycling network in Riverview.				
Area for improvement	Opportunity to make a better connection to the off-street gravel path.				
Barrier to Cycling	There is a four-way stop at Vivian and Des Meurons and traffic is often backed-up here during rush hour as Vivian is used by drivers to avoid St Marys because there is a set of lights at Vivian and St. Marys				
Destinations I walk/bike to	Niakwa road from Royal Salinger to past Seine River				
Suggested bridge location					

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	<p>I understand the yield at the northeast corner of St. Annes and Fermor Ave is going to be straightened to slow traffic. This is still a dangerous corner.</p> <p>I have had a close call with a cyclist and witnessed a near miss pedestrian\car accident on this yield. The bike\walk path enters right into the middle of the yield on the right hand sided of the yield. When a driver is in that point in the yield they are naturally looking to their left to see approaching northbound St. Annes traffic as they should be. Drivers are not looking to their right where the bike\walk path enters the yield from a north west direction. If the bike\walk path from Archibald and from Super Store met at the sidewalk on St. Annes that is parallel to the north east curb lane on St. Annes and entered the yield from that point it would make it easier for drivers to see bikes/pedestrians in their peripheral vision. Now the bike/walk path enters the yield in the drivers blind spot.</p>	Add speed bumps in the yield			
Barrier to Cycling					
Suggested bridge location	At the end of Giroux,a crossover bridge to Bertrand would be a quiet ride without having to be adjacent to Marion Street which is too noisy and hard to ride on Street crossing existing Bridge on Marion.		1	1	0
Suggested bridge location	I completely agree with the comment already here. Improvements to this bridge to allow more accessibility for pedestrians and cyclists is important. I don't feel comfortable riding on the road because the traffic is too fast. And I feel so disrespectful to ride on the sidewalk - but I have no other choice here.	The extremely narrow shoulder on this road isn't sufficient for biking, and often will be obstructed with snow and sand November through March. Very unsafe, and like said in other comments, forces you to share the sidewalk. This sidewalk is very narrow on both sides and cannot comfortably accommodate two bikes passing each other, or a bike passing a pedestrian.	1	1	0
Barrier to Cycling	The path needs to be extended from here through to Hay street. Riding through the forest trails isn't feasible - nor possible when it's wet - as a commuter, and I have to ride on busy Osborne instead.	Definitely the case. This path has never been reliably usable.	1	1	0
Barrier to Cycling	This underpass is often underwater. It's VERY unsafe that there aren't barricades when it's underwater. It significantly slows down my ride to have to go over the roadway and cross through three pedestrian lights. It really deters from the otherwise lovely riverside ride.				
Works well and should be kept	The Disraeli pedestrian bridge is AMAZING!!!				
Barrier to Cycling	Not a through street. I have gone through to Glenlee Community Centre and ended up riding across the field. Direct route would be nice.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	BGG is used a lot by people in motorized wheelchairs who have find it a safer and smoother route than the streets. Winter is an issue as the clearing of snow in south Wpg is very slow. Safety concerns have been raised by visually impaired individuals crossing entrance/exit from Home Depot . Recommended tactile plates				
Area for improvement	More waste receptacle. With so many businesses and traffic, litter is a big issue. Perhaps the businesses could share in the emptying of them.				
Area for improvement	Need better bike infra for exiting archibald bike path to cross Fwermorcrossing infra				
Suggested bridge location	Connect Southdale to Marlene St Park. Avoids having to cross Bishop Grandin to get across the river.	I Agree	1	1	0
Suggested bridge location	Would be great to connect Bertrand to Giroux so that cyclists can avoid crossing Marion twice to get to the Dufresne neighbourhood.				
Barrier to Cycling	Difficult and dangerous to cycle over the bridge during rush hour.				
Area for improvement	Takes a long time to cross here, would be nice to have a pedestrian corridor option instead of a light.		1	1	0
Destinations I walk/bike to	I bike to yoga at Hot Yoga Winnipeg near Osborne				
Destinations I walk/bike to	I bike to the University of St.Boniface regularly.				
Works well and should be kept	The trail along Fermor works well. My kids go to school in Windsor Park and we frequently bike there. It also worked well when I lived in Sage Creek and biked to my parent's place in Old St.Vital using the trail along Lagimodiere and then on Fermor.				
Works well and should be kept	Bishop Grandin Trail is great!				
Works well and should be kept	The trail along Lagimodiere is great! I used it alot when I lived in Sage Creek and needed to get to Old St.Vital via Fermor. Would be nice if it continued all the way to Regent and maybe even connect to Chief Peguis trail.				
Destinations I walk/bike to	We bike to kids' school				
Destinations I walk/bike to	We bike to my brother's place in Sage Creek				
Destinations I walk/bike to	We bike/walk to my parents' place				
Works well and should be kept	I often use the trail along Archibald to bike to St.Boniface.				
Suggested bridge location	Good were it is, nÃ©es to crossover fermor				
Destinations I walk/bike to	Shapes Vermilion Rd.				
Destinations I walk/bike to					
Barrier to Cycling	No clear signs indicating where cyclists heading east are to stay in a west-bound one way street that also streetside parking.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	was hit on my bike here by vehicle. yield is extremely dangerous				
Area for improvement	some people don't feel safe going through the forest at night to cross the seine. I love the forest route but the fermor bridge crossing should be improved for cyclist and pedestrians				
Area for improvement	more coniferous trees should be planted between pedestrian/bike path to shelter from fermor traffic and improve the green space				
Destinations I walk/bike to	This park is one of my favorite places.				
Barrier to Cycling	It is difficult to access Happlyland park and to navigate the corner of Marion and Archibald on foot or on bike. Bike path would be appreciated in this area.				
Destinations I walk/bike to	Universit� de Saint-Boniface				
Destinations I walk/bike to	Provencher park				
Destinations I walk/bike to	Dominion shopping center				
Destinations I walk/bike to	Shopping on Goulet and Marion				
Works well and should be kept	Excellent bike path				
Works well and should be kept					
Destinations I walk/bike to	Windsor Park Nordic centre				
Suggested bridge location	I agree with the others.				
Suggested bridge location					
Destinations I walk/bike to	I ride from my home on Eugenie to the UofM via st.mary's, kingston row, dunkirk, st.vital road, to river road where I connect to the bishop grandin greenway.				
Area for improvement	Turning onto Eugenie cycle route from DesMurons is an uncontrolled intersection, and is quite dangerous during peak times				
Area for improvement	No way to get northbound on St.Mary's from kingston row without crossing multiple lanes of traffic or riding north on the west sidewalk.				
Area for improvement	parking lane on traverse between marion and enfield/dubuc is a nightmare for both vehicular and cycle traffic		1	1	0

Category	Initial Comment	Comment	Net Like	Like	Dislike
Barrier to Cycling	You will need to fix the Road way on Eric, Worthington and St. George for cycling. Will the city remove the parked cars on Eric from the Bishop Grandin Green Way to Worthington. Will you improve the road way on Worthington and don't forget Worthington is thru street for the Fire Dept on St Mary's Road. You also know there are no side walks on St George Road or do you plan on correcting this issue when you do a proper study of this project. Looks like in My Opinion you will need to correct other problems first before worrying about another crossing over the Seine River. The issue of no sidewalks on St George Road was discussed many years ago during the Glenwood/Worthington building community initiative project and nothing happen in sixteen years! I would love to see this project happen so it would improve the cycling trail for my neighborhood. All I ask is do a proper study from front to back and everything in between.				
Suggested bridge location	should be a bridge that is more accessible to public transit				
Works well and should be kept	Flooding and blind corners are a concern for this bridge and path. Path needs widening to accommodate for pedestrians and fast moving due to steep grade changes. Bikes need to move fast in order to make it up steep hills.	I Agree the blind corners need to be addressed. there is often mud on the paved path that make it very slippery...better maintenance should be looked at.	1	1	0
Barrier to Cycling	This is a low spot, and drainage is poor, especially in the spring when snow is melting. It can be VERY muddy and not possible to ride through while other areas are free and clear of snow.				
Barrier to Cycling	There is a spot along here that is very low, and dirt/mud accumulates from the hill to the north of the path. The path is not maintained, and mud can be several inches thick during wet weather. The mud is slippery and hazardous to cycling.				
Works well and should be kept	We really like this section of the trail that goes through the woods of the Seine basin. We feel it needs some improvement to maintenance, but please keep it!				
Barrier to Cycling	The entire stretch of the bike path along Archibald needs to be better maintained. There is frequently debris, sand, glass, remnants of car parts from accidents, sticks, rocks etc... and it needs to be cleaned more regularly.				
Barrier to Cycling	This section has a fair bit of vehicular traffic (residents, pool, and golf course), and is dangerous to cyclists.				
Barrier to Cycling	Roadway needs better maintenance. There are lots of deep potholes, and degraded road surfaces.				
Works well and should be kept	We use this bridge several times a week for cycling.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	The stretch of bike path along Archibald never feels safe. We are riding too close to cars, and there is not enough barrier between the 60km (or greater) traffic and the bikes.				
Barrier to Cycling	There is a spot along here where the sidewalk is protected on both sides by rails, and the sidewalk is too narrow for bikes to pass pedestrians safely. We do ride bikes on the sidewalk here to connect our route, and Tache is just too dangerous for bikes.				
Area for improvement	The path washes out in the spring and the mud on the path is never cleaned away. same problem year after year.				
Area for improvement	the brush is never cut back on this path and creates blind corners. I ring my bike bell the whole ride.				
Suggested bridge location	Access to University of Manitoba will accommodate projected growth and ease transportation concerns.				
Barrier to Walking	Bad pedestrian crossings in all directions. Dangerous to walk from Commerce Drive to Rothwell and back, for example.				
Barrier to Cycling	Back lane traffic frequently does not stop when crossing Greencrest. Especially dangerous in the winter and with parked cars blocking view of crossing traffic. Add stop signs for back lane traffic.				
Barrier to Cycling	Eastbound Bairdmore is treated like two lanes by most traffic, but is too narrow.				
Barrier to Cycling	Turning southbound onto Pembina, the breaks in traffic are too short during busy periods.				
Destinations I walk/bike to	Large office park.				
Barrier to Walking	Path is never cleared of snow in the winter.				
Barrier to Walking	Traffic signals are flashing way too late in the morning (8 or 9AM?). Should be on normal operation by 7AM at the latest.				
Area for improvement	Put up barriers to discourage repeated protests in violation of "no pedestrian" and "no stopping" signs.				
Suggested bridge location	This would be a good bridge location as it provides access to St Anne's Road for individuals living in Warde Avenue in Royalwood and the surrounding area.	I Agree	1	1	0
Destinations I walk/bike to	Offices				
Destinations I walk/bike to	Often walk or bike to grocery store.				
Destinations I walk/bike to	Often walk or bike to stores in this area.				
Suggested bridge location	Ideal place for a crossing. No homes would be impacted on either side. Higher elevations on each side of river bank are closer together than most other locations. Would allow residences of Southdale to connect to St Anne's and Bishop Greenway, without having to cross Bishop Grandin twice.				
Works well and should be kept	Seine Bridge at Niakwa is great and very useful.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Barrier to Walking	Large distance between Fermor crossing point. Nothing between St Anne's and Archibald. Perhaps a pedestrian/cycling bridge should be added to the future Fermor/Seine River bridge redevelopment project.				
Barrier to Cycling	A crossing here would impact residents on the East bank in a negative way. Are you going to run a bike path through their condo complex.				
Barrier to Walking	It's a long dark tunnel when walking on the frozen Seine.				
Works well and should be kept	The connection (and bridge across ditch) between Beaverhill and Bishop Grandin is great.				
Area for improvement	Need to create a way for eastbound cyclists on Provencher to safely and efficiently get across the Thibault/Des Meurons intersection so that they can get to the bridge in the park and head to Mission street.				
Suggested bridge location	Need a bridge for cyclists/pedestrians to get from North Saint-Boniface to Annabella street and subsequently Disraeli cyclist/pedestrian bridge.				
Barrier to Cycling	Cyclists must go around many parked cars on Des Meurons. Very dangerous. There should be protected bike lanes all the way on Des Meurons (even if that means eliminating parking lanes).				
Barrier to Cycling	Vehicle drivers go way too fast down this part of Des Meurons. Should be traffic calmed. Could be 30 km/h with speed bumps.				
Barrier to Cycling	The surface of the street is in terrible shape. Really difficult to ride on this part of Des Meurons.				
Area for improvement	Snow on sidewalks was not cleared for days and days. Many people were walking on the street for many days. Dangerous for all: drivers, cyclists and pedestrians.				
Area for improvement	Snow needs to be cleared in winter, otherwise cyclists must "walk" their bike across the bridge. This is inefficient.				
Area for improvement	Need to change this intersection for cyclists to get across safely and efficiently. If St George to Des Meurons is going to be considered as a real active transportation corridor, this intersection is key and does not work in its current form.				
Barrier to Cycling	Need to eliminate most of the stop signs on St George. These stop signs are a hindrance to efficient active transportation. Could be replaced with roundabouts. Could be replaced with speedbumps... but speedbumps should not stretch all across the street so that cyclists can go around them.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Area for improvement	Make sure this new route is well maintained and cleared in Winter. One day without maintenance and people stop using it as active transportation. In their minds it's "not reliable".				
Area for improvement	Bad connection between Archibald bike path and Niakwa trail. Install something safe and efficient for cyclists.				
Works well and should be kept	Good location, but prone to flooding. Always nervous that a bike will come down the steep off trail paths onto the path when I'm cycling through.				
Area for improvement	Egerton is a very nice location to cycle on, but it's in terrible shape. The pot holes are a little scary on a bike.				
Cycling Route	Route to groceries & gardening				
Walking Route	During the winter I walk across the river to visit family instead of driving all the way around.	I have a many friends and family on both sides of the river. This would allow me to bypass the forks area or give me an option. I would use this twice a week coming from Linden Ridge			
Cycling Route	Route to summer pool				
Cycling Route	Four season bike to work route Sept-June				
Walking Route	Four season walking to work route Sept-June				
Cycling Route	Route we bike to go shopping	St.Annes from Hwy 1 to Bishop Grandin needs improvement. Not safe for cyclists.			
Cycling Route	Route we bike to go shopping	Although a higher price tag, was an option looked at to widen St Anne's Road (narrow the median and move lanes) to accommodate a protected two way bike corridor? This would be a more direct route from Bishop to Des Meurons. Also safer. Zigzagging through narrow residential streets seems like an accident waiting to happen.			
Cycling Route	This stretch of Des Meurons does not need a parking lane. Parking is seldom used. This space could be allocated to protected bike lanes.				
Cycling Route	Definitely agree that Des Meurons does not need parking between Marion & Regal, the side streets could easily accommodate all parking requirements, a bike lane like Harrow St. but separated with more than just lines would make me feel a lot safer with our kid biking next to us.	I tried this thinking it would be safer than the main drag. I was shocked at the heavy vehicle traffic on this bike route. The street is narrow, especially if there are parked cars. At the south end, the space between curb and pavement has big/deep pot holes and cracks. These are a hazard to cyclist stability and cause blow outs. A separate multi use path would be the safest solution.			
Cycling Route	Definitely agree that Des Meurons does not need parking between Marion & Regal, the side streets could easily accommodate all parking requirements, a bike lane like Harrow St. but separated with more than just lines would make me feel a lot safer with our kid biking next to us.	I Disagree			

Category	Initial Comment	Comment	Net Like	Like	Dislike
Cycling Route	Direct route down St. George from big box stores to Fermor greenway would be very helpful.	St.George Rd. is busy with vehicle, bike and pedestrian traffic. There is both a school and a park on St. George that attracts all this traffic. St. George Rd is an excellent, direct connecting route for cycle traffic b/w Bishop Grandin and St. B. If well developed, it would be a better alternative to St. Mary's or St. Anne's. A bikeway that is physically separated from the roadway is the safest and should be the desired option. There is ample space on either boulevard to St. George road to facilitate such a pathway without hampering car traffic.			
Cycling Route	Current Sidewalk is not sufficient for parents and kids biking, parallel backalley is dangerous with blind spots.				
Cycling Route	Pathway along the river here would be beneficial for recreation, not commuting.	I use this crossing all the time and always see people walking, especially elderly that live nearby. This is an important crossing to keep			
Cycling Route	Pathway along the river here would be beneficial for recreation, not commuting.	This is a beautiful trail going through the trees with the little bridge, a highlight of our families bike trips in the spring, summer and fall. It is so peaceful here. A must keep crossing.			
Cycling Route	Pathway along the river here would be beneficial for recreation, not commuting.	a safe way to get from Bishop to the path beside superstore, St.Annes is very very busy , I see more cyclists on the sidewalk on St.Annes than pedestrians.			
Cycling Route	Route through Southdale using side streets and existing AT connection to Bishop Grandin Greenway. Sidewalk links Bluewater to Willowlake between along the railway line. Upgrading to AT standards would be all that is required to complete this link.				
Cycling Route	a nice access point for a foot bridge				
Cycling Route	A typical out and back route for me following the rivers. unless I continue north along the red to Kildonan Park. for my commuting I try to stay close to this route. The less I need to play with traffic the better.	Cyclists, please keep yourselves and your bicycles off the walking paths, the narrow trails along the river. The tires degrade the present habitat to quite the extreme, especially in wet weather when cyclists gouge out and muddy up the lower dips in the walking path. Try to stay on the paved or gravelled wider paths that lead through the forest! Cyclists, please stop for pedestrians and move off the trails to allow them to pass. Mostly, try not to degrade the peaceful trails with your attempts at mountain-biking!			
Cycling Route	A typical out and back route for me following the rivers. unless I continue north along the red to Kildonan Park. for my commuting I try to stay close to this route. The less I need to play with traffic the better.	I Agree			

Category	Initial Comment	Comment	Net Like	Like	Dislike
Cycling Route	A typical out and back route for me following the rivers. unless I continue north along the red to Kildonan Park. for my commuting I try to stay close to this route. The less I need to play with traffic the better.	I Agree			
Cycling Route	We need to make this a route connecting St B to the NEPG. there is no safe connection.	I agree a safe connection is needed, it can be done but it is not easy or intuitive.			
Cycling Route	We need to make this a route connecting St B to the NEPG. there is no safe connection.	Bikes paths such as Transcona Trail should be built next to every road that gets re-done or when new roads or streets are built. I prefer to bike as it would save wear and tear on the road, fuel emissions for the environment, on the health system as I would be getting exercise. There are too many positives to mention from biking to work. I would be willing to be a registered cyclist and pay insurance to MPI if I need to share the road. Hopefully, I won't need to as new paths will keep me off the road.			
Cycling Route	What ever happened to this connection. Great way to connect Island lakes, Sage Creek to South St Vital for people who ride bikes and people who walk				
Cycling Route	Much safer alternative than crossing Provencher at the tracks				
Cycling Route	While I would prefer to follow Enfield/St. Jean Baptiste if the neighbourhood greenway option is preferred, a connection across Braemar might also be possible utilizing property from the arena and community club.				
Cycling Route	Protected bike lanes on Provencher should be considered as a (not to) future upgrade. I believe a study is coming forward very soon.				
Cycling Route	My kids and I frequently use this route to visit the grandparents rather than the Des Meurons St / forest path route due to the heavy traffic on Des Meurons for its narrow width. With the new location of the Windsor Park Library I foresee using this route well into the future - but if there were a crossing of the Seine River from Egerton to the new library location on Archibald we might use that for a more relaxing ride than being beside Archibald for such a stretch.				
Cycling Route	My typical route for cycling to/from work and events in the Exchange area.				
Cycling Route	Cycling commuting route - would rather take this faster route along the roads with protected bike lanes than down residential/collector streets	This is the only direct route to my work. It is very challenging when travelling with children. A safer path along St Mary's is needed.			

Category	Initial Comment	Comment	Net Like	Like	Dislike
Cycling Route	Cycling commuting route - would rather take this faster route along the roads with protected bike lanes than down residential/collector streets	This is also a part of one of my alternative routes to work from the south side of the city. Also the route to shopping, bike shop, garden shop etc. It desperately needs a buffered cycle path like on Sherbrooke/Maryland. It would make it infinitely safer for the cyclists and reduce frustration for road users.			
Cycling Route	Lack of connectivity. Need a (better or better signed) way to get from St. Anne's and Fermor to paths north of Dakota and Fermor				
Cycling Route	Using the Eric St entrance from the BGG, to Beliveau Rd, then to St George, would be a safer route. Worthington is a narrow street, where Beliveau Rd is a fair bit wider. Also Worthington is used frequently by the Fire Hall at Worthington and St Mary's Rd, making it a lot riskier for cycling on this narrow St.	I have been living on Worthington Ave. for 21 years, have lived in the immediate area for 57 years. Worthington Ave. is extremely a busy street with fast traffic continually driving through. It is only getting busier. It is used by the fire and ambulance whose station is located at the st. mary's rd and worthington. It's a dangerous street for cyclists and pedestrian because of the fast and busy traffic. No one stops at the stop signs. Beliveau st. I would strongly suggest instead of Worthington as it has controlled traffic speed due to the school and community centres. Also, it is much wider than Worthington making it a safer route for cyclists and pedestrians.			
Cycling Route	Using the Eric St entrance from the BGG, to Beliveau Rd, then to St George, would be a safer route. Worthington is a narrow street, where Beliveau Rd is a fair bit wider. Also Worthington is used frequently by the Fire Hall at Worthington and St Mary's Rd, making it a lot riskier for cycling on this narrow St.	Something would need to be done about the traffic flow in this area. Currently Worthington Ave is used as a shortcut to get to the mall and avoid traffic and lights on St. Mary's and St. Annes. Speeding on Worthington is common and it is not a safe street for cyclists. I don't see Emergency vehicles as an issue because they are intermittent unlike the other traffic. As a resident of Worthington Ave I would be delighted to trade the heavy traffic for bicycles but at the moment I wouldn't recommend cyclist use this street. I have lived on Worthington for 44 years and it just gets busier with development to the South ie. shopping centre and new housing. The placement of traffic signals on Ste. Mary's south of Fermor makes it almost impossible for anyone to enter Ste.Mary's Rd from the east side to go south and that is why they all use St. George, Worthington and Eric to Beliveau.			
Cycling Route	For the most part, the pavement of DesMeurons street is in a rough shape. It makes for a very unpleaseant bike ride.				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Cycling Route	the map does not correctly show an existing path that ends almost at the perimeter, east of st. annes road, that should be connected to the path along the floodway, and the flood way path should be paved.				
Cycling Route	Connect the path that ends at Costco to the path system in Fort white.				
Cycling Route	Connect the path that ends at McGilivary And Route 90 to the path on Sterling Lyon.				
Cycling Route	Desperatly need a safer route to get from Jubilee to The path on Taylor				
Cycling Route	A CONTINUOUS path from the south end of the bridge over the Assiniboine in Assiniboine park to the perimeter and over to the north side of the river back to the north side of the Assiniboine park bridge				
Cycling Route	Short cut from Windsor Park to Old St Vital is required for both walking and cycling.				
Cycling Route	There should be direct path for walking and cycling that connects the path at the end of Des Meurons and the south side of Fermor to make a continuous route to south St Vital.				
Cycling Route	Continuous path from Old St Vital to South St Vital is required.	I Agree			
Cycling Route	Continuous path from Old St Vital to South St Vital is required.	This would be a beautiful path for recreational cyclists, walkers, joggers etc.			
Cycling Route	A route of the end of Beliveau and across the Seine river to Beaverhill, would be a quite place to route bike traffic safely.				
Walking Route	Walk to St. Vital Library				
Walking Route	Walk to YM/YWCA				
Walking Route	Walk to bank and shopping				
Walking Route	Walk to Osborne Library				
Walking Route	Walk to my hairdresser				
Cycling Route	to St. Vital Park.				
Walking Route	Walk to Crusty Bun				
Walking Route	would be nice to have a safe walking corridor along Fermor instead of using Niakwa Road				
Walking Route	Running & Walking Route - wish there was a path from Claremont to Birchdale so I do not have to travel on the side of the road				
Cycling Route	Connect Ward Across the River to provide connections to Sage Creek!				

Category	Initial Comment	Comment	Net Like	Like	Dislike
Cycling Route	My ideal route, snow conditions allowing, uses the Bike path from St Mary's to the Hindu Centre on St. Anne's then through forest trails to John Bruce, then the path to the Green way, East to Culloden and then North to J. H. Bruns Collegiate. Alternately, I go North on Dakota to the Greenway and all the way East to Culloden. The problems lie if the Greenway is impassable I have no other route. There is no suburban road pathway that allows me to cross the Seine River. I cycle all winter and this is the primary way I get to work.				
Cycling Route	Route to travel from my home to my parents at Cathedrale Manor and Tache Nursing Home. Travel at least four times a week in non winter conditions				
Cycling Route	from my home in Meadowood area to my parents places at Cathdrale Manor and Tache Nursing home. At least 4 times a week in when there is no ice on the roads. I finish this trip by travelling along Desmeurons to Avenue de la Cathedrale to reach Cathedral Manor or turning off Desmeuron at Hamel to go to Tache Nursing Home.				
Cycling Route	bike ride from home to work. using low traffic streets & riverwalk (when not flooded) to avoid roads.				
Cycling Route	bike to / from Suprtstore				
Cycling Route	Lots of traffic and pedestrians. Needs improvement for cyclers.				
Cycling Route	Need to hook up River Park South AT entrance to Creek Bend Road				
Cycling Route	link up existing river trail to Creek bend via Provincial ROW				

Category	Initial Comment	Comment	Net Like	Like	Dislike
	<p>This section is a bottleneck connector between the paths north along Egerton to Youville and beyond; and the paths east and west along Fermor and south into the Niakwa neighbourhoods. Unlike those trails however, this section is unsafe (or at least it feels unsafe, which in terms of getting more people out on bikes and walking, is probably a bigger factor).</p> <p>The sidewalk is bombed out with cracks and potholes, and the shoulder is worse. This is a heavily used segment by families getting groceries or taking kids to the park, both of which often mean that people are dragging wagons or bike chariots, pushing strollers or otherwise encumbered along the narrow and rough sidewalk.</p> <p>Add to that the temptation for cyclists heading south (i.e. coming from Egerton along the dike) to stay on the sidewalk after popping out from the dike, rather than cross two potholed lanes of traffic just to ride on the potholed street for ~150 meters.</p> <p>This section would be ideal for a widening of the sidewalk into a proper path intended for cyclists and people walking abreast. I echo other comments that the 5 or 6 parking spots here could be sacrificed for a widening of the sidewalk into something with a barrier against traffic and to ensure space for all users.</p>				
Cycling Route		I Agree			
Walking Route					
Walking Route					
Walking Route	provide walking path conducive to access from both sides of river				
Walking Route	access to safe controlled intersection for pedestrian crossing to park				
Walking Route	access to river walk trail				
Cycling Route	scenic alternate cycling/walking to follow river instead				
Cycling Route	extend cycling route to avoid traffic areas				
Cycling Route	path to accommodate both walking and cycling				
Walking Route	designated walking and cycling route				
Cycling Route					
Walking Route	create a scenic walking (possible cycling) route along the river				

Category	Initial Comment	Comment	Net Like	Like	Dislike
		<p>Good luck, this would require expropriation of ~50 private properties along Egerton road. My thumbs are down to this idea.</p> <p>I do like the idea of a walking path along the river though. In the summer, the ski tracks on the Windsor side are unused and provide an almost unbroken connection the length of the Windsor Park course. The problem, of course: How to link it? I don't see skirting behind the first hole of Windsor Park as a feasible option, too much liability for errant golf balls.</p>			
Walking Route	scenic walking (and cycling?) route				
Walking Route	scenic walking (and cycling?) route	I Agree			
Walking Route	scenic walking (and cycling?) route	Nope.			
Walking Route	scenic walking (and cycling?) route	I Agree			
Walking Route	scenic walking (and cycling?) route	I Agree			
Walking Route	scenic walking (and cycling?) route	I Agree			
		I would like to be able to bike from Transcona to Red River College (main campus) without needing to share the road with cars. It is too dangerous for me. As a cyclist, I do not pay for insurance or a licence to MPI, therefor I am not entitled to share the road with vehicles that do pay to MPI. Painting lines on a road do not constitute a bike lane. These lines cannot be seen during the winter.			
Cycling Route	Bike commute from North Kildonan to University of Manitoba. I am so fortunate to have so many dedicated paths along the way - but some the places that are bad - are really bad (bridge on Osborne over the Red River; crossing under St Mary's Road at Stradbroke)				
	This is the first / last part of my daily ride to work in the Spring / summer / fall (work near the airport). For the most part the route is good, however the intersection at Archibald / Fermor is tricky at times especially at the end of the day.	This is the most natural and most frequently used path for cyclists which connects existing bike path to Tremblay bridge. It's a scenic route that has low vehicular traffic.			
Cycling Route					
	This is the first / last part of my daily ride to work in the Spring / summer / fall (work near the airport). For the most part the route is good, however the intersection at Archibald / Fermor is tricky at times especially at the end of the day.	I Agree			
Cycling Route	Commute to work				
Cycling Route	Commute home				
	I feel very uncomfortable biking along Osborne street. I believe it was identified as the most dangerous street to bike on in Winnipeg. It would be nice if there were a walking/biking path nearby. I know there's a path by the Assiniboine River for a little bit of the stretch but not enough to get me where I need to go. I live in Old St.Vital but I spend alot of time on Osborne therefore it would be nice to have a more secure way to bike there.				
Cycling Route					

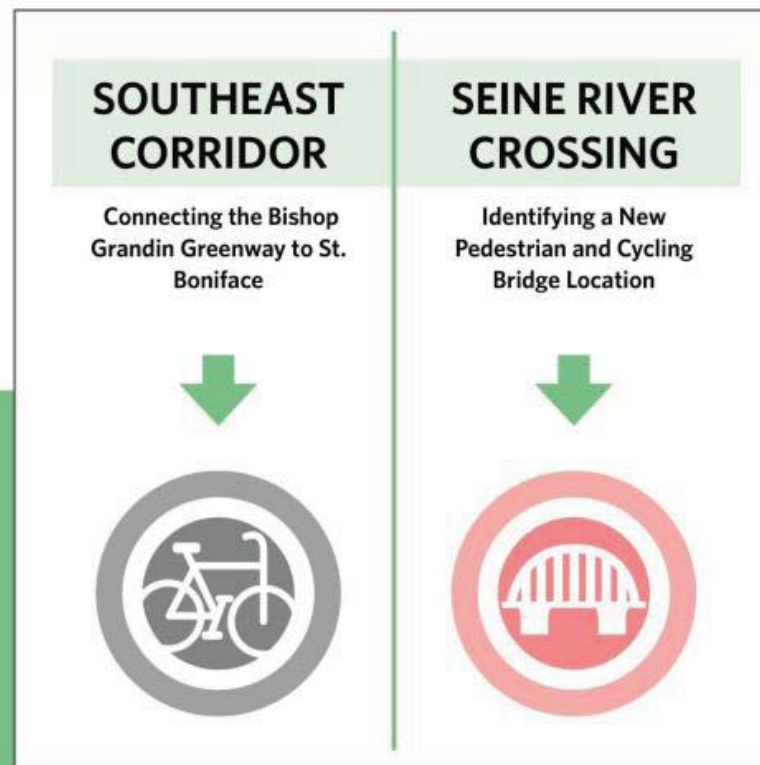
Category	Initial Comment	Comment	Net Like	Like	Dislike
Cycling Route	Sounds like it's already in the works, but there definitely needs to be a path to get from the Bishop Grandin Greenway to Desmeurons without having to go around to Lagimodiere and back down Fermor to get there on a path.				
Cycling Route	Although I feel comfortable biking along Desmeurons, I think that there's enough pedestrian/cycling traffic to warrant developing a trail. I bike down Desmeurons almost everyday during the warmer months to get to school at the University of St.Boniface.	Totally agree. I have never used this route as it would make it a bit longer. But if this route was developed it would be a great option for my ride to work to St Boniface/downtown			
Cycling Route	ThÃ© route saoule follow thÃ© Seine river				
Cycling Route	Go-to cycling loop				
Cycling Route					
Cycling Route	Elizabeth Road is dangerous for cycling, as motorists do not provide enough space for bikes. There is a lot of vehicular traffic, including buses, and also a main route for people driving to and from the bars at the Windsor Park Hotel. It is also a major connection point for Windsor Park residents to the bike path along Archibald.				
Cycling Route	This section connects the bike path through Frontenac Park with the Archibald bike path. We generally ride down the sidewalk as the road is not safe for cyclists. There is a lot of vehicular traffic, including buses. This is a main connection for Windsor Park residents to the Archibald bike path.				
Cycling Route	Connect Bison Drive to Route 90 multi-use paths.				
Cycling Route					
Walking Route					
Walking Route	Nice winter walk, since can only cross Seine River when frozen.				
Walking Route	Walk on the frozen Seine River Between Niakwa and the Bishop Greenway. Would be nice to do it on a trail in the summer too.				
Walking Route	Walk from Southdale to Shopping and the rest of the Bishop Greenway involves crossing Bishop Grandin Twice.				
Cycling Route	Daily commute to work				
Barrier to Cycling	Need to eliminate most of the stop signs on St George. Otherwise, cyclists will just take St Mary's. Could be replaced with roundabouts. Could be replaced with speedbumps ... but not all the way across the road so that cyclists can just pass around the speedbumps.				
Cycling Route					

Category	Initial Comment	Comment	Net Like	Like	Dislike
Cycling Route	My starting point is Southland Park and my end point is 360 Portage Ave. It is 50% trail and 50% street. The ride is 30 minutes in summer and 45 minutes in winter. Generally a good route, but caution at intersections is always key.				

