

**Pembina Highway from Grant Avenue to Osborne Street  
Pavement Rehabilitation & Buffered Bike Lane  
Public Engagement Summary**

Prepared for:  
**The City of Winnipeg**

Submitted by:  
**MMM Group Limited**

**June 2016**

**5516006**

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## 1.0 Introduction

The City of Winnipeg is in the process of rehabilitating Pembina Highway between Osborne Junction and south of the University of Manitoba. The work includes repairing travel lanes, sidewalks, and adding buffered bike lanes. The segments of Pembina Highway between University Crescent and Markham Road, between Plaza Drive and Chevrier Boulevard and between Kirkbridge Drive and Bairdmore Blvd were rehabilitated in 2013, 2014 and 2015 respectively. The next component of this project is the segment between Arbutnot Street (just south of Grant Avenue) and Osborne Street. Portions of Corydon Avenue and McMillan Avenue are also included. Construction is scheduled to begin in the spring of 2016 and be complete by the fall of 2017.

In order to inform the public about the project and gather the public's input, the project team organized and facilitated three stakeholder meetings, a Public Open House in April, 2016 and an online survey. This document summarizes the public engagement process and feedback received.

## 2.0 Stakeholder Meetings Summary

### 2.1 Stakeholder Meetings Statistics

**Dates:** April 6, 7 & 11, 2016

#### **Locations**

- Masonic Temple, 420 Corydon Avenue (April 6 & 7)
- Deaf Centre Manitoba, 285 Pembina Highway (April 11)

#### **Promotion**

The Stakeholder Meetings were promoted using the following methods:

- A newsletter was mailed to approximately 86 residents, landowners, and businesses along Pembina Highway in the project area, inviting them to a stakeholder meeting.
- Email versions of the newsletters/invites were sent to stakeholders and they were encouraged to share the invite with their networks.

#### **Attendees:**

##### **Meeting #1**

- Pembina Chrysler
- MPI
- City of Winnipeg, Universal Design
- Corydon BIZ
- Tomanita Holdings Ltd.
- Winnipeg Trails Association
- City of Winnipeg, Public Works

##### **Meeting #2**

- Accurate Lawn [2]
- City of Winnipeg, Transit
- Green Action Centre
- Property Owner
- Bike Winnipeg
- City of Winnipeg, Public Works

##### **Meeting #3**

- Manitoba Deaf Association
- Deaf Centre Manitoba [3]
- Resource Center for Manitobans who are Deaf-Blind
- City of Winnipeg, Universal Design
- City of Winnipeg, Public Works

## 2.2 Stakeholder Meetings Key Themes

At these meetings, the project team presented an overview of the Pembina Highway Pavement Rehabilitation and Buffered Bike Lane project to key stakeholders, providing an opportunity for open discussion about the design, encouraging participants to express their ideas, perspectives, and concerns for consideration by the design team.

The following key themes and concerns arose from the three meetings. Stakeholder meeting notes are included in Appendix A.

### Bike Lanes

- Concerns were raised regarding cyclist safety in the area including:
  - There is a potential conflict between southbound cyclist traffic on Pembina Highway and buses turning at Warsaw Avenue
  - If and how left-turns onto Osborne Street from Pembina Highway will be accommodated in the design
- Consider creating an accessible way for cyclists to cross Pembina Highway at Corydon Avenue in one movement, without dismounting.
- A bike box at Nassau Street would be ideal to facilitate safe turns for cyclists.
- The areas of Pembina Highway previously rehabilitated with buffered lanes added include plastic bollards as part of the buffer between vehicles and cyclists. There were concerns regarding the effectiveness, frequency, and maintenance of these bollards and how these issues will be managed in the future.
- Vehicles turning from Pembina Highway to Grant Avenue are able to make the turn at high speed due to the road geometry. This will be a safety concern for pedestrians and cyclists. Cutting back on the radius would slow traffic down, it was also suggested that providing multiple options for cyclists traveling southbound on Pembina Highway past Grant Avenue should be considered and are as follows:
  - Cyclists having the ability to travel straight through the intersection with traffic.
  - Creating a bike crossing beside the pedestrian crossing to create a similar feeling to a protected intersection.
  - Showing that active modes of transportations have priority over cars turning right by raising the cycling and pedestrian crossings.
- Consider designing the bike lane to be at a different grade than the sidewalk and the road at all transit stops to help demarcate the bike lane, increasing safety for cyclists and pedestrians.
- It was suggested that signage at Pembina Highway and Jessie Avenue will need to be very clear so that vehicles are aware that cyclists are traveling both northbound and southbound.
- Consider secure bike storage lockers or cages at bus stops.
- Explore the option of having bike crossings at the same locations as pedestrian crossings on Pembina Highway.
- Bike crossings should be distinguished from pedestrian crossings to increase safety.
- Creating consistent designs throughout the city with all future cycling and pedestrian facilities increases accessibility and safety.

## **Pedestrian Safety and Access**

- Vehicles turning from Pembina Highway onto Corydon Avenue are able to make the turn at high speed due to the road geometry. Reducing the turn radius was suggested to increase safety of pedestrians.
- Consider safer options for the crossing of the west side of Pembina Highway at Corydon Avenue.
- Signage is essential at bus stops to ensure the safety of both cyclists and pedestrians.
- Some people find the traffic signal at Pembina Highway and Warsaw Avenue is too short for pedestrians to easily cross Pembina Highway.
- The doors of transit shelters at the existing transit stops in the areas of Pembina Highway previously rehabilitated with buffered lanes added are too close to the bike lane, making it difficult for people to access and stay a safe distance from the bike lane. New transit shelters should be located in a way that eliminates this conflict.
- Ensuring that those who are deaf, blind or both are able to navigate the transit stop at the corner of Pembina Highway and Warsaw Avenue near the Deaf Centre of Manitoba (DCM). Also, promoting cyclists understanding the requirement for increased awareness at this location was suggested.
- The needs of those who are deaf or blind or both and those with mobility issues should be considered in the design of the project. This community indicated that consistency in the design of infrastructure (crosswalks, transit stops etc) was of key importance in learning to navigate these spaces.

## **Traffic and Parking**

- There were concerns with automobile traffic backing up on Corydon Avenue with vehicles turning right onto Nassau Street.
- The loss of street parking during construction was a concern for a business on Pembina Highway. They indicated that street parking is heavily used on Pembina Highway and Nassau Street and Garwood Avenue, east of Pembina Highway.

## **Amenities**

- Landscaping along Pembina Highway and at Osborne Junction would enhance the streetscape, making it more attractive.

## 3.0 Public Open House Summary

### 3.1 Public Open House

**Date and Time:** April 21, 2016, 4:00 P.M. – 7:00 P.M.

**Location:** River Osborne Community Centre, 101 Pembina Highway

**Number of Attendees:** 32

**Number of Completed Surveys:** 73 (21 paper submissions + 52 online submissions)

#### Promotion

The Public Open House was advertised using several methods:

- A newsletter was sent 22 stakeholders and they were encouraged to share the invite with their networks.
- Newspaper advertisements were published in the Canstar Metro on April 6, 2016, the Winnipeg Free Press on April 9, 2016 and the Metro on April 14, 2016.
- The event was advertised on the City of Winnipeg's Major Projects webpage.
- The event was advertised through the City of Winnipeg's social media networks (Facebook, Twitter) and emailed to 4,301 Public Engagement news subscribers on April 7, 2016.

The Public Open House included 14 presentation boards (Appendix B) and large format table maps of the functional design. Feedback was recorded through a survey (Appendix C), which was also posted online so people could provide their responses later or others who could not attend could provide feedback.

The Public Open House provided an opportunity for the public to meet with the project team and have their questions answered. It also allowed the project team to learn about any issues, concerns or ideas the public may have related to the project.

The goals of the Public Open House were to:

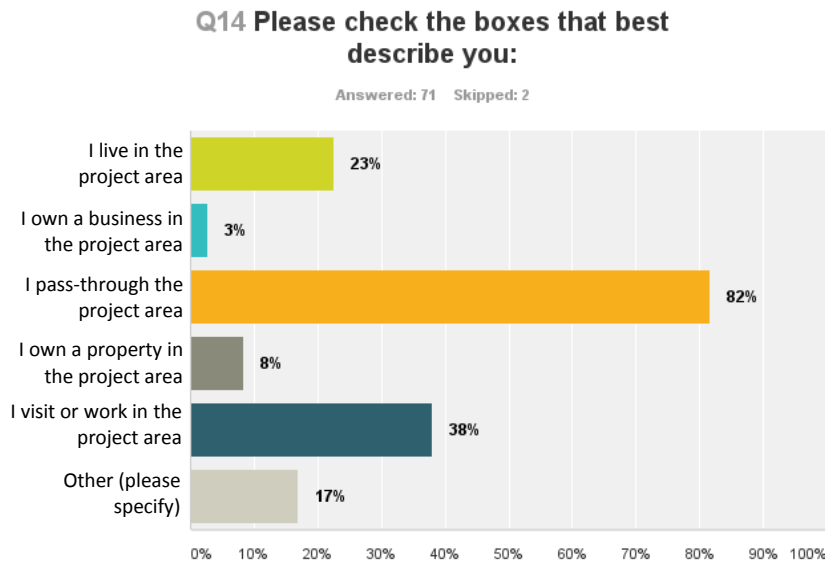
- Introduce the project.
- Provide an opportunity to share any specific interests and/or concerns regarding the project.
- Provide an opportunity to pose questions to members of the project team.
- Encourage feedback through written and online comments.

### 3.2 Survey Feedback – About the Respondents

This section presents responses to survey questions relating to the respondent themselves.

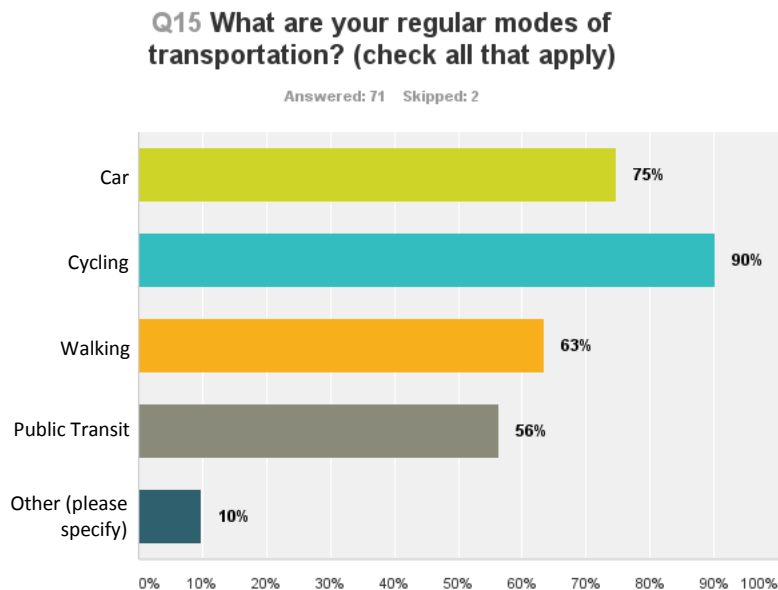
The survey inquired about participant's relationship to the project. Of the 73 responses, approximately **82%** indicated that they would be best described as someone who passes through the project area; **38%** visit or work in the project area; **23%** live in the project area and **17%** indicated other, which included those who use the River Osborne Community Centre,

those who use Pembina Hwy for their bike commute and cyclists who avoid the area (see: **Figure 1**).



**Figure 1: Description of Survey Respondents**

Respondents were asked to identify their regular modes of transportation, with the option to select as many modes as applicable. Approximately **90%** identified as cyclists; **75%** as car users; **63%** as pedestrians **56%** as public transit users and **10%** indicated other, which included car sharing and descriptions of their transportation modal split (see: **Figure 2**). Note total percentage will exceed 100% due to the option to select multiple responses.

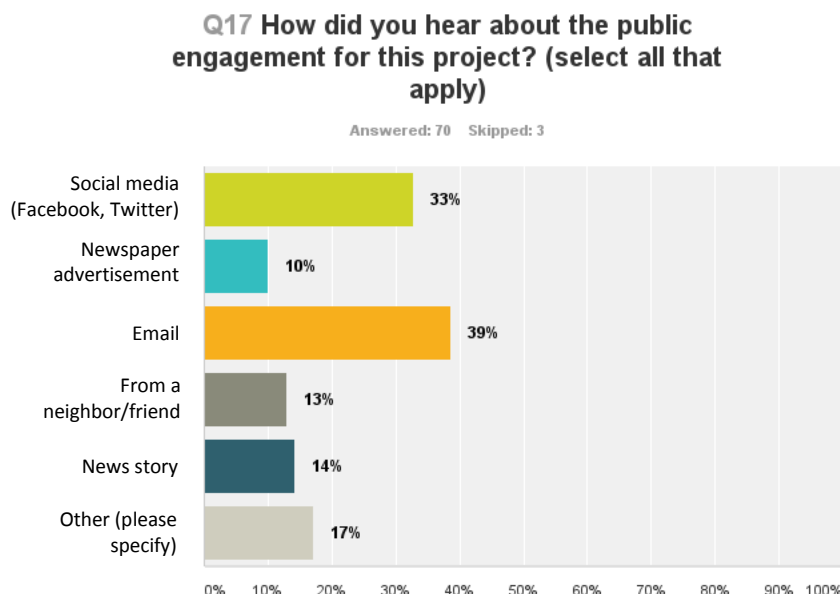


**Figure 2: Regular Modes of Transportation**

When asked how they heard about the Public Open House, with the opportunity to select as many options as applicable, approximately **39%** indicated that they found out by email; **33%** through social media (Facebook, Twitter); **14%** through a news story and **17%** indicated other,



which included the City of Winnipeg website and cycling advocacy organizations (see: **Figure 3**). Note total percentage will exceed 100% due to the option to select multiple responses.



**Figure 3: Public Engagement Notification**

### 3.3 Survey Feedback - Common Themes

Respondents were also asked to comment openly about the following project-related topic areas:

- Road and/or sidewalk rehabilitation
- Buffered bike lanes and/or intersection designs
- Parking and/or transit stop reconfiguration

The following section highlights the common themes that arose within these topic areas in the online survey and in comments received by email. Verbatim comments from all survey respondents are included in Appendix D.

An overarching theme throughout the responses was that driver and cyclist education is essential to the success of the project. Improved directional signage and educational materials were suggested to help to educate cyclists and drivers about proper use of buffered bike lanes.

#### **Road and/or Sidewalk Rehabilitation**

##### **Ensure Bike Lanes and Sidewalks are Well-maintained, Year-round**

- Respondents indicated that road and sidewalk conditions are currently in disrepair.
- There is a need for year-round maintenance of bike lanes and sidewalks. This includes keeping bike lanes and sidewalks clear of snow in the winter and clear of sand, gravel, and debris throughout the year.
- Pot holes and damaged concrete is dangerous for cyclists. It is important that the bike lane is maintained so that it does not fall into disrepair.

- Curbs should be designed so that rainfall drains to the median to avoid flooding in bike lanes.

### **Private and Public Approaches**

- There are currently a high number of private and public approaches on Pembina Highway. Consider evaluating the need for each of them (some properties have multiple approaches), as they are extremely dangerous to cyclists. Many drivers do not look before turning right and/or are not aware of the bike lane.
- Educational programs related to the safe use of cycling lanes for drivers and cyclists should highlight the potential for collisions at approaches.
- It is important to increase the visibility of cyclists at private approaches and road intersections on Pembina Highway. This could be achieved by painting the bike lane green in these conflict areas.

### **Buffered Bike Lanes and/or Intersection Designs**

#### **Support for Protected Bike Lanes**

- Participants indicated a preference towards fully protected bike lanes rather than buffered bike lanes for cyclist safety.
- The Assiniboine Avenue cycle track and the Sherbrook Street cycle track are considered high quality bike facilities and should provide guidance on the design of new bike facilities throughout Winnipeg.
- Consider separating the bike lane from vehicle traffic by designing a raised concrete bike lane with a curb to protect cyclists and improve land drainage.

#### **Buffered Bike Lanes**

- Consider painting the entire bike lane (green).
- Plastic bollards are not a great form of separation as they disappear over time, thereby removing the buffer between cyclists and vehicle traffic.
- Buffered bike lanes do not make it feel safer or increase ridership.
- If bollards are the only way to separate the bike lane from vehicle traffic, the bollards should be kept in place year-round and maintained.

#### **Connectivity of Bike Lanes**

- Gaps in the cycling network make it less user-friendly, less safe, and inaccessible for many riders.
- Consider continuing the two-way bike lane on southbound Pembina Highway. Cyclists will end up continuing southbound on the wrong side of the road. Consider making the crossing at Corydon Avenue instead, by widening the existing sidewalk that crosses there.
- If a two-way bike lane must change to a one-way bike lane, clearly marked signage indicating the change is essential.
- If cyclists must leave the buffered bike lane and re-enter mixed traffic, clearly marked signage indicating the change is essential.

## **Intersection Improvements**

- There was concern that automobiles are able to make right turns from Pembina Highway to Corydon Avenue and Grant Avenue at high speed turns, which is dangerous for cyclists and pedestrians.
- Consider extending traffic signal timing to allow cyclists and pedestrians to cross Pembina Highway more safely.
- Concerns about the removal of the pedestrian crossing from Corydon Avenue at the Osborne Street / Pembina Highway intersection.
- A formalized left-turn off of northbound Osborne Street to McMillan Avenue would make this turn much more convenient for cyclists.
- Important to ensure the design provides a safe left turn for cyclists at the intersection of Pembina Highway and Wardlaw Avenue.

## **Support for Bike Boxes**

- Generally, respondents provided positive feedback regarding the inclusion of bike boxes in the design.
- Clear signage is important for the success of bike boxes.
- It would be important to educate cyclists and drivers about bike boxes before and during implementation.

## **Parking and/or transit stop reconfiguration**

### **Reconsider the Design around All Bus Stops**

- The existing design of bus stops creates conflict between cyclists and transit riders. Consider separating bus stops from sidewalks with an elevation change between the pedestrian areas and the bike lane.
- Additional signage and a painted bike lane could help differentiate the sidewalk from the bike lane.
- There should be no bus shelters or benches on the islands. Rather they should be moved further back onto the boulevard, behind the bike lane, to improve visibility.

### **Support for Removal of All On-Street Parking Along Pembina**

- Consider removing all on-street parking from Pembina Highway, as parked cars force cyclists to merge into vehicle traffic, creating a more challenging and less safe cycling experience.
- If on-street parking must remain, including the bike lane between the parking lane and boulevard would help maintain parking and allow for separated and protected cycling infrastructure (similar to Sherbrook Street).