APPENDIX C

SCHOOL WORKSHOP

Walk Bike Projects



Agenda



- Welcome and introductions
- Presentation
 - Southeast Corridor Study and Design
 - Seine River Crossing Study
 - Questions
- Small group discussion and mapping exercise
- Exit Survey

Southeast Corridor Study and Design – Connecting the Bishop Grandin Greenway to St. Boniface



Southeast Corridor Study and Design

Project Introduction



- The goal of the Southeast Corridor Study and Design is to provide pedestrian and cycling infrastructure that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood.
- New infrastructure will start and end at safe locations and connect people from their neighbourhoods to existing and future bicycle infrastructure.
- The City of Winnipeg has identified the area around Des Meurons Street and St. George Road for the pedestrian and cycling corridor.

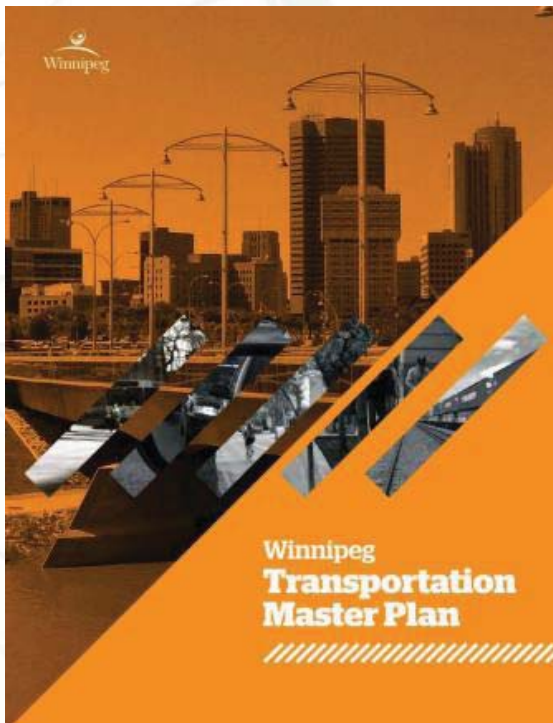
Southeast Corridor Study and Design

Study Area



Southeast Corridor Study and Design

Project Background



Southeast Corridor Study and Design

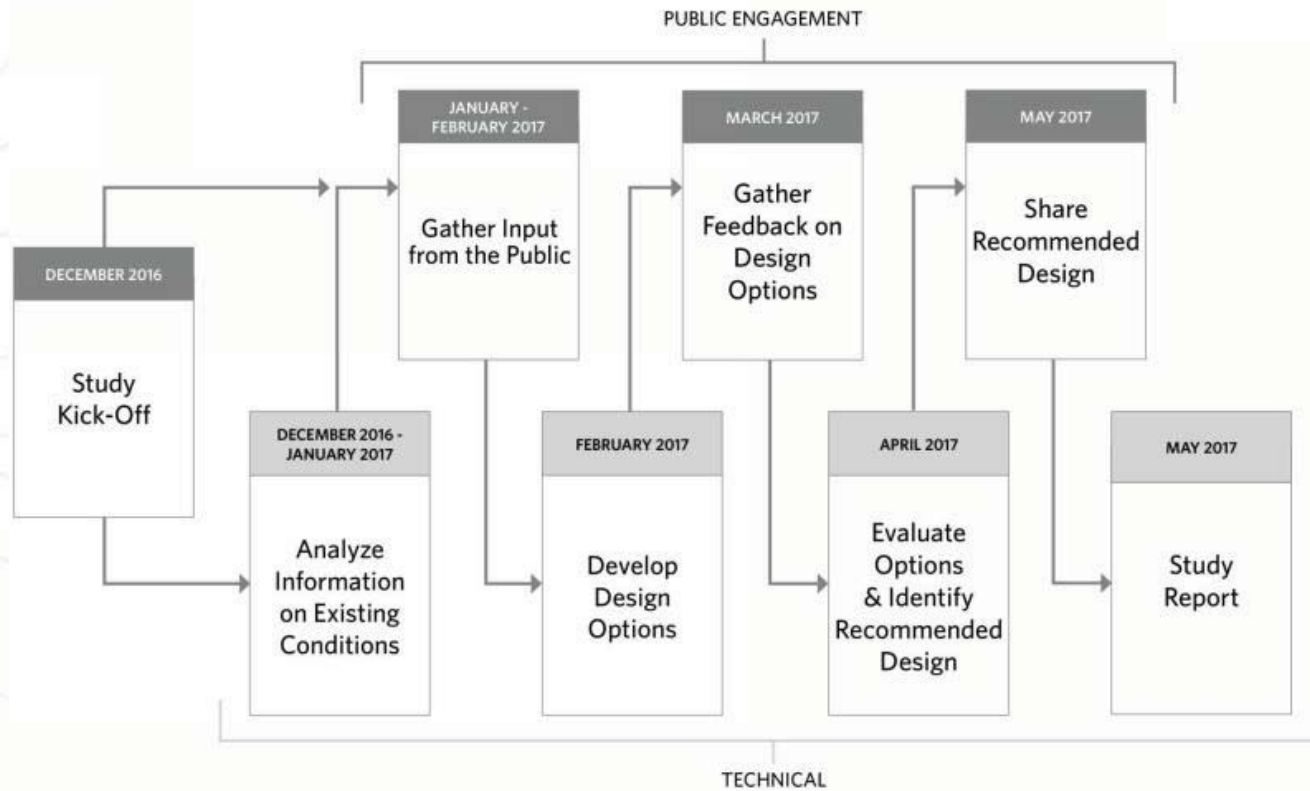
Public Engagement

- Throughout the design process, public engagement will assist with determining:
 - The type of infrastructure
 - Location of infrastructure
 - Infrastructure connections
 - Evaluation criteria



Southeast Corridor Study and Design

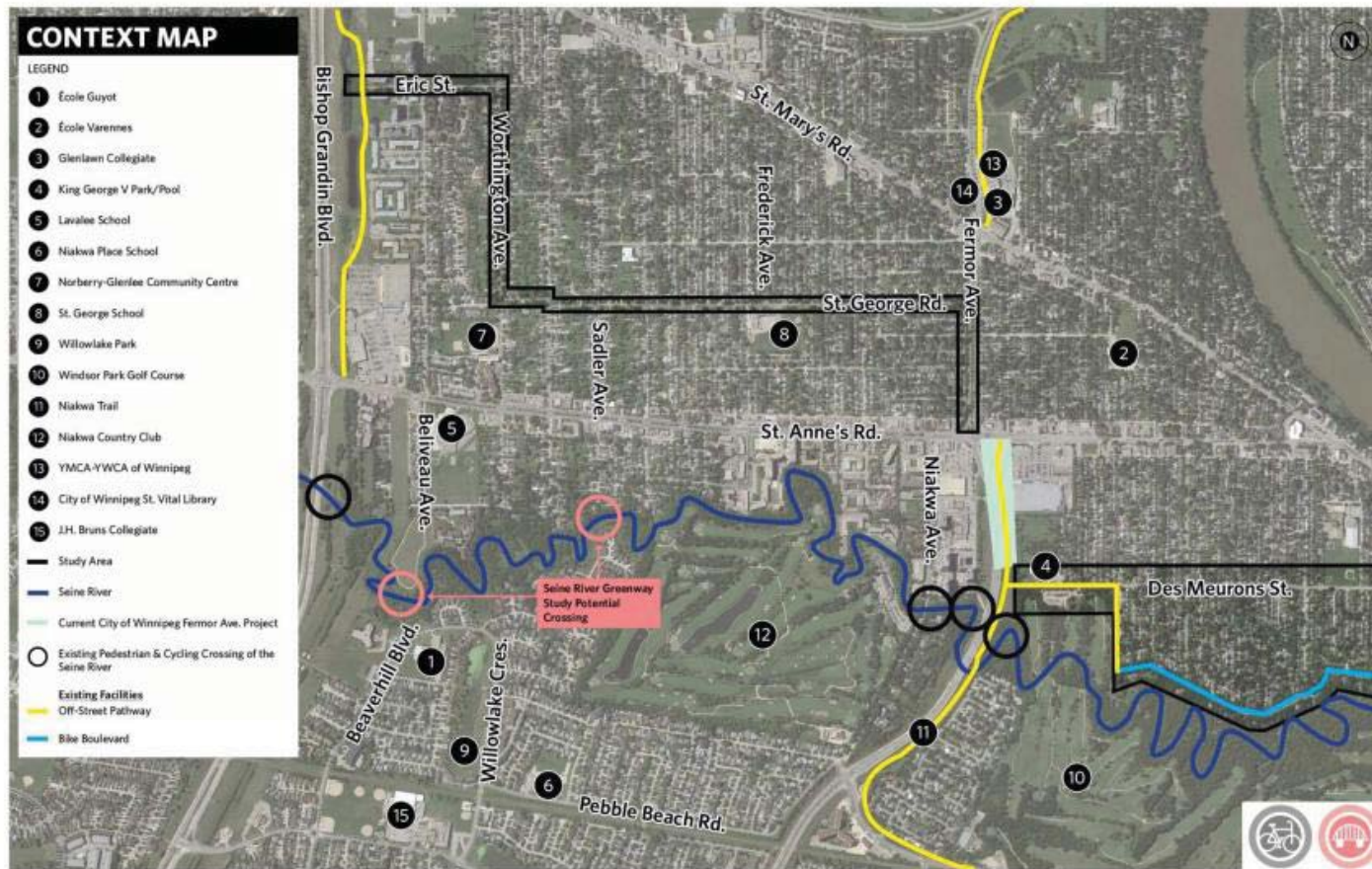
Timeline



Southeast Corridor and Seine River Crossing



Southeast Corridor and Seine River Crossing



Thank you



Thank you for your participation today.

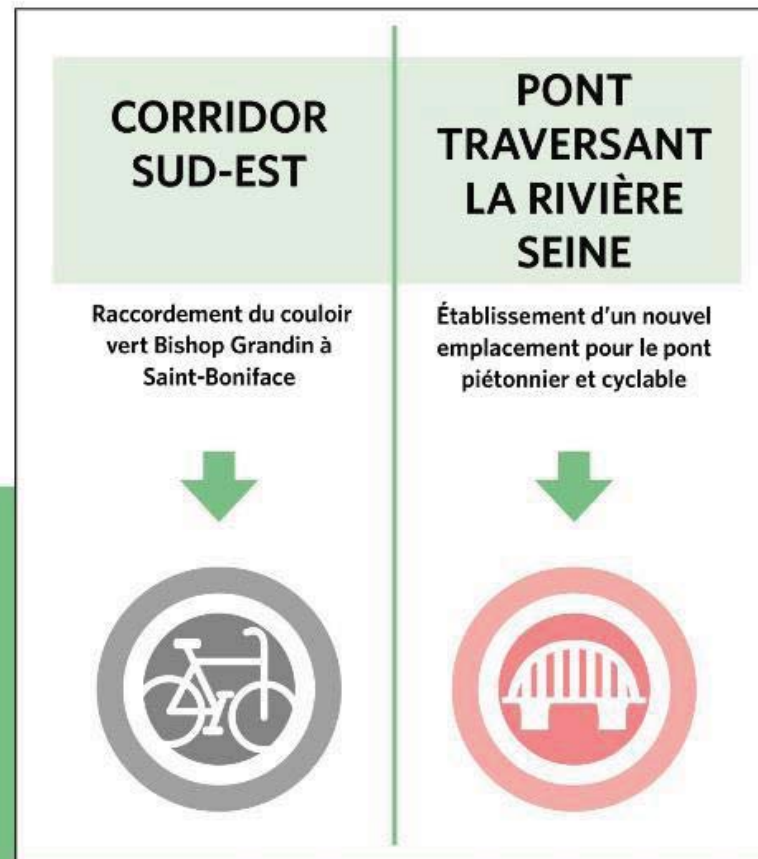
For further information or to provide additional feedback you may contact: David Jopling, Public Engagement Lead at

204-943-3178 or JoplingD@mmm.ca

Project websites:

winnipeg.ca/walkbikeprojects

Projets « À pied, à vélo »



Ordre du jour



- Mot de bienvenue et présentation des personnes-ressources
- Présentation des projets
 - Étude et conception du corridor sud-est
 - Étude sur le pont traversant la rivière Seine
 - Questions
- Discussion en petits groupes et exercice de repérage sur carte
- Sondage de sortie

Étude et conception du corridor sud-est – Raccordement du couloir vert Bishop Grandin à Saint-Boniface



Étude et conception du corridor sud-est

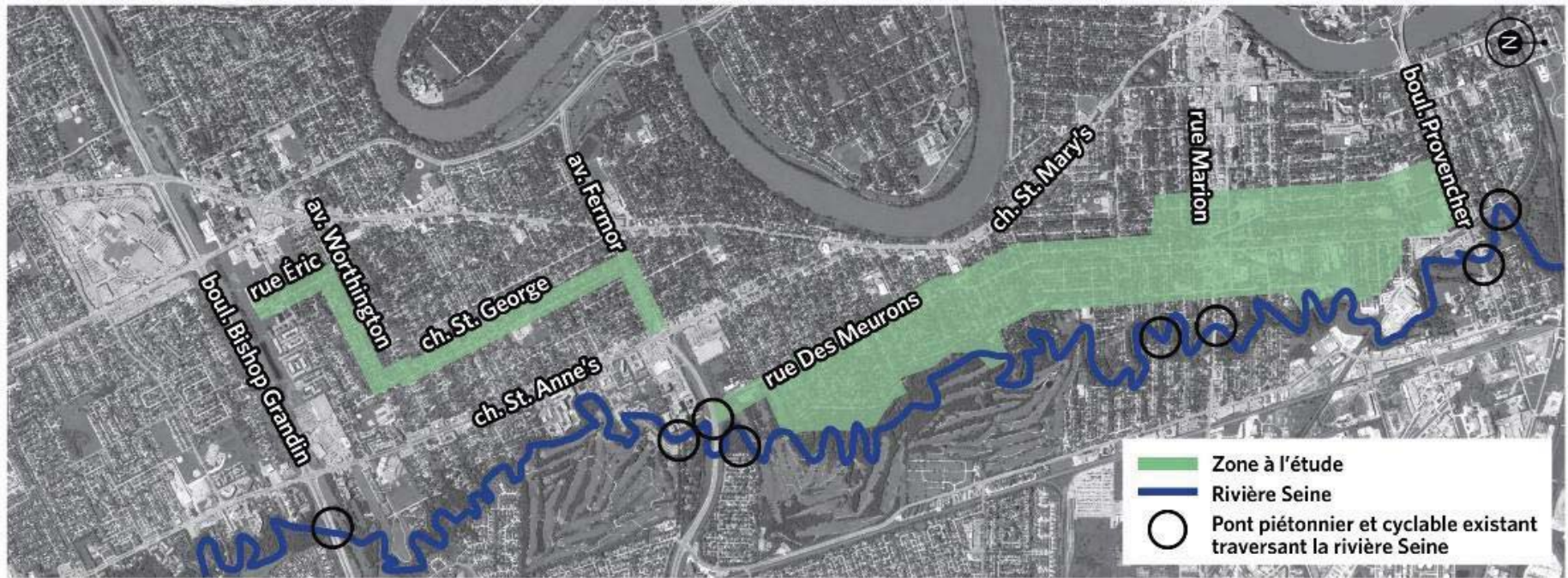
Présentation du projet



- L'étude du corridor sud-est et la conception qui en résultera visent à créer des infrastructures piétonnières et cyclables qui permettront aux personnes de tous les âges et de tous les niveaux de se rendre du couloir vert Bishop Grandin jusqu'au quartier de Saint-Boniface à pied ou à vélo.
- De nouveaux aménagements qui débutent et se terminent à des endroits sécuritaires permettront de relier les quartiers à des infrastructures cyclables existantes et futures.
- La zone à l'étude désignée par la Ville de Winnipeg aux fins du corridor piétonnier et cyclable longe la rue Des Meurons et le chemin St. George.

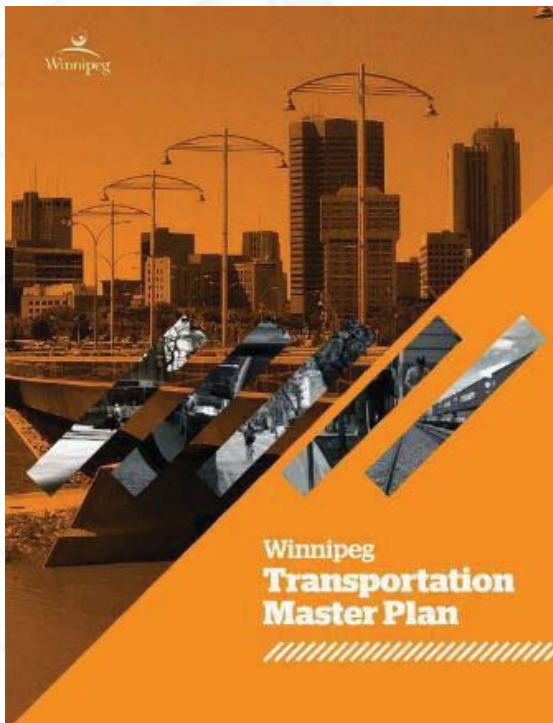
Étude et conception du corridor sud-est

Zone à l'étude



Étude et conception du corridor sud-est

Historique du projet



Étude et conception du corridor sud-est

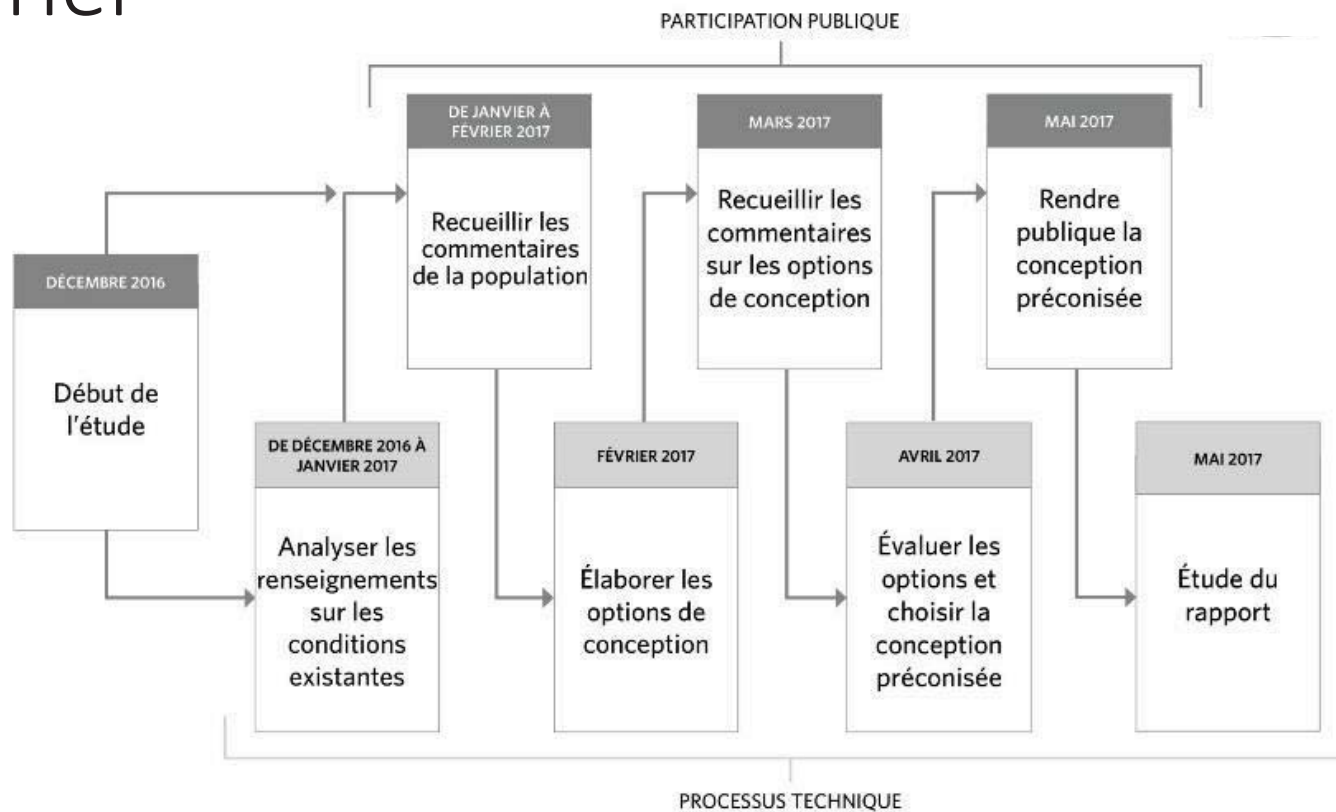
Consultation du public

- Au cours du processus de conception, la consultation du public aidera à déterminer :
 - la nature des infrastructures
 - l'emplacement des infrastructures
 - les points de raccord des aménagements avec le réseau
 - les critères d'évaluation



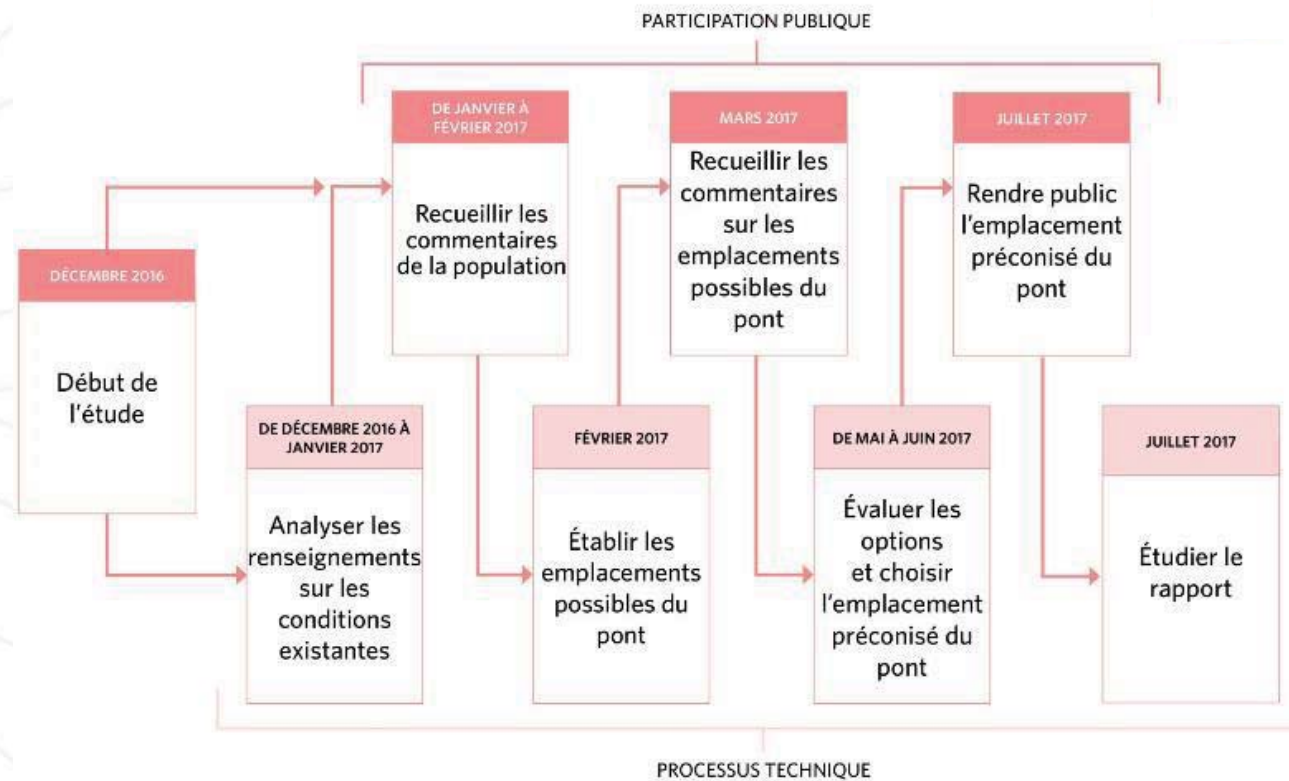
Étude et conception du corridor sud-est

Calendrier

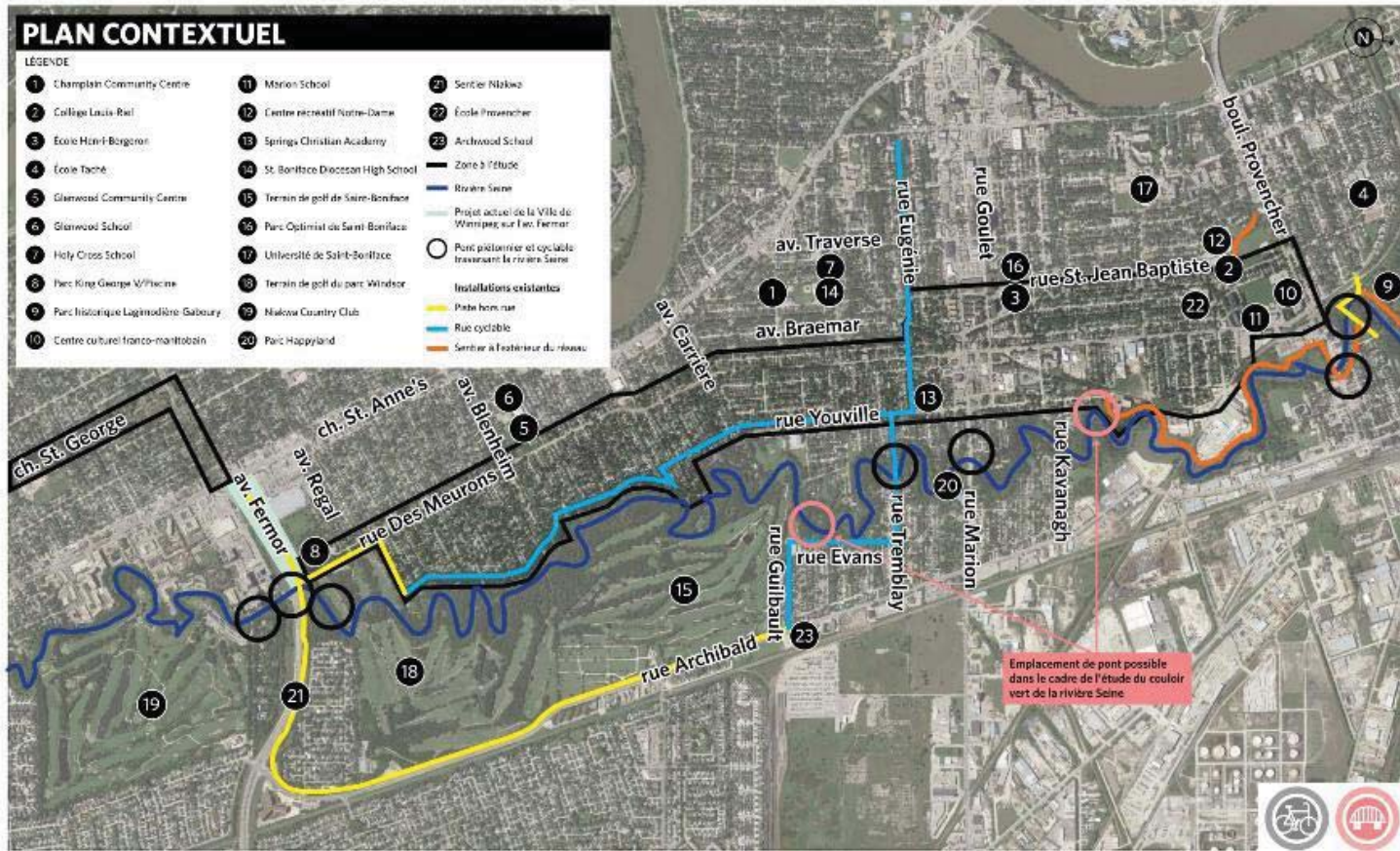


Étude sur le pont traversant la rivière Seine

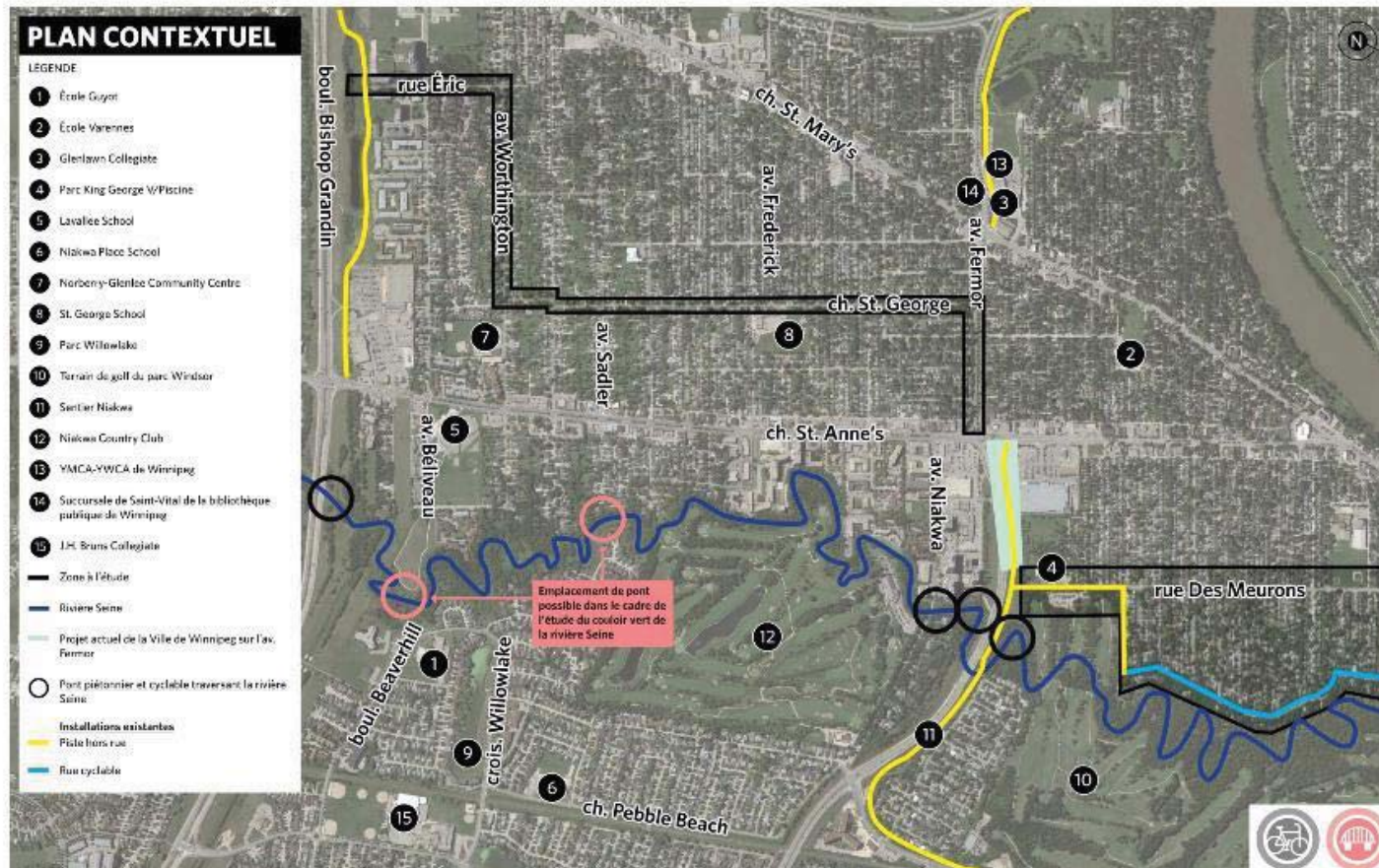
Calendrier



Corridor sud-est et pont traversant la rivière Seine



Corridor sud-est et pont traversant la rivière Seine



Merci



Merci de votre participation aujourd'hui.

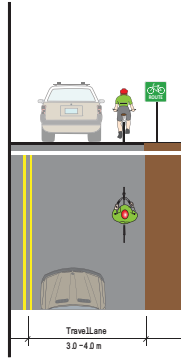
Pour obtenir de plus amples renseignements ou nous transmettre d'autres commentaires, communiquez avec :
David Jopling, chargé de participation publique
au 204-943-3178 ou à JoplingD@mmm.ca

Sites Web du projet :

winnipeg.ca/projetspietonniersetcyclables

Cycling Options

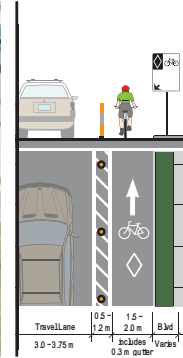
GREENWAYS



Neighbourhood Greenways also known as Bicycle Boulevards, are routes on streets with low vehicle speeds and volumes, which include a range of treatments ranging from signage and pavement markings to varying degrees of traffic calming implemented to improve safety for cyclists and other road users. Cyclists share the street with vehicles and traffic calming measures are used to reduce vehicle speed. Example: Nassau Street

Notes:

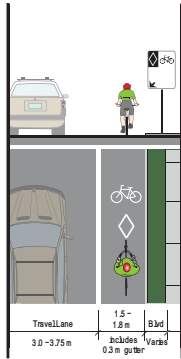
BUFFERED



Buffered bicycle lanes provide more protected space for cyclists than a conventional bicycle lane, typically through a painted buffered or 'shy' zones on one or both sides of the cyclist. Cyclists can enter/exit at fewer locations and cars are discouraged from entering the lane. Plastic bollards can be used to delineate the lanes. These lanes can be further separated from traffic by a parking lane. Example: Pembina Highway

Notes:

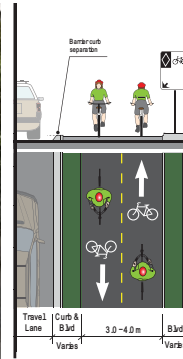
PAINTED



Painted bicycle lanes are separate lanes that are designated exclusively for bicycle travel and also include pavement markings. Cyclists can enter/exit anywhere but are vulnerable to car traffic. Examples: St. Mary Avenue and Harrow Street

Notes:




PROTECTED



Protected bicycle lanes are physically separated from motor vehicle travel lanes but are located within the road right-of-way. Protected bicycle lanes are a hybrid type bicycle facility combining the experience of an off-street path with the on-street infrastructure of a conventional bicycle lane. Cyclists can enter/exit at fewer locations and cars are blocked from entering. Examples: Sherbrook Street and Assiniboine Avenue

Notes:

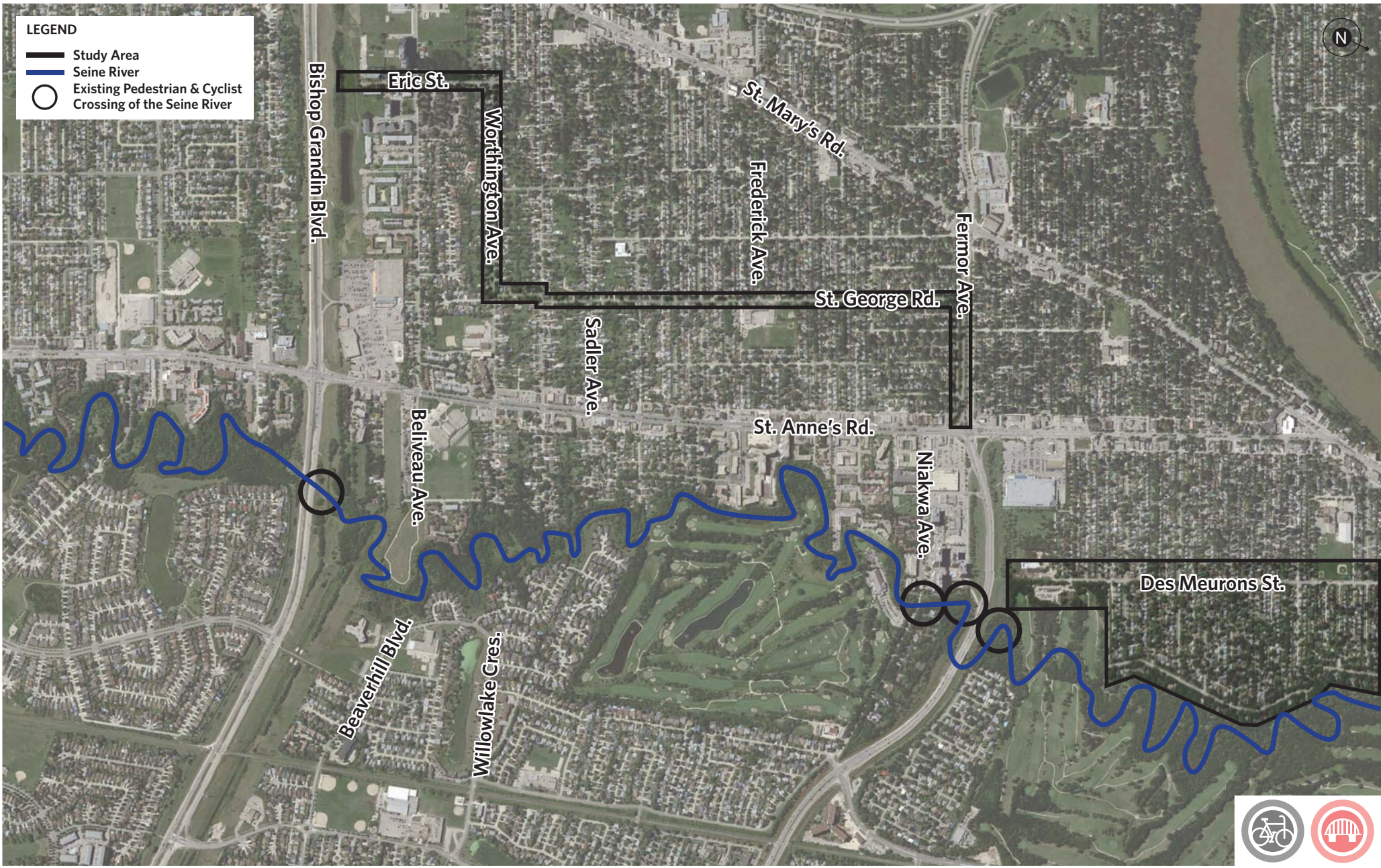
LEGEND

-  Study Area
-  Seine River
-  Existing Pedestrian & Cyclist Crossing of the Seine River



LEGEND

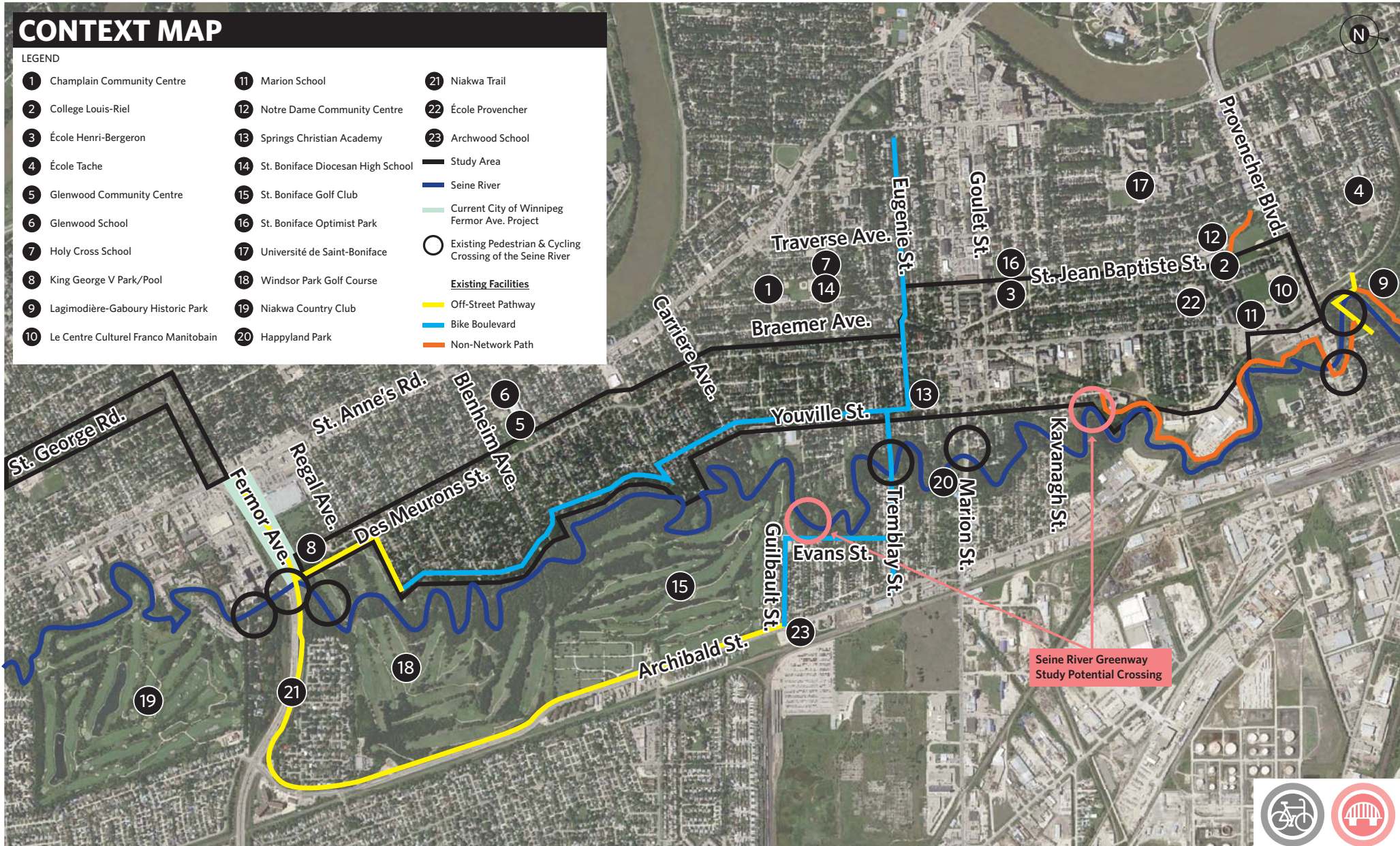
- Study Area
- Seine River
- Existing Pedestrian & Cyclist Crossing of the Seine River



CONTEXT MAP

LEGEND

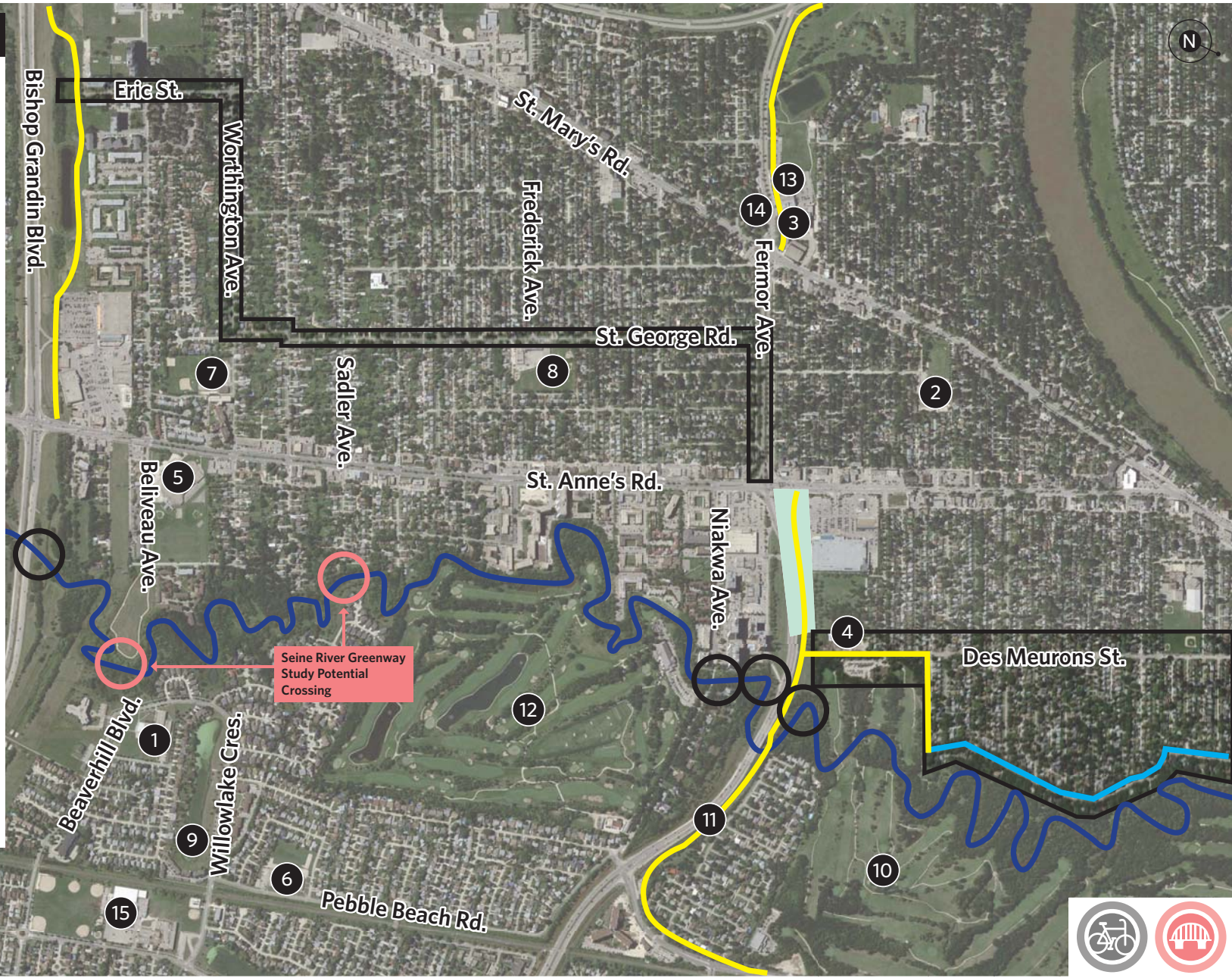
- | | | |
|---|--------------------------------------|--|
| 1 Champlain Community Centre | 11 Marion School | 21 Niakwa Trail |
| 2 College Louis-Riel | 12 Notre Dame Community Centre | 22 École Provencher |
| 3 École Henri-Bergeron | 13 Springs Christian Academy | 23 Archwood School |
| 4 École Tache | 14 St. Boniface Diocesan High School | Study Area |
| 5 Glenwood Community Centre | 15 St. Boniface Golf Club | Seine River |
| 6 Glenwood School | 16 St. Boniface Optimist Park | Current City of Winnipeg
Fermor Ave. Project |
| 7 Holy Cross School | 17 Université de Saint-Boniface | Existing Pedestrian & Cycling
Crossing of the Seine River |
| 8 King George V Park/Pool | 18 Windsor Park Golf Course | <u>Existing Facilities</u> |
| 9 Lagimodière-Gaboury Historic Park | 19 Niakwa Country Club | Off-Street Pathway |
| 10 Le Centre Culturel Franco Manitobain | 20 Happyland Park | Bike Boulevard |
| | | Non-Network Path |



CONTEXT MAP

LEGEND

- 1 École Guyot
- 2 École Varennes
- 3 Glenlawn Collegiate
- 4 King George V Park/Pool
- 5 Lavalee School
- 6 Niakwa Place School
- 7 Norberry-Glenlee Community Centre
- 8 St. George School
- 9 Willowlake Park
- 10 Windsor Park Golf Course
- 11 Niakwa Trail
- 12 Niakwa Country Club
- 13 YMCA-YWCA of Winnipeg
- 14 City of Winnipeg St. Vital Library
- 15 J.H. Bruns Collegiate
- Study Area
- Seine River
- Current City of Winnipeg Fermor Ave. Project
- Existing Pedestrian & Cycling Crossing of the Seine River
- Existing Facilities
- Off-Street Pathway
- Bike Boulevard





WALK BIKE PROJECTS: SOUTHEAST CORRIDOR AND SEINE RIVER CROSSING

SCHOOL WORKSHOP DISCUSSION QUESTIONS

General Instructions

Welcome to the Southeast Corridor and Seine River Crossing Workshop. This workshop has been designed to help identify your community's pedestrian and cycling needs and preferences.

The workshop includes three activities:

1. Discussion Questions
2. Mapping Exercise
3. Visual Survey

The instructions and length of time for each activity is described under the activity headings below.

Each activity will be facilitated in groups; each group shall self-identify a facilitator and a recorder.

The role of the facilitator will be to:

- Lead the group introductions at your table.
- Lead the activities, ensuring that everyone has the opportunity to speak and share their opinions.
- Encourage everyone to document their ideas on the large study area map.
- Present a summary of your group's discussions back to the larger group at the end of the workshop.

The role of the recorder will be to:

- Record your group's ideas in point form on the flip chart provided.
- Encourage everyone to document their ideas on the large study area map.

Activity 1: Group Discussion (30 minutes)

Please review the questions carefully and answer them as a group. The designated recorder should record all comments on the large flip-chart paper.

1. Do youth currently walk or bike to school? Why or why/not?
2. How does the use of streets in the neighbourhood change during weekdays, evenings, and weekends?
3. What are the characteristics of a pedestrian and cycling corridor in your neighbourhood that allows people of all ages and abilities to walk or bike?



Activity 2: Mapping Exercise (30 minutes)

Please review the questions carefully and answer them as a group. Record your answers on the study area map.

1. Where do youth walk or bike to in the neighbourhood? Please mark the destinations and the route taken on the study area map.
2. What safety concerns (i.e. intersections, roadways, sidewalks, etc.) exist for youth when walking or biking in your neighbourhood? Please identify the concern on the study area map along with a description of the issue.
3. What is your preferred location for a new pedestrian and cycling bridge over the Seine River? Please mark the location on the map with an explanation of why.

Activity 3: Visual Survey (15 minutes)

Please review the questions carefully and answer them as a group.

1. What type of cycling option do you prefer for youth and your community? Please identify your preferences on the Cycling Options sheet with an explanation of why.
 - a. Please rank your top two cycling option preferences with an explanation of why.
 - b. How does your preferred cycling option affect other users of the road?

Walk Bike School Workshop Sign-in Sheet

Southeast Corridor and Seine River Crossing

February 22, 2017

Name	School or Organization	Telephone	E-mail
	École Taché		
	École Taché		
	DSFM		

ACTIVITY 1:

Question 1: Do youth currently walk or bike to school? Why or why not?

- Yes, students bike/walk to school in winter and summer.
- They currently bike on the sidewalk due to safety concerns. The biggest safety concern is speeding vehicles.
- The couple admitted that one of their children is technically biking on the sidewalk illegally due to the wheel size.
- Currently, they don't use Provencher due to safety concern and instead use back streets.
- Tache north of Provencher has become more dangerous due increased traffic (due to Condos), speeds, and a lack of stop signs.
- Would like to see a separated bike lane on Provencher; similar to the one on Sherbrook.

Question 2: How does the use of streets in the neighbourhood change during weekdays, evening, and weekends?

- Provencher, Marion, and Archibald are truck routes with high traffic volumes and speeds.
- Currently, they avoid Des Meurons due to speeding, potholes, and traffic that uses Des Meurons as a short-cut to bypass St. Anne's and St. Mary's.
- Like the idea of using Youville for recreational use, but did not see it as a commuting route.

Question 3: What are the characteristics of a pedestrian and cycling corridor in your neighbourhood that allows people of all ages and abilities to walk or bike?

- Less traffic.
- Paved.
- Perceived to be safe – the facilities that are used the most are protected.
- The infrastructure should reflect whether it will be used for commuting or recreational purposes.
- Separated facility on Des Meurons would work. Bike boulevard would not.
- There is currently a North-South gap in the cycling network between Eugenie and the street north of Provencher (which both have bike boulevards).

ACTIVITY 2:

Question 1: See Map.

Question 2: What safety concerns (i.e., intersections, roadways, sidewalks, etc.) exist for youth when walking and biking in your neighbourhood?

- Marion and Goulet – high volume, high speed, and difficult to cross.
- Tache is used as a short-cut to St. Mary's from downtown and St. Boniface.
- Need safe crossings.
- St. Jean Bapstiste seems to be a better option than Des Meurons for a cycling facility. Less traffic.

Question 3: What is your preferred location for a new pedestrian and cycling bridge over the Seine River?

- Guilbault crossing is close the Tremblay Bridge. May be redundant.
- There is nothing on the east side of the Kavanah crossing to connect to, as east of this location is the industrial park; however, likes the ideas of providing a connection and continuing the off-street pathway north of Condo building.
- The crossing on Marion Street is difficult and unpleasant, as there are narrow sidewalks and high traffic volumes and speeds. Likes the idea of another crossing close to Marion that is safer and provides a user-friendly experience.
- They liked the idea of a crossing between golf courses, as it would provide less time on Archibald. The off-street pathway north of this location is directly adjacent to Archibald St (no boulevard) and is perceived as unsafe and is uncomfortable to use due to the high traffic volumes and speeds.

ACTIVITY 3:

Question 1: What type of cycling option do you prefer for youth and your community?

Greenway

- Painted bike lanes are seen as more of a suggestion and are not a safe; however, they are better than nothing.
- Greenways are appropriate on residential streets that feed to commuter routes.
- Greenways are not appropriate for commuter routes.
- If you want people to commute you need facilities on commuter routes (i.e., St. Mary's and St. Anne's) or the most direct routes.
- Stop signs and traffic calming on the south section of Des Meurons may be an option.

Buffered

- Did not like bollards in the buffer as they are not durable and often get damaged in winter.
- If investing bike lane infrastructure; should have protected bike lanes.

Painted

- Painted bike lanes are seen as more of a suggestion and are not a safe; however, they are better than nothing.
- Illusion of creating infrastructure that is not safer.
- If you don't get compliance, painted bike lanes are not a good long-term solution.

Protected

- Seen as the best options for cyclists.
- Adding a bike lane will narrow the road, which is a form of traffic calming.

APPENDIX D

**OPEN HOUSE MATERIAL,
ONLINE COMMENT SHEET &
DETAILED DRAWINGS**

Welcome

Walk Bike Projects Open House



Southeast Corridor:
Connecting the Bishop Grandin
Greenway to St. Boniface



Seine River Crossing:
Identifying a New Pedestrian
and Cycling Bridge Location



- » Please review the boards, talk to project team members and provide your feedback by adding sticky notes to the boards and maps, and by filling out a survey.

Have a smartphone with you? Open the online survey and record your comments as you review the boards. www.winnipeg.ca/walkbikeprojects

Background

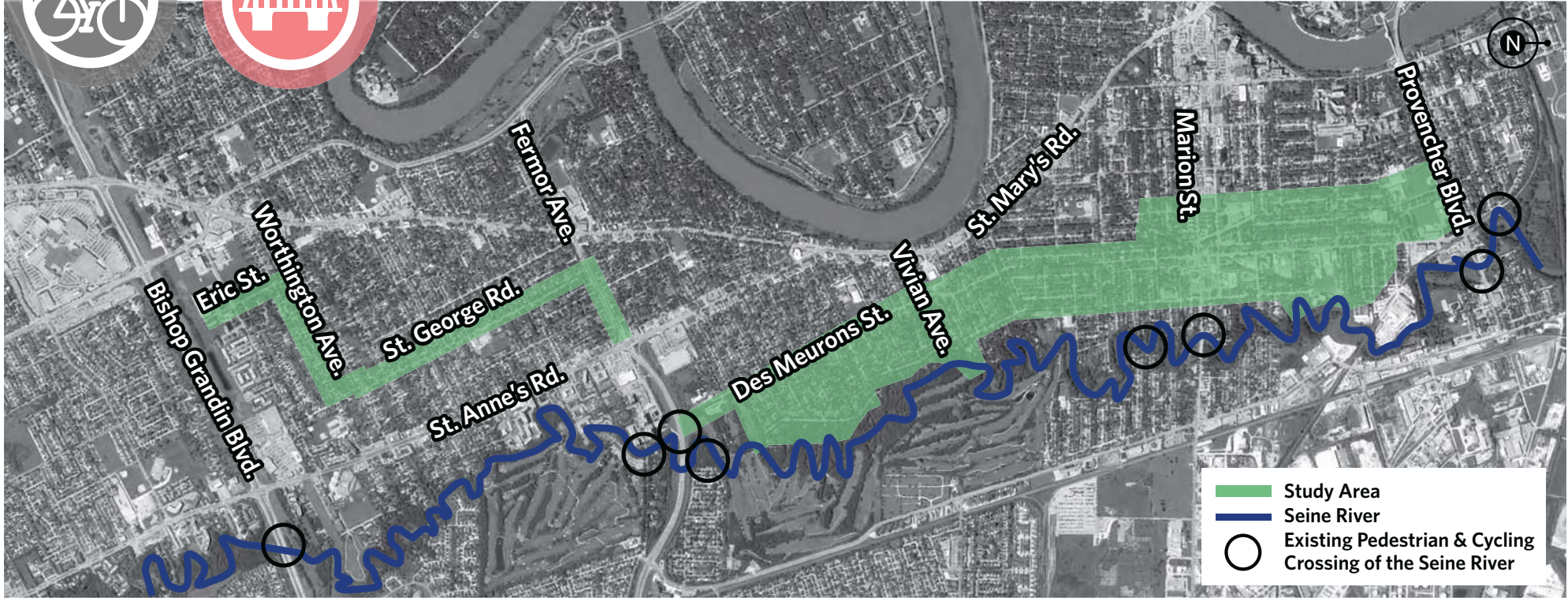


- » The City of Winnipeg is undertaking a study to design pedestrian and cycling infrastructure that will allow people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood.
- » This project will develop local networks for neighbourhoods to connect to existing and planned cycling infrastructure and to downtown.
- » The study will be the basis for the inclusion of cycling infrastructure in immediate and future street renewal programs.
- » In 2015, City Council approved the Winnipeg Pedestrian and Cycling Strategies, which provide a long range policy framework for active modes of transportation for the next 20 years.
- » On May 18, 2016, City Council approved the 2016 Pedestrian and Cycling Action Plan (Action Plan) that authorizes the Public Service to proceed with this study.