# APPENDIX A

## STAKEHOLDER MEETING NOTES



**Date:** April 11, 2016  
**Date of meeting:** April 6, 2016  
**Location:** Masonic Temple – 420 Corydon Avenue  
**Purpose:** 5516006 Pembina Highway Pavement Rehabilitation and Bike Lane Stakeholder Meeting  
**Author:** MMM Group

**Attendees:**

Pembina Chrysler  
 MPI  
 City of Winnipeg, Universal Design  
 Corydon BIZ  
 Tomanita Holdings Ltd.  
 Winnipeg Trails Association  
 City of Winnipeg, Public Works  
 MMM Group

Item	Details
1.0	<b>Transit Shelter</b> <ul style="list-style-type: none"> <li>➤ Has there been any consideration for where the door of transit shelters will be located?               <ul style="list-style-type: none"> <li>○ The preference would be to have it on the side of the shelter, rather than exiting into the bike lane.</li> <li>○ It is dangerous exiting onto the bike lane, but there also issues with wind from side doors.</li> <li>○ Project Team will ask Transit at session tomorrow.</li> </ul> </li> </ul>
2.0	<b>Bike Lanes</b> <ul style="list-style-type: none"> <li>➤ Concern about coming south bound on Pembina and busses turning onto Warsaw.               <ul style="list-style-type: none"> <li>○ Will require a bike signal.</li> </ul> </li> <li>➤ How will bicycles turn left onto Osborne?</li> <li>➤ Will have to cross like a pedestrian on Corydon.</li> <li>➤ This will be most common turning movement.</li> <li>➤ Trying to encourage people to take Nassau may not work, people will still want to turn – a bike box would be great there.</li> </ul>
3.0	<b>Traffic</b> <ul style="list-style-type: none"> <li>➤ Is it possible to extend the cycle of light in between the two Pembina Chrysler dealership sites?               <ul style="list-style-type: none"> <li>○ Project Team will discuss with Traffic Signals.</li> </ul> </li> <li>➤ The right turn onto Corydon from Pembina currently encourages drivers to go at speed.</li> </ul>

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details
	<ul style="list-style-type: none"> <li>○ Is it possible to focus on slowing vehicles to make it safer for pedestrians?</li> </ul>
	<p><b>Pedestrian Facilities</b></p> <ul style="list-style-type: none"> <li>➤ Manitoba Centre of the Deaf residents find it challenging to cross Pembina at Warsaw.           <ul style="list-style-type: none"> <li>○ Signal needs to be longer.</li> </ul> </li> <li>➤ Can the pedestrian crossing at McMillan and Osborne be re-aligned?</li> </ul>
	<p><b>Construction Process</b></p> <ul style="list-style-type: none"> <li>➤ Where will the repaving connect on Corydon?           <ul style="list-style-type: none"> <li>○ Picking up from where the sidewalk was left off at Nassau on both sides – from Nassau to Osborne.</li> </ul> </li> <li>➤ Ensure notification for closures</li> <li>➤ Keep one entrance/egress open at all times</li> <li>➤ Signage will be provided as necessary</li> </ul>
	<p><b>Amenities</b></p> <ul style="list-style-type: none"> <li>➤ Is there room for landscaping?           <ul style="list-style-type: none"> <li>○ Simple things like flower beds help people appreciate the project and changes to the street.</li> </ul> </li> </ul>
	<p><b>Presentation Materials</b></p> <ul style="list-style-type: none"> <li>➤ Please show pedestrian crossings from sidewalk on all presentation materials.</li> <li>➤ Existing bus stop on Nassau not shown (only the relocated one)</li> </ul>

**Date:** April 11, 2016  
**Date of meeting:** April 7, 2016  
**Location:** Masonic Temple – 420 Corydon Avenue  
**Purpose:** 5516006 Pembina Highway Pavement Rehabilitation and Bike Lane Stakeholder Meeting  
**Author:** MMM Group

**Attendees:**

Accurate Lawn [2]  
 City of Winnipeg, Transit  
 Green Action Centre  
 Property Owner  
 Bike Winnipeg  
 City of Winnipeg, Public Works

Item	Details
1.0	<p><b>Construction Process</b></p> <ul style="list-style-type: none"> <li>➤ Will the northbound lanes be open while the southbound lanes are being constructed?               <ul style="list-style-type: none"> <li>○ Yes, however, there may be some interruption at the medians.</li> </ul> </li> <li>➤ Will there be on-street parking during construction?               <ul style="list-style-type: none"> <li>○ There will not be on-street parking available during construction on the direction of which construction is taking place. Parking will be available along northbound Pembina while construction along southbound Pembina is ongoing.</li> </ul> </li> <li>➤ There are a lot of employees that park along Nassau St. N/Garwood Ave. Extra construction workers will add to parking pressure.               <ul style="list-style-type: none"> <li>○ Construction workers will be encouraged to park within the construction zones.</li> </ul> </li> <li>➤ Can customers park on the boulevard in front of Accurate Lawn during construction?               <ul style="list-style-type: none"> <li>○ No parking within the construction zone (by others) will be permitted.</li> </ul> </li> <li>➤ Will the workers be working longer shifts to get the project done faster?               <ul style="list-style-type: none"> <li>○ Workers will be working within regular construction hours, which are long days. There is a lot of residential development in the area to be mindful of.</li> </ul> </li> <li>➤ During water main construction, both of Accurate Lawn's accesses were closed when they were told they would not be. How will you mitigate that?               <ul style="list-style-type: none"> <li>○ If both accesses need to be closed, which will be limited, the project team will communicate with Accurate Lawn in advance of any closings to discuss possible solutions.</li> </ul> </li> <li>➤ After Corydon was resurfaced in front of my building, the water pooled in front of the building and the City said it was too late to do anything about it.               <ul style="list-style-type: none"> <li>○ After one full seasonal cycle, we do an inspection and anything that was done</li> </ul> </li> </ul>

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Item	Details
	incorrectly gets fixed under warranty.
2.0	<p data-bbox="240 352 394 380"><b>Bike Lanes</b></p> <ul style="list-style-type: none"> <li data-bbox="289 405 1130 432">➤ Will the bollards be more substantial than on south Pembina?           <ul style="list-style-type: none"> <li data-bbox="386 453 1398 480">○ They will be the same as before to maintain consistency along the corridor.</li> </ul> </li> <li data-bbox="289 506 1466 569">➤ Have you received any feedback on the bollards? I find them to be very flimsy and spaced too far apart. I wouldn't use those bike lanes with my family.</li> <li data-bbox="289 590 1466 684">➤ The Green Action Centre did a community survey at U of M and I will have a look through the comments to see if there is anything relating to the bollards and send them to the project team.</li> <li data-bbox="289 705 946 783">➤ Will there be any warnings at the intersections?           <ul style="list-style-type: none"> <li data-bbox="386 751 915 779">○ The project team is exploring options.</li> </ul> </li> <li data-bbox="289 804 1466 867">➤ Often the bollards get taken out and damaged in the winter, is there a long term solution for maintaining the bollards?</li> <li data-bbox="289 888 927 915">➤ Please increase the frequency of the bollards.</li> <li data-bbox="289 936 1466 1031">➤ Make it accessible, and legal, for cyclists to cross Pembina Hwy. on Corydon Ave. in one movement. This will make it possible to turn right on to Osborne St. and when cars are stopped at the red light, cyclists can get ahead of vehicles and clear the underpass.</li> <li data-bbox="289 1052 1211 1079">➤ It makes sense to go straight across Pembina Hwy. at Warsaw Ave.</li> <li data-bbox="289 1100 1466 1377">➤ Pembina at Grant is a high speed right turn. Cutting back on the radius would slow traffic down. Also, provide two options for cyclists:           <ul style="list-style-type: none"> <li data-bbox="386 1182 1089 1209">○ One option is to go straight through with traffic; and</li> <li data-bbox="386 1230 1466 1293">○ The second option is to share the crossing with pedestrians and create a similar feeling as a protected intersection.</li> <li data-bbox="386 1314 1466 1377">○ Show that the cyclists and pedestrians have priority over the cars turning right by raising the crossing.</li> </ul> </li> <li data-bbox="289 1398 1466 1493">➤ At bus stops, would it be possible to have the bike lane at a different level than the sidewalk and road to make it feel different and make people aware that it is a bike lane?</li> <li data-bbox="289 1514 1466 1577">➤ Signage at Pembina Highway and Jessie Ave. will have to be very clear so vehicles are aware that cyclists are going both ways.</li> <li data-bbox="289 1598 773 1625">➤ Look at bike storage at bus stops.</li> <li data-bbox="289 1646 1216 1673">➤ Look at putting bike crossings where there are pedestrian crossings.</li> </ul>
3.0	<p data-bbox="240 1705 329 1732"><b>Traffic</b></p> <ul style="list-style-type: none"> <li data-bbox="289 1753 1433 1829">➤ Concern with traffic backing up on Corydon Ave. with people turning right on Nassau.           <ul style="list-style-type: none"> <li data-bbox="386 1808 402 1835">○</li> </ul> </li> </ul>

Any omissions or errors in these notes should be forwarded to the author immediately.



**Date:** April 15, 2016  
**Date of meeting:** April 11 2016  
**Location:** Deaf Centre Manitoba,  
 285 Pembina Highway

**Purpose:** 5516006 Pembina Highway Pavement  
 Rehabilitation and Bike Lane  
 Stakeholder Meeting  
**Author:** MMM Group

**Attendees:**

Manitoba Deaf Association  
 Deaf Centre Manitoba [3]  
 Resource Center for Manitobans who are Deaf-Blind  
 City of Winnipeg, Universal Design  
 City of Winnipeg, Public Works

Item	Details
1.0	<p><b>Construction Process</b></p> <ul style="list-style-type: none"> <li>➤ What is the length of the reconstruction?               <ul style="list-style-type: none"> <li>○ Approximately 1.2 kilometers</li> </ul> </li> <li>➤ What is the time frame?               <ul style="list-style-type: none"> <li>○ Construction is anticipated to start this spring/summer on the Pembina Highway southbound lanes and approaches and northbound median lane. Beginning in spring 2017, the remaining northbound lanes and approaches will be started along with Corydon Avenue at Osborne Street. Construction is expected to be completed by fall 2017.</li> </ul> </li> <li>➤ Warsaw will be a critical intersection; do you have details for that intersection?</li> <li>➤ What will be the priorities? It would be important to see the priority schedule and design.               <ul style="list-style-type: none"> <li>○ Priority schedule is out of our scope Southbound Pembina will be the priority in 2016, and northbound Pembina in 2017.</li> </ul> </li> <li>➤ What will change if anything at Confusion Corner?               <ul style="list-style-type: none"> <li>○ The existing traffic signal will be removed and the associated crossing. This is to accommodate the road curvature to be made safer. The pedestrian crossing will be made more direct. That being said, the median will be made wide.</li> </ul> </li> <li>➤ To clarify, Confusion Corner is the only place that major changes are occurring?               <ul style="list-style-type: none"> <li>○ MMM will be working with the existing design, we aren't fixing/redesigning Confusion Corner.</li> </ul> </li> <li>➤ My concern is the timeline. Will you be able to present any changes discussed today at the open house?               <ul style="list-style-type: none"> <li>○ The open house will present what we are showing today. A lot of today's discussion will impact the detailed design. Other groups such as the light and</li> </ul> </li> </ul>

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details
	<p style="text-align: center;">AT will also have to look at it.</p> <ul style="list-style-type: none"> <li>➤ My concern is that it could go to tender before it is addressed. How will we see the changes before it is built?</li> </ul>
2.0	<p><b>Bike Lanes</b></p> <ul style="list-style-type: none"> <li>➤ Will it be a one-way bike lane or two-way?           <ul style="list-style-type: none"> <li>○ There will be two-way protected bike lanes on northbound Pembina Highway between Warsaw Avenue and Osborne Street and everything else will be one-way.</li> </ul> </li> <li>➤ Are the bike lanes asphalt or concrete?           <ul style="list-style-type: none"> <li>○ The bike lanes will be asphalt.</li> </ul> </li> <li>➤ Can you please explain the part that will be bi-directional?</li> <li>➤ Will the bike lane on Nassau remain or will it be removed because of the new lanes?           <ul style="list-style-type: none"> <li>○ It will remain in place and the new lane will connect to it.</li> </ul> </li> <li>➤ What is the width between the edge of the bike lane and curb? You will need to have room for the bus ramp.           <ul style="list-style-type: none"> <li>○ This design has accounted for the bus ramp and will be wider than previous projects.</li> </ul> </li> <li>➤ Will there be any indicators on the pavement or sidewalk to let you know there is a bus stop?           <ul style="list-style-type: none"> <li>○ There will be some form of indicator which is still being determined.</li> </ul> </li> <li>➤ Will every bus stop in the study area be designed the way you are showing it?           <ul style="list-style-type: none"> <li>○ Yes, on both sides.</li> </ul> </li> <li>➤ Will there be a bike lane at Harrow and Warsaw where the bus stop is on the island? There is no need to make the bike lane on the island.           <ul style="list-style-type: none"> <li>○ There will be a bike lane being installed behind the bus stop similar to the other bus stops along Pembina. This location is where the proposed buffered bike lane will connect to existing cycling facilities along Warsaw Avenue and Nassau Avenue.</li> </ul> </li> <li>➤ Will there be a bike lane going behind the bus stop on Warsaw at Nassau?           <ul style="list-style-type: none"> <li>○ Yes, it will be the same as the other bus stops along Pembina Highway where a buffered bike lane has been installed.</li> </ul> </li> <li>➤ Has there ever been thought of a warning/rumble strip to warn cyclists?           <ul style="list-style-type: none"> <li>○ Yes, but we heard they weren't very effective because people didn't know what they were for.</li> <li>○ So this will be good for an educational campaign.</li> </ul> </li> <li>➤ How much wider is the two-way bike lane compared to one-way?           <ul style="list-style-type: none"> <li>○ We haven't figured out the exact details but approximately 1 meter wider.</li> </ul> </li> <li>➤ Need something to distinguish the bike crossing from the pedestrian crossing if they</li> </ul>

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details
	<p>are parked at Warsaw.</p> <ul style="list-style-type: none"> <li>○ An example would be Granite Way at Osborne</li> <li>➤ I think this room would appreciate more opportunity for the details with the Warsaw intersection. The key is consistency.             <ul style="list-style-type: none"> <li>○ We could share the design detail and get additional feedback</li> </ul> </li> <li>➤ The access advisory committee's biggest message is consistency. Once we get it right we need to do it that way every time.</li> <li>➤ Media could do a 60 second blurb on how the transit stops work.</li> </ul>
3.0	<p><b>Accessibility</b></p> <ul style="list-style-type: none"> <li>➤ There are people who can only see straight ahead and cyclists don't know that visually impaired people are getting off of the bus.             <ul style="list-style-type: none"> <li>○ City is looking at more signage                 <ul style="list-style-type: none"> <li>▪ It will be good to have the Deaf/Blind community invited to the City's meetings.</li> </ul> </li> </ul> </li> <li>➤ Want to point out the DCM platform. The CNIB building wouldn't allow bikes to cut up on the sidewalk, why would the DCM allow for that?</li> <li>➤ Within DCM we have many different groups. With the daycare we don't have any concern. We also don't see a concern with personal care home. For the Deaf-Blind community we have a significant concern.             <ul style="list-style-type: none"> <li>○ We appreciate the potential conflict and will look at considerations such as signage or lighting</li> </ul> </li> <li>➤ Who will educate the cycling community? Signs will be good but will they read them?             <ul style="list-style-type: none"> <li>○ Pembina is a pilot project. I think with each step, safety will improve.</li> </ul> </li> <li>➤ I hope that there will be a campaign for an education once the lanes are put in place.</li> <li>➤ Does the crossing by the Legislature work?             <ul style="list-style-type: none"> <li>○ It works for the accessibility community</li> <li>○ It works for the AT community</li> </ul> </li> <li>➤ Outside this building needs fibro tactile</li> <li>➤ Is the survey online accessible to screen readers?</li> <li>➤ I understand that time is of the essence but not everyone's first language is English and I would like to have an opportunity to meet and go through the survey.</li> <li>➤ These groups will be available at a moment's time to see what is being proposed. These are life decisions not user decisions.             <ul style="list-style-type: none"> <li>○ Safety, consistency and assurance that it will be built. Once it is built these can't be changed.</li> </ul> </li> </ul>
4.0	<p><b>Pedestrian Safety/Access</b></p> <ul style="list-style-type: none"> <li>➤ It is very difficult and unsafe to cross the west side of Pembina and Corydon.</li> </ul>

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details
	<ul style="list-style-type: none"> <li>➤ Can't the city look at not turning on red at Pembina and Corydon?               <ul style="list-style-type: none"> <li>○ When we look at that corner, we will look at options to make it safer.</li> </ul> </li> <li>➤ One of the issues on Osborne is that you can't activate the signals from the median if you can only make it halfway.</li> </ul>
5.0	<b>Other</b> <ul style="list-style-type: none"> <li>➤ Why can the parking authority check for cars but never go after the cyclists on the sidewalk?</li> <li>➤ It would be nice if all your information could be given and I can share it with different groups.               <ul style="list-style-type: none"> <li>○ All this information is online along with a survey.</li> </ul> </li> </ul>

# **APPENDIX B**

## **PRESENTATION BOARDS**



Pembina Highway from Grant Avenue to Osborne Street

# Pavement Rehabilitation & Buffered Bike Lane

April 21, 2016

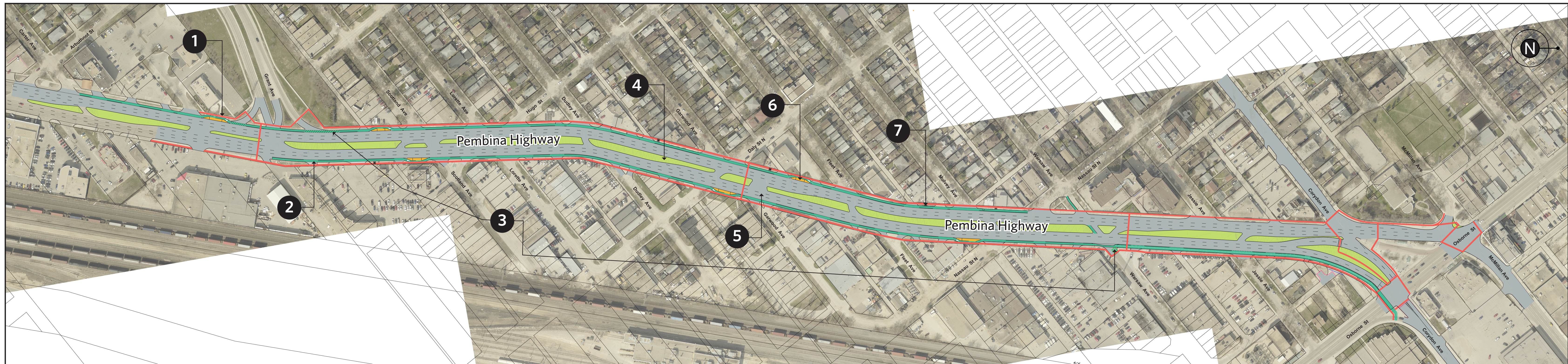
Welcome

Please complete and submit a comment sheet prior to leaving or complete it online at:








[winnipeg.ca/PembinaRehab](http://winnipeg.ca/PembinaRehab)

# Project Area

The City of Winnipeg is adding buffered bike lanes and rehabilitating Pembina Highway between Arbutnot Street (just south of Grant Avenue) to, and including a portion of, Corydon Avenue at Osborne Street.



**LEGEND**

- 1  New Sidewalk
- 2  New Bike Lane
- 3  Coloured Bike Lane
- 4  Centre Median
- 5  Travel Lanes
- 6  Transit Stop
- 7  Bike Parking

# Pembina Highway Existing and Future Bike Lanes

» This project is a component of the overall Pembina Highway resurfacing and buffered bike lane project.

## 1. EXISTING BICYCLE FACILITY

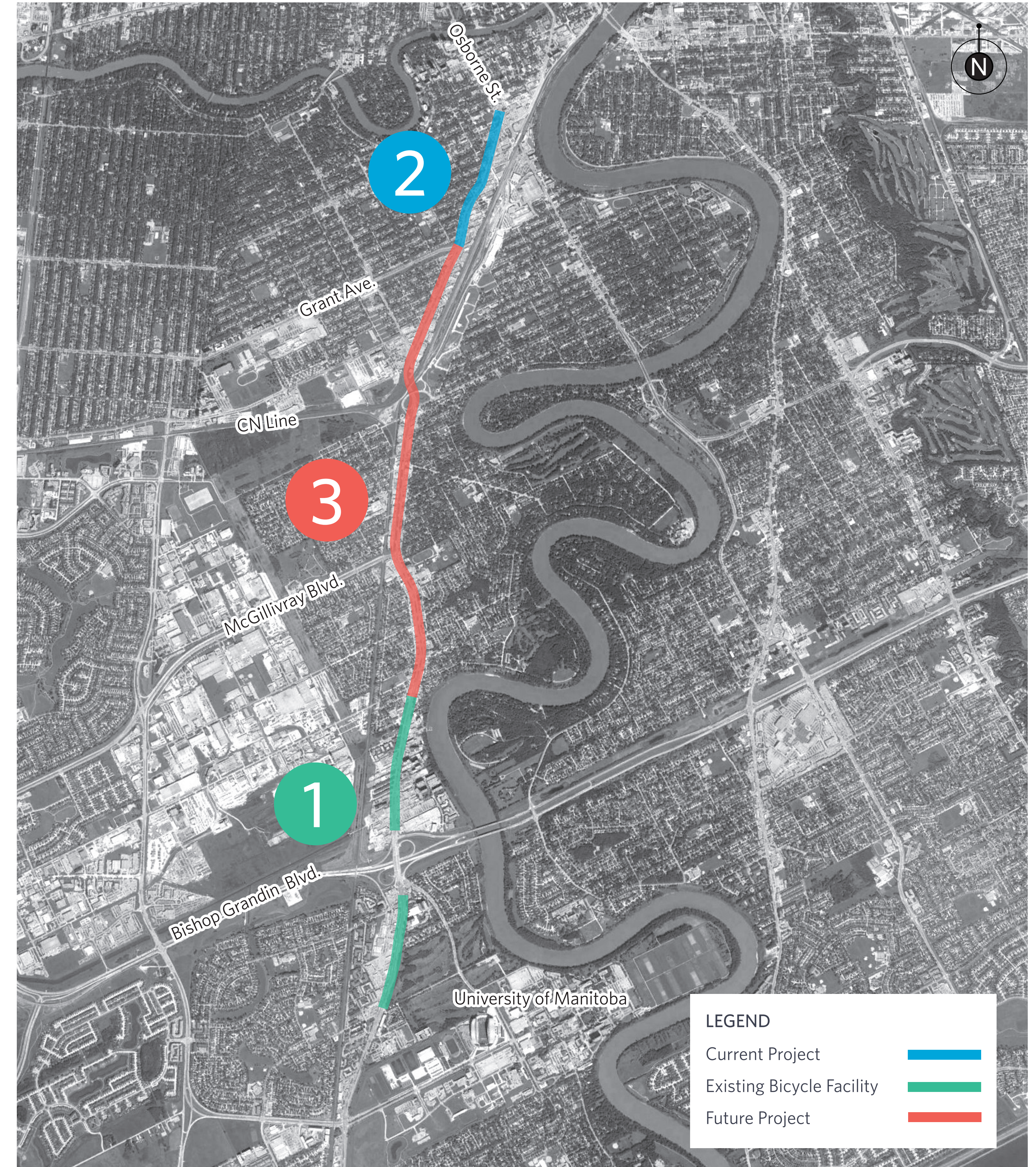
» The southern components, between University Crescent and Markham Road and between Plaza Drive and Chevrier Boulevard, were completed in 2013/2014.

## 2. CURRENT PROJECT

» This project extends the buffered bike lane on Pembina Highway from Osborne Street to Grant Avenue.

## 3. FUTURE PROJECTS

» Future projects will complete the connection between Chevrier Boulevard and Grant Avenue. The section between Point Road and Stafford Street is currently planned to be completed as part of the proposed BRT extension project, which will include a new underpass of the CN rail line.





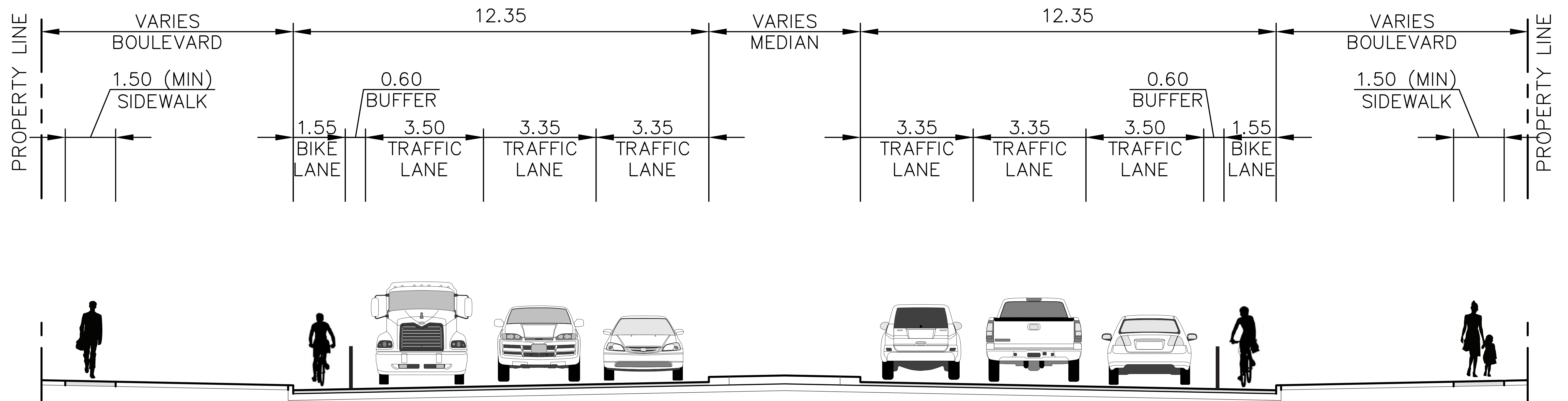
## Road and Sidewalk Rehabilitation and Reconstruction

- » Most of the work will involve rehabilitation, while some areas will require reconstruction. Rehabilitation involves various degrees of pavement, curb and sidewalk repair. Reconstruction includes the removal and installation of asphalt and concrete pavement, approaches, curbs and sidewalks. Travel lanes will be re-aligned to ensure consistent widths throughout the project area.

## Construction of Buffered Bike Lane

- » The construction of buffered bike lanes involves creating a bicycle lane buffered from the road by bollards to increase rider comfort and safety.

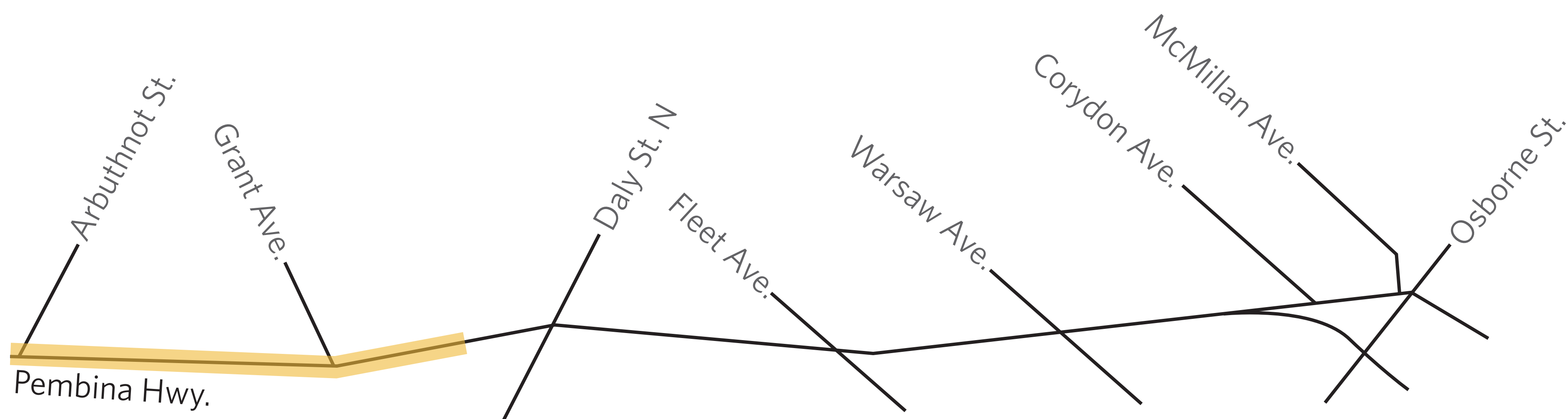
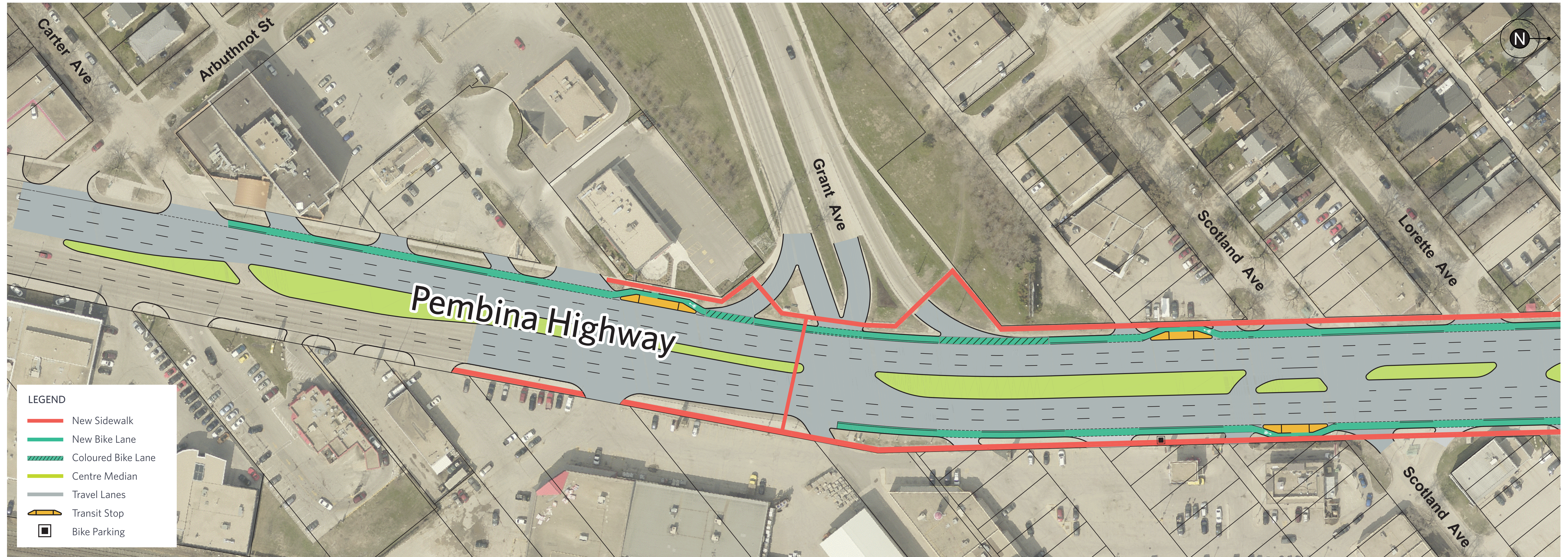
The additional space required for the bike lanes and travel lane adjustments will be taken from the centre median. There will be some property required adjacent to the northbound lanes of Pembina Highway north of Jessie Avenue. This will provide geometrical improvement to the roadway increasing safety for vehicles and cyclists.