- » The City of Winnipeg is undertaking a study to identify a preferred location for a new pedestrian and cycling crossing over the Seine River between Provencher Blvd. and Bishop Grandin Blvd.
- » An identified preferred location would support the community's vision for a Seine River pathway network and will increase connectivity in the community and to the broader pedestrian and cycling network.
- » This study is the first step, and once a location has been determined, further engineering will be required to determine a design for the project along with a cost estimate. The project would then be presented to City Council for consideration as part of the budget process.
- » On September 30, 2015, City Council approved the motion to "continue to recognize and support the need for pedestrian/bike bridges over the Seine River."

Study Areas



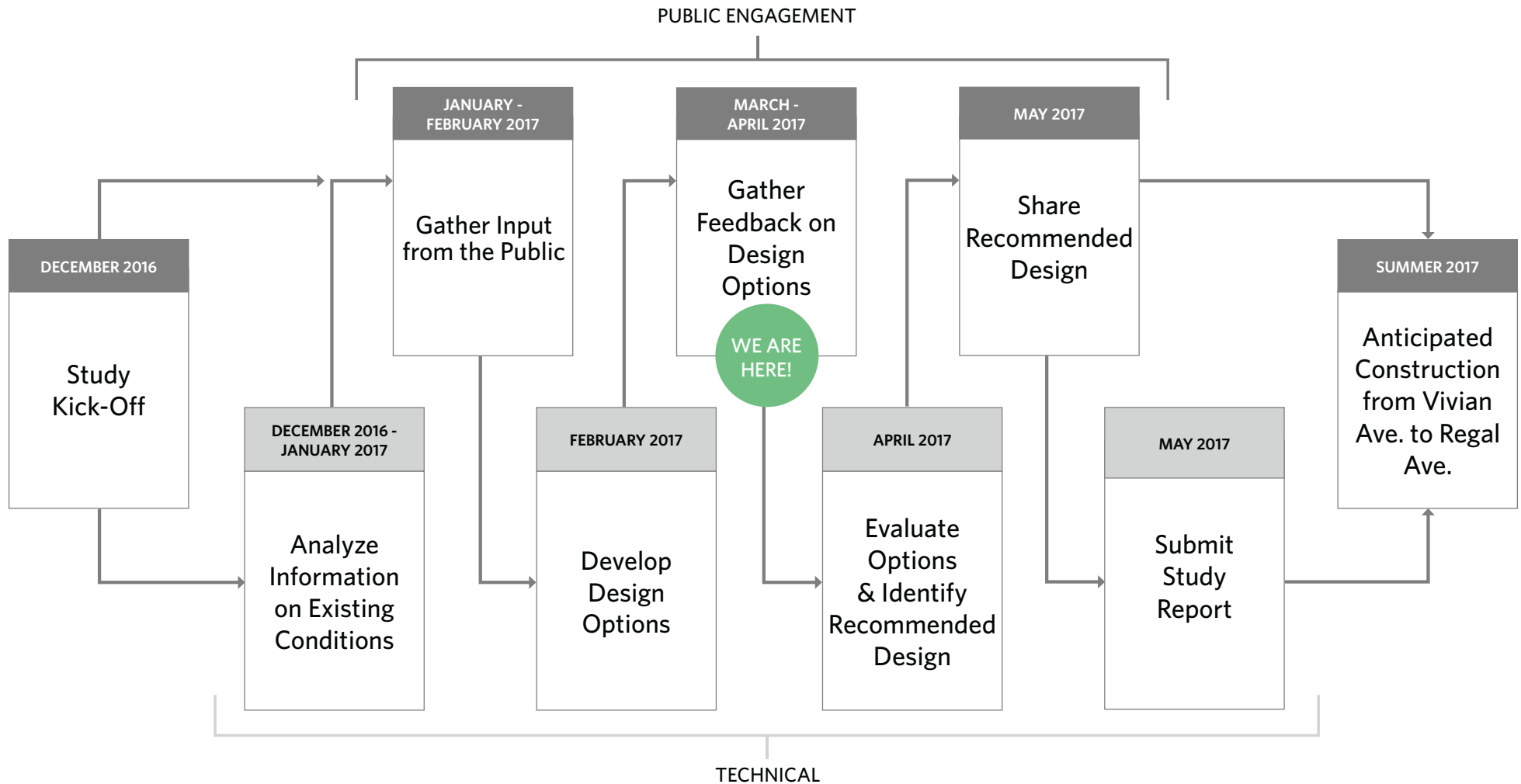
Southeast Corridor



Connecting the Bishop Grandin Greenway to St. Boniface



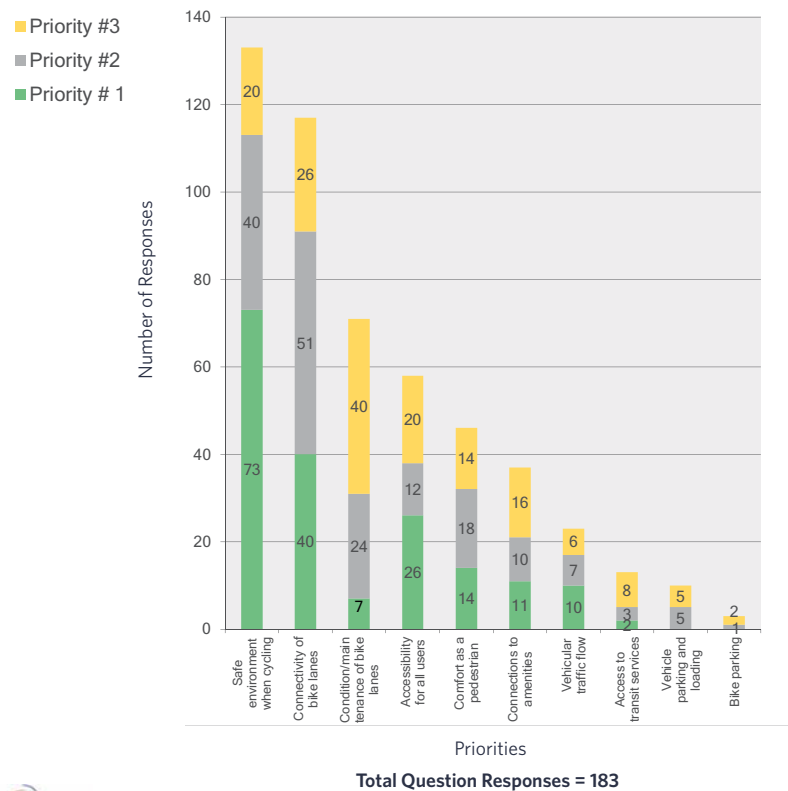
Timeline



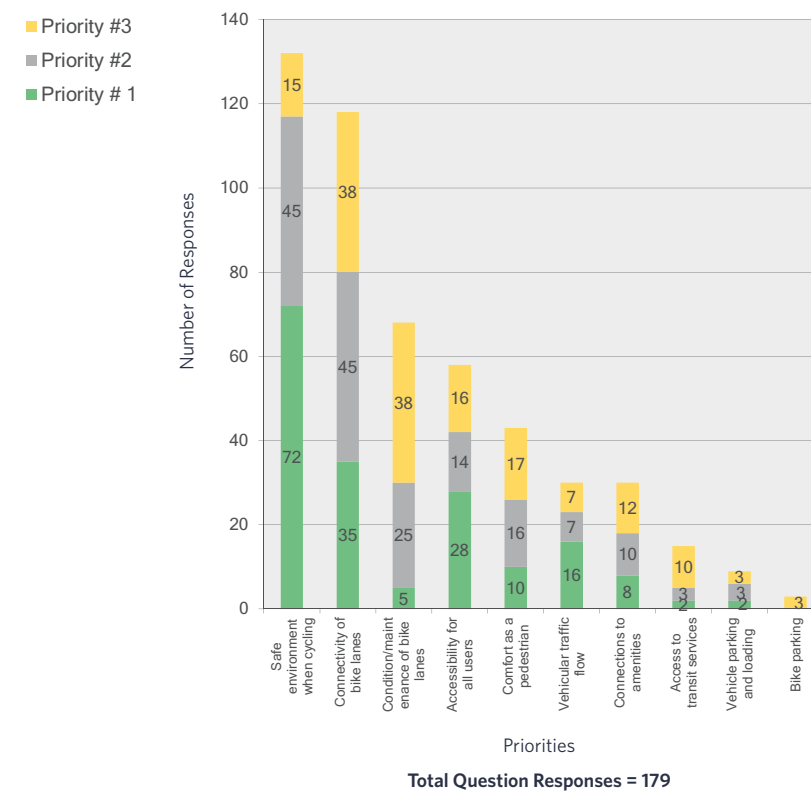
What We Heard: Survey

A survey was available online from January 31 to February 20, 2017 to collect information on preferences for pedestrian and cycling infrastructure.

What are your top three priorities for St. George Road?



What are your top three priorities for Des Meurons Street and the surrounding area including Enfield Crescent, St. Jean Baptiste Street and Youville Street?



Please add your comments using the sticky notes provided.

What We Heard: Survey

» Survey responses show the level of support for the different types of cycling infrastructure that may be used along the corridor (presented in order of most supported to least supported):

Protected Bike Lane



Neighbourhood Greenway



Buffered Bicycle Lane



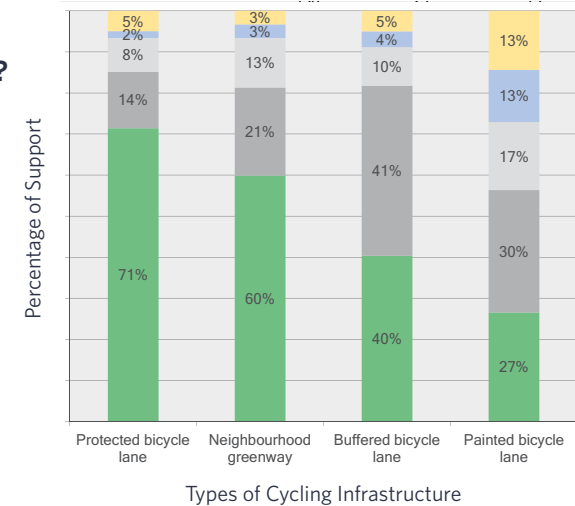
Painted Bicycle Lane



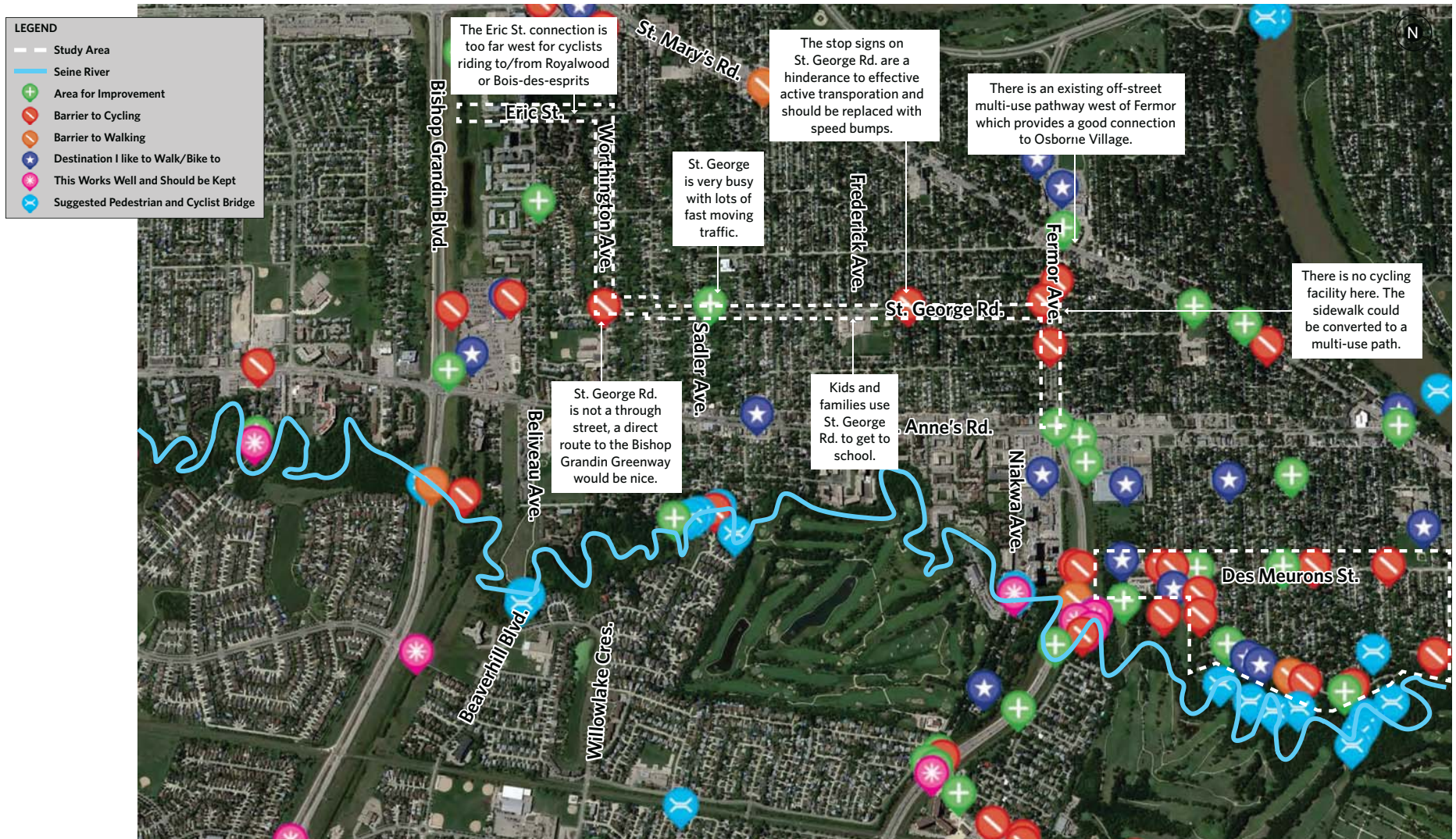
How much do you support the different types of infrastructure that may be used along the corridor?



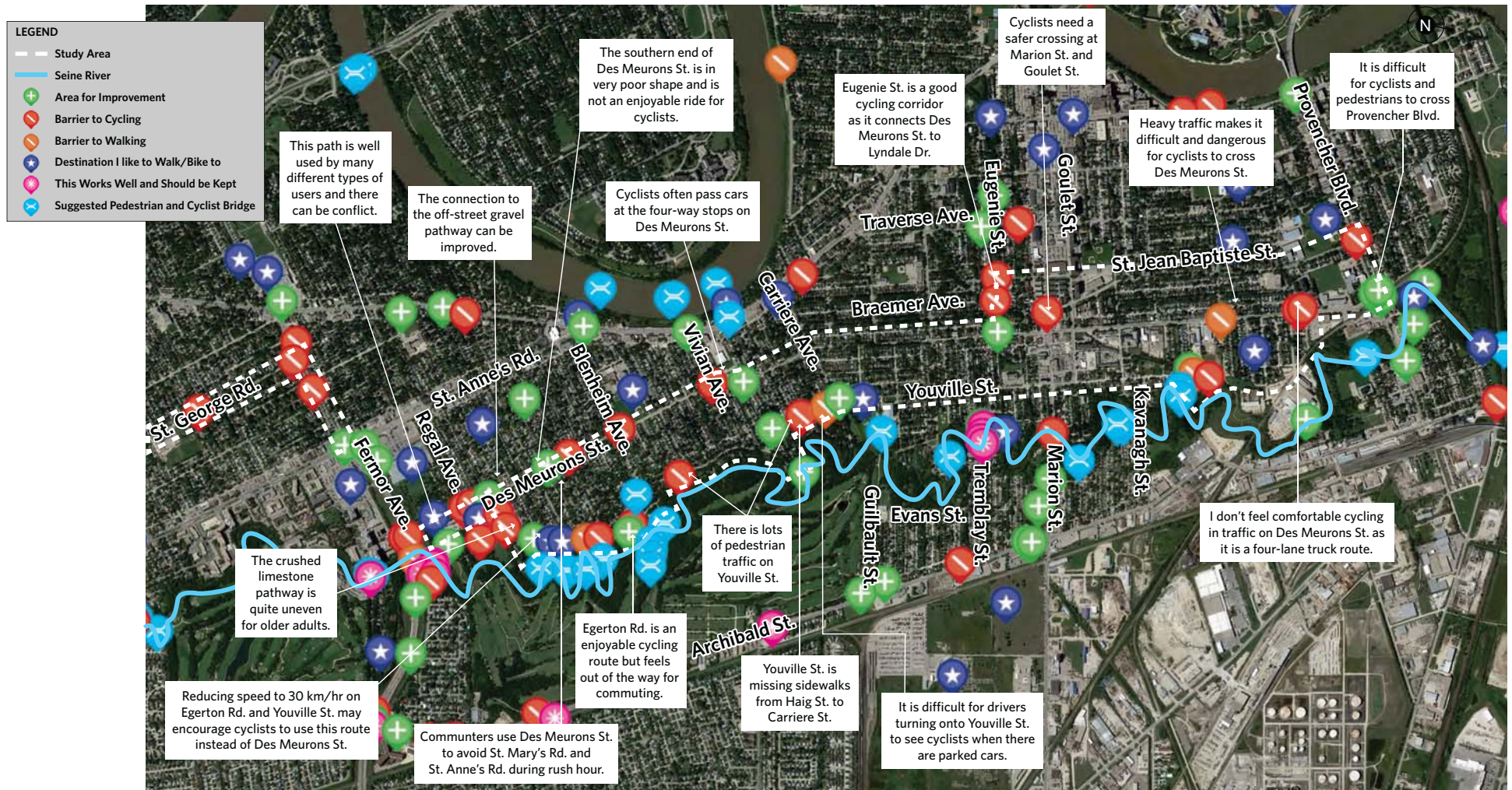
- Strongly Oppose
- Somewhat Oppose
- Neutral
- Somewhat Support
- Strongly Support



What We Heard: Online Map (South)

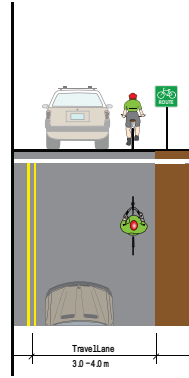


What We Heard: Online Map (North)



Definitions

GREENWAYS



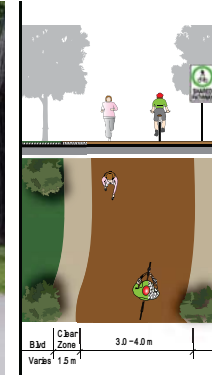
Neighbourhood greenways are routes on streets with low vehicle speeds and volumes, which include a range of treatments to slow down traffic and improve safety for walking, biking and driving. Treatments range from signage, bike signals and pavement markings to varying degrees of traffic calming measures. Example: Nassau Street.

Traffic calming measures can include:

- » **Traffic diverters** physically obstruct one or more lanes at an intersection to force left or right hand turns, or prevent entry to, or exit from a street. Diverters do not restrict movements for cyclists and pedestrians and are effective in reducing traffic volumes.
- » **Traffic circles** are a raised island located in the centre of an intersection, which require vehicles to travel through the intersection in a counter-clockwise direction around the island. Traffic circles are an effective way to reduce the overall speed of traffic, providing a safer environment for cyclists and pedestrians.
- » **Speed humps** are a raised area of roadway, which help reduce the overall speed of traffic, providing a safer environment for cyclists and pedestrians. Speed humps are designed to limit impacts on emergency vehicles, transit vehicles and cyclists.
- » **Raised crosswalks and intersections** raise the level of the roadway to that of the sidewalk, which reduces vehicle speeds, improves visibility of pedestrians, and reduces the number of pedestrian-vehicle conflicts. Raised crosswalks and intersections are designed to limit impacts on emergency vehicles and transit vehicles and cyclists.

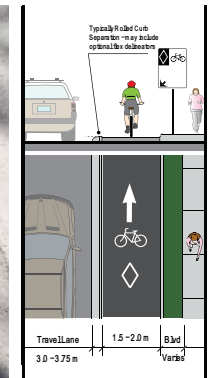


OFF-STREET



Off-street pathways are physically separated from motor vehicles and provide sufficient width and supporting facilities to be used for cycling and walking. These pathways can be paved with concrete, asphalt or may be surfaced with stone dust, fine limestone, or gravel screenings. Example: Assiniboine Avenue

PROTECTED



Protected bicycle lanes are located within the road right-of-way, but are physically separated from motor vehicle travel lanes by concrete curbs, planters, etc. Protected bicycle lanes are a hybrid type bicycle facility combining the experience of an off-street path with the convenience of on-street infrastructure of a conventional bicycle lane. These lanes can be further separated from traffic by a parking lane. Example: Assiniboine Avenue.

Segment 1: Provencher Blvd. to Vivian Ave.

OPTION 1:

Neighbourhood Greenway on St. Jean Baptiste St./Enfield Cres./
Eugenie St. & Youville St.



Examples of Greenway Treatments

- » A neighbourhood greenway is appropriate for lower traffic volumes and community destinations on this local street. Traffic calming, signage and pavement markings will be added to St. Jean Baptiste to reduce traffic volumes, slow traffic speeds and improve safety for pedestrians and cyclists.
- » Install a raised intersection, raised crosswalks, and add sidewalks where missing.
- » Parking will remain on one side.
- » Crossing unsignalized intersections at Goulet and Marion will need to be addressed.
- » Direct connection to College Louis Riel, Provencher School and Ecole Henri-Bergeron and residential properties.
- » Comparative cost: \$\$ (> \$200,000 and < \$500,000).
- » Shorter-term implementation.

OPTION 2:

Protected Bike Lanes on Des Meurons St.



- » Protected bike lanes will be physically separated from the travel lanes to protect cyclists from the high traffic volumes on Des Meurons. Signalized intersections along the corridor will include bicycle phases.
- » 1.8m bike lanes with 0.5m raised buffers.
- » Widen street on both sides, staying between Hydro poles, trees and street lights.
- » North of Horace – narrow the lanes and eliminate a lane of parking.
- » South of Horace – parking on one side.
- » Transit users will cross the bike lane at transit stops.
- » Direct connection to Marion School and commercial businesses, as well as residential properties.
- » Signalized crossings of Goulet and Marion.
- » Increase in vehicle delay at signalized intersections at Provencher, Goulet and Marion due to dedicated bike signal.
- » Comparative cost: \$\$\$\$ (> \$1M).
- » Longer-term implementation.

Existing Conditions

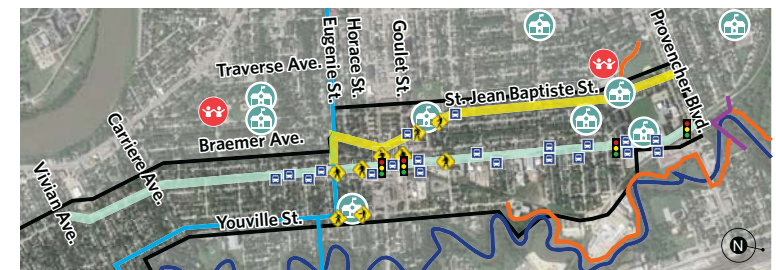
Des Meurons St.

- » North of Horace – two travel lanes plus two parking lanes, narrow boulevards and Hydro poles on both sides.
- » South of Horace – two travel lanes with parking on one side, wider boulevards, Hydro poles, trees and street lights.
- » High traffic volume (> 10,000 vehicles per day) between Provencher and Marion.
- » Transit stops between Provencher and Dubuc.

St. Jean Baptiste St./Enfield Cres./Eugenie St.

- » Two travel lanes with parking on one side, wide boulevards, Hydro poles, trees and street lights.
- » Low traffic volume (<3,000 vehicles per day) on St. Jean Baptiste and Enfield.
- » Transit stops on Enfield between Goulet and Dollard.

Segment Location



Segment 2: Vivian Ave. to Fermor Ave.

OPTION 1:

Neighbourhood Greenway on Des Meurons St.



Examples of Greenway Treatments

- » A neighbourhood greenway is appropriate for the lower traffic volumes and community destinations on this local street. Traffic calming, signage and pavement markings will be added to Des Meurons to reduce traffic volumes, slow traffic speeds and improve safety for pedestrians and cyclists.
- » Install a raised intersection, raised crosswalks, and traffic circles.
- » Direct connection to Glenwood School, Glenwood Community Club, King George Park, and Niakwa Trail.
- » Parking will be removed on Des Meurons.
- » Comparative cost: \$\$ (> \$200,000 and < \$500,000).
- » Shorter-term implementation.

OPTION 2:

Neighbourhood Greenway on Youville St./Egerton Rd.



Examples of Greenway Treatments

- » Youville/Egerton are currently designated as neighbourhood greenways. The very low traffic volumes on these local streets make them safe for pedestrians and cyclists.
- » No changes to existing roadway.
- » Neighbourhood greenway signage.
- » Parking on one side.
- » Minimal cost: existing facility.

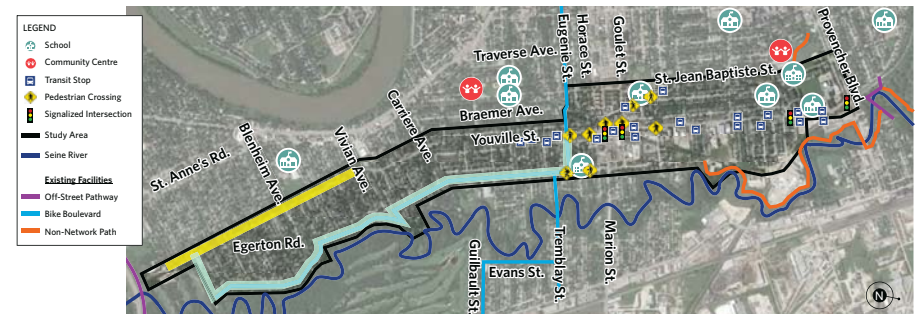
Existing Conditions

Des Meurons St.

- » Two travel lanes with parking on one side, narrow boulevards, and Hydro poles on west side.
- » Medium to low traffic volume (< 5000 vehicles per day) south of Vivian Ave.
- » No Transit service.

Youville St./Egerton Rd.

- » Two travel lanes with parking on one side.
- » Urban cross-section with curbs on Youville St.
- » Rural cross-section with ditches on Egerton Rd.
- » No Transit service.

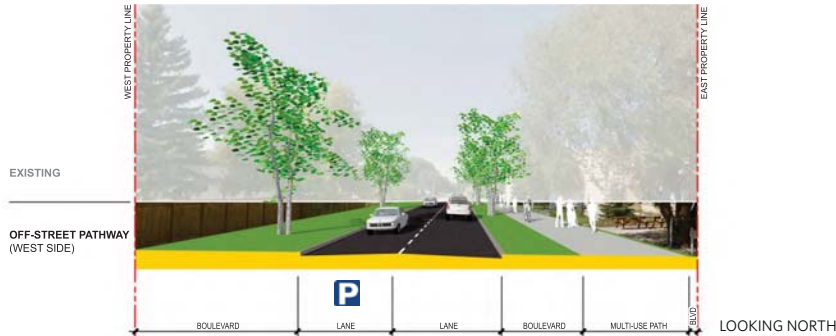


Segment Location

Segment 3: St. George Rd. Fermor Ave. to Worthington Ave.

OPTION 1:

Off-Street Multi-Use Pathway on St. George Rd.



- » An off-street pathway in the existing boulevard will be physically separated from motor vehicles and wide enough to accommodate both pedestrians and cyclists.
- » 3.5m off-street pathway on east side of St. George Rd. (widen existing sidewalk) on city property.
- » Parking remains on one side.
- » Minimal impact to trees and utilities in boulevard.
- » Pathway will cross driveways on east side of St. George Rd.
- » Direct connection to St. George School.
- » No impact to ditches.
- » Comparative cost: \$\$\$ (> \$500,000 and < \$1M).
- » Longer-term implementation.

OPTION 2:

Neighbourhood Greenway on St. George Rd.



Examples of Greenway Treatments

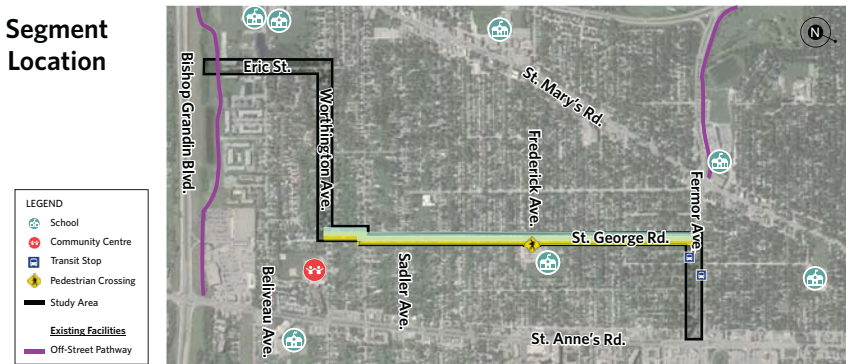
- » A neighbourhood greenway is appropriate for the lower traffic volumes on this local street. Traffic calming, signage and pavement markings will be added to St. George to slow traffic speeds and improve safety for pedestrians and cyclists.
- » Install raised crosswalks and add sidewalks where missing.
- » Parking remains on one side.
- » Direct connection to St. George School.
- » Comparative cost: \$ (< \$200,000).
- » Shorter-term implementation.

Existing Conditions

St. George Rd.

- » Two travel lanes with parking on one side and wide boulevards.
- » Very low traffic volume (approximately 500 vehicles per day).
- » Existing sidewalk on east side of St. George Rd.
- » 30 km/hr school zone between Fernwood Ave. and Portland Ave.
- » Rural cross-section with ditches between north end of St. George Rd. and Hull Ave. and between Hindley Ave. and Worthington Ave.
- » No Transit service.

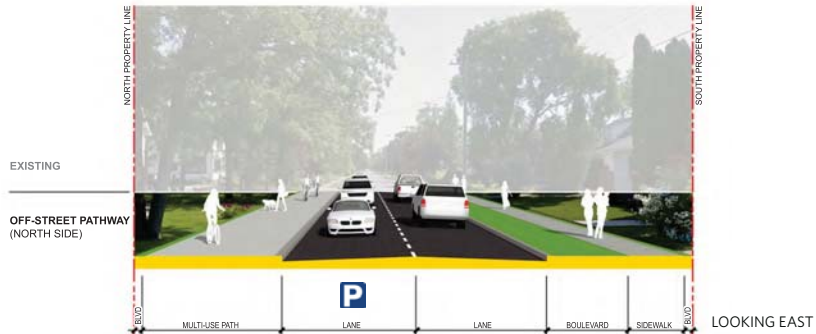
Segment Location



Segment 4: Worthington Ave. St. George Rd. to Eric St.

OPTION 1:

Off-Street Multi-Use Pathway on Worthington Ave.



- » An off-street pathway in the existing boulevard will be physically separated from motor vehicles and wide enough to accommodate both pedestrians and cyclists.
- » Removes sidewalk on the north side of Worthington and replaces with 3.5m wide pathway.
- » Pathway has less conflicts with utilities on north side.
- » Pathway would cross driveways on north side of Worthington.
- » No impact to existing roadway or parking.
- » Comparative cost: \$\$ (> \$200,000 and < \$500,000).
- » Longer-term implementation.

OPTION 2:

Neighbourhood Greenway on Worthington Ave.



Examples of Greenway Treatments

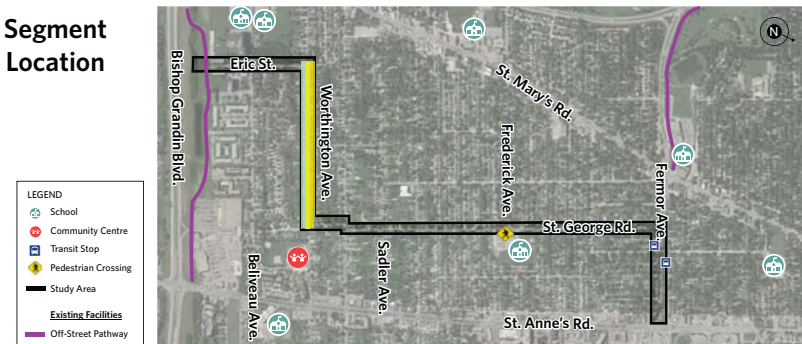
- » A neighbourhood greenway is appropriate for the lower traffic volumes on this local street. Signage and pavement markings will be added to Worthington to slow traffic speeds and improve safety for pedestrians and cyclists.
- » Add sidewalks where missing.
- » Parking will remain on one side.
- » Comparative cost: \$ (< \$200,000).
- » Shorter-term implementation.

Existing Conditions

Worthington Ave.

- » Two travel lanes with parking on one side and narrow boulevards.
- » Emergency vehicles use Worthington.
- » Low traffic volume (approximately 1,600 vehicles per day).
- » Existing sidewalks on both sides of Worthington.
- » No Transit service.

Segment Location



Segment 5: Eric St. Worthington Ave. to Bishop Grandin Greenway

RECOMMENDED DESIGN

Neighbourhood Greenway on Eric St.



Examples of Greenway Treatments

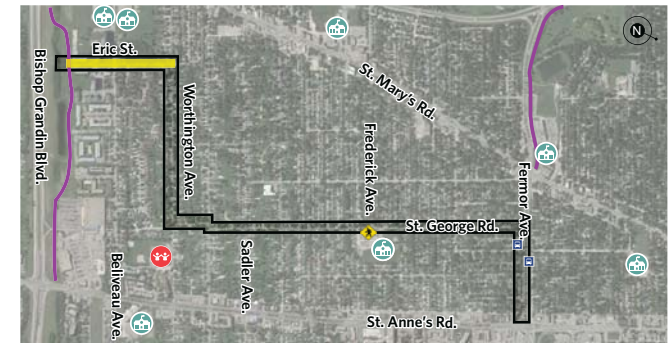
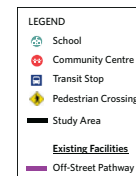
- » A neighbourhood greenway is appropriate for the lower traffic volumes on this local street. Signage and pavement markings will be added to Eric to slow traffic speeds and improve safety for pedestrians and cyclists.
- » Add sidewalks where missing.
- » Parking on one side.
- » Improve direct connection to Bishop Grandin Greenway.
- » Comparative cost: \$ (< \$200,000).
- » Shorter-term implementation.

Existing Conditions

Eric St.

- » Two travel lanes with parking on one side and wide boulevards.
- » Parking on west side of Eric St.
- » Existing sidewalk on east side of Eric St from Worthington Ave. to Bishop Grandin Greenway and on west side of Eric St. from Beliveau Rd. to the driveway at Chelsea Place.
- » Hydro poles and street light standards in west boulevard.
- » Trees in east boulevard.
- » No Transit service.

Segment Location



Option Evaluation Criteria

The options will be evaluated based on the following criteria:

SAFETY	SAFETY & EMERGENCY SERVICES (15%)	<ul style="list-style-type: none"> • Safety for all users • Pedestrian crossing risks • Separation between cyclists and vehicles • Accommodate emergency vehicles
PEDESTRIAN & CYCLING ENVIRONMENT / COMMUNITY SUPPORT	CYCLING FACILITIES (15%)	<ul style="list-style-type: none"> • Comfort for cyclists • Dooring • Cycling within the area • Connections to existing and future facilities • Access to desired destinations
	USER EXPERIENCE & NEIGHBOURHOOD/ COMMUNITY IMPACTS (20%)	<ul style="list-style-type: none"> • Year round accessibility • Ease of use • Accessibility • Community impacts • Opportunities for amenities • Address accessibility concerns • Access to desired destinations • Impacts to neighbourhood
VEHICULAR OPERATIONS	TRANSIT, PARKING & LOADING(10%)	<ul style="list-style-type: none"> • Transit operations • Access to loading • On-street parking & loading • Access to/from parking and loading • Access for transit users and vehicles
	TRAFFIC OPERATIONS (10%)	<ul style="list-style-type: none"> • Traffic congestion • Traffic delays
COST & MAINTENANCE	COSTS (20%)	<ul style="list-style-type: none"> • Capital costs • Maintenance costs
	EASE OF CONSTRUCTION & MAINTENANCE (10%)	<ul style="list-style-type: none"> • Construction and staging • Utility impacts • Maintenance (snow clearing, street cleaning etc.)

Thank You

Thank you for participating.

Please fill out a survey before you leave.

The boards and survey are available at:
www.winnipeg.ca/walkbikeprojects

The survey will be available until April 13, 2017

If you have any questions, please contact:

Erika Blackie at MMM Group Limited

204.943.3178 or blackie@mmm.ca



Southeast Corridor: Connecting the Bishop Grandin Greenway to St. Boniface

The following outlines the options for the five different segments of the Southeast Corridor that were presented on the open house boards. Please help us understand your preferences by answering the following questions. Your input will be used to help inform design options for new pedestrian and cycling infrastructure in these areas.

QUESTIONS

1. What is your gender?

Male Female Other: _____

2. What are the first 3 digits of your postal code? _____

3. What are your regular modes of transportation? (check all that apply)

Cycling Walking Public Transit Car
 Other: _____

DEFINITIONS

GREENWAYS



Neighbourhood greenways are routes on streets with low vehicle speeds and volumes, which include a range of treatments to slow down traffic and improve safety for walking, biking and driving. Treatments range from signage, bike signals and pavement markings to varying degrees of traffic calming measures. Example: Nassau Street.

Traffic calming measures can include:

- » **Traffic diverters** physically obstruct one or more lanes at an intersection to force left or right hand turns, or prevent entry to, or exit from a street. Diverters do not restrict movements for cyclists and pedestrians and are effective in reducing traffic volumes.
- » **Traffic circles** are a raised island located in the centre of an intersection, which require vehicles to travel through the intersection in a counter-clockwise direction around the island. Traffic circles are an effective way to reduce the overall speed of traffic, providing a safer environment for cyclists and pedestrians.
- » **Speed humps** are a raised area of roadway, which help reduce the overall speed of traffic, providing a safer environment for cyclists and pedestrians. Speed humps are designed to limit impacts on emergency vehicles, transit vehicles and cyclists.
- » **Raised crosswalks and intersections** raise the level of the roadway to that of the sidewalk, which reduces vehicle speeds, improves visibility of pedestrians, and reduces the number of pedestrian-vehicle conflicts. Raised crosswalks and intersections are designed to limit impacts on emergency vehicles and transit vehicles and cyclists.



OFF-STREET



Off-street pathways are physically separated from motor vehicles and provide sufficient width and supporting facilities to be used for cycling and walking. These pathways can be paved with concrete, asphalt or may be surfaced with stone dust, fine limestone, or gravel screenings. Example: Assiniboine Avenue

PROTECTED



Protected bicycle lanes are located within the road right-of-way, but are physically separated from motor vehicle travel lanes by concrete curbs, planters, etc. Protected bicycle lanes are a hybrid type bicycle facility combining the experience of an off-street path with the convenience of on-street infrastructure of a conventional bicycle lane. These lanes can be further separated from traffic by a parking lane. Example: Assiniboine Avenue.

OPTION 1:

Neighbourhood Greenway on St. Jean Baptiste St./
Enfield Cres./Eugenie St. & Youville St.



Examples of Greenway Treatments

4. Do you support **Option 1?**

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose

6. Overall, what elements do you like?

7. Overall, what elements do you dislike?

OPTION 2:

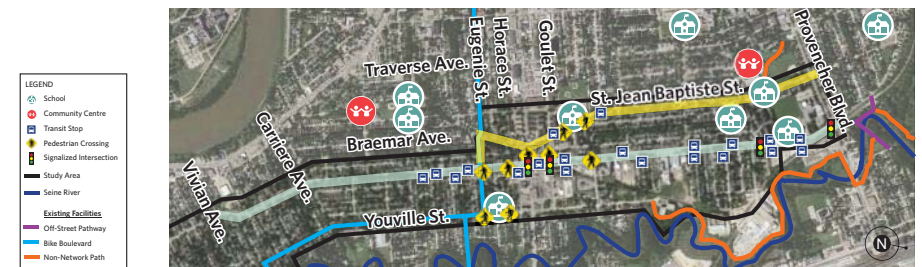
Protected Bike Lanes on Des Meurons St.



5. Do you support **Option 2?**

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose

Segment Location



OPTION 1:

Neighbourhood Greenway on Des Meurons St.



Examples of Greenway Treatments

8. Do you support **Option 1?**

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose

10. Overall, what elements do you like?

11. Overall, what elements do you dislike?

OPTION 2:

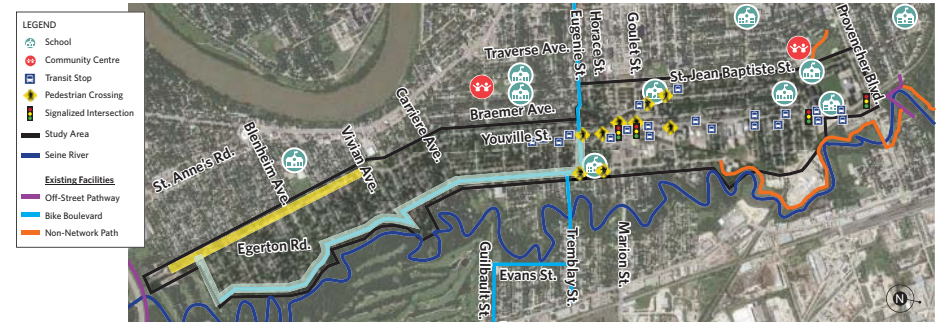
Neighbourhood Greenway on Youville St./Egerton Rd.



Examples of Greenway Treatments

9. Do you support **Option 2?**

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose



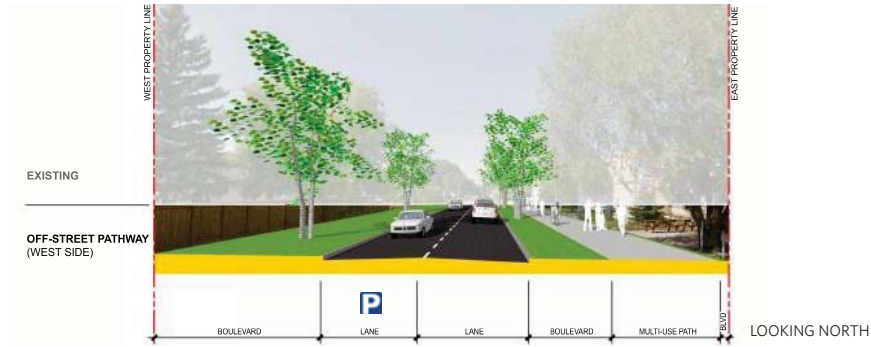
Segment Location

OPTION 1:

Off-Street Multi-Use Pathway on St. George Rd.

OPTION 2:

Neighbourhood Greenway on St. George Rd.



Examples of Greenway Treatments

12. Do you support **Option 1?**

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose

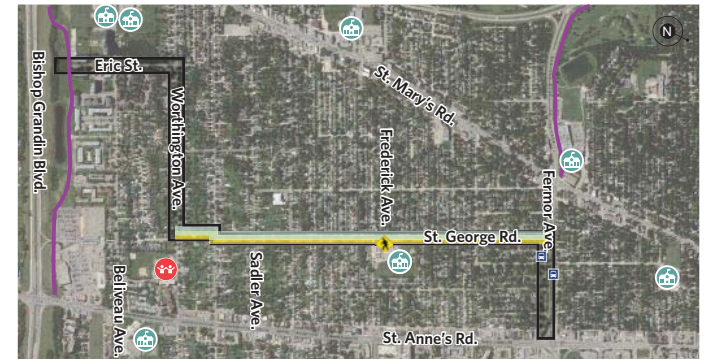
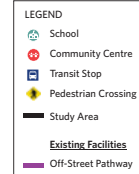
13. Do you support **Option 2?**

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose

14. Overall, what elements do you like?

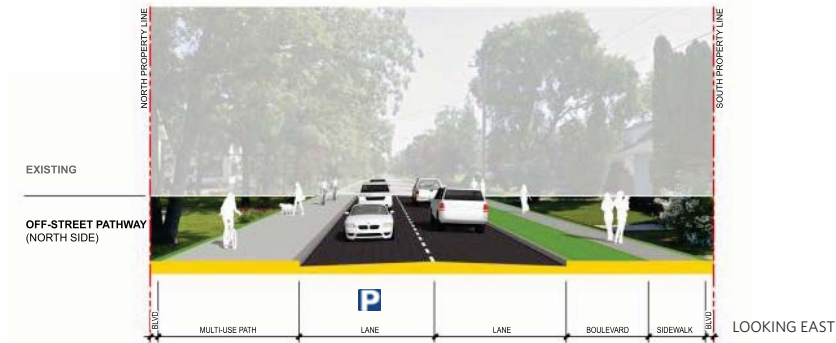
15. Overall, what elements do you dislike?

Segment Location



OPTION 1:

Off-Street Multi-Use Pathway on Worthington Ave.



OPTION 2:

Neighbourhood Greenway on Worthington Ave.



Examples of Greenway Treatments

16. Do you support **Option 1?**

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose

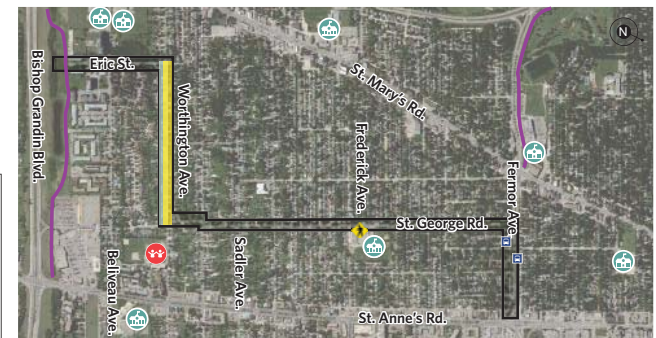
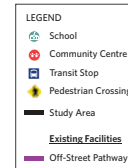
17. Do you support **Option 2?**

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose

18. Overall, what elements do you like?

19. Overall, what elements do you dislike?

Segment Location



RECOMMENDED DESIGN

Neighbourhood Greenway on Eric St.



Examples of Greenway Treatments

20. Do you support **Option 1**?

- Strongly Support
- Somewhat Support
- Neutral
- Somewhat Oppose
- Strongly Oppose

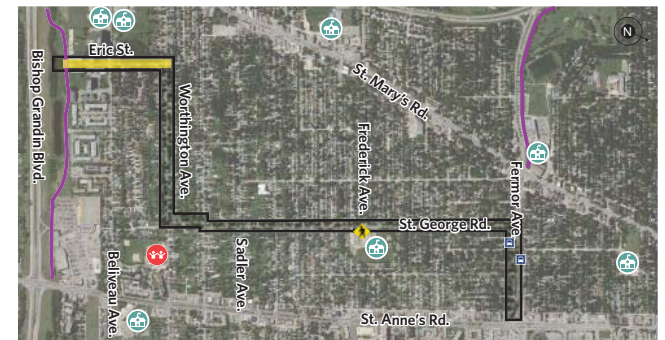
21. Overall, what elements do you like?

22. Overall, what elements do you dislike?

Segment Location

LEGEND

- School
- Community Centre
- Transit Stop
- Pedestrian Crossing
- Study Area
- Existing Facilities
- Off-Street Pathway



SEGMENT 3 - ST. GEORGE ROAD



OPTION 1 - Off-Street Multi-Use Pathway on St. George Rd.



I LIKE THIS OPTION BETTER VK

Fix the roads like this

I like this option better. Definitely not make it a 2-way street. (St. George)

Give the street a wider parking space. No one will.

REDUCE # OF 4-WAY STOPS! (AND FOR CYCLING)

STAIRS ARE A LITTLE TRICKY SO AN UNDERPASS WOULD BE A BETTER SOLUTION -- parked in good.

Let's consider a better solution. (St. George)

OPTION 2 - Greenway on St. George Rd.



Change the way it is done

Not in favor of blocking traffic on St. G.

Like traffic circles

TOO FAR FROM ST. ANNE'S & ST. MARY'S (FOR COMMUTERS) ← SECOND T (BOTH OPTIONS) I also agree

* GOOD ADDITION AS A NEIGH. BIKE PATH THOUGH...

Not in favor of traffic circles.

More than while making it a 2-way street (St. George)

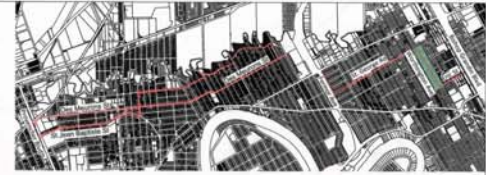
PEOPLE DON'T WANT TO ZIGZAG THEIR WAY TO DOWNTOWN

LEGEND / LÉGENDE

	REDUCE SPEED LIMITS		TRAFFIC LIGHT
	PROPOSED TRAFFIC CALMING		STOP SIGN
	PROPOSED BIKING ROUTE		TRAFFIC LIGHT
	PROPOSED BIKING ROUTE		TRAFFIC LIGHT
	GREEN SPACE TREATMENT		TRAFFIC LIGHT
	EXISTING BIKING ROUTE		TRAFFIC LIGHT
	EXISTING ROAD		TRAFFIC LIGHT
	ROUTE EXISTENTS		TRAFFIC LIGHT

SEGMENT 4

WORTHINGTON AVENUE



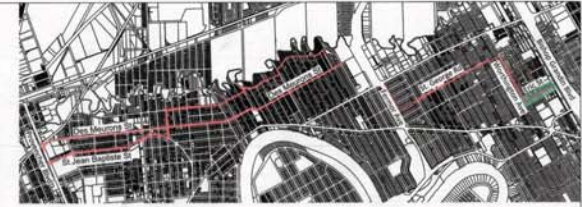
LEGEND / LÉGENDE

- | | |
|---|---|
|  MULTI-USE PATH
PISTE POLYVALENTE |  STOP SIGN
PANNÉAU D'ARRÊT |
|  PROPOSED TRAFFIC CALMING
RALENTISSEUR PROPOSÉ |  TRAFFIC LIGHT
FEU DE SIGNALISATION |
|  PROPOSED SIDEWALK
TROTTOIR PROPOSÉ |  BIKE STENCIL
DESSIN DE VÉLO |
|  GREEN SURFACE TREATMENT
PEINTURE VERTE | |
|  EXISTING SIDEWALK
TROTTOIR EXISTANT | |
|  EXISTING ROAD
ROUTE EXISTANTE | |

NOTE:
These design alternatives are presented solely for the use by the public with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party other than the design professional for the actual work of a contract.

METRIC
WHOLE NUMBERS INDICATE MILLIMETRES,
DECIMALIZED NUMBERS INDICATE METRES.

SEGMENT 5 ERIC STREET



Speeders
Try to
Avoid School
Zones. Use
ERIC AS A THRU
ROUTE.

High School
students
park during
day along
Eric

ROAD
SIDEWALK
WILL NOT
SLOW SPEEDERS
DOWN.

Traffic in
& out of
Condo.
Bikers travel
quickly past
these intersections

Speed
Bumps
Would Be
A Better
Solution

Road is in
terrible
condition
but slows
speeders

SIDEWALK
ALLOWED
IN FOREST?

Presently
Traffic
makes it
difficult to
get out of
Condo. Now
will be worse
w/ Bike traffic



ERIC ST (FACING NORTH)

Room FOR
PATH ON EAST
SIDE BY
MAIL BOXES.

Need more
access points
to Bishop Greenway
East of Eric.
Too far from
St. Anne's.

LEGEND / LÉGENDE

- PROPOSED TRAFFIC CALMING
RALENTISSEUR PROPOSE
- PROPOSED SIDEWALK
TROTTOIR PROPOSE
- GREEN SURFACE TREATMENT
PEINTURE VERTE
- EXISTING SIDEWALK
TROTTOIR EXISTANT
- EXISTING ROAD
ROUTE EXISTANTE
- STOP SIGN
PANNELAU D'ARRÊT
- TRAFFIC LIGHT
FEU DE SIGNALISATION
- BIKE STENCIL
DESSIN DE VÉLO

NOTE:
These design alternatives are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract.

METRIC

WHOLE NUMBERS INDICATE MILLIMETRES
DECIMALIZED NUMBERS INDICATE METRES

Q3 Overall, what elements do you like about Segment 1?

Answered: 90 Skipped: 64

#	Responses	Date
1	Egerton/Youville is already a de facto bike path. Segment 1 is a good distance away. No sense crowding. Also just seems like the sort of street that should be a bike path - less traffic, not on a bus route.	5/8/2017 2:56 AM
2	not too much traffic	4/14/2017 11:25 AM
3	Would support the protected bike lane on des meuron. good for commuters who want to get somewhere efficiently and quickly. good for casual cyclists that wants to fee safe Option 2 is a more direct route	4/13/2017 11:41 PM
4	Jean baptistry not a major car commuting street. Jean the baptistry is more residential. Desmeurons-protected lanes are cool!	4/13/2017 4:04 PM
5	Greenway option is effective and cheaper and wouldn't have delays for cars. Must connect well with Eugenie and Provencher in order to be effective.	4/13/2017 1:28 PM
6	None	4/12/2017 1:55 PM
7	Use of a more arterial road and protection encourages more commuter cycling.	4/12/2017 1:45 PM
8	NOTHING ITS STUPID IDEA!!!!!!!!!!!!	4/12/2017 1:23 PM
9	Making the corner of St.john Baptiste alot safer for pedestrians.seen alot of kids get hit or scared by cars in St. Boniface.	4/12/2017 12:46 PM
10	That Youville is a better option. Des Meurons is super busy in the morning time and also in the afternoon.	4/12/2017 9:58 AM
11	Neighbourhood greenway is quieter streets and offers a quicker implementation at a lower cost	4/12/2017 8:26 AM
12	The route goes through a scenic residential area.	4/12/2017 7:01 AM
13	Safety for cyclists, less time on the road, more accessibility	4/12/2017 6:38 AM
14	I like that in this segment there are side streets with lower traffic such as St. Jean Baptiste. While it is currently not ideal for biking because of the parking and lack of bike lanes, at least traffic is not too fast so I don't feel endangered.	4/12/2017 6:30 AM
15	It is at least something to improve bike safety and accessibility in the area. However cyclists are still with the cars.	4/12/2017 4:36 AM
16	I like the livability of it. It seems to fit easily into the existing infrastructure. The speed tables are a good idea too.	4/12/2017 1:13 AM
17	I like the idea of having physically separated bike lanes on Desmeurons, which would help make biking safer.	4/11/2017 2:00 PM
18	seems to be less disruptive to traffic, traffic circles	4/11/2017 11:54 AM
19	this would encourage bike, and pedestrian traffic on this rout, seperating it from the busy traffic on Des Meurons.	4/11/2017 2:18 AM
20	I like the quick implementation of Option 1, but believe that for long-term purposes, Option 2 will increase cycling much more significantly (due to the protection from a buffer).	4/11/2017 2:18 AM
21	Less cost and does not disturb parking.	4/10/2017 3:43 PM
22	Reduced cost... It doesn't need overdoing with protected bike lanes	4/10/2017 11:35 AM
23	Protected bike lanes will not hinder bike and car commuting.	4/10/2017 11:14 AM
24	It's away from High volume traffic area. Commuting in Wpg is difficult enough already and traffic utilizes Des Muerons significantly because St. Anne's /St. Mary's gets congested.	4/10/2017 5:46 AM
25	option 1 is Further west, gets you closer to downtown Protected bike lane seems safer	4/10/2017 5:08 AM
26	I like that there is more focus on pedestrians and cyclists on this route. My children both go to school on this street, so I like that car traffic is being dettered. I also like that the implementation is faster than option 2.	4/10/2017 4:05 AM
27	protected bike lanes	4/10/2017 3:26 AM
28	Quiet residential street which would be nice for casual riding.	4/10/2017 1:00 AM
29	Excellent cost-benefit.	4/10/2017 12:01 AM

30	It seems easy to implement .	4/9/2017 2:05 PM
31	It gives a really nice route option for cyclists instead of using Demeurons. It's achievable but won't have a huge impact because those streets are already very safe to use for cyclists. It will also help reduce speed around the schools mentioned.	4/9/2017 1:23 PM
32	Less vehicle traffic; lower cost; faster implementation.	4/9/2017 1:19 PM
33	1. Safer ...less traffic. 2. Cheaper ...less expense to the taxpayer.	4/9/2017 12:50 PM
34	Safer...less traffic -- cheaper ...less expense to taxpayers!	4/9/2017 12:45 PM
35	raised intersection, raised crosswalks are going to become very important design elements as populations age. Pushing wheelchairs is no easy task - these help significantly. Protected bike lines are so important- they make novice bikers, and children feel safe and welcome on any road.	4/9/2017 4:43 AM
36	-raised intersection, raised crosswalks. These details are very important as populations age and wheelchair usage increase! Pushing wheelchairs in any neighbourhood in Winnipeg can be challenging .	4/9/2017 4:25 AM
37	I live on st. Jean-Baptiste. Would love to see less vehicle traffic and more active transit	4/9/2017 4:23 AM
38	Sidewalks are definitely needed on St Jean Baptiste for pedestrian traffic (there are many schools). Des Meurons is the best option for faster moving traffic to accommodate commuters. Bikers will not use this street unless there are bike lanes (too dangerous).	4/8/2017 4:53 AM
39	More protection for cyclists	4/8/2017 3:34 AM
40	I like that there is an option to be separate from traffic.	4/7/2017 11:22 AM
41	I think the neighbourhood traffic calming should happen regardless of the implementation of the protected lanes option. I like both, but option 2 is better for encouraging commuter cycling, helping to relieve some traffic, at least during the warmer months, long-term.	4/7/2017 3:14 AM
42	This has been needed for a long time, anything to get vehicles and bikes separated would be appreciated.	4/7/2017 3:10 AM
43	With Option 1 bikes and heavy vehicle traffic are being separated. This stretch of Des Meurons also sees heavy truck traffic.	4/6/2017 10:34 AM
44	Cost allows for money to be spent elsewhere.	4/6/2017 8:35 AM
45	I like the signaled crossing at Marion and Coulet (Will not there I can't support the St. Jean - Enfield route) Traffic diversion on Eugenie Traffic signal @ Des Meurons	4/6/2017 8:31 AM
46	I like that Des Mesurons is a nice tree/river street that is pleasant to bike ride on.	4/6/2017 8:24 AM
47	Option 2 is much safer for pedestrians and bikes.	4/6/2017 8:01 AM
48	I am always for a safer corridor for cycling.	4/6/2017 7:56 AM
49	Less Traffic - Safer Route.	4/6/2017 7:39 AM
50	Traffic is separated, transit service longer team.	4/6/2017 7:32 AM
51	Quieter street, nice street scape.	4/6/2017 7:29 AM
52	Less traffic, more neighbourhood friendly for Option 1.	4/6/2017 7:26 AM
53	I'm not familiar with the area but I certainly favour off-street pathways wherever possible.	4/6/2017 7:20 AM
54	North of Marion there should be a serious attempt to connect the bike trail between Robin's Donutes and George Forest neighbourhood. This would be much safer than trying to negotiate St Jean Baptiste.	4/6/2017 7:02 AM
55	I avoid Des Meurons to cycle my kids to school. With option 2 I would use it only in the summer, and would consider winter cycling.	4/6/2017 6:55 AM
56	2 elements to consider - Opt #1 Des Meurons time effective, but need protected lanes - high volume traffic. Opt #1 - I bike safely through these streets without any improvements.	4/6/2017 6:48 AM
57	The best option is option 2 that values the safety of all Winnipeggers who use these streets for commuting and it is the only option that I as a taxpayer support.	4/6/2017 6:37 AM
58	I like less traffic.	4/6/2017 6:14 AM
59	Area with less traffic, nicer scenery. Option 1.	4/6/2017 6:09 AM
60	segment 1 isn't bad, but Des Meurons is a much more direct route, has schools/community clubs along it, and would be a great way to tie the neighborhood into it.	4/6/2017 6:06 AM