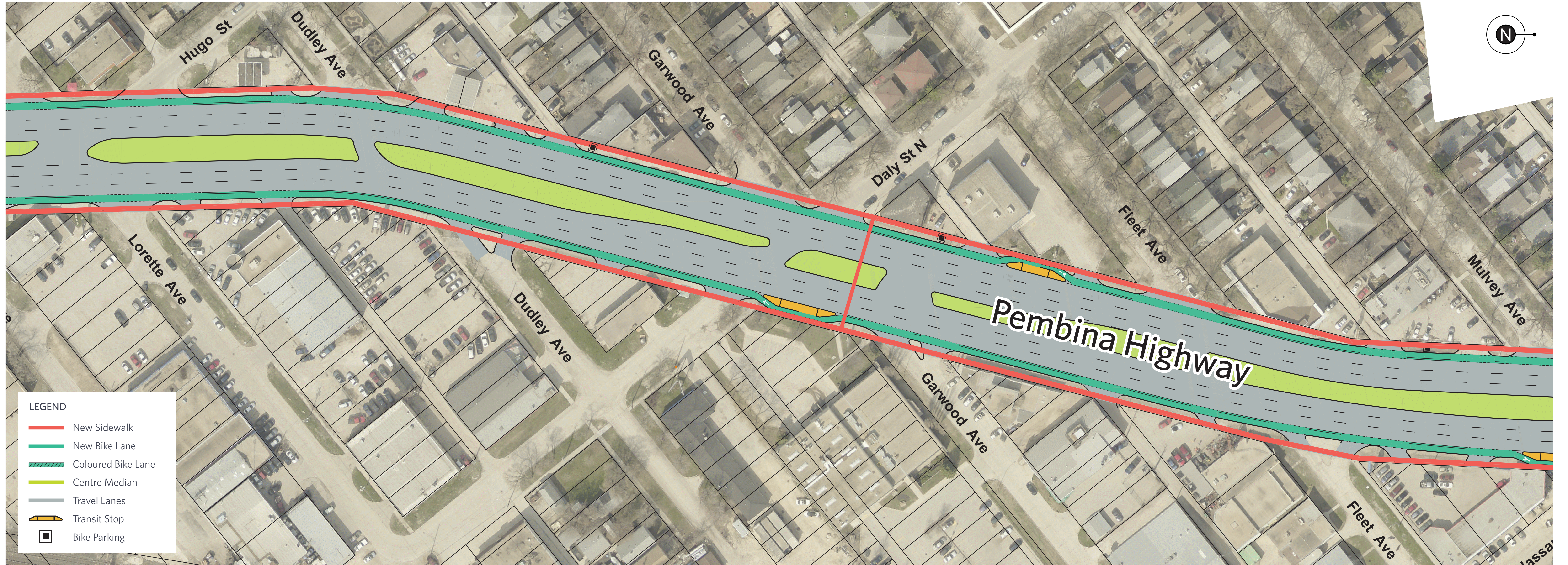
## TYPICAL CROSS SECTION

Pembina Highway

# Functional Design

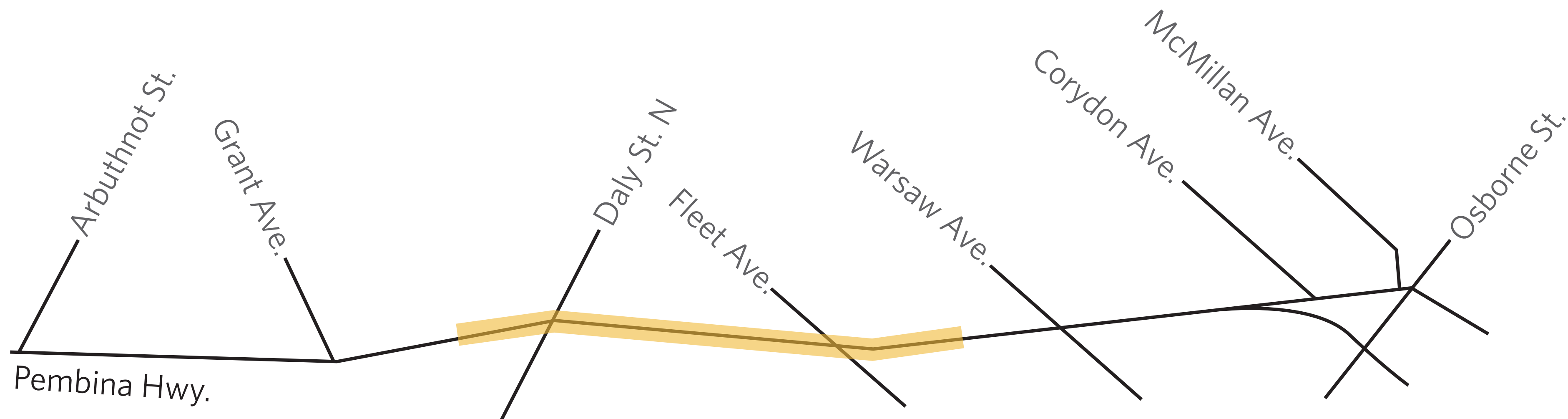


# Functional Design

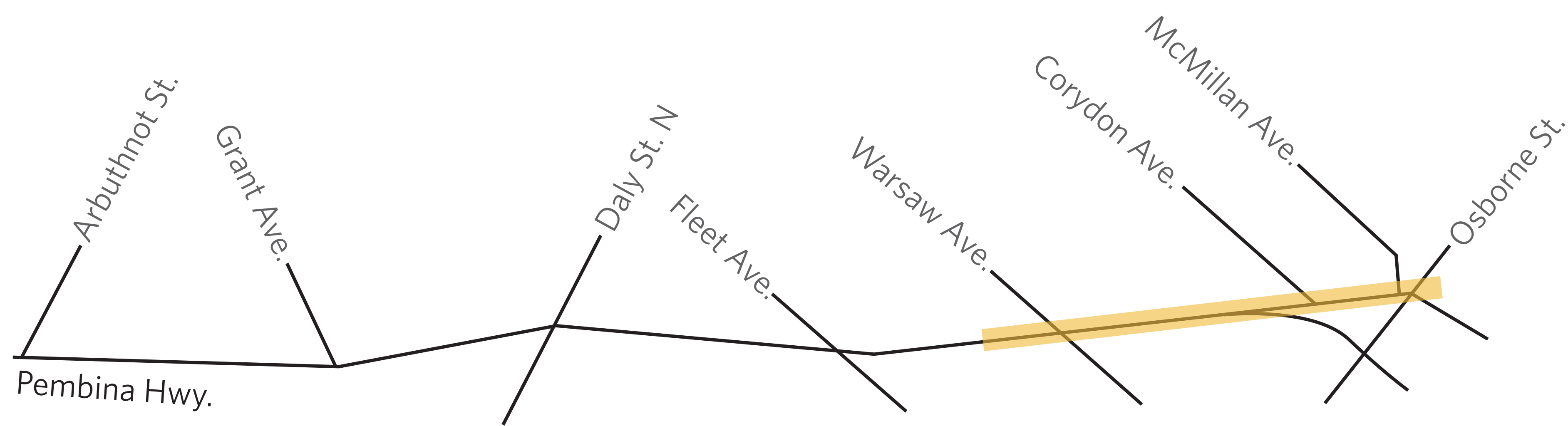
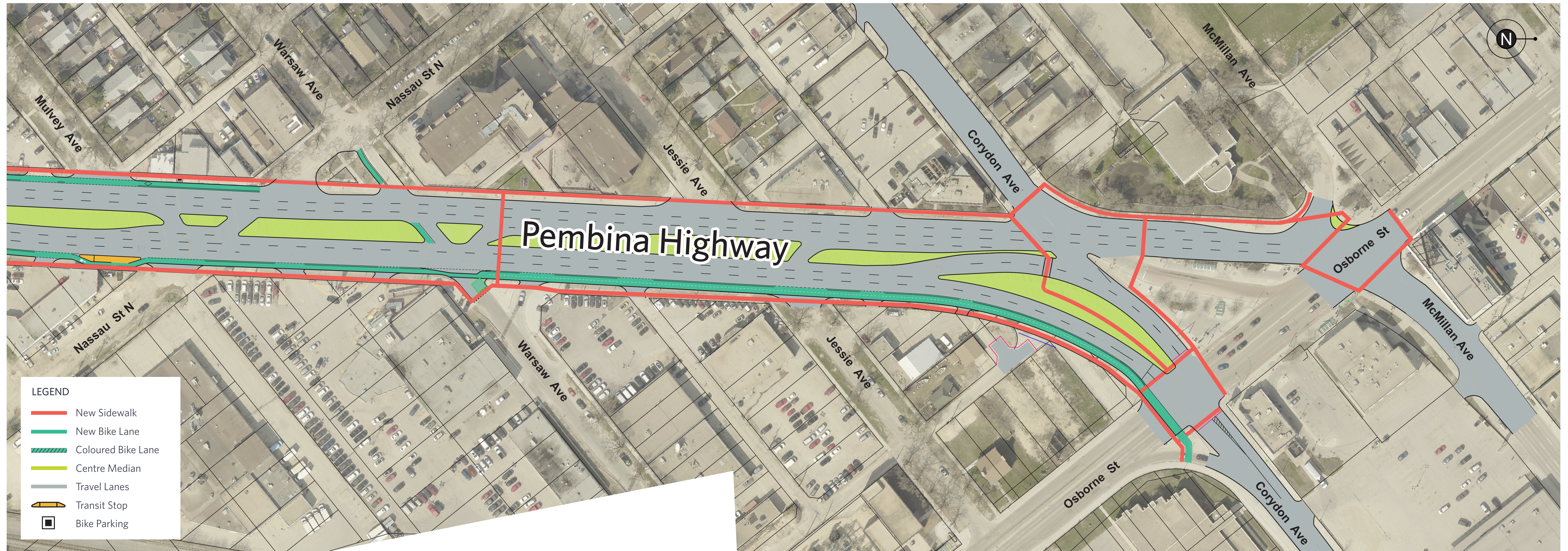


**LEGEND**

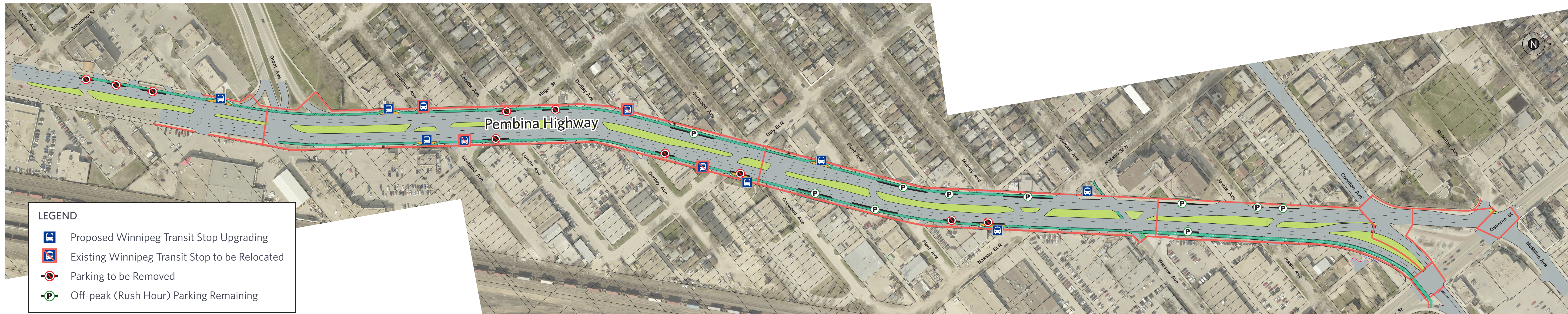
- New Sidewalk
- New Bike Lane
- Coloured Bike Lane
- Centre Median
- Travel Lanes
- Transit Stop
- Bike Parking



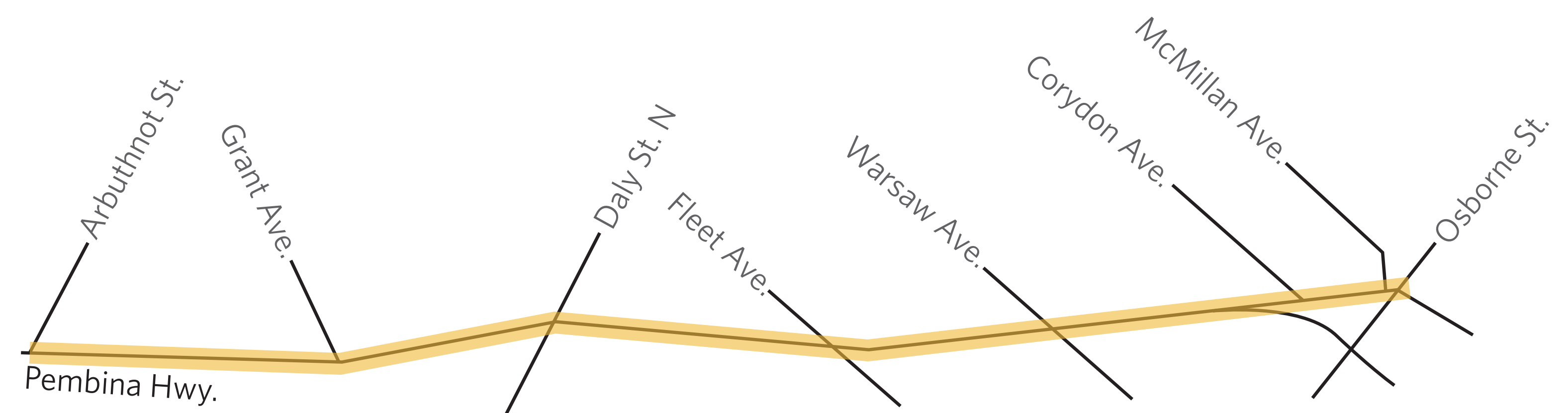
# Functional Design

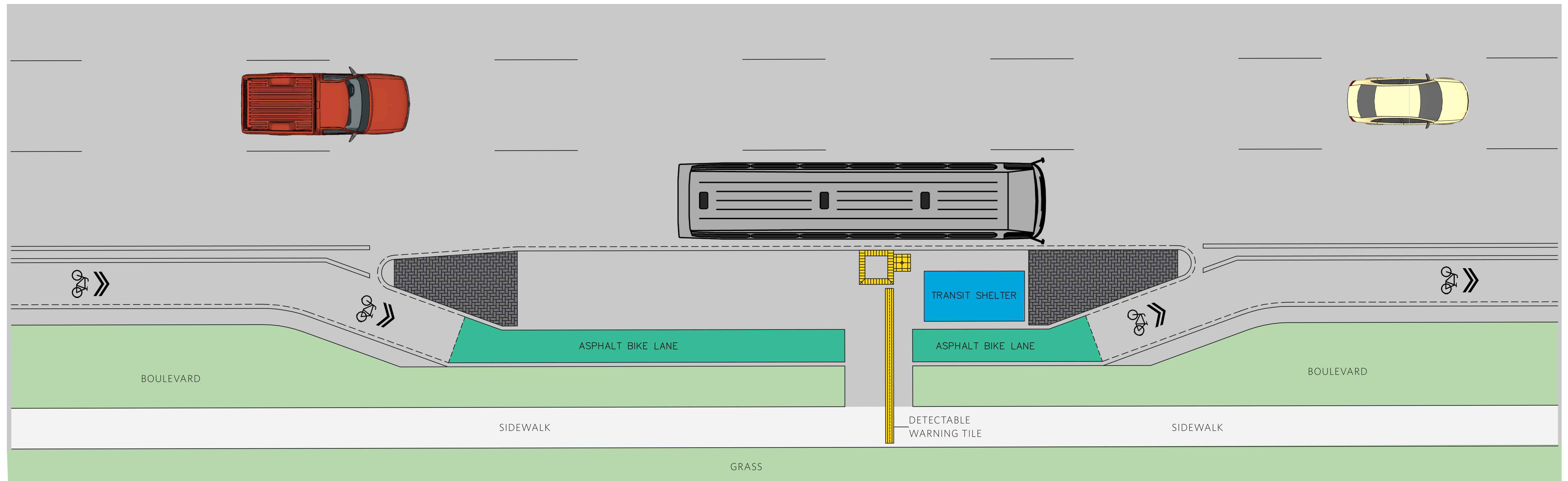


# Parking and Transit Reconfiguration



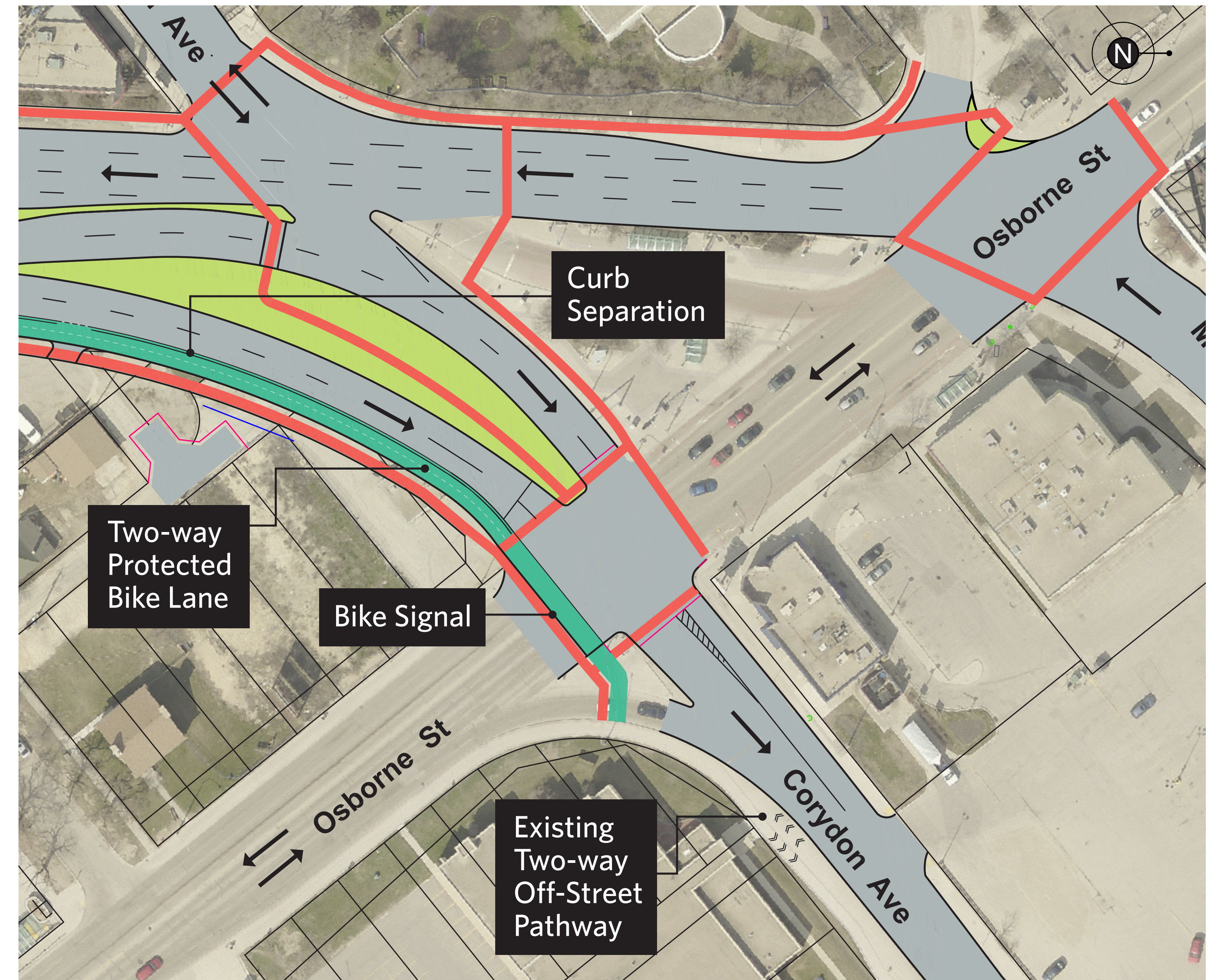
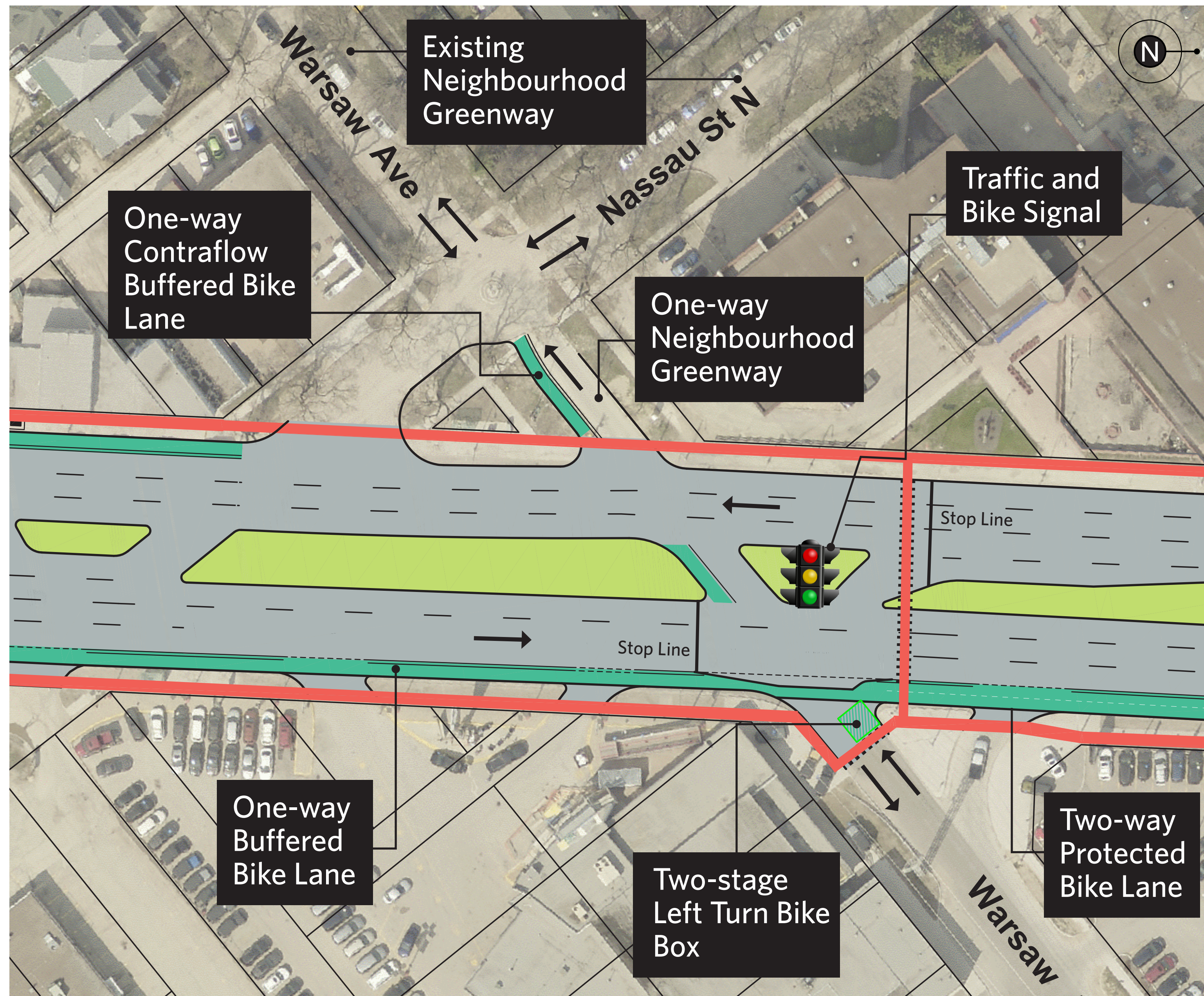
- » Parking will be removed at various locations to accommodate transit stops and the buffered bike lane.
- » Along Pembina Highway, transit stops will remain in the same location except for:
  - » Northbound at Daly Street North
  - » Southbound at Dudley Avenue
  - » Northbound and Southbound at Scotland Avenue



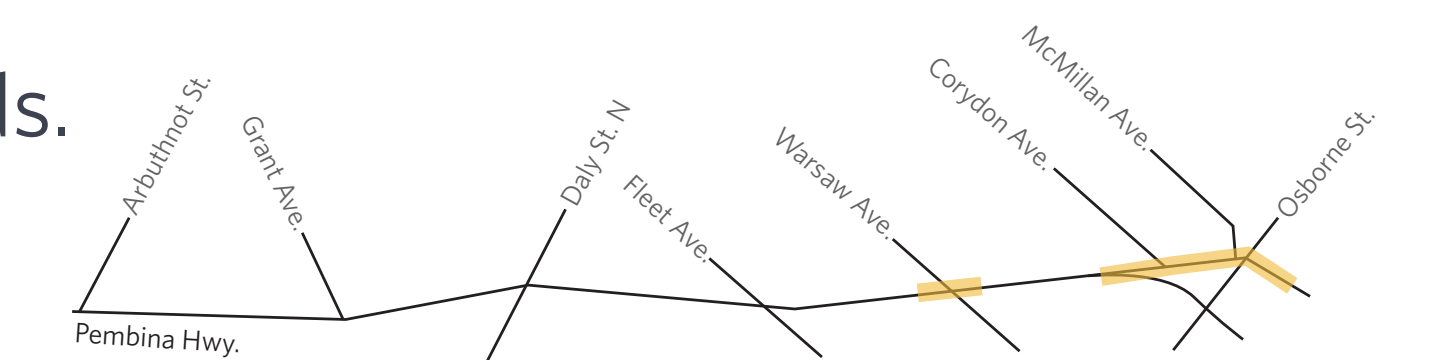


- » The design is similar to transit stops along the existing buffered bike lanes on Pembina Highway between University Crescent and Markham Road and between Plaza Drive and Chevrier Boulevard.
- » The bike lane is directed around the transit stop for the safety of transit riders, cyclists and automobiles.