61	Anything that contributes to more enviro-friendly and foot-traffic-friendly initiatives, I am in favour of. Better signage, more biking options, and better pavement markings all seem like necessities - not luxuries.	4/6/2017 5:56 AM
62	Slowing down traffic on neighbourhood streets. Sidewalk improvements Raised intersections near 3 schools. Light for new intersecons at Goulet & Marion!!! MUCH NEEDED! Short term implementation	4/5/2017 5:21 PM
63	The short term implementation, the cost, the ease of adaptation.	4/5/2017 4:20 PM
64	I am partially biased to this option, as I am a resident of St. Jean Baptiste Street, between de la Cathedrale and Hamel. We find that vehicles often use St. Jean Baptiste as a 'short-cut' from Provencher to Marion/Goulet, as an alternative to Des Meuron perhaps, at high speeds. This is concerning for safety, due to the schools in the area. As a cheaper solution for a cycling corridor, I strongly support the improvements suggested to make this a feasible option. My husband and I both commute by bike to work in the south end of the city, and this would provide a safer commuting option for cyclists.	4/5/2017 4:53 AM
65	It has some features that would help limit speed on the road	4/5/2017 3:59 AM
66	Utilizing Des Meuron will allow for more direct commuting by cyclists	4/5/2017 3:01 AM
67	It's on a street with less traffic volume and putting in traffic calming measures would be relatively easy.	4/5/2017 2:41 AM
68	The residential element of the network and how it really feels more community based.	4/4/2017 2:18 AM
69	Separating bike lanes from traffic	4/3/2017 7:47 AM
70	This a beautiful area which could safely be enjoyed by cyclists and pedestrians.	4/1/2017 3:36 AM
71	I like the slower traffic and the accessibility and safety for pedestrian and cyclists. I think these things enhance the neighbourhood overall desirability.	4/1/2017 2:04 AM
72	The cost of option 1. Quiet minimal-exhaust residential street for option 1. VG service to schools and parks for option 1. Option 1 is much better for the many people who live in this area. IMO, protected bike lanes are fantastic for a busy commercial steeet and when there is no option for a neighborhood greenway (e.g. Pembina Hwy), but I generally prefer neighborhood greenways for quiet, less exhaust, and asthetics.	3/31/2017 1:20 PM
73	I like the option for separating bikes from traffic	3/31/2017 12:33 PM
74	Provides safer cycling in an area that is lacking in cycling infrastructure.	3/28/2017 12:47 PM
75	The combination of directness and safety make Option 2 very attractive. I use this route myself on a regular basis but only when there is no rush hour traffic. I use less busy route during rush hours.	3/28/2017 1:36 AM
76	It helps pedestrians.	3/28/2017 1:13 AM
77	The fact that it is planned for long term as the cyclist population will only increase	3/27/2017 6:10 AM
78	Widening of roadway	3/27/2017 2:01 AM
79	I would feel safer biking with protected bike lanes. This street's sides are often in pretty rough shape (pot holes and cracks to avoid).	3/26/2017 8:22 AM
80	Nothing, motorists will not share the road with cyclists and this option will not keep cyclists safe	3/26/2017 1:23 AM
81	It's ok, but a half-measure	3/26/2017 1:21 AM
82	safer for everyone	3/25/2017 9:35 PM
83	I like the greenway being separate from the road.	3/25/2017 12:12 PM
84	It's a great idea to minimize traffic on the routes frequently used by cyclists. I will only cycle on low traffic streets and protected/separate paths. I love that there is consideration to destinations and connecting existing routes. Encouraging active transport on a few streets means that I have more options and can cycle to more places.	3/25/2017 9:58 AM
85	We need the money for road repair. This is a if you can afford it project. We have far more important expenditures on road repair and rehabilitation. City council should be researching new road surfaces that are more elastic that are available. I have seen them on line.	3/25/2017 5:13 AM
86	Slows down traffic flow to promote cycling and pedestrian use.	3/25/2017 3:25 AM
87	+Signalized control of Eugenie—Des Meurons Intersection in Option 2. +Implementation of protected bike lanes on Des Meurons in Option 2. +Removal of stop signs in favour of continuous flow down Des Meurons for all modes—nobody comes to a full stop anyways. I just worry about right hooks, but with proper turn radii this should be alleviated. +Bicycle phases. +Increase in vehicle delay at Marion and Goulet, and Provencher. +narrowed travel lanes for vehicles. +Option II: realignment of intersection and traffic circle at Enfield & Eugenie. +raised intersection at College Louis Riel.	3/25/2017 3:15 AM

88	I prefer option 1 of Segment 1 as it benefits pedestrians and cyclists alike, and increases safety of children at three schools along St. Jean Baptiste. It also encourages active transportation for Children as an option to get to school rather than being dropped off in a vehicle, and increasing traffic.	3/25/2017 2:54 AM
89	Direct connection from Provencher to Vivian. Creating a dedicated biking route that provides multiple options for entry points to downtown. Option 2, while more expensive, seems like a more useful major infrastructure expenditure that will be utilized a lot.	3/25/2017 1:24 AM
90	Both options should be implemented as one plan. They both provide mutually beneficial improvements. The more affordable option is a great preliminary solution to increase safety for kids going to and from school while DesMeurons is extremely useful for providing connection to developing businesses etc.	3/23/2017 7:47 AM

Q4 Overall, what elements do you dislike about Segment 1?

Answered: 78 Skipped: 76

#	Responses	Date
1	Prefer separated bike lanes to traffic calming	5/8/2017 2:56 AM
2	Option 1 is reasonable for casual cyclist but still mixes traffic and bikes. Somewhat windy so people who want to get some where efficiently and quickly may avoid if option 2 selected	4/13/2017 11:41 PM
3	No protected barriers for st jean baptistery. Des meurons- too short of a stretch for protected lanes...waste of money.	4/13/2017 4:04 PM
4	Cost money city Mayor and Council keeps crying they don't have any money.	4/12/2017 1:55 PM
5	Would prefer infrastructure on a more arterial route or with more amenities.	4/12/2017 1:45 PM
6	-will you pay back all the home owners and business for property value drops for their property? - Its garbage you take away parking on des merurons for the homes.. -Waste of 1 million dollars for small ammount of users.. - cyclist bad enough don't stop at signs or lights still a hazard.. why don't they pay for licensing fees like how it was years ago? they are using the roads so why don't they also pay for it ? You will tick off all the home owners!!!!!! Traffic flow in that area is busy in the mornings and evenings to cross the street .. -you will loose lot of voters!!!!!!	4/12/2017 1:23 PM
7	How long will the intersection be closed to traffic. Would like an honest date/timeframe announced	4/12/2017 12:46 PM
8	I like option 1	4/12/2017 9:58 AM
9	I think the route might be better suited as a leisurely Sunday drive rather than a quick passage to and from work.	4/12/2017 7:01 AM
10	There are currently no routes through segment 1 that are really designed with cyclists in mind. I hope that these changes to Des Meurons are made because that would be a huge improvement.	4/12/2017 6:30 AM
11	Major change to the way street is layed out, forces a change of thinking in regards to cycling as a viable transportation. Yes it is more expensive but it is more useful for commuters going north-south in my opinion. More direct.	4/12/2017 4:36 AM
12	The 4-way-stop will disrupt traffic flow, though I'm not sure what a better option would be. A roundabout might be tricky during busy times.	4/12/2017 1:13 AM
13	I would like for this to be extended to more major roads as well, such as St Mary's Road.	4/11/2017 2:00 PM
14	Marion can get quite backed up at rushhour...hopefully this doesnt impede on that	4/11/2017 1:54 PM
15	Will there be a loss of land for people who live on des meurons?	4/11/2017 11:54 AM
16	Some transit users may find it difficult to cross the bike lane (e.g. those in wheelchairs, the elderly, etc.)	4/11/2017 2:18 AM
17	The short term solution	4/10/2017 3:43 PM
18	Streets no wider	4/10/2017 11:35 AM
19	Speed bumps / tables are horrible for me as a cyclist with arthritis - really hurts to go over these on a bike, just like potholes and surface breaks. Shame to have these bumps on a newly paved road, or a nice road like Aldgate - I have to avoid that street now too.	4/10/2017 11:14 AM
20	Would rather see a dedicated bike/pedestrian path added here, to the side instead of just adding a sidewalk. And leaving the road for vehicles.	4/10/2017 5:46 AM
21	more speed bumps aren't great	4/10/2017 5:08 AM
22	Des Meurons is a much more direct route for folks coming out of Southdale, Niakwa park, Niakwa place as well as all of the other developments in the southeast part of the city connecting to downtown. Building infrastructure like this would get more folks commuting downtown.	4/10/2017 4:05 AM
23	not enough protected bike lanes	4/10/2017 3:26 AM
24	It's away from a main thoroughfare. It doesn't encourage bike commuter traffic for those that want to access local business and/or their workplace.	4/10/2017 1:00 AM
25	Safety first!	4/10/2017 12:01 AM

26	It could be costly to develop lanes.	4/9/2017 2:05 PM
27	I don't expect it to have a huge impact.	4/9/2017 1:23 PM
28	None	4/9/2017 12:50 PM
29	Unsafe ...too much traffic -- Very expensive and Disruptvd to businesses on DesMeurons who rely on street parking for their clients.	4/9/2017 12:45 PM
30	1.8m bike lanes can become confusing on both sides of the road. In Vancouver, I found myself biking on the wrong side of a bike lane more often than not. Has a 3m dual line bike lane been considered? I think these are safer and would this not mean less expense when it comes to putting up one barrier instead of two?	4/9/2017 4:43 AM
31	The drawings/diagrams need to have scales and or measurements on all drawings. Its tough to get a real idea on whats being proposed/studied without these. The detailed drawing would not load for me. From what I can see, the bike lanes look less than 3m- What I've learned from biking in Vancouver- separating bike lanes the way drawn above can be very confusing, especially for children. Have you considered have two bike lanes on one side of the road?	4/9/2017 4:25 AM
32	None	4/9/2017 4:23 AM
33	St Jean Baptiste is already slow enough that bike traffic should be welcome, so speed bumps aren't necessary. The Des Meuron plans do not fix the problem of too few crosswalks on that street (still a pedestrian danger).	4/8/2017 4:53 AM
34	Cost	4/8/2017 3:34 AM
35	Des Meurons should be left as it is, don't put a bike route on a busy street, use the first option. As a bike rider myself I wouldn't mind the zig zagging.	4/8/2017 2:51 AM
36	Increase in vehicle delay is unacceptable. Find a way to do this without added delay, or don't do it at all. Taking away car lanes is wrong as well. This would also add vehicle delay.	4/8/2017 1:28 AM
37	Take bikes off the road. This is ridiculous.	4/7/2017 3:33 PM
38	I dislike that there is no separate bike path.	4/7/2017 11:22 AM
39	It's not happening fast enough	4/7/2017 3:10 AM
40	Dont want to slow vehicle traffic any further.	4/6/2017 8:35 AM
41	1.8M protected side lane will not permit passing.	4/6/2017 8:31 AM
42	Sad that there is so much traffic on St. Annes and this will only help half of the year. Well until global warming changes that anyway!	4/6/2017 8:24 AM
43	Dislike that option 1 car/bike/pedestrian share the road.	4/6/2017 8:01 AM
44	Des Meurons has numerous businesses that rely on street parking.. both sides... Residential St's - Horace, Eugenie, Bertrand, etc - cannot handle the extra volume.	4/6/2017 7:39 AM
45	Parking on one side, narrow lanes, and eliminating parking.	4/6/2017 7:32 AM
46	Too much traffic on Des Meurons.	4/6/2017 7:26 AM
47	See above.	4/6/2017 7:02 AM
48	Dislike opt #2 only because of high volume of traffic. Emphasize... needed protection on street is at intersections.	4/6/2017 6:48 AM
49	This is not a safe option. Having cyclists and motor vehicles share the same roadway is a recipe for serious accidents. Even if the traffic is slowed delinquent behavior can occur putting cyclists in harms way. The only safe option is having a physical barrier between cyclists and cars. I also drive and am not interested in additional delays and traffic slow downs.	4/6/2017 6:37 AM
50	Do not want bikes to rule the road and do not want my tax dollars paying for this.	4/6/2017 6:14 AM
51	opposite of question 3	4/6/2017 6:06 AM
52	*****Does not provide safe access to CCFM / Cercle Molière / Stellas. (As opposed to Des Meurons)*****	4/5/2017 5:21 PM
53	The use of any device to slow traffic or discourage traffic is unnecessary the street is already low volume. Adding more obstacles for vehicles may discourage, but it's more likely to simply anger motorists. Again that step is unnecessary	4/5/2017 4:20 PM
54	Address Marion/Goulet crossing	4/5/2017 9:13 AM
55	Parking on St. Jean Baptiste is often full during the day, due to University student day parking. What implementations would be made to allow for safe passage of cyclists, and two way vehicle traffic?	4/5/2017 4:53 AM

56	no real protection for cyclists	4/5/2017 3:59 AM
57	Proper planning for snow removal should be considered for protected bike lanes, as well as safety at intersections where vehicles turning may not be able to see cyclists behind parked cars.	4/5/2017 3:01 AM
58	I dislike the Youville portion as a cyclist would have to travel east to reach Youville from Eugenie and would then have to travel back west to reach the last portion of Des Meurons to cross the Seine River near Fermor. Very much a zig zag design.	4/5/2017 2:41 AM
59	The crossing over Goulet and Marion - there is a high risk for congestion and accidents	4/4/2017 2:18 AM
60	Nothing really	4/1/2017 2:04 AM
61	If you do not install a responsive on-demand bike crossing signal at Goulet and at Marion, option 1 doesn't work.	3/31/2017 1:20 PM
62	This area doesn't need a bike lane, this is where everyone currently bikes and we want to improve things.	3/30/2017 11:36 PM
63	Option 2 is costly and thus less likely to be implemented, but is a far better solution than option 1. Greenways adjacent to parked cars are hazardous for cyclists.	3/28/2017 12:47 PM
64	Option 1 is convoluted. An alternative worth considering is Provencher, right on Jean Baptiste, left on Cathedrale, right on De La Morennie, left on Bertrand, right on Youville. This would provide similar neighbourhood benefits in a more straight forward and flatter manner. The problematic crossing at Youville and Marion / Goulet would have to be improved for this option to work.	3/28/2017 1:36 AM
65	The infrastructure is does not prioritize cycling.	3/28/2017 1:13 AM
66	That the crosswalks at intersections are unsignaled	3/27/2017 6:10 AM
67	Delay in signalized intersections	3/27/2017 2:01 AM
68	I think anything to make our streets safer is a great step. However, work on St-Jean-Baptiste would not be my top priority.	3/26/2017 8:22 AM
69	This option, though more expensive will protect cyclists and encourage more people to bike.	3/26/2017 1:23 AM
70	Speed tables do not really slow traffic down. Vehicles flaunt speed limits and jump bumps.	3/26/2017 1:21 AM
71	zero	3/25/2017 9:35 PM
72	I don't like the raised speed humps/intersections	3/25/2017 12:12 PM
73	What I dislike about this the most is that there are 2 options- I would use these routes for different purposes and feel that they are both good options. When I cycle to work I take youville and eugenie, my biggest problems are crossing at Des Meurons and Tache it would be great if this was addressed.	3/25/2017 9:58 AM
74	All of it. We need to fix the roads first before we start spending on luxuries.	3/25/2017 5:13 AM
75	Nothing in particular	3/25/2017 3:25 AM
76	-No signalized control of Eugenie—Des Meurons intersection in Option 1; still need to connect existing infrastructure on Archibald to this network. Should be a combination of Option 1&2 at Eugenie and Des Meurons. -possibility of right hooks. Solution: 90 degree angled curbs at corners such as Lydia, St. Luc., etc. -no placement of vehicle stop line behind bicycle lane stopline; prevent hooks. Especially important on Marion and Goulet.	3/25/2017 3:15 AM
77	Protected lanes on St. Jean Baptiste would encourage more use.	3/25/2017 2:54 AM
78	Option 1 seems like a bit of a "make-due" project that provides minor enhancements along a path that's already easy to bike along. Cheaper, but perhaps not really worth the money.	3/25/2017 1:24 AM

Q7 Overall, what elements do you like about Segment 2?

Answered: 76 Skipped: 78

#	Responses	Date
1	Egerton/Youville is already a de facto bike path so changing habits won't be incredibly difficult. Keeping the path close to the river in the winter will allow detours onto the frozen river. People shouldn't be riding bikes on Des Meurons - if Des Meurons has the traffic calming stuff all that will do is make people accelerate like maniacs and slam on the brakes at each speed bump. Probably passing the same cyclist going a consistent speed each time.	5/8/2017 3:08 AM
2	if option 2 were selected with option 1 in this segment is a more direct continuous route. good for commuters and the cyclists who are cycling to get some where. Section of des meurons has lower traffic than that in segment 1 and if the speed bumps were put in fewer cars (commuters) would avoid. casual cyclists would still have option of using option 2 in this segment for a more casual scenic route	4/13/2017 11:47 PM
3	Desmeurons- not much. Egerton- low cost, less car traffic, more chilled out ride.	4/13/2017 4:13 PM
4	Yes greenway is good because it is also good for pedestrians and residents. Potholes are a big issue on Youville and Desmeurons. Safety would be improved if that were addressed.	4/13/2017 1:32 PM
5	None	4/12/2017 1:56 PM
6	It's better than nothing.	4/12/2017 1:45 PM
7	its cheaper idea and more quite area with school, make more sense	4/12/2017 1:26 PM
8	Raised walkway is a good idea,so drivers won't try to speed across before the pedestrians	4/12/2017 12:55 PM
9	Youville is a safer street less traffic	4/12/2017 10:02 AM
10	Neighbourhood greenway option allows again for quicker implementation at very little cost	4/12/2017 8:27 AM
11	I like the neighbourhood greenway of Youville and Egerton. The lack of traffic there makes me feel safe on my bike.	4/12/2017 6:35 AM
12	increases safety without too much changes to car circulation	4/12/2017 4:40 AM
13	I don't know that section enough to comment	4/12/2017 1:15 AM
14	the elimination of parking would greatly improve traffic flow regardless and less swerving in and out of already wide lanes	4/11/2017 11:04 PM
15	A greenway on Desmeurons going towards Fermor would be great, and would make bike travel along Desmeurons a lot safer.	4/11/2017 2:04 PM
16	it keeps traffic moving on Des Meurons.	4/11/2017 2:20 AM
17	I believe that Des Meurons has the potential to become a more walkable street (like Osborne St., or Corydon Ave). This biking infrastructure would help to make the street less dominated by motor vehicles.	4/11/2017 2:20 AM
18	Youville Egerton is good in design as it is. If I need to get somewhere fast - I take Des Murons - and think it is fine the way it is.	4/10/2017 11:19 AM
19	I like seeing Eggerton utilized as it's a much more scenic route and it can easily connect to fermor.	4/10/2017 5:51 AM
20	minimal costs	4/10/2017 5:08 AM
21	Des Meurons is a much more direct route into and out of southdale, niakwa park and the other communities in the southwest part of Winnipeg. I think that reducing traffic volumes on Des Meurons would be great. Folks commuting by car from the southwest of the city should stay on major routes to get downtown, not use des meurons as a shortcut.	4/10/2017 4:09 AM
22	raised crosswalks	4/10/2017 3:26 AM
23	Using Des Meurons is better as a more direct route to Marion Street. Removing four way stop(s) would be great for cyclists and motorists alike.	4/10/2017 1:07 AM
24	Reduces the use of Des Meurons as a commuter street for some. Will most certainly encourage cycling from the City's south end residents.	4/10/2017 12:06 AM

25	It is attractive , it seems fairly cost effective.	4/9/2017 2:06 PM
26	I think demeurons in general is a big issue. As a cyclist, it can be very scary to use that route because cars still go quite fast. As a car driver, having cyclist on Demeurons is very awkward because there is not enough room to pass them with incoming traffic plus parked cars. I think getting rid of parked cars and having a protected greenway from north of Horace to Fermor would be ideal!	4/9/2017 1:27 PM
27	Less vehicle traffic; lower cost; faster implementation	4/9/2017 1:22 PM
28	Less traffic, cost and implementation time...	4/9/2017 12:53 PM
29	Traffic calming is always good- there are a lot of creative ways to do this. Have precedent studies been conducted at alternatives to traffic calming? Perhaps a design competition to traffic calm this area would be exciting and effective ?	4/9/2017 4:47 AM
30	Connection to Glenwood School, Glenwood Community Club, King George Park, and Niakwa Trail - very important - I've seen many children biking around this area. I believe many children bike this route to local dirt jumps near the Seine	4/9/2017 4:31 AM
31	Des Meurons is already a quiet street and idea for cyclists.	4/8/2017 4:55 AM
32	Cost	4/8/2017 3:35 AM
33	Use existing greenway Youville/Egerton, to avoid added traffic on DesMeurons.	4/8/2017 1:36 AM
34	I like the more direct route of Des Meurons.	4/7/2017 11:26 AM
35	Again, I prefer the option that encourages daily bike commutes, which means more direct routes, which DesMeurons provides. Traffic calming will also encourage traffic back on to more major roads and away from Des Meurons (also good)	4/7/2017 3:20 AM
36	Bikes and vehicle traffic are separated. Nicer ride along Youville and Egerton. Less cost.	4/6/2017 10:38 AM
37	Option #2 seems a slam dunk. Use what is already available just enhance what's there.	4/6/2017 8:36 AM
38	If you can cut traffic on Des Meurons with diversion that would help a lot - need to continue north with pathway. Side bike lane to make this walkable.	4/6/2017 8:32 AM
39	Nothing new to add to previous comment.	4/6/2017 8:24 AM
40	Egerton is already a bike route, logical place to add more safety to ped/cycling.	4/6/2017 8:15 AM
41	Traffic restrictions traffic restrictions again. Active transportation is great if we do this right.	4/6/2017 7:50 AM
42	I think there should be a protected bike lane all the way down Des Meurons to Regent. Not a "neighbourhood greenway".	4/6/2017 7:46 AM
43	Direct connection to Glenwood School, no cranes(?) to existing roadway, minimal cost.	4/6/2017 7:33 AM
44	I use Egerton now. It seems safer.	4/6/2017 7:27 AM
45	dedicated bike lanes.	4/6/2017 7:14 AM
46	both options are feasible.	4/6/2017 6:49 AM
47	The pathway needs to run on Des Meurons to connect to the other cycling lanes. It should be separate and have a physical barrier like the other segment. This is the option that I would support even though it is not necessarily offered.	4/6/2017 6:39 AM
48	Option calmer, nicer scenery, less traffic.	4/6/2017 6:10 AM
49	much prefer the Des Meurons route as per answers to question 3	4/6/2017 6:06 AM
50	Better pedestrian connectivity to schools. Raised crossings makes people slow down.	4/5/2017 5:32 PM
51	The use of existing infrastructure is great. moving bicycle traffic away from vehicle traffic naturally is also great.	4/5/2017 4:27 PM
52	Improvements on Des Meurons allows for safer, more direct cycling for commuting, while adding to greenway signage for Youville/Egerton highlights this area as a recreational bikeway	4/5/2017 4:57 AM
53	designated bike area	4/5/2017 4:00 AM
54	Again, maintaining ease of commuting use by cyclists. More direct route, less zig-zagging.	4/5/2017 3:03 AM
55	I like how traffic would be diverted down Vivian Street as this Des Meurons is still quite busy south of Vivian.	4/5/2017 2:43 AM

56	Heres what's wrong with this plan. It creates more car congestion and will cost more to snow plow in the winter months. The only solution to making the city more biker and walking friendly is to get ride of all train lines and replace them with paved bike paths with light cross walks at intersection just like in the Netherlands and Switzerland.	4/4/2017 5:56 AM
57	Again a community feeling to the network - low traffic which will be welcomed for families.	4/4/2017 2:20 AM
58	Can be safely enjoyed by pedestrians and cyclists in this residential area. Promotes physical fitness.	4/1/2017 3:40 AM
59	Will this include a designated bike or pedestrian lane? There is still traffic on these streets. I think people should be able to walk without worrying about cars. This is a beautiful area which pedestrians and cyclists should be able to safely enjoy.	4/1/2017 2:12 AM
60	Des Meurons runs through the centre of the residential neighborhood and right by the community centre. The south end of Des Meurons links up with Niakwa Pathway and the new/proposed tunnel (etc) under Fermor.	3/31/2017 1:32 PM
61	Low cost	3/31/2017 12:33 PM
62	Will reduce traffic speeds on Des Meurons, making it safer for both pedestrians and cyclists.	3/28/2017 12:48 PM
63	Option 1 would make Des Meurons which is the most direct route safer. Additional measures proposed at busy Vivian intersection and turnoff to get to St. Mary's road traffic light are important.	3/28/2017 1:51 AM
64	None	3/27/2017 6:13 AM
65	short term implementation	3/27/2017 1:25 AM
66	Youville Egerton is already slow and doesn't need a bike lane. Des Meurons is the main travel street and does need a bike lane because it is the direct fasted route.	3/26/2017 4:23 PM
67	Provides minimal protection for cyclists	3/26/2017 1:25 AM
68	Nothing	3/26/2017 1:24 AM
69	No changes to the roadway, low cost and shorter term implementation.	3/25/2017 12:14 PM
70	Having these changes to Des Meurons would greatly increase the ability of my children to access the community centre and walk or bike to school. Currently there is a park only 2 blocks away that I will not send my children to alone because of the traffic volume on Des Meurons- mainly from those who do not reside in the area. This would not only allow my kids and I to access our community faculties but would also enable us to cycle to other areas on connected protected/ safer routes. I feel that minimizing the vehicle traffic in this section of DesMeurons is absolutely necessary.	3/25/2017 10:07 AM
71	We need the money for road repair and rehabilitation. Bike lanes are not only dangerous but impede traffic. Traffic is already impeded by diamond lanes.	3/25/2017 5:17 AM
72	The use of exisiting pathways with a few additions to improve appeal to users.	3/25/2017 3:27 AM
73	+Diverter at Vivian. +Is there removal of 4 way stops? If so, I like that. Priority should be given to active transportation if it becomes a corridor.	3/25/2017 3:22 AM
74	Connecting to the Fermor active transportation path is excellent.	3/25/2017 3:00 AM
75	A north-south connection from Provencher to the paths on Fermor will be very helpful. Raised pedestrian crossings near Glenwood school will help emphasize crossings where a lot of children are moving in the morning and afternoon, and hopefully slow down traffic by the school.	3/25/2017 1:32 AM
76	I like the diverter options to reduce traffic volumes on Des Meurons.	3/23/2017 7:56 AM

Q8 Overall, what elements do you dislike about Segment 2?

Answered: 52 Skipped: 102

#	Responses	Date
1	Would be nice if more steps were taken to discourage cars from using Egerton/Youville for more than a block or two. Unless you live on Egerton, Des Meurons should be faster.	5/8/2017 3:08 AM
2	may be more difficult to get implemented if option 1 selected as there may be increased negative feedback from car users (commuters) with the speed bumps in place. Still mixed cars and cyclists in traffic especially in option one where there is more traffic, but option 1 may be the best of poor logistics in the area	4/13/2017 11:47 PM
3	Desmeurons- why slow up a major car commuting street? Angry drivers. Not wide enough. Egerton- could destroy the relaxed atmosphere of Egerton Rd.	4/13/2017 4:13 PM
4	Cost money the city keeps saying it does not have.	4/12/2017 1:56 PM
5	removing parking for home owners.. aint there mail boxes along there? you expect people to walk more to get thier mail?	4/12/2017 1:26 PM
6	Parking is an issue for alot of people living in the area/working in the area	4/12/2017 12:55 PM
7	The traffic on Des Meurons in this segment is aggressive and passes far too closely. There may not be many cars but the ones that are there are scary!	4/12/2017 6:35 AM
8	I don't know that section enough to comment	4/12/2017 1:15 AM
9	Youville and Egerton are already relatively good roads for cyclists, so altering them would not have a large impact.	4/11/2017 2:20 AM
10	Surface of Des Murons needs fixing, but for design, don't need diverted, or bumps - traffic circles would be good instead of 4-ways - could put painted lanes - but really don't need to do a whole lot.	4/10/2017 11:19 AM
11	I dislike any use of Des Muerons for bike traffic because this street is handling an increase in overflow from the congestion from St.Anne's and St. Mary's.	4/10/2017 5:51 AM
12	My preference is to stay on Des Meurons as it is a more direct route between my friends and family in niakwa park and southdale and my home in the norwood flats.	4/10/2017 4:09 AM
13	no protected bike lanes	4/10/2017 3:26 AM
14	Nothing.	4/10/2017 12:06 AM
15	It might be difficult to start.	4/9/2017 2:06 PM
16	Pretty positive.	4/9/2017 1:27 PM
17	None	4/9/2017 12:53 PM
18	This page of the survey is particularly confusing. Why not have the two options side by side? Not all information is created equal - visually this survey, all drawings, text size, and layout should reflect the importance of information.	4/9/2017 4:47 AM
19	Is there no better way to present this information? This survey is somewhat confusing- especially scrolling up and down to compare and contrast the two options - Could the two options not be side by side? It should also be crystal clear that option 2 has no road changes- THAT SHOULD BE BOLD - possibly at the top. All information is not equal, and that should be shown visually.	4/9/2017 4:31 AM
20	Attempting to reduce traffic volumes and discourage traffic to a road is wrone. Some rely on DesMeurons for vehicle travel and forcing vehicles to the already slow and high traffic St Mary's is unacceptable. Vehicles need to come first, everything else should be worked around to improve, not to add delays.	4/8/2017 1:36 AM
21	Take bikes off the road. This is ridiculous.	4/7/2017 3:34 PM
22	If the bike rout is a wandering path it would be better to actually be a separate path. I would prefer a separate bike path.	4/7/2017 11:26 AM
23	I Do Not like that the Des Meurons option does not seem to match up with the earlier segments. They need to be linked to make any sense! (my apologies if the impression is not borne out)	4/7/2017 3:20 AM
24	Traffic circles don't work - "end of story".	4/6/2017 8:36 AM

25	Option 1 - too much traffic on Des Meurons. dislike mixing cars with bikes/pedestrians.	4/6/2017 8:15 AM
26	Do we want commuter traffic? or bikes?	4/6/2017 7:50 AM
27	Same as previous page.	4/6/2017 7:40 AM
28	Less service, parking on one side.	4/6/2017 7:33 AM
29	Opt #1 - the traffic has increased 3 fold from marion south to fermor on Des Meurons. Need more than a greenway... protected lanes here also.	4/6/2017 6:49 AM
30	No true safe option for cyclists. The only safe option is physical barriers separating cyclists and motor vehicles.	4/6/2017 6:39 AM
31	Do not want our car lanes smaller for bike but I do not want to take existing property to build this.	4/6/2017 6:14 AM
32	n/a	4/6/2017 6:06 AM
33	Youville needs more than better signage. & would be more difficult to connect to Segment 1. I'm not sure I understand the diverter at Des Meurons & Vivian. Will SB traffic traffic on Des Meurons no longer be able to turn right at Vivian? This will surly send more vehicles down Morier to connect to St Marys.	4/5/2017 5:32 PM
34	Option #1 that includes slowing and diverting traffic on Des Meurons is unnecessary. Just fix the road so I don't have to veer around potholes into traffic. If the road surface or even a foot wider it could accommodate both bicycle and vehicle traffic easily with a proper smooth surface	4/5/2017 4:27 PM
35	no real protection for cyclists	4/5/2017 4:00 AM
36	Overall, if possible, reduce stop signs on any route or add yields to reduce the need of stop-start when cycling.	4/5/2017 3:03 AM
37	That there is no protected bike lane to reach the rest of the southeast corridor.	4/5/2017 2:43 AM
38	its not as direct as the des meurons option	4/4/2017 2:20 AM
39	Is the bike lane designated- because there are still cars to watch for?	4/1/2017 3:40 AM
40	The neighborhood Greenway on Des Meurons should continue north a block or two to also serve the school. Haig should also be a neighborhood Greenway to link Des Meurons to Youville to Egerton.	3/31/2017 1:32 PM
41	Not sure of the value in option 1. In option 2, the roads need to be in better shape.	3/31/2017 12:33 PM
42	Youville / Egerton is a beautiful, easy bike ride, on low traffic streets next to the Seine Rlver. However I doubt it would get used by serious commuters, even in rush hour, due to added travel time. Only commuters who place a premium on safety would use it. I go to St. B. regularly and use Desmeuron 95% of the time and Egerton about 5% of the time.	3/28/2017 1:51 AM
43	All	3/27/2017 6:13 AM
44	Separate protected bike lanes are always best option. Speed calming measures only partially work in city with culture of dangerous driving.	3/26/2017 1:25 AM
45	Nothing	3/26/2017 1:24 AM
46	I like all the elements, I don't oppose anything about segment 2	3/25/2017 12:14 PM
47	I'm a little concerned that with a minimization of traffic on Des Meurons there may be increased traffic onEgerton.	3/25/2017 10:07 AM
48	Road repairs are crucial to this city's transportation infrastructure and this is not being met. Plus narrowing vehicle lanes is dangerous for those that do need to ride on the road, which is an inevitable event.	3/25/2017 5:17 AM
49	Regarding the 'Somewhat Support' on Option 2. I strongly support this, but I do not support this over an implementation of Option 1. In any case this should be an addition to Option 1. Why? This overall is a recreation route, while Des Meurons functions both at commuter and recreation.	3/25/2017 3:22 AM
50	Egerton route is quite 'out of the way'	3/25/2017 3:00 AM
51	Option 1 is my preferred choice; it connects to my choice on the prior segment, and it also ends with a direct connection to the paths on Fermor & the new swimming pool. That said, a removal of the 4-way stop at Vivian & Des Meurons seems like a bad idea. That is a very busy intersection that has a lot of traffic moving through it most weekdays, and I'm not sure how any other solution would manage the traffic at that location. I'd be concerned that people would begin utilizing alternatives entry/exit points from the neighbourhood, and that it could increase the number of "risky" traffic maneuvers on St. Mary's for people wanting to enter/exit the neighbourhood.	3/25/2017 1:32 AM
52	Afraid that if diverters are properly located much of the traffic that turns off St-Mary's Rd to DesMeurons to beat the rush will move to Youville instead.	3/23/2017 7:56 AM

Q11 Overall, what elements do you like about Segment 3?

Answered: 56 Skipped: 98

#	Responses	Date
1	Not familiar enough with it on the ground to give an informed opinion	5/8/2017 3:09 AM
2	option 1 in this segment would separate vehicles and cars. may lead to more people cycling if they feel safer. Would continue the connection from Bishop Grandin to St. B. encouraging cycling	4/13/2017 11:49 PM
3	I like the idea of additional traffic calming options and the potential improvements to the area for walking and cycling.	4/13/2017 1:58 AM
4	None	4/12/2017 1:57 PM
5	Better than nothing.	4/12/2017 1:46 PM
6	it cheaper, slower traffic, you keep parking which these days you guys in the city want to take away from everyone	4/12/2017 1:31 PM
7	Raised crosswalks,and peace of mind for parents with children at the school.	4/12/2017 1:04 PM
8	I prefer option 2 again because of the low cost and quick implementation, however I feel that maybe the protected lanes could be a better long term plan as there seems to be questions about user conflict and the speed of vehicle travel. If the Grosvenor Avenue example is anything to go by, I might not ride my bike with my small kids along St. George if it has minimal treatment as vehicles may still travel more quickly than I am comfortable with.	4/12/2017 8:29 AM
9	I have never ridden my bike in this segment.	4/12/2017 6:39 AM
10	both are viable options. There needs to be a safe way to travel between Bishop and Fernor and if no changes can be made to St Anne's Rd, this is a good compromise	4/12/2017 4:44 AM
11	it will be great for those going for a stroll....but not necessarily for commuters coming from the east side of St.Anne's road (south)	4/11/2017 11:07 PM
12	I like the idea of a greenway on St George Street since the area has a low traffic volume.	4/11/2017 2:14 PM
13	Option 1 - A multi-use pathway is more likely to be supported because it is not only cyclists who would benefit from its implementation.	4/11/2017 2:25 AM
14	I like somewhat separation and more room for bikes and cars to move freely.	4/10/2017 11:23 AM
15	I prefer multi-use paths and having it reconnected to Bishop Grandin's parkways.	4/10/2017 5:54 AM
16	multi use paths are great	4/10/2017 5:09 AM
17	I know from my experience talking to other folks that use bikes, that separating bicycles and cars is the best way to increase the number of people that use bikes. Even with reduced traffic flows on St. George, some people just aren't comfortable sharing the road with large motor vehicles.I think St. George Street is an excellent alternative to St. Mary's and St. Anne's.	4/10/2017 4:11 AM
18	bike lanes kept apart from vehicles	4/10/2017 3:29 AM
19	A multi-use path is a great option. Next best option is a dedicated bike lane on the street that is marked for cyclists	4/10/2017 1:47 AM
20	Keeps cyclists off of St. Mary's / St. Anne's.	4/10/2017 12:07 AM
21	It is simple, it could be done at a good price and it allows for safety.	4/9/2017 2:07 PM
22	Not very familiar with the area	4/9/2017 1:29 PM
23	Minimal impact to street trees is always good. Multi use sidewalks are great- Adding some paint in a creative manner to these multi use sidewalks could add a unique and simple design flare to the neighbourhood	4/9/2017 4:53 AM
24	Like raised areas for calming traffic. Like lower cost.	4/8/2017 5:14 AM
25	Enhanced safety with deprecated path	4/8/2017 3:35 AM
26	Option 1 provides no change to roads and provides added off-street pathway on area that is currently unused. This doesn't change the current vehicle access, and adds improvement for cyclists. Perfect. This option should be considered for all changes.	4/8/2017 2:07 AM

27	Having a route that keeps cyclists separate from cars is what all bike routes should be. It allows people who don't like to be riding in traffic to use their bike more often and for greater distances.	4/7/2017 11:30 AM
28	Big fan of off-street shared pathways (love the Bishop Grandin Greenway)	4/7/2017 3:22 AM
29	separate the bike lane from the vehicle lane. There's room, use it.	4/7/2017 3:14 AM
30	Traffic diversion, as much as possible, use stop signs like the traffic calming circle.	4/6/2017 8:33 AM
31	It would really make St. George a very beautiful street.	4/6/2017 8:25 AM
32	Separate bikes/people from cars. Just widen the side walk for multi-use.	4/6/2017 8:16 AM
33	Safer connectivity is what I like.	4/6/2017 7:56 AM
34	St. George has limited traffic - would be ok.	4/6/2017 7:41 AM
35	Longer term, minimal impact to trees, direct contact to St. George School.	4/6/2017 7:34 AM
36	More separation from traffic on option 1.	4/6/2017 6:10 AM
37	Love the idea of using St. George. It's a nice quiet street, good boulevard space to use for this purpose, has schools on it, and allows for being off the main road ways i.e st.mary's/st.annes	4/6/2017 6:09 AM
38	Additional sidewalks and greater commuter safety are beneficial to the area.	4/6/2017 5:58 AM
39	Option 1 is overkill for such a low traffic area, option 2 is far less expensive	4/5/2017 4:33 PM
40	I frequently avoid cycling south, on the east side of the Red River, because I find there to be a lack of direct routes and St. Mary's Road makes me nervous, as a cyclist (no bike lane, parked cars). I feel like this will add to safety and directness of cycling routes.	4/5/2017 5:03 AM
41	I like the separate bike/walking path	4/5/2017 4:02 AM
42	Ease of implementation	4/5/2017 3:04 AM
43	A separated multi-use path to increase safety.	4/5/2017 2:45 AM
44	each options seem to have the same value - unfamiliar with the area to comment	4/4/2017 2:21 AM
45	A multi-use off road pathway would be ideal for this street. It would repair a sidewalk that is in bad shape and would keep pedestrians off the street. There is an elementary school on this street and it is ideal to separate active transportation and vehicles.	4/3/2017 12:45 AM
46	Promotes walking and cycling	4/1/2017 3:42 AM
47	Cost. In residential areas I prefer neighborhood greenways for reasons of cost, traffic calming, and very safe intersections. Multi-use pathways are the best solution along high-speed thoroughfares, rivers, right-of-ways, etc. Protected bike lanes are the best solution along busy streets.	3/31/2017 1:38 PM
48	Either option would make St. George a safer bike ride. Given there are decent sidewalks on this street, this is a situation where the lowest cost option is appropriate.	3/28/2017 1:59 AM
49	The off street pathway	3/27/2017 6:17 AM
50	Missed the section for crossing Fermor	3/26/2017 4:24 PM
51	Again, provides minimal protection for pedestrians and cyclists.	3/26/2017 1:27 AM
52	I like option 1 with a separated sidewalk. We walk this sidewalk daily and widening it would be helpful. It is a well used pathway and can get busy before and after school. And keeping the path separate from the road is beneficial since it is next to an elementary school.	3/25/2017 12:18 PM
53	There is already a sidewalk, so why not just let bikes onto the sidewalk, and spend the money that would have been spent on this project on road rehabilitation and repair.	3/25/2017 5:21 AM
54	No buses on the route	3/25/2017 3:29 AM
55	The multi-use path would be best on this street. Direct connection to school, straight path, residential neighbourhood.	3/25/2017 3:07 AM
56	Remaining neutral as I'm unlikely to utilize this section of the project on any sort of regular basis.	3/25/2017 1:33 AM

Q12 Overall, what elements do you dislike about Segment 3?

Answered: 48 Skipped: 106

#	Responses	Date
1	Not familiar enough with it on the ground to give an informed opinion	5/8/2017 3:09 AM
2	option 2 would not change much and still not encourage people who do not like to mix cars and bikes.	4/13/2017 11:49 PM
3	I live on the "rural" section of St. George, and we currently have ditches and no sidewalk. It seems like the plans for the sidewalk/multi-use path will push that path very far up on the city property. In these sections this will cause the removal of many trees, and will likely impact drainage and landscaping for many residents.	4/13/2017 1:58 AM
4	I live very close to the corner of Fernwood Avenue and St. George Road and strongly oppose a bicycle route and especially a diverter at the intersection. It would impede the flow of vehicle traffic on a residential street which is already very busy with vehicle traffic!	4/12/2017 8:45 PM
5	Cost money the city simply does not have otherwise why would they keep increasing property taxes.	4/12/2017 1:57 PM
6	Absolutely despise multi-use paths. They are the worse of all possible worlds. Neither pedestrians nor cyclists can take full use of the facilities.	4/12/2017 1:46 PM
7	option 1 is waste of money do you really need to spend 1 mil...	4/12/2017 1:31 PM
8	How will travelling by car through the city be effected, and proper training for snow clearing crews. They destroy curbs, let alone raised sidewalks. Teach them to protect the streets	4/12/2017 1:04 PM
9	I have never ridden my bike in this segment.	4/12/2017 6:39 AM
10	signalisation on how to get to St George would have to be improved as well as pavement quality which is a safety concern for cyclists. Creates a detour for those coming from St Anne's rd from the south or any neighborhood further east	4/12/2017 4:44 AM
11	see above response	4/11/2017 11:07 PM
12	St. George Rd isn't a traffic heavy road and it has a wide boulevard. In comparison to other streets, I don't believe that cyclists feel uncomfortable riding on this street (there isn't a great need for more protection for cyclists on this road).	4/11/2017 2:25 AM
13	Don't like speed humps, or completely separated paths - these create many blind corners - I have been almost hit many times on 'path' on Dakota at backplanes and roads. When you are away from the road - many drivers don't see, or ignore you. When you are on the road, you are seen.	4/10/2017 11:23 AM
14	will you keep them clear during winter?	4/10/2017 5:09 AM
15	not enough protected bike lanes	4/10/2017 3:29 AM
16	If a dedicated bike lane is not in place I don't see this as an improvement. Just using a road, not separating the bike lane and slowing traffic down is not a good benefit. There needs to be a definitive separation for bikes, at minimum a painted line to designate is helpful.	4/10/2017 1:47 AM
17	Nothing.	4/10/2017 12:07 AM
18	Concerned about volume on streets.	4/9/2017 2:07 PM
19	Not very familiar with the area.	4/9/2017 1:29 PM
20	Ditches are the worst. No Transit Service is just as bad	4/9/2017 4:53 AM
21	Do not think traffic diverters are required. Traffic density already low and diverters will only induce inconvenience to locals.	4/8/2017 5:14 AM
22	I don't like how much east-west cross traffic there would be along this route. It would be better to have a trail along the Seine River that runs north and south.	4/8/2017 2:54 AM
23	Option 2 suggests implementing change for lowering traffic volumes. Never the right solution.	4/8/2017 2:07 AM
24	It doesn't look like either of these routes connects with the Fermor bike path.	4/7/2017 11:30 AM
25	Again, the lack of continuous linkage to make commuting or longer bike rides more feasible.	4/7/2017 3:22 AM

26	Anything that keeps the vehicles and bikes on the same lane will be a disaster.	4/7/2017 3:14 AM
27	An offset path seems like overkill.	4/6/2017 8:33 AM
28	Multi-use path - should separate sidewalk and bike lanes please!	4/6/2017 8:27 AM
29	Cost.	4/6/2017 8:25 AM
30	No trucks on St. George only for delivery.	4/6/2017 7:34 AM
31	Sharing sidewalks/cycling lanes with pedestrians is dangerous. As a cyclist and a frequent walker this is not an option that I support.	4/6/2017 6:40 AM
32	none	4/6/2017 6:09 AM
33	Again get rid of the divertets and the attempt to slow traffic an traffic movement. Who decided this is necessary. Great way to alienate the driver. And loose support unnecessarily	4/5/2017 4:33 PM
34	I wish there was an option for routes along the Seine River? Although the routes proposed are efficient for commuters, they perhaps lack in recreational value for runners, rollerbladers, etc. and provide no connection to the natural aesthetic of the river.	4/5/2017 5:03 AM
35	Kinda confusing what we are talking about here, what is segment3	4/5/2017 4:02 AM
36	I believe using St George is a very dangerous street as is. There are mis-aligned intersections which already cause far too much confusion at the 4 way stop where vehicles don't even slow down and blow right through the intersection and St George and Hindley and park in the middle of the intersection for extended periods of time. Also, numerous eemergency vehicles rush through that area on a daily basis in order connect St Mary's Street to St Anne's Street. Go back to the drawing board and find a different route. This is a very unsafe option for pedestrians and bikers alike.	4/5/2017 3:10 AM
37	Off-street paths transitioning to on-street cycling is confusing for everyone. Bikes should be on the roads.	4/5/2017 3:04 AM
38	There's no indication that there will be proper signage to alert cyclists to take this path.	4/5/2017 2:45 AM
39	I do not like the traffic calming proposal for St. George. The street already reduced to 30km/h during school and you will not be able to deter traffic as most of it related to the school. Adding raised crosswalks to get to sidewalks that are already in need of repair will just cause problems in the future. The traffic calming would be a waste of money. .	4/3/2017 12:45 AM
40	A multi-use pathways is crossing far too many driveways and roads. Intersections always have a much higher probability of conflicts with cars.	3/31/2017 1:38 PM
41	May be well suited for local neighbourhood bike traffic, but too far from St. Anne's and from St. Mary's to use as a commuter route. I bike the St. Anne's route regularly and use an 'adventure route' of back lanes instead of making the extra trek to St. George.	3/28/2017 1:59 AM
42	Option 2	3/27/2017 6:17 AM
43	mixing cycling and pedestrians on a path. force cyclist to move slowly; ineffective for commuting.	3/27/2017 1:27 AM
44	Cars still prioritized with acres of space with pedestrians and cyclists shunted off to side to expanded sidewalk that probably won't be cleared in winter.	3/26/2017 1:27 AM
45	Mixing walking and biking on a pathway will work if it is large enough with separators for people and bikes.	3/26/2017 1:25 AM
46	I don't like the idea of raised intersections. The speed limit is already 30. Often I walk on the road along this pathway and have never had a problem with traffic. People tend to drive cautiously and give plenty of room to pedestrians	3/25/2017 12:18 PM
47	I dislike that money is being wasted on this project instead of the more crucial road repair and rehabilitation.	3/25/2017 5:21 AM
48	Off street path is great for long stretches of road without crossing multiple streets but I worry about the design and transitions at every block / back alley creating blind spots and conflicts with vehicles creeping out without looking.	3/23/2017 8:13 AM

Q15 Overall, what elements do you like about Segment 4?

Answered: 47 Skipped: 107

#	Responses	Date
1	Separated bike paths are necessary. Couple signs won't cut it.	5/8/2017 3:11 AM
2	Option 1 separating traffic and bikes	4/13/2017 11:51 PM
3	None	4/12/2017 1:57 PM
4	for once you guys think of people and not effect taking away parking, its affordable, fixing up stuff in older area	4/12/2017 1:33 PM
5	Low cost,higher saftey in part 2	4/12/2017 1:08 PM
6	Same as above	4/12/2017 8:30 AM
7	do not know this area enough to either support or oppose	4/11/2017 11:08 PM
8	I believe that Segment 4 is more important than Segment 3 - more traffic, narrower boulevard.	4/11/2017 2:28 AM
9	No speed humps in on-road option.	4/10/2017 11:25 AM
10	I like the separation in option 1. This would go a long way to getting more folks on bikes in this part of Winnipeg.	4/10/2017 4:15 AM
11	Bike and vehicle traffic are kept apart	4/10/2017 3:31 AM
12	A separate multi-use pathway is preferred.	4/10/2017 1:51 AM
13	We don't need sidewalks on both sides of all our streets. A great concept to cut through a busy part of the City.	4/10/2017 12:08 AM
14	It is easy to do . It is reasonably priced and i t provides and assert to the community.	4/9/2017 2:09 PM
15	No comment	4/9/2017 1:29 PM
16	Same stuff as noted before	4/9/2017 4:56 AM
17	Safety associated with seperated path	4/8/2017 3:36 AM
18	Option 1 suggests no impact to existing roadway or parking. Perfect.	4/8/2017 2:14 AM
19	Once again, the separation of cyclists and cars is the best solution to encourage greater active transportation.	4/7/2017 11:32 AM
20	Off-street pathways make both cyclists and drivers happier.	4/7/2017 3:25 AM
21	#2 seems to be the natural choice.	4/6/2017 8:37 AM
22	Traffic diverstion to reduce cut through traffic.	4/6/2017 8:33 AM
23	Sidewalk on southside is pedestrian only.	4/6/2017 8:28 AM
24	Separate bike/ped and cars.	4/6/2017 8:17 AM
25	Feels protected from vehicle traffic for cycling. Already fairly low traffic area.	4/6/2017 7:57 AM
26	I think the Worthington Path should go east from St. George and connect with St. Annes. Then from St. Anne's to Bishop Grandin. More options for cyclists.	4/6/2017 7:47 AM
27	No impact to existing roadway or parking, longer term implementation.	4/6/2017 7:34 AM
28	Worthington is not very wide and homes are rather close to the road.	4/6/2017 6:59 AM
29	Multi use path best option for separation.	4/6/2017 6:11 AM
30	again love this plan of leveraging St.George! Very happy to see this option for the same reasons as the previous page.	4/6/2017 6:10 AM
31	Both options are great option 1 seems more permanent and long-term but it costs more. I think option two would suffice and it comes at a more attractive cost. I am most happy that you are only considering signage and not physical obstruction to slow or divert traffic.	4/5/2017 4:37 PM

32	I frequently avoid cycling south, on the east side of the Red River, because I find there to be a lack of direct routes and St. Mary's Road makes me nervous, as a cyclist (no bike lane, parked cars). I feel like this will add to safety and directness of cycling routes.	4/5/2017 5:03 AM
33	a step in the right direction	4/5/2017 4:03 AM
34	See comments above	4/5/2017 3:05 AM
35	A separated multi-use path	4/5/2017 2:46 AM
36	I prefer option 1 as it gets cyclists off the road. Even in a designated bike corridor I think accidents can still happen. With this option there is still a sidewalk for walkers alone.	4/1/2017 3:47 AM
37	See my comments about Segment 3.	3/31/2017 1:43 PM
38	The most protection for cyclists.	3/28/2017 2:38 AM
39	Given decent existing sidewalks and likely low use of this route by bike commuters, the least cost option would be appropriate.	3/28/2017 2:04 AM
40	Option 1	3/27/2017 6:18 AM
41	Not familiar with this area	3/26/2017 4:25 PM
42	Again, provides minimal protection	3/26/2017 1:28 AM
43	I like the widened path. We bike along this path often with a bike trailer for the kids. The sidewalk is not smooth so a nice smooth path would be amazing to use.	3/25/2017 12:19 PM
44	I do not like anything about this segment and the money should be spent on ROAD REPAIR AND REHABILITATION.	3/25/2017 5:23 AM
45	A seperate path seems more appropriate given available space, motorists need to be able to move through the area smoothly as well and not be hindered by cyclists	3/25/2017 3:31 AM
46	Separated bike path eliminates conflict with emergency vehicles using the street.	3/25/2017 3:10 AM
47	Remaining neutral as I'm unlikely to use this section of the project.	3/25/2017 1:34 AM

Q16 Overall, what elements do you dislike about Segment 4?

Answered: 35 Skipped: 119

#	Responses	Date
1	ibid	5/8/2017 3:11 AM
2	Option 2 still mixed traffic and cycling	4/13/2017 11:51 PM
3	The taxes in this city are to high.	4/12/2017 1:57 PM
4	I absolutely despise multi-use pathways. They are the worst of all possible worlds. Neither pedestrians nor cyclists get the full benefit of the infrastructure. We need to treat cycling and fund cycling seriously.	4/12/2017 1:46 PM
5	so far its the better option than the rest	4/12/2017 1:33 PM
6	Since your tearing out a sidewalk to put a wider one in,it brings up the cost unnessesarily for a low traffic location	4/12/2017 1:08 PM
7	do not know this area enough to either support or oppose	4/11/2017 11:08 PM
8	If the goal is to connect St. Boniface to Bishop Grandin, then Worthington Ave is not a high priority because it isn't a direct connection.	4/11/2017 2:28 AM
9	No a fan of off road paths that 'look" like sidewalks. Pedestrians often block the whole path.	4/10/2017 11:25 AM
10	I do not like option 2. Seperating cyclists and motorists is the best way to make people on bikes feel safer and is the best way to improve mode share.	4/10/2017 4:15 AM
11	not enough protected bike lanes	4/10/2017 3:31 AM
12	Simply slowing traffic down and adding signage isn't enough to attract cyclists.	4/10/2017 1:51 AM
13	Nothing.	4/10/2017 12:08 AM
14	adding more sidewalks.	4/9/2017 2:09 PM
15	No comment	4/9/2017 1:29 PM
16	1,600 vehicles per day is low traffic?? We need to set much higher goals for what areas of low traffic should look like... Can we not come up with better ways to get people out of their cars? Bike lines and signs are okay, but lets do something drastic- Young Winnipeggers want innovation	4/9/2017 4:56 AM
17	Option 2 is suggesting to slow traffic speeds. There are ways to improve safety for pedestrians without slowing existing vehicle speeds. Unacceptable.	4/8/2017 2:14 AM
18	This section seems fine.	4/7/2017 11:32 AM
19	Nothing! As long as the previous segment also gets built as well (and just do the same thing for both)	4/7/2017 3:25 AM
20	"multiuse" path on north side - should be bike only, or should have two paths, one sidewalk and one bike lane.	4/6/2017 8:28 AM
21	Too much traffic, option 2.	4/6/2017 8:17 AM
22	Pathway could cross driveways.	4/6/2017 7:34 AM
23	na	4/6/2017 6:10 AM
24	I wish there was an option for routes along the Seine River? Although the routes proposed are efficient for commuters, they perhaps lack in recreational value for runners, rollerbladers, etc. and provide no connection to the natural aesthetic of the river.	4/5/2017 5:03 AM
25	greenways don't work. Cars and motorized vehicles (motorcycles and scooters) drive in bike area	4/5/2017 4:03 AM
26	Another emergency vehicle route as stated above.	4/5/2017 3:12 AM
27	See comments above	4/5/2017 3:05 AM
28	The second option basically is as is already.	4/5/2017 2:46 AM
29	See my comments about Segment 3.	3/31/2017 1:43 PM

30	It does really help bike commuters on St. Mary's and St. Anne's road.	3/28/2017 2:04 AM
31	Option 2	3/27/2017 6:18 AM
32	don't like mixed pathways; need to seperate	3/27/2017 1:28 AM
33	Once again, prioritizes motor vehicle traffic and shunts pedestrians off to what will be poorly-cleared shared paths.	3/26/2017 1:28 AM
34	There are sidewalks, why remove them. Save money to spend on ROADS.	3/25/2017 5:23 AM
35	Conflict with driveways could be problematic for homeowners backing up/not paying attention	3/25/2017 3:10 AM

Q18 Overall, what elements do you like about Segment 5?

Answered: 32 Skipped: 122

#	Responses	Date
1	continues the linkage from bishop to st. b	4/13/2017 11:53 PM
2	None	4/12/2017 1:58 PM
3	fixing up simple things	4/12/2017 1:35 PM
4	Good to finally fix the pavement attaching to Bishop grandin	4/12/2017 1:13 PM
5	do not know this area enough to support or oppose but do support any effort for active transportation	4/11/2017 11:11 PM
6	Offers a connection to Bishop Grandin.	4/11/2017 2:29 AM
7	No speed humps every 100m, cost effective, on road.	4/10/2017 11:27 AM
8	raised pedestrian crosswalk	4/10/2017 3:33 AM
9	All good.	4/10/2017 12:09 AM
10	It provides for safety and supports	4/9/2017 2:10 PM
11	No comment	4/9/2017 1:30 PM
12	Raised Pedestrian Crossing	4/9/2017 5:01 AM
13	Cost	4/8/2017 3:37 AM
14	It connects a really great existing path.	4/7/2017 11:33 AM
15	Joins up to the Bishop Grandin Greenway! Makes biking to St Vital Park, or the mall or all the way to the University really feasible for non-hardcore cyclists.	4/7/2017 3:28 AM
16	It's not separated from vehicle traffic, but is is a short stretch from Worthington, so it shouldn't be too difficult, assuming vehicle parking on the West side is addressed.	4/7/2017 3:18 AM
17	Connects Bishop Greenway. Not much traffic on Eric St. short distance to Worthington.	4/6/2017 8:18 AM
18	It addressed the need to connect the greenway to areas north, great plan!	4/6/2017 7:57 AM
19	Nice quiet street, close to the 2 schools on Beliveau and give direct access form the mall, down to believe, down to eric, down worthington and onto St.George. Great plan!	4/6/2017 6:11 AM
20	Very doable, low cost, does not restrict the flow of traffic	4/5/2017 4:40 PM
21	I frequently avoid cycling south, on the east side of the Red River, because I find there to be a lack of direct routes and St. Mary's Road makes me nervous, as a cyclist (no bike lane, parked cars). I feel like this will add to safety and directness of cycling routes.	4/5/2017 5:04 AM
22	would be an option for increasing distance to the Bishop greenway	4/5/2017 4:04 AM
23	See comments above	4/5/2017 3:06 AM
24	None.	4/5/2017 2:47 AM
25	Connection to Bishop Grandin Greenway	4/1/2017 3:53 AM
26	Obviously it's the only option -- a good option. See my comments about Segment 3.	3/31/2017 1:45 PM
27	Along with Worthington upgrades, will provide safer route for local residents of St. George School catchment area to reach Bishop Grandin Greenway.	3/28/2017 2:07 AM
28	Adding a sidewalk is good	3/26/2017 1:26 AM
29	That it's low cost and easy to implement	3/25/2017 12:20 PM
30	\$200,000 could go far on ROAD REPAIR AND REHABILITATION.	3/25/2017 5:25 AM
31	Direct connection to Bishop Grandin Greenway	3/25/2017 3:12 AM

32	Remaining neutral as I'm unlikely to use this section of the project.	3/25/2017 1:34 AM
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Q19 Overall, what elements do you dislike about Segment 5?

Answered: 26 Skipped: 128

#	Responses	Date
1	traffic and bikes still mixed but this is a very low volume traffic street so for the short distance would not be a problem.	4/13/2017 11:53 PM
2	The city can't keep milking the cash cows.	4/12/2017 1:58 PM
3	nothing seems not doing much harm to home owners	4/12/2017 1:35 PM
4	this is a little too far for me to use regardless of what is proposed but do like idea of active transportation anything	4/11/2017 11:11 PM
5	no protected bike lanes	4/10/2017 3:33 AM
6	Nothing.	4/10/2017 12:09 AM
7	Potential for traffic congestion.	4/9/2017 2:10 PM
8	No comment	4/9/2017 1:30 PM
9	\$200,000 to add sidewalks where missing... How exciting and vibrant. Can we make sidewalks more exciting and unique? Can we add native grasses to the boulevard? What about flowers? I would love to see flowers in this area.	4/9/2017 5:01 AM
10	Little protection for cyclists	4/8/2017 3:37 AM
11	There is no valid reason for needing to slow traffic speeds. There are ways to improve safety for pedestrians without changing traffic speeds.	4/8/2017 2:17 AM
12	It doesn't completely separate cyclists from cars.	4/7/2017 11:33 AM
13	I prefer dedicated lanes, but I understand that this is a low-traffic area.	4/7/2017 3:28 AM
14	No need to slow traffic further than it already is.	4/6/2017 8:37 AM
15	n/a	4/6/2017 6:11 AM
16	Nothing great choice, its a "No Brainer"	4/5/2017 4:40 PM
17	I wish there was an option for routes along the Seine River? Although the routes proposed are efficient for commuters, they perhaps lack in recreational value for runners, rollerbladers, etc. and provide no connection to the natural aesthetic of the river.	4/5/2017 5:04 AM
18	not really an area that I currently use so it's hard to say	4/5/2017 4:04 AM
19	See comments above	4/5/2017 3:06 AM
20	A half hearted attempt to connect to the Bishop Grandin Greenway. I hope there will be proper signage.	4/5/2017 2:47 AM
21	Nothing.	3/31/2017 1:45 PM
22	Will cyclists conflict with pedestrians?	3/28/2017 2:40 AM
23	Does not really help bike commuters along St. Mary's and St. Anne's Road, especially the latter.	3/28/2017 2:07 AM
24	Without protected bike lanes drivers will continue to drive dangerously around bikers and less people will bike	3/26/2017 1:26 AM
25	Money mis-spent on frivolous projects instead of on Road Repair and Rehabilitation.	3/25/2017 5:25 AM
26	Seems like a more feasible location for an off street path.	3/23/2017 8:17 AM

Q20 Please insert any comments you may have.

Answered: 51 Skipped: 103

#	Responses	Date
1	More weight to active transport, less to motorists convenience.	5/8/2017 3:12 AM
2	I use the Dakota Dunkirk multiuse pathway as a commuting route an the 3 meter off road pathway is a much improved and I feel safer route than on the street. It would be great if a solution (pathway) could be added to connect Churchill drive to the pathway along the Red River to Main street instead of having to wind your way back to osborne and then back to the river path. I am a believer in separating cars and traffic as much as possible to encourage the casual cyclist to cycle more. This linkage would be good to provide a safer route for the people in this area to travel from Bishop Grandin to St. B. It may take cyclists, especially commuters, off the busy St anne and St mary roads where there are large volumes of traffic	4/14/2017 12:01 AM
3	Looks good	4/13/2017 1:40 PM
4	There should be a greater emphasis on the safety and pedestrian/cycling environment	4/13/2017 12:09 AM
5	As a resident of Fernwood Avenue I strongly oppose this bicycle/pedestrian route along St. George Road and the intersection of Fernwood Avenue!	4/12/2017 8:47 PM
6	This is just another waste of taxpayers money.	4/12/2017 1:59 PM
7	Winnipeg has long neglected its cycling infrastructure. Massive investment is need. These are small baby steps.	4/12/2017 1:47 PM
8	Maintaince cost eg snow removal on the bike path. Plus parking issues on Des Meurons.	4/12/2017 10:06 AM
9	I dislike any bike lanes being added to Des Muerons, unless it's a side walk converted into a multi use path. This street is handling overflow from St.Anne's and St. Mary's and adding bike's with further congest this street. Utilizing areas around this heavy trafficked street makes more sense to me then adding more bikes to it.	4/10/2017 5:58 AM
10	snow clearing cycling paths is a huge issue.	4/10/2017 5:11 AM
11	Thanks for conducting the survey!	4/10/2017 4:16 AM
12	Costs are very vague. No information on what the city is planning for other areas, such as will these bike pathways connect to others.	4/10/2017 3:34 AM
13	Is there any consideration to improving the already existing multi-use pathway that runs alongside Archibald St from Fermor going north?	4/10/2017 1:56 AM
14	Looks great!	4/10/2017 12:09 AM
15	Ideally a great balance between vehicle drivers and cyclists would be best. Drivers need obvious help to respect cyclist space. Mame it easy for drivers to give enough cyclists enough space.	4/9/2017 1:32 PM
16	Where are aesthetics/creativity/design on this evaluation criteria?	4/9/2017 5:03 AM
17	Please put in a full sidewalk on St Jean Baptiste!	4/8/2017 4:57 AM
18	It's obvious that adding lanes for cyclists will happen, but let's do this in a way that does not make for added delays to the vehicles. I have no issues with providing bike lanes for cyclists, or adding safety for pedestrians, but it has to be done in a way that does not significantly change for vehicle drivers.	4/8/2017 2:19 AM
19	Take bikes off the road. This is ridiculous.	4/7/2017 3:35 PM
20	Connecting the path to future and existing facilities should be much more important than most other criteria. If bike paths don't connect to other bike paths cyclists need to find other ways to connect their destinations and using partial paths does not encourage people to switch to using a bike over driving.	4/7/2017 11:37 AM
21	I think connections to existing and future facilities should have more importance, but I like the plan so far.	4/7/2017 3:30 AM
22	The evaluation criteria should have been earlier in the survey. Any option that has protected bike lanes will have a major impact on snow removal.	4/6/2017 10:45 AM
23	Get the pathway built not just studies!	4/6/2017 8:18 AM

24	I would like to see a cycling path that continues down St. Anne's Road. I can cycle on Des Meurons up to Fermor, then have to cross Fermor to St. George and all the way south to Worthington. When I would like more of a straight path from Bishop Grandin down St. Anne's Rd. These plans/options are a good start.	4/6/2017 7:59 AM
25	Vinain and Des Meurons, love it. Restrict NB traffic and East Bound traffic. Regal Avenue - how are you going to deal with all the commuter traffic? Restrict RH truns during peak hours (rush hour) m-f regal to traverse.	4/6/2017 7:52 AM
26	Archibald - On west side.	4/6/2017 7:41 AM
27	The more connected the bike routes are the more likely I am to bike to venues. eg. From Fort Richmond it is very safe and comfortable to bike St. Norbert where it is more challenging to bike to the Forks. As a relative newcomer (less than 2 years) I am impressed with the bike paths that are available, especially in the south end.	4/6/2017 7:23 AM
28	Separate off street multi use path are the way to go. Distracted driving, speeding in high volume traffic areas can be potentially dangerous.	4/6/2017 6:50 AM
29	To reiterate the only safe option for cyclists is for us to have our own dedicated lanes that are physically separated from vehicles. Painted lanes are not a safe option at all. They're not respected by vehicles, the paint wears off and is not visible on an annual basis. The conditions of these lanes is also deplorable with dangerous pot holes and cracks that are unsafe for cyclists to ride in.	4/6/2017 6:42 AM
30	As a car driver primarily, make it absolutely against the law to be cycling on any road with earphones in their ears!!! Every 2nd cyclist I've passed, even on busy roads has had earphones in their ears, listening to music and not hearing or paying attention or seemingly even caring about traffic, cars, or people in cars. Also make it against the law for car drivers to have earphones in their ears.	4/6/2017 6:32 AM
31	Once again why is the question do you want this not on any of your surveys? Do not like having stuff forced down our throats. Shame on you David Jopling! How many times do you plan on doing this??? You cannot put a bike or walking path near Mission Industrial as the air pollution in the Dufresne area is not fit for humans. See: CBC Radio Industrial Metals Dr. Shirley Thompson. U of M. Check Breezometer, BAD AIR!	4/6/2017 6:19 AM
32	Keep up the great work!	4/6/2017 6:11 AM
33	Thanks for sharing the evaluation criteria. Will we have access to the final evaluation?	4/5/2017 5:36 PM
34	All reasonable	4/5/2017 4:41 PM
35	we need a bicycle path on St. Mary's Rd south of the St. Vital Mall	4/5/2017 8:34 AM
36	Please consider pedestrian and bicycle safety. Obviously up until this point it has been ignored and is unacceptable. There are a lot of emergency vehicles which cross St George at various intersections as well as very dangerous and poorly respected intersections. This is very unsafe and unacceptable.	4/5/2017 3:15 AM
37	Bike only infrastructure should be on roads. Enough of shared sidewalks. Thoughts should be considered for cycle (and vehicle) safety when parked cars are used between protected bike lane and traffic to ensure visibility of cyclists to turning vehicles.	4/5/2017 3:07 AM
38	Would like to see more bike trails in Winnipeg especially the off road sidewalk kind	4/4/2017 7:39 AM
39	How about the city and province dish out money to make our public transit a reliable source of transportation. Meaning make it come every 15 mins and not every 45 mins. Get rid on train lines and place them at the edge of the city to make room for bike paths, walk trails, even make it for public buses, just like the Osborn rapid transit lines. If you wanna modernize and make Winnipeg a city ppl was to move and live in, many changes and infrastructure spending will be needed. That also means finding a better road building technology to make it last longer then repairing every 2 years, this is one of the reasons Winnipeg can't afford anything and buy nice things for its citizens. Oh and stop approving new strip mall development as it's quite disgusting to look at and live by.	4/4/2017 6:07 AM
40	Should should the impact of greenhouse gas reduction and link these efforts to the Paris Accord goals	4/3/2017 7:51 AM
41	Using Neighborhood Greenways means that the cost of this project will be extremely cheap (for a City transportation project) and will be implemented promptly. The \$,\$\$\$,\$\$\$ can then be used to fund the very important AT tunnel under Fermor (which connects Segments 1 & 2 with Segments 3/4/5).	3/31/2017 1:50 PM
42	These options do not address the needs of bike commuters who are already or would use a route along St. Anne's road and St. Mary's Road to travel from the south end St. Vital to older St. Boniface or to downtown. These routes need something like the joint use bike / pedestrian sidewalk on Dakota / Dunkirk.	3/28/2017 2:13 AM
43	Overall I don't feel the city should be spending the kind of money on bike routes when you can ride your bike certain months of the year. Yes people have been riding year round, but they are causing large traffic problems. Why not widen the sidewalks and let cyclists ride on them, and spend the moneys on fixing the roads.	3/27/2017 2:07 AM
44	Take year-round accessibility seriously, please. True for cars and roadways which are prioritized, not true for sidewalks or bikeways., not true	3/26/2017 1:30 AM

45	Prioritize bikers over cars, it will save the city money	3/26/2017 1:26 AM
46	No comments	3/25/2017 12:21 PM
47	I am so excited that active transportation is being encouraged in my neighbourhood. Being able to safely bike and walk to our community amenities will be such a gift! Thank you for your hard work and ideas! Encouraging those who drive by on their way to work to use appropriate routes will encourage those who live nearby to walk and enjoy our neighbourhood more. The south DesMeuron section is particularly important as it is connected to a well used bike route and is right next to community centres, arenas, schools, outdoor pools- all places that we should feel safe walking a biking to!	3/25/2017 10:22 AM
48	Both transit and activity paths are luxury items. City Council needs to concentrate on road repair and rehabilitation.	3/25/2017 5:26 AM
49	My only concern after reviewing all the sections is the application of "only" a Greenway for Des Meurons from Vivian southwards. The road can be fairly busy, and is in poor shape. If a greenway is the solution, there *needs* to be improvements to the road surface to make it safer for biking. I'm going to assume that there are no other options available for that section as it was the only one that had just a greenway and no separated bike lane or multi-use path. It's unfortunate if that's the only option, but I recognize that not everything is possible everywhere. That said, I strongly feel a direct route north along Des Meurons is the most beneficial option; I've been biking from Vivian to downtown for over 5 years now, and there are few issues going through the neighbourhoods, but a more direct path down Des Meurons would be wonderful, and I believe there are many in the neighbourhood that would use it.	3/25/2017 1:37 AM
50	Prefer on street facilities as segregated path system leads to used conflicts - dogs etc .	3/25/2017 1:21 AM
51	Please ensure that speeds on neighbourhood greenways / bike boulevards are lowered to 30 km/s	3/23/2017 8:18 AM

4	PAL 55+	4/6/2017 7:23 AM
5	Husband	4/6/2017 6:32 AM
6	Bike Winnipeg	3/28/2017 2:15 AM
7	City Website	3/23/2017 8:18 AM

Q3 Quels éléments de la section 1 aimez-vous?

Answered: 12 Skipped: 5

#	Responses	Date
1	Je suis plus en faveur de l'Option 2. Ça va ralentir la circulation sur la Des Meurons, qui rendra le quartier plus favorable au transport actif (et réduira le son des voitures qui passent dans les résidences sur la Des Meurons). J'aime l'idée qu'il y aura des Feux de signalisation aux intersections avec les rues Goulet et Marion. l'Option 2 est plus favorable aux 'commuters' et gens qui veulent se rendre plus directement direction nord/sud, ainsi que l'accès aux commerces. L'option 1 semble plus favorable aux familles, écoliers.	4/13/2017 2:12 PM
2	J'aime l'idée d'une piste protégée. Demeurons est plus direct, mais à plus de circulation que l'option 1...	4/12/2017 3:08 PM
3	Aménagement d'intersections et de passages piéton surélevés. Valorisation des attractions sur les rues visées.	4/12/2017 12:12 PM
4	Qu'il y a une initiative pour réduire la vitesse des autos.	4/12/2017 9:40 AM
5	J'aime que vous avez donné deux options. L'agrandissement de la rue pour donner place au stationnement est nécessaire. Je crois qu'il est favorable de donner un espace sécuritaire au cycliste sur la Desmeuron, une rue principale à Saint-Boniface. Il faut penser à long terme.	4/12/2017 9:33 AM
6	quartier résidentiel, pas trop de circulation, plus calme et agréable pour faire du vélo ou se déplacer en vélo - joindre l'utile à l'agréable devrait être la philosophie de la piste cyclable	4/12/2017 12:03 AM
7	-Que les cyclistes soient physiquement séparés dans l'option Piste cyclable protégée sur Des Meurons. Ça empêche les cyclistes de glisser sous les voitures par accident : très bien. -C'est bien que la Piste cyclable protégée sur Des Meurons sera entretenue à l'année longue avec un déneigement prioritaire en hiver. - L'option Piste cyclable protégée sur Des Meurons est nettement supérieure afin d'encourager le transport actif et ainsi réduire le montant de voiture qui font la navette donc réduire la circulation et la pollution dans le quartier.	4/11/2017 3:43 AM
8	Traffic diminué	4/8/2017 11:55 AM
9	Améliorations sur des Meurons sans question. Ralentisseurs autour des écoles, rendre les régions autour des écoles plus sécuritaires pour le nombre élevé de piétons	4/8/2017 7:35 AM
10	J'aime que le focus est sur une rue résidentielle (St-Jean) ce qui augmente le sentiment de petite communauté rurale dans un milieu urbain. La vitesse véhiculer sur la DesMeurons est super vite, alors je sens que les pistes protégées seront vraiment bénéficiaire pour les cyclistes.	4/8/2017 4:40 AM
11	La rue Des Meurons connecte bien avec autres pistes cyclables alors une piste protégée ferait le plus de sens et serait plus sécuritaire	4/5/2017 8:18 AM
12	Coût	4/3/2017 3:49 AM

Q4 Quels éléments de la section 1 n'aimez-vous pas

Answered: 10 Skipped: 7

#	Responses	Date
1	Je n'aime pas que c'est l'un ou l'autre. Pourquoi pas les deux? Option 1 est à court terme et Option 2 est à long terme.	4/13/2017 2:12 PM
2	Éviter trop de détours en vélo. Offrir plus de bons choix aux cyclistes.	4/12/2017 3:08 PM
3	Stationnements maintenus, Franchissement des intersections sans feux, Applications court terme.	4/12/2017 12:12 PM
4	Ces 'rues cyclables' n'encouragent pas les gens de se servir de leurs bicyclettes. Si on veut encourager l'utilisation de bicyclettes, il faut que les nouveaux cyclistes se sentent sécurés en vélo.	4/12/2017 9:40 AM
5	Il y a déjà une forte circulation dans le coin des deux écoles, Provancher et Louis-Riel, lors de la circulation de 17h qu'il y ai plus d'espace pour stationner ou non. Les Plateau ralentisseur sont bien, mais je ne crois pas qu'il soit très efficace en tan que cycliste.	4/12/2017 9:33 AM
6	la grande circulation, trop de bruit, moins agréable et pas nécessairement pratique	4/12/2017 12:03 AM
7	-Les dos d'ânes sur Saint-Jean-Baptiste : ils ralentissent les cyclistes en plus de ralentir les voitures : pas idéal pour les cyclistes. -Saint-Jean-Baptiste est déjà cyclable (style-relaxe familial) telle quelle, donc un gaspillage d'argent d'investir dans la rue Saint-Jean-Baptiste. -Dans option 1, la question du franchissement des intersections sans feux avec les rues Goulet et Marion n'est pas réglée, donc... une solution ferait bondir les coûts! Vaut mieux ne pas choisir option 1.	4/11/2017 3:43 AM
8	La première option (St-Jean-Baptiste) n'est pas aussi achanlandée/ perilleuse pour les cyclistes qu'autres rues.	4/8/2017 7:35 AM
9	C'est tout aussi plate pour les cyclist de passer sur les plateaux ralentisseurs. Si la voie de stationnement demeure sur la St-Jean, les cyclistes sont quand même coincés entre les voitures stationnées et celles en mouvement.	4/8/2017 4:40 AM
10	Défis d'assurer que les voitures respectent la vitesse visées et assurent de respecter les consignes de routes pour les cyclistes.	4/3/2017 3:49 AM

Q7 Quels éléments de la section 2 aimez-vous?

Answered: 9 Skipped: 8

#	Responses	Date
1	Je préfère qu'il y a une continuité si la section 1 est sur la Des Meurons, de continuer la section 1 sur la Des Meurons. L'option 1 sur la Des Meurons est plus directe pour se rendre en direction nord/sud. J'aime qu'il n'y a pas de coût additionnel pour l'option de la Youville/Egerton. J'aime qu'on utilisera des méthodes pour ralentir la circulation sur la Des Meurons.	4/13/2017 2:17 PM
2	Youville et egerton est plus sécuritaire.	4/12/2017 3:11 PM
3	Rues cyclables actuelles, Stationnement sur un côté.	4/12/2017 12:12 PM
4	Je crois encore qu'il est essentielle de déterminer le stationnement sur la Desmeurons. Le plus accessible nous rendons le cyclisme et la marche, le plus il y en aura.	4/12/2017 9:36 AM
5	tous les éléments	4/12/2017 12:05 AM
6	-Les gens qui choisissent les transports actifs (piétons, cyclistes) veulent une route directe. Des Meurons est la rue parfaite pour le raccordement direct. -Il faut absolument que les plateaux ralentisseurs aient une coche ("groove") pour que les vélos passent sans problème.	4/11/2017 3:45 AM
7	Améliorations sur des Meurons. Cette section de route, surtout à l'heure de pointe, est dangereuse pour les cyclistes. Beaucoup de véhicules qui empruntent cette route pour éviter St-Anne's et St-Mary's. Gros nids-de-poule en plus!	4/8/2017 7:38 AM
8	J'aime que la piste cyclable sur la Egerton est sur une route paisible qui longe la rivière. C'est bien pour cycler pour le loisir.	4/8/2017 4:44 AM
9	Coût	4/3/2017 3:49 AM

Q8 Quels éléments de la section 2 n'aimez-vous pas?

Answered: 8 Skipped: 9

#	Responses	Date
1	Je crois que la Youville/Egerton est un détour pour les gens qui veulent se rendre le plus rapidement en vélo en direction nord/sud.	4/13/2017 2:17 PM
2	Les rondes points ne fonctionnent pas. (Ex: coin Eugénie et Kenny est un gaspillage d'argent)	4/12/2017 3:11 PM
3	Aucun changement à la chaussée actuelle.	4/12/2017 12:12 PM
4	aucun	4/12/2017 12:05 AM
5	-Youville et Egerton seraient un détour pour les piétons et cyclistes. Personne ne fera le détour pour emprunter ces routes. Il vaut mieux choisir Option 1 qui est une vraie solution de transport actif.	4/11/2017 3:45 AM
6	J'aime pas mal tout. Un coût minime pour améliorer signalisation sur Egerton et Youville suffit. Ce sont des bonnes routes cyclables déjà.	4/8/2017 7:38 AM
7	La piste cyclable sur la Egerton n'est vraiment pas une route directe - un vrai détour. Si les gens cyclent pour se rendre au travail, ils cherchent quand même la route la plus courte et rapide. J'aime vraiment pas l'idée de plateaux de rehaussement sur la DesMeurons. On pense beaucoup au cyclistes, qui est bien, mais il faut quand même penser aux voitures. La DesMeurons est une artère à St-Boniface, il est important que ca demeure une artère pour les voitures. C'est là où les pistes protégées seront plus appréciées de tout utilisateurs de la route.	4/8/2017 4:44 AM
8	Défis d'assurer que les voitures respectent la vitesse visées et assurent de respecter les consignes de routes pour les cyclistes.	4/3/2017 3:49 AM

Q11 Quels éléments de la section 3 aimez-vous?

Answered: 7 Skipped: 10

#	Responses	Date
1	J'aime beaucoup l'idée d'une piste polyvalente.	4/13/2017 2:22 PM
2	Piste séparée pour cyclistes	4/12/2017 3:15 PM
3	Faible circulation automobile, Ajout de ralentisseurs, Passages piétons et trottoirs	4/12/2017 12:12 PM
4	J'adore l'idée de pouvoir avoir un endroit sécuritaire pour faire du vélo le long de la Saint George. Il n'y a pas d'endroits très sécuritaires pour faire du vélo le long de Saint Maires et Saint Anne.	4/12/2017 9:41 AM
5	-Passages piétons surélevés dans option 2 -Barrières de déviation dans option 2	4/11/2017 4:05 AM
6	Je n'utilise pas cette route donc sans opinion.	4/8/2017 7:40 AM
7	Je ne peux pas trop commenté sur cette section, j'ai jamais conduits ou menée sur la rue. Mais il me semble que le plus de pistes protégées qu'on peut avoir, le mieux que c'est.	4/8/2017 4:47 AM

Q12 Quels éléments de la section 3 n'aimez-vous pas?

Answered: 7 Skipped: 10

#	Responses	Date
1	Ralentisseurs ne fonctionnent pas	4/12/2017 3:15 PM
2	Fossé?	4/12/2017 12:12 PM
3	-Option 1 mêle les piétons et les cyclistes. Ce n'est pas bien pour les cyclistes qui font la navette. Pour la navette, la route doit être rapide et efficace. Ce n'est pas efficace lorsque les piétons sont sur la même piste. -La piste qui traverse les entrées de voitures n'est pas sécuritaire. - Il faudrait enlever le stationnement dans Option 2 pour que ça soit sécuritaire. En plus les voitures stationnées aident à l'accumulation de la neige, ce qui n'est pas souhaitable pour les cyclistes. -S'il-vous-plaît, améliorez option 2 et ensuite choisissez-là.	4/11/2017 4:05 AM
4	Je n'utilise pas cette route donc sans opinion.	4/8/2017 7:40 AM
5	J'aime vraiment pas les plateaux de rehaussements.	4/8/2017 4:47 AM
6	Des pistes protégées seraient mieux et plus sécuritaires	4/5/2017 8:20 AM
7	Défis d'assurer que les voitures respectent la vitesse visées et assurent de respecter les consignes de routes pour les cyclistes.	4/3/2017 3:50 AM

Q15 Quels éléments de la section 4 aimez-vous?

Answered: 6 Skipped: 11

#	Responses	Date
1	j'aime la piste polyvalente parce que ça démontre que les routes ne sont pas juste pour les automobilistes mais l'espace doit être partagé avec les cyclistes et piétonniers.	4/13/2017 2:23 PM
2	Faible circulation	4/12/2017 12:14 PM
3	Ils faut penser long terme.	4/12/2017 9:43 AM
4	-C'est bien si la piste dans option 1 est bien déneigée.	4/11/2017 4:09 AM
5	Je n'utilise pas cette route donc sans opinion.	4/8/2017 7:41 AM
6	Les mêmes commentaires que section 3.	4/8/2017 4:49 AM

Q16 Quels éléments de la section 4 n'aimez-vous pas?

Answered: 6 Skipped: 11

#	Responses	Date
1	De façon générale, je n'aime pas les rues cyclables, même s'il y a moins de circulation parce que les cyclistes ne sont pas protégés des automobilistes. Même un cycliste avec de l'expérience comme moi, je trouve ça des fois très dangereux de pédaler proche de voitures.	4/13/2017 2:23 PM
2	Traverses d'entrées de voitures.	4/12/2017 12:14 PM
3	-Piétons vs. cyclistes dans option 1 -Il faudrait enlever le stationnement et les panneaux d'arrêt dans option 2 -S'il-vous-plaît proposez-nous une meilleure solution.	4/11/2017 4:09 AM
4	Je n'utilise pas cette route donc sans opinion.	4/8/2017 7:41 AM
5	Les mêmes commentaires que section 3.	4/8/2017 4:49 AM
6	Pistes protégées seraient mieux et plus sécuritaires	4/5/2017 8:20 AM

Q18 Quels éléments de la section 5 aimez-vous?

Answered: 3 Skipped: 14

#	Responses	Date
1	Circulation faible, ajout de trottoirs, stationnement limité, et connections au couloir vert.	4/12/2017 12:17 PM
2	Je n'utilise pas cette route donc sans opinion.	4/8/2017 7:41 AM
3	La connection directe avec le couloir vert Bishop est superbe.	4/8/2017 4:50 AM

Q19 Quels éléments de la section 5 n'aimez-vous pas?

Answered: 2 Skipped: 15

#	Responses	Date
1	-Enlevez le stationnement -Enlevez les panneaux d'arrêt	4/11/2017 4:10 AM
2	Je n'utilise pas cette route donc sans opinion.	4/8/2017 7:41 AM

APPENDIX E

STAKEHOLDER WORKSHOP

Sign-in Sheet / feuille de présence

April 6, 2017 / le 6 avril 2017

Name / Nom	Address / Adresse	Telephone / Téléphone	E-mail / Courriel
Save Our Seine			
Save Our Seine			
* Bike Winnipeg			
Provencher BIZ			
Save Our Seine			
Old St. Boniface Residents Association			
Bishop Grandin Greenway			
Bishop Grandin Greenway			

April 6, 2017, Notre Dame Community Centre

Stakeholder meeting, 5pm to 7pm

- **Segment 1**

- Parking is being removed on one side of Des Meurons. Which side of the street provides more parking? Can this side be avoided?
- How much parking is going to be lost?
 - Will need to do a detailed analysis.
- Concern with loss of parking which may be directed to adjacent side streets.
- Provencher BIZ is also responsible for businesses along Des Meurons to approx. Deschambault.
- Make sure to connect to the De la Catherdrale project and other cycling connections in the area.
- Des Meurons option is good as it connects well with the Seine River Trail – people can circle around/loop around in the neighbourhood.
- Des Meurons has local services/destinations along it and may be better for supporting a bike path.
- Des Meurons to Eugenie turning option for cyclists is needed for safety – two stage left turn is planned to help with safety.
- Marion traffic is problem – Goulet not as bad.
- Snow removal and sweeping on the narrow bike lane is a challenge – can 1.8 meter width accommodate existing equipment.
- Des Meurons provides a good connection to north Provencher St. bike path. If the facility will be planned for St. Jean Baptiste option, then a connection to the north Provencher bike path and Seine River trail should be included in the upgrades.

Segment 2

- Youville Option
 - This option is more suited for recreational users.
- Des Meurons Option
 - More of a commuter system option.
 - We need a system for our children.
 - South of Vivian – diverter for cut through traffic on Des Meurons – feel local people will be opposed to this method.
 - Vivian has a light at St. Mary's and a diverter will need to understand it will effect traffic patterns at the light at Vivian and St. Mary's – short cutting needs a different path to get to get to St. Marys? What is the purpose of the street? For the neighbourhood or for a short cut? Commuters will not like it.
 - Between Regal and Avondale, make it a formal pathway.
 - Des Meurons is more of a direct route and there are more services for a commuters.
 - Des Meurons is better cleared in winter.

Segment 3

- Path under Fermor is planned (under a separate project)– help with pathway connections.

- Off-street pathway option
 - Interested in ensuring good design of path and make it look and work well.
- Greenway
 - Raised intersection combined with a traffic circle is needed to help slow traffic. The traffic circle on its own is not enough.
 - Snow removal can be an issue.
 - Local opposition is expected for the traffic diverter or traffic circles on streets.
 - Option to remove a diverter and add a raised crossing?
 - Greenway is not a commuter option and is a neighbourhood option. What is the intent of the path?
 - Still a real commuter option needed for this area and a greenway will not help.
 - No real formal bike network in this whole neighbourhood.
 - Separated lane is better and safer for kids than a greenway.
 - Do not like 4 way stops on St. George for cyclists.
 - Some stop signs have been removed to maintain a cycling speeds.
 - Where are kids coming from to go to St. George? Can we enhance an area that is a natural crossing point to the school?
 - What is the future plan for St. Annes? This bike path option is not solving the Ste. Annes issue for commuters

Segment 4

- Suggest an alternative Worthington East to Ste. Anne's Road west side to Bishop Grandin Greenway
- Raised speed tables an issue for emergency services and cannot be added and limited for treatments on Worthington.
- Motorized all-terrain vehicles use the Bishop Grandin pathway – is a safety/enforcement concern.
- Were any other road considered as a result of the emergency route?
 - Not many options are available.
- The greenway option will need good signage in order for people to use it. It is not intuitive.
- Good route to St. Vital Centre.
- If off-street path is being proposed on St. George, make it consistent on Worthington as well.
- Dakota High School had a berm proposed but far from study area, but ensure we connect well with the school.
- Good to see sidewalks widened and used as bike paths.
- Motorized wheel chairs are used by seniors in the area to connect to St. Vital Mall.