## Connection to Warsaw Avenue Greenway / Nassau Street Greenway and Across Osborne Street

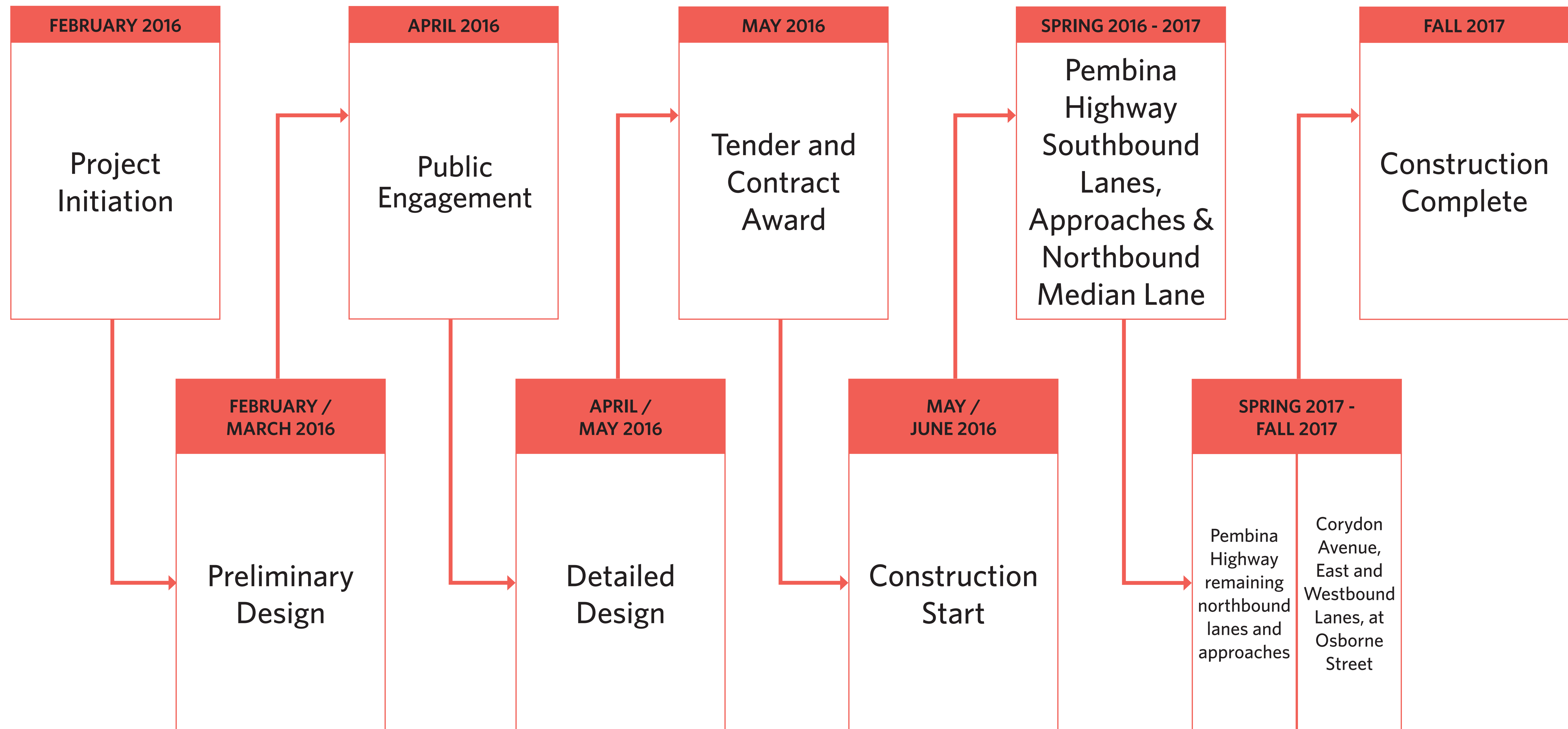


- » The two-stage left turn bike box on Warsaw Avenue provides a safe space for northbound cyclists, who want to turn left from Pembina Highway onto Warsaw Avenue, to wait until the traffic light changes. This also provides the connection at the end of the two-way bike lane for southbound cyclists to cross Pembina Highway and enter the one-way southbound buffered bike lane.
- » Neighbourhood Greenways are shared vehicle and cycling routes on streets with low vehicle speeds and volumes. They often include various forms of traffic calming (ex. traffic circles).
- » Buffered Bike Lanes provide protected space from vehicles for cyclists through a painted area and often include plastic bollards.
- » Protected Bike Lanes are physically separated from vehicles, often by a concrete curb.





# Project Schedule



- » While under construction, the side of Pembina Highway where work is being performed will maintain two lanes open to traffic between 06:00 and 22:00.
- » Emergency vehicle access will be maintained at all times during construction.
- » Private approach access will be maintained to at least one approach at all times; some short closures may be required for approach construction activity (less than a week in duration).
- » Garbage and recycling pickup will be coordinated with Water and Waste Department to maintain schedules; access arrangements will be made as required.
- » Fast curing concrete (24hr or 72hr) will be used where a quick cure time will expedite activities and reduce impact to the public.
- » The sidewalk will only be closed on one side of the street at a time, to maintain pedestrian flow along Pembina Highway.
- » Transit scheduling will be maintained. However, some stops may be temporarily moved during construction.

On behalf of the Study Team, thank you for your attendance and participation.

**Please complete and submit a comment sheet prior to  
leaving or complete it at:**

**[winnipeg.ca/PembinaRehab](http://winnipeg.ca/PembinaRehab)**

Project Contact:

Chris Baker

Planner, WSP | MMM Group

204-943-3178

[bakerc@mmm.ca](mailto:bakerc@mmm.ca)

# APPENDIX C

## SURVEY QUESTIONS





**Pembina Highway Rehabilitation & Buffered Bike Lane Project  
FEEDBACK FORM**

**1. Please check the boxes that best describe you:**

- I live in the project area
- I own a business in the project area
- I pass-through the project area
- I own a property in the project area
- I visit or work in the project area
- Other: \_\_\_\_\_

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

- Car
- Cycling
- Walking
- Public Transit

**3. Please provide any comments on the following key aspects of this project, below:**

Road and/or Sidewalk Rehabilitation

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Buffered Bike Lanes and/or Intersection Designs

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Parking and/or Transit Stop Reconfiguration

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**4. How did you hear about the public engagement for this project? (select all that apply)**

- Social media (Facebook, Twitter)
- Newspaper advertisement
- Email
- From a neighbour/friend
- News story
- Other: \_\_\_\_\_

**5. Please provide any comments on the public engagement component of this project and how this could be improved in the future?**

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**6. Is there anything else the project team should consider?**

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**Thank you for your input and participation!**  
**For more information or to complete this survey online visit:**  
[www.winnipeg.ca/PembinaRehab](http://www.winnipeg.ca/PembinaRehab)

# APPENDIX D

## SURVEY RESPONSES



# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q1 Please insert any comments that you may have:

Answered: 27 Skipped: 46

#	Responses	Date
1	why can't the public and the tendering process be sped up? All of that should be done in the winter months, so that the actual work can start in late April early May. Our construction season is short enough as it is, and we need to be more efficient.	4/23/2016 2:13 PM
2	not wild about the bike lane design (same as from Chevrier and south), creates conflict between cyclists and pedestrians, people waiting for the bus, people getting on and off the bus. Also, provides no protection in the winter. The bike boxes, etc. at Warsaw and Confusion corner look good.	4/22/2016 12:12 PM
3	Bike Lane / Transit stop I am concerned the design of how the bike lanes near the bus stops might be dangerous for pedestrians. I have ridden the section of Pembina that has already been done and I find the area around the bus stops hazardous. The bus shelters block the sight lines to see people crossing. The transit users aren't always aware of the active bike lane and stand in it or wander into it. Better separation or awareness between the bike and pedestrian paths required.	4/22/2016 8:26 AM
4	I like seeing the bike lanes extended every few years	4/22/2016 12:06 AM
5	I would like to see a bike lane from mc Milan southbound to warsaw	4/21/2016 9:11 PM
6	In addition to the written comments I left at the open house, I had meant to mention that the one-way portions of the bike lane should be clearly signed as such. In the current, similar South Pembina portion, it is not unusual to encounter cyclists headed the wrong way against the proper flow. The lanes aren't wide enough to be two-way, and people waiting for the bus cannot be expected to look out for cyclists coming from both directions.	4/21/2016 7:12 PM

## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

<p>7</p>	<p>I applaud Winnipeg for continuing to create a "buffered" bike lane along Pembina, as this road is in desperate need of cycling infrastructure. While I am happy that infrastructure keeps increasing, I do have the following comments regarding the design: 1. This is not a buffered bike lane. Paint is not a buffer. The existing lane on Pembina has only paint and it is wiped out by vehicle tire tracks. I don't feel much safer on this than on any other "sharrow" in the city. If this design continues all the way along Pembina, I will feel very disappointed in Winnipeg's shortsightedness as it pertains to cycling infrastructure. There are so many places where cars freely drive in this bike lane that it is dangerous to cyclists. Cars exiting driveways use the current bike lane as a merge into the right-hand-lanes and are not looking for cyclists as they check their mirrors or shoulder-check. A true buffer would be to move the sidewalk to the left of the bike lane so that there would be a curb against the roadway. At the very least, a curb to the left of the bike lane is required, such as on Assiniboine Ave to provide a minimum of separation. Paint just does not cut it. Those plastic things are all gone from the existing Pembina bike lane, so they obviously don't work. 2. The design of the Sherbrook lane is great and should be adopted for the entire Pembina route. The use of parking and bus stops to buffer cyclists and pedestrians from traffic is ideal. Why return to an older design, when a better version has been created elsewhere in the city and is successful? Bikes next to cars is scary and dangerous and does not promote active living. You do not see parents and kids on the Pembina bike lane for this reason, however you do see them on Sherbrook because it is truly separate and more safe. 3. Bus stops: The current pembina bike lane is the only place where I have almost hit a pedestrian at 30km/h. Ever. In 30 years of cycling. This is because the bike lane is sandwiched between sidewalk and bus stops and pedestrians have no idea they're walking right across a bike lane. The bike lane is on concrete at the same elevation as the sidewalk and is virtually indistinguishable to pedestrians who are either walking straight off the bus and across the lane or who are gathered around bus benches waiting for the bus. This design is dangerous for pedestrians and cyclists. The bus benches are also pushed into the bike lane portion of this concrete sea, forcing cyclists onto the sidewalk proper. The ramps up and down and the corners required to navigate, as well as the man-holes at the ramps are dangerous to cyclists, especially in winter and spring when these areas are not cleared of snow and ice. If at the very least, the bike lane remained at street level as it went around the bus stop (it need not be asphalt), then several of these dangers could be eliminated. Pedestrians would recognize a crossing due to the difference in elevation and/or better marking and/or the curb. Cyclists would not have an icy/sandy ramp combined with a corner to contend with at every bus stop. The design of the Sherbrook bike lane would be the best choice for the bus stops as it is clear to pedestrians that they are crossing the bike lane. Also, pedestrians and bus benches are less likely to be in the bike lane if it remained at street elevation. 4. Connection from two-way bike lane to one-way lanes at Warsaw/Nassau: This looks to be one of the most confusing intersections in winnipeg for cyclists to figure out. It is unclear how cyclists on the two-way lane on the East side of the roadway are supposed to cross to the one-way lane on the West side of the roadway. If the green on the map represents the bike lane, there doesn't look to be an easy way to cross this intersection, heading South on Pembina. It looks like the two-way bike lane continues in front of the intersection at Warsaw and cyclists are likely to just keep riding on the wrong side of the road along Pembina. If the intent is for Southbound cyclists to stop at Warsaw and cross Pembina to continue, then this intersection does not seem intuitive to do so. Perhaps the southbound side of the two-way bike lane should follow the inside-turning lane at Warsaw (where Westboud traffic on Warsaw turns right to go North on Pembina) and hook right to end at the bike box. Alternatively, have the southbound lane of the two-way bike lane follow the route of the sidewalk right at Corydon and Osbourne so that the southbound bike lane on Pembina begins right at Corydon and Pembina, instead of crossing over further south at Warsaw. As a cyclist, I already use the sidewalk in this area to cross Pembina at the Corydon lights in order to head South. Or when coming East on Corydon to head South on Osbourne. I use the pedestrian crossing at Corydon/Pembina/Osbourne that crosses the four separated lanes of Eastbound traffic. This seems like the most intuitive route to and from Pembina coming from Corydon or Osbourne. Executive summary: 1. Separate the bike lane from traffic with raised concrete, with a curb at the minimum, with the sidewalk and parking separation being ideal. 2. Separate bus stops from sidewalks with an elevation change for pedestrians, keeping the bike lane at the same elevation as the roadway, increase the corner radius of the S-bend in the bike lane or keep the lane straight. 3. Warsaw/Nassau is way too confusing and bikes will end up continuing southbound on the wrong side of the road. Make the crossing at Corydon instead, by widening the existing sidewalk that crosses there.</p>	<p>4/21/2016 11:50 AM</p>
<p>8</p>	<p>Buffered bike lane - when they by-pass bus stops, 1) cut-over is too short - need to be able to pass two (2) buses. Often an issue during rush hour. 2) cut-over are too close to bus stops. can be extremely hazardous when buses are loading and unloading, especially when wheelchairs or strollers are going on or off. If there is enough room for a recycling center between the bike cut-over and the sidewalk, there is enough room to move the bike lane closer to the sidewalk. Especially difficult if ther is a bus shelter - bikes should be further away from the shelters than is currently seen on Pembina.</p>	<p>4/18/2016 2:30 PM</p>



## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

9	<p>1) Buffered bike lanes are only actually safe when there are posts up separating the bike lane 2) When the posts are up, the most dangerous section is actually behind the bus shelters because pedestrians waiting for the bus are typically standing in the bike lane and not paying attention. This is something that myself and all other cyclists I have spoken to encounter frequently. Therefore, what additional signage will be installed at bus shelters in addition to clearly marked bicycle paths? There really needs to be additional signage. I cannot count the number of 'almost accidents' I have had with pedestrians standing in bike lanes behind bus shelters. 3) There will still be parking spaces during non-peak traffic flow times. The information document did not specify whether this parking would be in bicycle lanes or the outermost vehicle lane (lane closest to the bicycle lane). If there is parking in the bicycle lane no one will use it during those times (most of the day). And if there is parking in the vehicle lane, will there be additional posts to separate the bike lane and vehicle lane to ensure cars do not park in the bicycle lane? I literally just encountered a car this morning parked in the bicycle lane while the driver made a phone call this morning. I had to explain to the driver that not only was that illegal, but also put my life in danger because it forced me to bike outside of the bicycle lane when vehicles were not anticipating it. I have encountered vehicles parked in Pembina bicycle lanes to take phone calls every spring before the posts are installed. Sincerely, Someone who is quite excited about these new bike lanes, uses the existing Pembina ones every day to go to work, and unfortunately can't make it on April 21st</p>	4/18/2016 11:11 AM
10	<p>I like the fact that there are dedicated bike lanes running along pembina hwy .</p>	4/16/2016 11:17 AM
11	<p>I think that buffered bike lanes are a waste of money and bike riders will still be unsafe riding bikes on besy roads. A mush better and safer soltion is to widen sidewalks drawing a centre line so half of the sidewalk is for bikes and the other half for pedestrians. Also is must be noted that pedestrian traffic of the sidewalk in this area is very minimal.</p>	4/15/2016 3:47 PM
12	<p>Thank you for this opportunity to provide feedback, as well as going ahead with this project. We need more bike lanes everywhere in Winnipeg!</p>	4/9/2016 3:23 PM
13	<p>The proposed bike lane around the transit stops is dangerous for both cyclists and pedestrians. Cyclists and pedestrians are crossing at a location that is by nature a high traffic area and there will be collisions. Transit shelter exits open directly onto the bike path...a person exiting the bus shelter will step directly into the path of a cyclist when a transit rider is hurrying to exit the shelter to catch the bus. Cyclists have to slow down every couple of blocks to negotiate around the bus shelter. Cyclists prefer not to have to slow down every few hundred meters because it takes a lot more energy to accelerate again. The detectable warning tiles for pedestrians run parallel to the path of the bikes...bike wheels can get caught in the grooves potentially throwing the cyclist off balance. The surface changes from asphalt to concrete, then to warning tiles too many times creating much greater potential for rough surfaces for the bike path. It would be much better and I suspect much more cost effective to simply create a lane that goes in a straight line beside the roadway, or create a purpose built bus lane that can be shared with bikes. There are not that many buses on the bus lane and there would not be many conflicts. This works well on St. Mary's Road. Look at what the City of Melbourne, Australia has done with their bike paths...I spent a few weekends riding there. They simply create about a 2 m wide lane between the parking lane and the first lane of traffic...works really well. The path on Pembina near U of M is probably one of the most poorly thought out bike paths I've ever seen anywhere. PLEASE RE THINK THIS PLAN. There are too many things wrong with it. GET ON A BIKE AND TRY IT OUT...PLEASE</p>	4/9/2016 9:41 AM
14	<p>I review this as a 7000 km/yr cyclist, a 20,000 km/yr motorist who has 3 kids. 2 of which stared out being pulled in a chariot. I believe that it is good for the least of us, it is good for all of us.</p>	4/8/2016 4:05 PM
15	<p>This is really exciting, but we should correct some of the design errors that have become apparent with the existing Pembina buffered lane. We need to use contemporary standards in cycling facility design (NACTO for example, Book 18 Ontario Traffic Manual)</p>	4/8/2016 8:58 AM
16	<p>I'm glad for the opportunity to learn about this project and have input. I am generally in favour of buffered bike lanes.</p>	4/7/2016 8:30 PM
17	<p>Is the mixing of ped and bike traffic at bus stops the only way? Sherbrook seems like a better solution, I realize there might not be space. Would it be possible to make one complete run instead of small sections separated?</p>	4/7/2016 7:00 PM
18	<p>I am excited to see this project move ahead so that I can safely ride my bike to school at the u of m. Next step the jubilee underpass!?</p>	4/7/2016 6:05 PM
19	<p>I can't wait to see the finished product! Thank-you for making Winnipeg a more bike-friendly city and encouraging health, wellness and green transportation.</p>	4/7/2016 3:30 PM

## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

20	<p>The design of the current "buffered" bike lanes on Pembina between Bishop Grandin and Chevrier is compromised and highly flawed in a couple of ways. First, bikes are vehicles, they are traveling at not-insignificant speeds, and yet these bike lane designs have the lanes regularly moving up onto the sidewalk around bus stops, where there are both poor indications that a bike lane traverses the area, and frequently a number of pedestrians standing around. I can personally vouch for the fact that this has lead to a number of near-accidents, and regularly having to come to slow drastically or come to abrupt stops due to the behavior of pedestrians who are not (and should not be) expecting a bike moving at speed to suddenly be among them. Secondondly, these lanes are never properly cleared in winter. Due to their dual-nature between sidewalks and roads, they rely on two separate groups of snow clearing crews, which operate at different times. In addition to that, neither group seems to regularly clear the transition ramps between the road and sidewalk portions. For some absurd reason, those ramps also have the textured/contoured metal plates that sidewalk access ramps do, which makes effective snow removal on them even more difficult. Thirdly, I'm not sure whether the new portions of this project call for differing measures, but the intermittent plastic posts used along the existing Pembina portion should not qualify this as a "buffered" lane. Throughout the course of the average year, more than half of them go missing due to being torn off by vehicles. A proper concrete dividing curb needs to be put in place. This infrastructure as it stands is flawed and dangerous. In most cases I will choose to still ride in the lane, as I feel it's safer when there are pedestrians around, and in winter it provides a much more consistent riding surface than the poorly maintained bike lane.</p>	4/7/2016 3:20 PM
21	<p>very much appreciate increased access to safe bike and pedestrian routes</p>	4/7/2016 2:46 PM
22	<p>I live off Pembina and ride my bike often. It is essential to have a safe bike path here. I encounter many drivers who do not respect cyclists on the road.</p>	4/7/2016 2:45 PM
23	<p>Thanks for doing this!</p>	4/7/2016 2:31 PM
24	<p>Another summer of having some portion of Pembina Highway under construction for approximately 6 months of cycling. Seriously?</p>	4/7/2016 2:14 PM
25	<p>Protected bike lanes are great. Why are transit priority measures not being included as part of this project? ie. Diamond Lanes</p>	4/7/2016 2:11 PM
26	<p>I wish it did not take the better part of a decade to complete the protected bike lane on Pembina.</p>	4/7/2016 1:29 PM
27	<p>While I am very much in favour of expanded bicycle facilities I have concerns about a buffered bike lane on Pembina. There are many private approaches and road intersections on Pembina. These present a significant hazard to cyclists as motor vehicles often turn in and out to and from Pembina without watching for cyclists in the bike lane. More needs to be done to increase visibility of the bike lane at these locations. At the very least paint the bike lane green at these conflict areas. A study should be done to review any possible access restrictions that could be applied on Pembina. For example, some parking lots have three or four private approaches, could they have only one or two? The number of median openings should also be reviewed as cars making left turns are extremely dangerous as they are trying to make quick turns in between breaks in traffic. My second comment has to do with the buffer. Using the existing Pembina Bike Lanes as an example, the buffer between the motor vehicles and the bikes needs to be more pronounced. there should be less spacing between the flexiposts and the painted buffer needs to quite visible. Finally, the bike lane needs to be maintained. This includes much better street sweeping to removed the debris (especially at this time of year) as well as plowing in the winter.</p>	4/7/2016 10:45 AM

# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q2 Please insert any comments that you may have:

Answered: 25 Skipped: 48

#	Responses	Date
1	I'm happy to see this work being done.	4/25/2016 9:56 AM
2	Has the City completed demand and travel studies to confirm the number of cyclists who are using this route or will use the route? If I was heading to U of M for example from Osborne Area I might choose Osborne/Dunkirk/River Road vs Pembina. If I live in Fort Rouge I might choose to travel west then south via other roads to avoid Pembina. The proposed facility is not a good design solution because navigating around pedestrians and buses, and the parts of the bicycle facility that is missing (e.g. Jubilee underpass, stretch from harrow to McGillivray and beyond) make the Pembina Route less than satisfactory. Better to widen the curb land to amke more room for motor vehicles and cyclists	4/23/2016 4:56 PM
3	Not sure of the area, but will this have any affect on the Rapid transit proposal?	4/23/2016 2:14 PM
4	Needs proper segregated bike lanes, not these screwy sometimes-with-traffic, sometimes-on-the-sidewalk, sometimes going through bus shelters bit.	4/22/2016 12:13 PM
5	I am concerned about the ends of the bike lane. It does not look like the transition back into traffic is very safe. Especially at the northern end. It a blind merge after a curve in the road. It also looks abrupt instead of a gradual transition.	4/22/2016 8:30 AM
6	We need to find ways to keep pedestrians waiting for the bus out of the bike lanes	4/22/2016 12:07 AM
7	Looks great. Just needs to continue uninterrupted to Chevrier.	4/21/2016 5:50 PM
8	The southbound unidirectional bike lane should start at Corydon Ave.	4/21/2016 11:07 AM
9	The buffered bike lane on all sections of Pembina Hwy should be year-round. At a minimum the season should be extended with bollards installed from April to November.	4/19/2016 11:05 AM
10	- bike parking is a great idea - please have additional signage at bus shelters regarding the fact that there is a bicycle path. While the path itself is clearly marked, this is the most dangerous section of the current Pembina bike paths (once the posts are installed) because people waiting for the bus are constantly standing in the bike path and not paying attention. Additional signage is definitely necessary.	4/18/2016 11:13 AM
11	As long as there in no compromise on the width of 3 lanes for traffic , than it should help traffic flow more freely.	4/16/2016 11:19 AM
12	Pemina SB @ Grant, prior to the right hand turn/yield, signage stating cars yield to cyclist should be installed. This Plan does not address access and egress by bike from ROCC. When leaving ROCC SB on Pembina some form separation would be beneficial.	4/12/2016 3:35 PM
13	Having ridden my bicycle along the existing bike lane along Pembina, my main concern is the potential for accidents with pedestrians at bus shelters. Although the plan shows that additional markers will be placed from the sidewalk through the bike lane to the bus shelters, it is not clear from the drawing if this will be sufficient to avoid accidents between cyclists and pedestrians. More detail would have been appreciated.	4/9/2016 3:26 PM
14	Even though this design is poor, it is the only/best way to improve the ride down Pembina hwy. When I am in a rush I just take the lane to avoid the puddles, debris and snow that collects near the bus stops in the bike lane	4/8/2016 4:12 PM
15	Looks good! Let's get this done!	4/8/2016 12:52 PM
16	This map is really hard to read. Recognizing this is a piece of filling out a larger route, how will this section connect to the network in the interim? This is really important, if we have a good facility that ends abruptly we are effectively steering users into dangerous conditions. This section needs to plug into somewhere at both ends (Lilac, BRT Multi use path on Donald for example).	4/8/2016 8:58 AM
17	Looks great.	4/7/2016 8:31 PM
18	Great to see the city moving to improve the health of its citizens by getting them moving.	4/7/2016 6:06 PM
19	I like the buffered bike lanes, less accidents will happen and more people will use them,	4/7/2016 3:30 PM
20	The comments I provided in the previous space cover this as well.	4/7/2016 3:21 PM
21	I think this is a great step forward	4/7/2016 2:55 PM

## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

22	The crossing at Confusion Corner is unsafe and I hope it can be made more safe	4/7/2016 2:47 PM
23	the edges of the road are very uneven for cyclists which would need to be smoothed out for the safety of all	4/7/2016 2:47 PM
24	Not looking forward to traffic delays/issues as a result of the proposed construction. In theory a wonderful idea but with Winnipeg's climate, couldn't this money be better spent on addressing the quality of our roads?	4/7/2016 2:15 PM
25	All segments of the Pembina protected bike lanes should be connected.	4/7/2016 1:30 PM

# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q3 Please insert any comments that you may have:

Answered: 27 Skipped: 46

#	Responses	Date
1	This is welcome progress. It's been a long wait and it's taking too long, but I understand why.r	4/25/2016 9:57 AM
2	better solution: bicycle facility parallel to the rail line from Confusion Corner to U of M	4/23/2016 4:57 PM
3	This stretch is so important to bridge for cyclists.	4/22/2016 12:13 PM
4	Where is the connection between University Cres and Plaza Drive?	4/22/2016 12:09 AM
5	Long overdue!	4/21/2016 5:51 PM
6	When will you complete section 1 by continuing the bike lane through the dangerous and confusing intersection at Bishop Grandin? The bike lane ends a half a block away on either end of this intersection and overpass. Cyclists are left to fend for themselves in this high-traffic area.	4/21/2016 11:52 AM
7	Looking forward to the completion of this project.	4/21/2016 11:09 AM
8	What about the Bishop Grandin/Pembina intersection? It seems like the elephant in the room.	4/19/2016 11:06 AM
9	- Additional bike lanes cannot come soon enough!	4/18/2016 11:13 AM
10	Anything to make osborne village more pedestrian friendly and allows more walking in the area, is okay with me. I am looking forward when the new underpass is built.	4/16/2016 11:21 AM
11	The existing facility northbound side should be extended from the merge lane of the Bishop Grandin exit to Plaza Drive. This is currently a dangerous omission.	4/13/2016 8:09 AM
12	Raised seperations would be safer & beneficial for bike lane drainage.	4/12/2016 3:36 PM
13	The existing facility puts cyclists and pedestrians in danger every time cyclists cross over bus stops. This set up does not make sense! Pedestrians exit bus directly into bike lane with no time to clear the way.	4/12/2016 10:26 AM
14	This is great. The sooner this project is completed, the better. However, I ride my bicycle year-round. I did not see any mention if plans have been made, either in the current project, to allow for the lane to be swept of snow in the wintertime, or even if this is not possible now, that the design of the new buffered bike lanes take this option into account for implementation at a further date. Thank you for taking this into consideration.	4/9/2016 3:29 PM
15	Would have liked to see 3 be completed before 2, but I understand the underpas is likely one of the main barriers.	4/8/2016 12:52 PM
16	This is great, and I appreciate this is a massive undetaking. In the interim there needs to be a clearly communicated route for this alignment. If people who are new to cycling (the people we are trying to attract) get on a protected facility only for it to end at a busy intersection or intimidating underpass we are creating dangerous situations. We need to sign / communicate a safe connected route in the interim.	4/8/2016 8:58 AM
17	Continuity is key. Makes for a useful commuting route.	4/7/2016 8:31 PM
18	The underpass is the most problematic section of my daily commute - the earlier this is done as part of hte BRT the better.	4/7/2016 7:02 PM
19	Excited to see a new underpass! Love that we are making paths for people not cars!	4/7/2016 6:06 PM
20	Why is the "future project" not being done with the current one? Just make traffic horrible for a longer period of time.	4/7/2016 3:31 PM
21	Please see my earlier comments regarding the existing Pembina bike lanes.	4/7/2016 3:21 PM
22	Great step forward. Really need to consider how cyclists safely travel through Pembina/Bishop Grandin. I think the phasing is good. Section 2 seems more treacherous as a cyclists than section 3	4/7/2016 2:57 PM
23	I am excited for the future development as I live in the area and want safe bike routes	4/7/2016 2:48 PM
24	a completed route is critical to the safe use of Pembina for active transportation	4/7/2016 2:47 PM
25	What about Bisop Grandin? Would love to see bike lanes on Osborne too! Take out a lane of vehicle traffic as a pilot!	4/7/2016 2:15 PM
26	The Bishop Grandin overpass is dangerous for cyclists. Please add a protected or high visibility painted lane soon to alleviate this danger.	4/7/2016 1:35 PM

Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

27	When will a plan be made for dealing with the Bishop Grandin overpass?	4/7/2016 10:46 AM
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# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q4 Please insert any comments that you may have:

Answered: 20 Skipped: 53

#	Responses	Date
1	Including state-of-the-art bicycling facilities during road construction projects is important.	4/25/2016 9:57 AM
2	Buffered bike lanes need to have far more bollards than the few scattered on southern sections of Pembina. The excess number of approaches on Pembina is a huge safety issue for all forms of traffic and needs to be radically reduced. Very dangerous for pedestrians and for cyclists, who are unprotected from motor traffic on the left and must be continually vigilant about vehicles cutting in front of them to enter and exist businesses.	4/24/2016 9:49 PM
3	So may intersections on thsi route. Will the buffered lane bring clarity for motor vehicles and cyclists? I don't think so.	4/23/2016 4:58 PM
4	Like the idea that vehicles and bikes are separate.	4/23/2016 2:14 PM
5	I would like to see thicker bollards used for separation than what is used in existing sections along Pembina	4/22/2016 12:10 AM
6	Great. Just keep them cleaned and free of debris!	4/21/2016 5:51 PM
7	see previous.	4/21/2016 11:52 AM
8	The southbound Pembina right hand turn onto Nassau should be removed for safety. Cyclist in bike lane waiting for light will be subject to drivers turning off of Pembina at high speeds. The geometry of the right hand turn encourages high speeds	4/21/2016 11:13 AM
9	Will the buffered lanes be plowed in winter? How will cars know they are for bikes if the lines are covered in snow?	4/20/2016 10:32 PM
10	Any aesthetic components that can be added to the bollards and their maintenance would be appreciated. Would prefer a more substantial, aesthetic, year-round solution for a protected bike lane on Pembina given the volume, speed and composition of traffic (trucks).	4/19/2016 11:08 AM
11	Move the bike cut-overs closer to the sidewalks. Current placement is too close to the bus stops.l	4/18/2016 2:31 PM
12	- I am very excited about the additional buffered bike lanes being installed. It should be noted though, that many people I speak too are not comfortable using the current ones on Pembina because they are not separated enough. Additional posts might make people more comfortable using them (which is the whole point in creating them)	4/18/2016 11:15 AM
13	i hope this does not make it harder for cars to make left turns onto side streets and to the gimli fish market. I know there is space along the sidewalks to make room for a bike lane and transit stops.	4/16/2016 11:24 AM
14	Why not offer protected bike lanes instead of buffered bike lanes. Pembina Hwy is 60kms & drivers easily drive 70kms or faster. Often in the curb lane to pass traffic.	4/12/2016 3:39 PM
15	Not everyone is able to travel by bike. We should also encourage use of public transit. has any thought be given to the idea of converting the right-hand lane into a bus-only rapid transit lane? This has been implemented successfully in a number of Canadian cities.	4/9/2016 3:32 PM
16	Can we have those bollards out there year round please! Also, we need to commite to a highr level of maintenance of the buffered bike lanes, they are snowy / icy in the winter, silty in the spring and bollardless for most of the year. The current Pembina buffered bike lane does not function as a truly protected facility for most of the year.	4/8/2016 9:00 AM
17	Good to see this. Keep going city!	4/7/2016 6:07 PM
18	Why only bollards? Most cities seem to be using at least painted buffers that are more than 10" wide. Where does snow get stored? Also - bollards aren't year round. Given the reality of where we live, why don't we strive for a design that works year round?	4/7/2016 3:16 PM
19	Very excited for the buffered bike lane	4/7/2016 2:58 PM
20	I don't mind removing some of the median but I hope they retain some green space along the route	4/7/2016 2:50 PM

# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q5 Please insert any comments that you may have:

Answered: 27 Skipped: 46

#	Responses	Date
1	These bike lanes and buffers are too narrow to provide much of any sense of safety next to large, high speed traffic (like trucks!) The median should reduced further to provide a greater buffer. Ideally these bike lanes should be protected with a physical barrier, of course.	4/24/2016 9:49 PM
2	Cross section is misleading. The danger to cyclists does not typically occur while traveling with other motor vehicle traffic in a straight line. The hazards with motor vehicles occur at intersections and private driveways, and now this design adds potential for conflicts with pedestrians at bus stops	4/23/2016 5:00 PM
3	Same comments as before, this merging in and out of bus lanes is a disaster waiting to happen. Otherwise, the pylons are a nice psychological barrier against traffic, though a concrete block like along assiniboine would be ideal	4/22/2016 12:13 PM
4	I hope to see new trees / greenery / public art along the median	4/22/2016 12:11 AM
5	Looks good.	4/21/2016 6:00 PM
6	see previous.	4/21/2016 11:52 AM
7	Design not conducive to winter maintenance. Road debris will collect in bike lane without physical separation.	4/21/2016 11:15 AM
8	the buffer between bike and traffic lanes seems narrow - does it allow for large side mirrors on trucks and buses?	4/21/2016 11:11 AM
9	Where's section of the two-way buffered bike lane between Osborne and Warsaw?	4/19/2016 12:37 PM
10	As stated earlier, would prefer a protected bike lane with more substantial, aesthetic, year-round separation between those on bikes and those in cars/trucks. The volume and speed of traffic on Pembina definitely warrants it as well as the fact that it's the only direct route to bike to U of M Fort Garry Campus.	4/19/2016 11:09 AM
11	there is a lot of space between the sidewalk and bike lane? Why is that? Could give more space for the buses, perhaps to use their own lane?	4/16/2016 11:25 AM
12	The width of lanes for traffic seem much wider here than they are in Europe. They could squish a little more.	4/13/2016 1:16 PM
13	This cross section shows the main problem with this design. All drainage drains into the bike lane, sand and garbage accumulates in the bike lane. A raised/protected bike lane would improve the quality/safety/maintenance of the facilities.	4/12/2016 3:41 PM
14	This looks ideal. As long as cyclists remain free to merge with traffic for left turns, etc.	4/12/2016 10:28 AM
15	It is not clear from this drawing what the 60 cm buffer zone will consist of. Will there be a permanent barrier between bicycles and automotive traffic? That would be the best way to go.	4/9/2016 3:34 PM
16	Please fix the website so we can see the drawings you want comments on	4/9/2016 9:42 AM
17	Bike lane buffer and bike lane width are consistent with standards for width, which is great. Would love to see that 3.5 metre traffic lane become 3.35 as well (having a wider lane which does encourage faster traffic next to a bike lane isn't great). If we need one 3.5m lane, could it be the centre lane?	4/8/2016 9:11 AM
18	Looks great	4/7/2016 9:05 PM
19	Buffered is best!	4/7/2016 8:32 PM
20	Very encouraged to see buffered bike lanes, not just paint on a road.	4/7/2016 6:08 PM
21	The overall cross-section (BETWEEN transit stops) is good for cyclists.	4/7/2016 4:46 PM
22	This looks great. I don't think such a large boulevard between the bike lane and sidewalk is necessary	4/7/2016 3:32 PM
23	As previously stated, intermittent flexible plastic posts do NOT constitute a proper/safe buffered bike lane, and over the course of a single spring-fall portion of the year that they are in place, more than half go missing due to vandalism or vehicle-inflicted damage. Proper raised concrete curbs need to be put in place to buffer the lane.	4/7/2016 3:23 PM
24	Why repeat the same cross section used further south that has proven not to work? This level of buffering has been shown inadequate to meet the 8-80 test. Why build something expensive like this if it won't work. Where is the maintenance (including winter) plan?	4/7/2016 3:16 PM



## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

25	Please reinforce driver education on cyclists on the road	4/7/2016 2:51 PM
26	the bicycle lanes will need to be cleared of snow for safe winter access	4/7/2016 2:48 PM
27	Diamond lanes should be included as part of this project!	4/7/2016 2:16 PM

# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q6 Please insert any comments that you may have:

Answered: 16 Skipped: 57

#	Responses	Date
1	Bike Winnipeg has suggested modifications that will increase the safety of cyclists travelling straight on Pembina. The safety concerns are with car traffic turning from Pembina onto Grant. This is very important.	4/25/2016 9:57 AM
2	look at the many private entrances, lanes and local road intersections. drivers will need LOTS of education to remember to look for another separate flow of traffic (cyclists). Cyclists will have to be educated to continue to be hyper vigilant for cars entering, exiting and turning. Does this really improve safety?	4/23/2016 5:02 PM
3	When the lane goes around a bus stop, the pavement should have some sort of different paint/material/etc so that people at the bus stop are aware that there's a bikeway.	4/21/2016 6:00 PM
4	see previous.	4/21/2016 11:52 AM
5	It will be functional, it will be unpleasant without separation and drivers always travelling in excess of 60km/h. Opportunity to fix the geometry on the high speed yield from Pembina to Grant.	4/21/2016 11:20 AM
6	I wonder if pedestrians will have enough time to cross the new sidewalk from grant intersection?	4/16/2016 11:27 AM
7	Generally I like this. I suspect some better signage and public education will be needed to make sure people who drive and/or cycle know what to expect.	4/13/2016 1:17 PM
8	Sign stating vehicles yield to cyclist/vulnerable road users should be installed at Grant.	4/12/2016 3:43 PM
9	Transit stops remain a problem here. If cyclists could route around disembarking buss passengers at a greater distance it might feel safer but as it is the hazard outweighs the convenience of circumventing the waiting bus.	4/12/2016 10:31 AM
10	The new sidewalk at the NE corner of Grant & Pembina follows a "V" pattern. Can an additional sidewalk be built that provides for a more direct route for pedestrians?	4/9/2016 3:37 PM
11	The current transit stop detours are problematic. Transit users do not know they are often waiting for a bus while standing in a bike lane. Could be grade separate the transit stop and sidewalk, with curb cuts from the sidewalk across the bike lane to the transit stop (I think they do this in Holland and Denmark). At the very least we should paint and sign these areas to reduce conflict. Today, many folks who are waiting for the bus are distracted (smatphone, noise cancelling headphones) and the current design increases likeliehood for conflict between transit users and people on bikes. Also, we must put these detours well back from intersections. People on bikes using the detour are often obscured by transit stop or loading bus and when they re-enter the bike lane are vulnerable to cars turning right at intersections after the detour. For example this is really bad at northbound Pembina at Crescent Driv.	4/8/2016 9:16 AM
12	This looks great.	4/7/2016 6:08 PM
13	The portion of the bike lanes that merge with the sidewalk over transit stops are confusing for pedestrians and dangerous for cyclists. Further south on Pembina, they have been poorly maintained (snow, sand, debris), and appear to be part of the sidewalk, so pedestrians often wander into the path of bikes. The bike lane-transit stop transition ramp is steep, abrupt, and awkward to clear of snow. It would be better to have a lower, visually distinct area for the bike lane, with the transit stop on an island. This was the original proposal for this part of the project. Cyclists are disappointed with the dangerous compromise that has been implemented instead.	4/7/2016 4:49 PM
14	The location of the transit shelters put cyclists in to possible conflict with people waiting for buses.	4/7/2016 3:55 PM
15	Lack of protected intersection at Grant will make southbound cyclists vulnerable. Why aren't we meeting best practice on intersection design?	4/7/2016 3:16 PM
16	Any considerations for bicycles turning left from Grant Avenue onto Pembina?	4/7/2016 2:17 PM

Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

**Q7 Please insert any comments that you may have:**

Answered: 14 Skipped: 59

#	Responses	Date
1	Bike Winnipeg has suggested a couple modifications to improve bicycling safety and convenience at Daly and at Warsaw. I support them	4/25/2016 9:57 AM
2	Ditto	4/23/2016 5:02 PM
3	Same -- make it clear (with grade separation, signage, or different paving material) that people going from the sidewalk to the bus 'island' should be aware of bikes	4/21/2016 6:01 PM
4	see previous.	4/21/2016 11:53 AM
5	will there be enough room for cars to make left or right turns along this section?	4/16/2016 11:28 AM
6	The bollards work. Winter snow clearing in the bike lanes and routine bollard replacement is also needed.	4/13/2016 1:18 PM
7	Instead of paint, couldn't the color be imbedded in the re-surfacing material?	4/12/2016 3:49 PM
8	Will the sidewalk that crosses Pembina at Daly have a pedestrian crossing light?	4/9/2016 3:38 PM
9	Same comments as previous question.	4/8/2016 9:22 AM
10	Love the bike lanes! Maybe my kids will be able to ride their bikes without cars going 60kmh next them now!	4/7/2016 6:09 PM
11	The portion of the bike lanes that merge with the sidewalk over transit stops are confusing for pedestrians and dangerous for cyclists. Further south on Pembina, they have been poorly maintained (snow, sand, debris), and appear to be part of the sidewalk, so pedestrians often wander into the path of bikes. The bike lane-transit stop transition ramp is steep, abrupt, and awkward to clear of snow. It would be better to have a lower, visually distinct area for the bike lane, with the transit stop on an island. This was the original proposal for this part of the project. Cyclists are disappointed with the dangerous compromise that has been implemented instead.	4/7/2016 4:49 PM
12	I like that this demonstrates quite clearly what it will look like.	4/7/2016 3:33 PM
13	I've covered this extensively in earlier comments.	4/7/2016 3:23 PM
14	Close Daly St N between Pembina and the rear lane. Close Dudley or hugo at Pembina.	4/7/2016 2:19 PM

# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q8 Please insert any comments that you may have:

Answered: 19 Skipped: 54

#	Responses	Date
1	Bike Winnipeg has done a thorough analysis of bicycle traffic scenarios at Confusion Corner, and they have suggested "best practise" design modifications to improve cyclist safety and convenience, especially (but not limited to) your plans to eliminate the crossing of Pembina on the separator island. It would be a shame to do all this construction and inadvertently making things worse for cyclists in some traffic scenarios.	4/25/2016 9:58 AM
2	Is Donald mislabeled on this map?	4/22/2016 12:13 AM
3	Southbound bike lane needs to begin at Confusion Corner, not Nassau.	4/21/2016 6:02 PM
4	see previous.	4/21/2016 11:53 AM
5	Warsaw at Pembina should be a bidirectional cycle track. This high speed corner for drivers will be very dangerous for cyclist waiting at the light. Drivers can access area via Nassau.	4/21/2016 11:25 AM
6	Is there enough space along the sidewalk area to create parking spaces for cars? This is the section for parking for cars. Maybe with all that space between the sidewalks and bike lanes, we could use it for cars to park in that area, so that we can still have 3 dedicated lanes for cars and trucks?	4/16/2016 11:30 AM
7	Bike path signage should be installed making it easy for people on bicycles to follow the bike path on Nassau or on Corydon / Donald - as ways to avoid going through Osborne Village.	4/13/2016 1:20 PM
8	It would be useful to show the width of the two way bike lane section.	4/13/2016 8:11 AM
9	Please address cycling access and egress from ROCC. Protected facilities should connect to community centre facilities.	4/12/2016 3:50 PM
10	This is a stretch I can really get behind. The eastbound lane is ridden with potholes and traffic here is especially unaware of cyclists. A buffered lane would make a big difference.	4/12/2016 10:33 AM
11	Will there be a traffic light at Warsaw for cyclists to cross Pembina? It is not clear from this drawing how they will safely cross. As well, how wide will the 2-way bike path be?	4/9/2016 3:41 PM
12	This looks really good in that it does connect to the multi use path on Donald	4/8/2016 9:22 AM
13	Will there be signage or suggestions for people going onto the road when leaving the buffered lanes northbound?	4/7/2016 7:04 PM
14	Glad to see some gaps in connectivity being addressed.	4/7/2016 6:10 PM
15	The portion of the bike lanes that merge with the sidewalk over transit stops are confusing for pedestrians and dangerous for cyclists. Further south on Pembina, they have been poorly maintained (snow, sand, debris), and appear to be part of the sidewalk, so pedestrians often wander into the path of bikes. The bike lane-transit stop transition ramp is steep, abrupt, and awkward to clear of snow. It would be better to have a lower, visually distinct area for the bike lane, with the transit stop on an island. This was the original proposal for this part of the project. Cyclists are disappointed with the dangerous compromise that has been implemented instead.	4/7/2016 4:50 PM
16	There should be a bike lane on the north side of confusion corner, as it is a busy intersection and then cyclists can see where their lane is and are less likely to be in an accident.	4/7/2016 3:34 PM
17	It is unclear if the sidewalk going north on Corydon towards the Mid-Twon Bridge is meant to be shared with bikes	4/7/2016 2:51 PM
18	What about bikes coming from or going to Corydon?	4/7/2016 2:20 PM
19	If only traffic engineers could figure out protected bike lanes through confusion corner.	4/7/2016 1:45 PM

# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q9 Please insert any comments that you may have:

Answered: 19 Skipped: 54

#	Responses	Date
1	This makes sense.	4/25/2016 9:58 AM
2	Like the idea that street parking is removed. It will make it safer for everyone.	4/23/2016 2:19 PM
3	There should never be any parking on any lane of Pembina. This is a god amend highway!	4/22/2016 12:14 PM
4	Will the parking be removed permanently? I would like to see bike lanes buffered by parking against traffic (similar to on Sherbrook)	4/22/2016 12:15 AM
5	Looks great.	4/21/2016 6:06 PM
6	Parking is not required on Pembina. The bike lane and upgraded sidewalk will encourage me to shop in this area.	4/21/2016 11:28 AM
7	I like removing parking along Pembina - parked cars were a hazard.	4/21/2016 9:38 AM
8	eliminating parking on the entire lenght of Pembina would solve a lot of problems.solve	4/18/2016 2:33 PM
9	As per my last comment, I wonder if there is enough surplus land along bike paths, to create parking spots, that you can find along portage ave, so it wont cause a bottle neck of traffic.	4/16/2016 11:31 AM
10	Improve the transit stop transitions. Previous designs accumulate sand & water right at a sloped turn. The "detectable warning tiles" serve no purpose other than shock cyclists wrists. Not pleasant to ride over. (we aren't falling asleep at the wheel)	4/12/2016 3:56 PM
11	Thank you for removing the parking. This will improve safety.	4/9/2016 3:42 PM
12	Please make sure transit stops and bike path detours are set far enough back from intersections to prevent bike coming off detour and right turning vehicles (Cresent at Pembina example)	4/8/2016 9:23 AM
13	Very few cars ever used this section to park. No big loss.	4/7/2016 6:10 PM
14	Why are there so many bus stops so close together? Can people not walk an extra block to a stop? Where I live I walk nearly 1 km to my closest stop.	4/7/2016 3:35 PM
15	Crosswalk at Scotland would go a long way to making bus transfers from NB route 60 to WB routes 65/66 safer and more practical.	4/7/2016 3:16 PM
16	I'm happy there will be more safe bike routes	4/7/2016 2:55 PM
17	It is an acceptable trade off to loose some vehicle parking to encourage active transportation	4/7/2016 2:51 PM
18	Include Diamond Lanes!!! Now is the time! Complete Streets!	4/7/2016 2:21 PM
19	About time. Plenty of sidestreet and surface parking options.	4/7/2016 1:48 PM

# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q10 Please insert any comments that you may have:

Answered: 34 Skipped: 39

#	Responses	Date
1	Bike Winnipeg has suggested modification to your design at bus stops. These changes address the design concerns that many cyclists and many transit riders have with the bike lanes you built on Pembina a few years ago between Crescent Drive and Plaza Drive.	4/25/2016 9:58 AM
2	Would prefer to see bike lanes continue at same grade when they loop around the bus stop island, to reduce conflict between cyclists and pedestrians (i.e. like in The Netherlands).	4/24/2016 9:50 PM
3	I do not like the design of these. personal experience is that they are hazardous to cyclists and pedestrians. Very scary. I do not use the bike lane at bus stops on pembina	4/23/2016 5:04 PM
4	Make sure the visibility of these areas are clearly marked.	4/23/2016 2:20 PM
5	A longer lead up as the bike lane joggles over should improve flow and sight lines for the cyclist.	4/22/2016 8:34 AM
6	Warning tile is a good measure	4/22/2016 12:15 AM
7	The ones on Plaza/Chevrier aren't painted and are at the same grade as the sidewalk. In other cities I've visited, they paint these lanes so that it's clear you're stepping into a bike lane.	4/21/2016 6:08 PM
8	see previous. keep the bikes at street elevation so pedestrians know they're crossing.	4/21/2016 11:54 AM
9	The bike lane should remain at street grade for zero transitions and pedestrians will know its a bike lane.	4/21/2016 11:30 AM
10	very practical for cyclists AND bus riders!	4/21/2016 11:12 AM
11	Pedestrians stand in the bike lane. If the grade remained low for the bike lanes like on Sherbrook, the pedestrians would know not to wait in the bike lanes. I have had pedestrians stand in the bike lane and stare me down as I try to find a safe way around them. Changing direction and grade also makes it more likely a bike will slip, especially when mud fills in the ramps as it does on Pembina Highway.	4/20/2016 10:40 PM
12	Bike lane is way too close to the bus shelter. Move it next to the sidewalk and leave the boulevard beside the bus shelter. A lot of shelters exit on the sidewalk side, not the street side. Bike lane diversion needs to be longer - should accommodate at least two bus lengths.	4/18/2016 2:35 PM
13	- Additional signage need to be installed around bus shelters to inform bus users to not stand in the bike path. This is the most dangerous section of the buffered bike lanes!	4/18/2016 11:16 AM
14	it works along the area of pembina where existing bike lane appears. it should work here too.	4/16/2016 11:32 AM
15	lots of signage / education so that all users know what to expect	4/13/2016 1:21 PM
16	Please do not install the terrible wrist shock warning tiles. A sign that cyclist yield to pedestrians like on esplanade riel AT bridge is sufficient.	4/12/2016 3:58 PM
17	This puts cyclists and transit riders in immediate danger of one another. Transit riders do not look out for cyclists and the lane is so close, cyclists have to suddenly brake when a crowd appears in the centre of the bike lane. Transit riders often have ear phones and do not hear you shout a warning as you approach. Commuting cyclists are often forced to ignore these passes and make a left lane change instead which puts the cyclist at risk of motor vehicles.	4/12/2016 10:36 AM
18	Riding along the existing bike path along Pembina on my bicycle, I have almost run into pedestrians exiting bus shelters. It is not clear from this drawing if this is the best design. I wonder if additional markings or signs need to be installed to improve safety.	4/9/2016 3:44 PM
19	at each end of the bus stop you should have a grip surface for the bikes as navigate a 35 deg turn all too often with debris and ice.	4/8/2016 4:28 PM

## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

20	<p>Need beter separation between bike lane and transit stop. Currently transit users are unaware of the bike lane. On my daily commute (pembina) I encounter people standing in the bike, most days at multiple stops (lots of people getting on the bus at 8:00 am). People are often on their phones or have headphones in and bells / call outs are ineffective. We should grade separate between the sidewalk (step down to bike lane and up to transit stop / island) with curb cuts to ensure accesability. If for some reason this is unattainable, coloured paint and prominent signs must inform peds / transit users they are stepping into a bike lane. It is really surprising no one stepping off a bus has been hit by a bicycle. Great image of a design in London (<a href="https://www.google.ca/search?q=copenhagen+cycle+track+bus+stop&amp;source=lnms&amp;tbm=isch&amp;sa=X&amp;ved=0ahUKEwjh3KL5n__LahXomoMKHRaoCSwQ_AUICCGc&amp;biw=2144&amp;bih=1082&amp;dpr=0.9#imgrc=xU5CDzbGNVGF1M%3A">https://www.google.ca/search?q=copenhagen+cycle+track+bus+stop&amp;source=lnms&amp;tbm=isch&amp;sa=X&amp;ved=0ahUKEwjh3KL5n__LahXomoMKHRaoCSwQ_AUICCGc&amp;biw=2144&amp;bih=1082&amp;dpr=0.9#imgrc=xU5CDzbGNVGF1M%3A</a>)</p>	4/8/2016 9:29 AM
21	These work well currently - good design.	4/7/2016 8:33 PM
22	Should there be better signage at this location for both bikes and pedestrians? How many reported incidents have happened on Pembina?	4/7/2016 7:05 PM
23	These are pretty scary to ride your bike through. Was hoping for a buffered median similar to Sherbrooke street.	4/7/2016 6:11 PM
24	The portion of the bike lanes that merge with the sidewalk over transit stops are confusing for pedestrians and dangerous for cyclists. Further south on Pembina, they have been poorly maintained (snow, sand, debris), and appear to be part of the sidewalk, so pedestrians often wander into the path of bikes. The bike lane-transit stop transition ramp is steep, abrupt, and awkward to clear of snow. It would be better to have a lower, visually distinct area for the bike lane, with the transit stop on an island. This was the original proposal for this part of the project. Cyclists are disappointed with the dangerous compromise that has been implemented instead. This is a BAD design!	4/7/2016 4:51 PM
25	<p>This design, while thoughtful and creative in it's attempt to remove the bus/bike leap frog that frequently occurs with shared bus/bike lanes, is problematic for the following reasons. 1. Pedestrians and cyclists are frequently put in danger of collision. Cyclists are fast moving, often traveling anywhere from 10km/h-40km/h. Pedestrians who are waiting for the bus have very little time to react to an oncoming cyclist while absentmindedly waiting in the bike lane. Through no fault of their own, many are unaware that they are standing in a bike lane. I have had several encounters where pedestrians and I were put in danger because there is not a clear enough distinction for the bike lane. 2. The angle and ramp that move the bike lane onto the raised portion is drastic and frequently filled with debris such as garbage or gravel. This is hazardous to cyclists who have very little room to maneuver, especially if that cyclist is moving at a faster pace and is on skinny road tires. 3. The bike lanes themselves are poorly maintained for the majority of the Winter and Spring months. The sections that are on the same level as the road are not cleared of snow to the same standards as the vehicle lanes. In the Spring, the lanes are filled with gravel and debris, making it hazardous to cyclists who could wipe out in traffic when trying to avoid debris or potholes. The bike lanes that are around bus stops are even worse, with thick gravel at the point of elevation which remains throughout the summer months. In conclusion, I am sympathetic and understanding to the concerns being addressed by this creative approach to bike lanes. Perhaps there is a way to compromise by including curbs that separate the bike lanes from pedestrian traffic, or keeping the bike lane at the level of the vehicle lanes. Regardless of what decisions are made to improve this design or go forward with the design as planned, the city needs to acknowledge the need for proper maintenance of these lanes. The work put into these lanes is futile if they are not maintained to a usable standard. Cyclists will continue to bike in the vehicle lanes if their safety is compromised by debris, gravel, and pedestrians.</p>	4/7/2016 4:37 PM
26	This is an inherently dangerous design, and puts cyclists and pedestrians in danger of collision. I am an avid cyclist and commuter and after several attempts, refuse to ride the Pembina bike lanes because they are simply too dangerous.	4/7/2016 4:13 PM
27	Bad design. The bike lane should not change elevation as it creates a hazardous situation where a bike could upset. Also people would not stand in the lower bike path and be in the way of cyclists. The sharp turns onto the ramps make it impossible longer bikes and hand cycles to use.	4/7/2016 4:02 PM
28	As previously discussed, this is functionally far LESS safe for everyone involved. The only thing this accomplishes is less inconvenience for transit and vehicle drivers.	4/7/2016 3:24 PM
29	Where is the snow in your rendering? This design is generally regarded in the cycling community as not functional or safe - the ramps get full of debris and snow/ice, sight lines are poor and the lack of distinction between sidewalk and bike lane promotes conflict. Why not use the design that Minneapolis uses?	4/7/2016 3:16 PM
30	Maybe have signs for both cyclists and pedestrians to watch for one another. Once cities are used to bike lanes on sidewalk it's easy for pedestrians to be out of the way. Before then signage is needed to keep flows going and pedestrians safe.	4/7/2016 3:00 PM
31	Please make the lanes more visible at the bus stop as many passengers stand in the bike lane	4/7/2016 2:56 PM
32	Perhaps the extra space could be used for trees and plants near the transit stop	4/7/2016 2:52 PM
33	Ensure curbs are mountable at bike ramps.	4/7/2016 2:24 PM

Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

34	Perhaps clearer signage should be provided to pedestrians as they often dangerously stand in the bike lane at these stops.	4/7/2016 1:53 PM
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# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q11 Please insert any comments that you may have:

Answered: 26 Skipped: 47

#	Responses	Date
1	It's great to see the new bike lane connect to the pathway that runs along the SW Rapid Transit Corridor. So now there is a good protected facility from Pembina Hwy all the way into The Forks via South Point (when the river is low enough to allow passage under the Queen Elizabeth way bridge).	4/25/2016 10:06 AM
2	Not a fan of bike boxes. Very out-dated design.	4/24/2016 9:50 PM
3	No doubt Confusion Corner and environs is a scary place for cyclists. this may help. But what about a cyclist heading north bound on Pembina wanting to take Osborne through the Village?	4/23/2016 5:05 PM
4	Where does the northbound bike path feed into once pembina crosses osborne? Would be awesome to see it go all the way up to Main to allow a connection to the gravel path along the Red and south to Churchill dr.	4/22/2016 12:16 PM
5	On paper this looks like a good design, as far as I can tell	4/22/2016 12:16 AM
6	Ignore my earlier comment about the lack of a SB connection from Confusion Corner! I get it now :)	4/21/2016 6:09 PM
7	see previous.	4/21/2016 11:54 AM
8	Remove the one-way green way on Warsaw, change to bidirectional bike lanes..	4/21/2016 11:37 AM
9	this panel is a bit confusing, but I'm sure the presenter will be able to provide clarification	4/21/2016 11:12 AM
10	I love the two-stage left turn for bikes. All bike left turns should be done this way. I've always used that method.	4/21/2016 9:38 AM
11	Why not continue the bike lane on Pembina between Nassau and Warsaw? You are already crossing the street - it doesn't make sense to also go around the block just to continue going south on Pembina Highway. Warsaw is already quiet enough.	4/20/2016 10:55 PM
12	no comment.	4/16/2016 11:33 AM
13	Improve cycling access to and from ROCC.	4/12/2016 3:59 PM
14	I like this.	4/12/2016 10:36 AM
15	Sorry, but I cannot figure out this drawing. I cannot figure out the design of bike traffic on the north side of Pembina on Warsaw. af	4/9/2016 3:47 PM
16	Nice, Very nice!	4/8/2016 4:32 PM
17	Awesome connections and a bike box / 2 stage left turn. Great job connecting donald Offstreet path and plugging it into southbound cycle track, that is a tricky one. In the future will there be a cycle track connection on the west side too? Through the village perhaps? I know this is outside the scope, but that would be super cool. While we're talking wish lists, how about converting river and strabrook to two way streets and when you do put a cycle track through Osborne village get the width from a road diet (narrow lanes or better, remove some, remove median). Tight 4 lane road with one way cycle tracks would be awesome! End tangent.	4/8/2016 9:37 AM
18	2-stage left turn bike box is a bit confusing - maybe these could be explained more thoroughly.	4/7/2016 8:35 PM
19	Thanks, earlier questions answered. Access to river path from this point? Walking under bridge or on road riding on Osborne - are there plans inthe future for this connection?	4/7/2016 7:06 PM
20	Bike boxes can be great when properly implemented and signed.	4/7/2016 6:12 PM
21	Bike boxes and provision for realistic manoeuvres are welcome.	4/7/2016 4:52 PM
22	The curb separation is good.	4/7/2016 4:03 PM
23	Need a bike lane for pembina (just off of osborne) going southbound/westbound	4/7/2016 3:36 PM
24	NB looks good. for SB connection, some physical protection to keep right turning drivers from cutting corner into bike lane would be nice.	4/7/2016 3:16 PM
25	Like the introduction of thought out left hand turns.	4/7/2016 3:04 PM
26	More protected lanes, less buffered.	4/7/2016 2:25 PM

Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

**Q12 Please insert any comments that you may have:**

Answered: 14 Skipped: 59

#	Responses	Date
1	This makes sense.	4/25/2016 10:06 AM
2	As stated earlier, this whole process needs to be moved up, so we can make better use of our construction season.	4/23/2016 2:21 PM
3	Get 'er done!!! Less talk, more rock!	4/21/2016 6:10 PM
4	Enforcement: too many cyclists still using the sidewalks, or Pembina, instead of the bike lanes. Riding in the wrong direction (against the flow of traffic) is also an issue. Also need more enforcement city wide - too many bicycles used at night without lights or reflectors.seos ne	4/18/2016 2:36 PM
5	- Very pleased that there will be more bike lanes. They cannot come soon enough!	4/18/2016 11:17 AM
6	Please! no more cost overruns on another city project. We still dont know how much the new police building will cost us.	4/16/2016 11:33 AM
7	This nicely completes project for commuting students to U of M in time for Fall semester.	4/12/2016 10:37 AM
8	I am happy to see that this project should be completed quickly. Has thought gone into keeping it open year-round? Thank you.	4/9/2016 3:49 PM
9	So excited to see so many quality pedestrian and cycling projects being implemented! Great work. We need design guidelines though and we must refine the designs of the facilities we designed pre "strategies". Case in point, the buffered bike lane / transit stop detour must be revisited. Please, City folks responsilbe for the design go ride the existing facility at peak (8:00 am and 5:00pm) and you will see for yourselves. For that matter, please designers go ride all the infrastructure for you can only tell how it really works by using it. Thanks again.	4/8/2016 9:41 AM
10	Excited to see this become reality.	4/7/2016 6:13 PM
11	This is a good breakdown, if the schedule will be respected. We all know that things in this city take months-years longer than anticipated.	4/7/2016 3:37 PM
12	If you get a lot of feedback from the cycling community that the preliminary design is "doing the same thing again and expecting different results" (repeating the failures of the design applied further south), I'm not sure that you'll be able to have detailed design ready for tender in May. Bus stops and at least the Grant intersection will need a new (for Winnipeg) design, although precedents that could be copied can be found elsewhere.	4/7/2016 3:16 PM
13	the sooner the project is completed, the better	4/7/2016 2:58 PM
14	Looking forward to 2017.	4/7/2016 2:26 PM

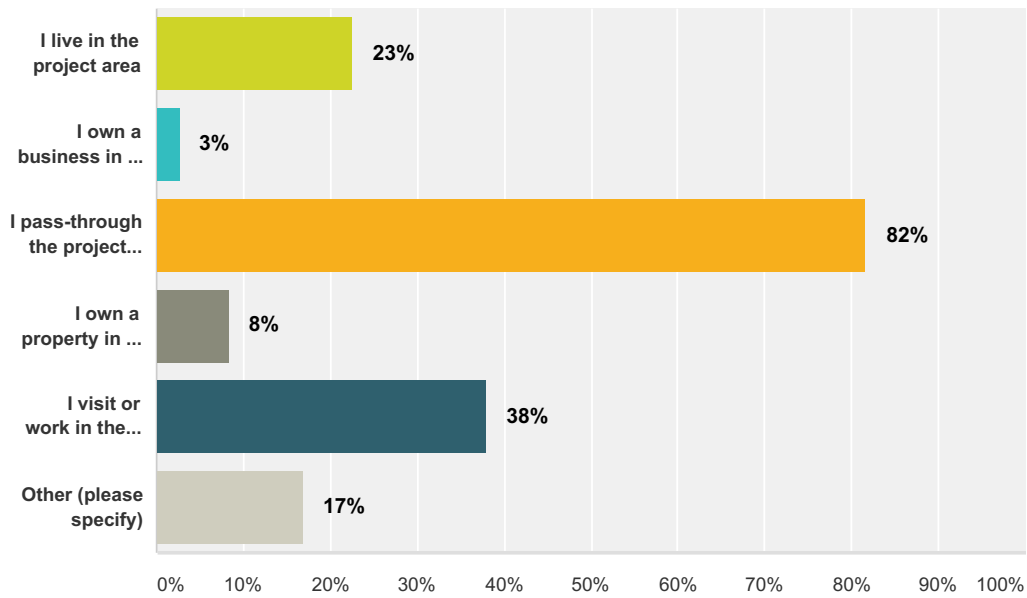
**Q13 Please insert any comments that you may have:**

Answered: 15 Skipped: 58

#	Responses	Date
1	This makes sense.	4/25/2016 10:06 AM
2	Avoid fast-curing concrete if its freeze-thaw performance isn't good enough. If you're going to build this, it's useless if it becomes filled with cracks and potholes that destroy bike wheels!	4/21/2016 6:14 PM
3	a well though-out projection	4/21/2016 11:13 AM
4	Construction should be done 16 hour days, 7 days a week, no breaks (except for weather) until completed. Reducing the length of traffic disruption is well worth the additional cost.	4/18/2016 2:40 PM
5	Lets hope this works. Some winnipeggers will still complain about delays.	4/16/2016 11:34 AM
6	n/a	4/9/2016 3:49 PM
7	So during the day cyclists and cars share the one remaining lane? well you can't go more than 25kph through that kind of construction anyway	4/8/2016 4:38 PM
8	Sounds great.	4/8/2016 9:42 AM
9	Is fast curing concrete as resilient as regular concrete? Is there any negativity to long term wear for this choice?	4/7/2016 9:11 PM
10	More bikes = less conjection and less construction. Temporary inconvenience for long-term gain.	4/7/2016 8:37 PM
11	Looks like a sensible schedule to me.	4/7/2016 6:13 PM
12	Why doesn't the city adopt what Toronto does, works at night when limited noise is produced?	4/7/2016 3:38 PM
13	Of course construction will always be a pain, but it is necessary.	4/7/2016 3:07 PM
14	Ensure Diamond Bus lanes during construction! Great opportunity to get people out of their cars and into the faster more convinient transport choice!	4/7/2016 2:26 PM
15	two lanes closed...out of 3 lanes, or out of six? Pembina Highway is a busy street.	4/7/2016 2:18 PM

### Q14 Please check the boxes that best describe you:

Answered: 71 Skipped: 2



Answer Choices	Responses
I live in the project area	23% 16
I own a business in the project area	3% 2
I pass-through the project area	82% 58
I own a property in the project area	8% 6
I visit or work in the project area	38% 27
Other (please specify)	17% 12
<b>Total Respondents: 71</b>	

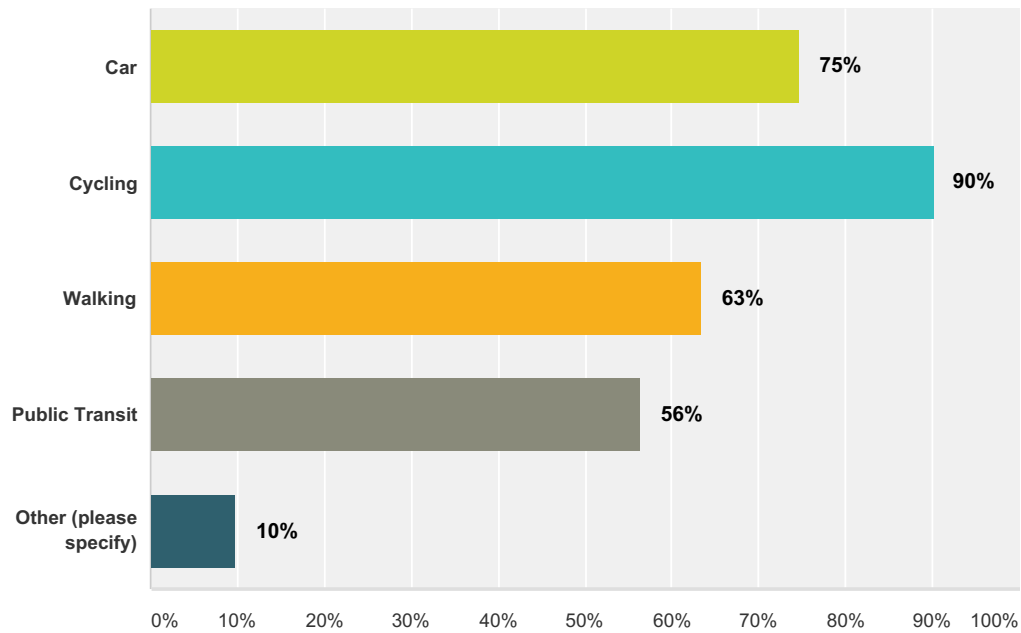
#	Other (please specify)	Date
1	Play bike polo @ ROCC (30 people) Monday and Friday for last 10 years.	4/26/2016 10:04 AM
2	regular cyclist	4/25/2016 11:40 AM
3	I used to live in the Parker neighbourhood and work downtown. I now live in St. Vital and still work downtown, so I use this less but am very familiar with it having used it for about 7 years.	4/22/2016 12:18 PM
4	I used to live in the project area	4/22/2016 12:18 AM
5	I go out of my way to use other routes, but would use this infrastructure if it existed. Pembina is dangerous and I've been using alternate routes for years.	4/21/2016 11:56 AM
6	I currently avoid this area of Pembina due to poor conditions.	4/21/2016 11:40 AM
7	I Play sports at ROCC	4/12/2016 4:00 PM
8	Often shop in project area.	4/8/2016 12:54 PM
9	Daily cycle commute from Ft. Richmond to downtown.	4/7/2016 7:07 PM

## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

10	I represent an employer who has thousands of people living in/travelling through the project area at least 5 days a week.	4/7/2016 3:17 PM
11	I avoid the area but if there was this cycling infrastructure I'd probably use it. It would save me some time by giving me a more direct route.	4/7/2016 3:17 PM
12	live off south Osborne so I am in this area often	4/7/2016 3:00 PM

### Q15 What are your regular modes of transportation? (check all that apply)

Answered: 71 Skipped: 2



Answer Choices	Responses	
Car	75%	53
Cycling	90%	64
Walking	63%	45
Public Transit	56%	40
Other (please specify)	10%	7
<b>Total Respondents: 71</b>		

#	Other (please specify)	Date
1	mobility issues presently make cycling and public transit non-options for me. Consideration for pedestrian crossing times, particularly in winter, must always be considered.	4/21/2016 11:17 AM
2	Carsharing	4/19/2016 11:14 AM
3	I cycle until there is snow and then I bus. I use my car if going downtown because I don't trust that my bicycle will be there when I need to leave.	4/18/2016 11:19 AM
4	Peg City Car Share co-op	4/13/2016 1:24 PM
5	Cycling is my primary mode to work and I ride for pleasure lots, but I use all modes and our household is happy to own a 2008 toyota corolla.	4/8/2016 9:43 AM
6	I commute to work without a car using the other methods weekly all year long	4/7/2016 3:00 PM
7	Hot Air Balloon (kidding)	4/7/2016 2:27 PM

# Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

## Q16 Please provide any comments on the following key aspects of this project, below:

Answered: 53 Skipped: 20

Answer Choices	Responses
Road and/or Sidewalk Rehabilitation	49.06% 26
Buffered Bike Lanes and/or Intersection Designs	77.36% 41
Parking and or Transit Stop Reconfiguration	71.70% 38

#	Road and/or Sidewalk Rehabilitation	Date
1	Too much gravel and sand left on bike lanes. Not cleaned. People use the bike lanes in the wrong directions.	4/26/2016 10:32 AM
2	This looks good. However, there still needs to be a pedestrian crossing of Pembina between Daly and Grant.	4/26/2016 10:22 AM
3	Too many curb cuts/private and public approaches on Pembina. Reduce the design speed of Pembina to 50.	4/26/2016 10:15 AM
4	Needed.	4/26/2016 10:09 AM
5	Better/shorter crossing points @ Corydon & Grant. Slower right hand turn movements @ same two intersections.	4/26/2016 10:07 AM
6	Road rehab is always appreciated.	4/26/2016 9:55 AM
7	Don't let the new road edge break away like on Pembina south of Chevrier	4/26/2016 9:47 AM
8	I would want to see the west sidewalk remain open during construction. It's unrealistic to expect people to detour, and having people on the street with their back to traffic is dangerous. Previous work on Pembina in front of the old radio station near Clarence tried to shut down the sidewalk and failed to direct people to walk to the other side of Pembina.	4/25/2016 11:10 AM
9	This is necessary.	4/25/2016 10:09 AM
10	Do not put road seams (for this and all streets going forward) in the area close to the curb. Stop using salt on the roads, and use sharp sand, not clay in the winter.	4/25/2016 9:08 AM
11	Sidewalk rehabilitation is urgently needed. Very happy to see this.	4/24/2016 9:54 PM
12	Worried about high speed turns Osborne-Pembina-Corydon. Dangerous for bikes and pedestrians as well as at Grant-Pembina. Need more painted bike lanes; green!	4/22/2016 11:43 AM
13	Very good.	4/22/2016 11:32 AM
14	Bike lane and bus stop intersections are not sufficiently marked in existing phases of project. Would also benefit from bike lane staying at street grade.	4/22/2016 11:03 AM
15	Outer curbs should be built up so that rainfall drains to median, avoiding flooded bike lanes and splashed pedestrians	4/22/2016 12:21 AM
16	More should be done to adjust geometry on high speed turns.	4/21/2016 11:45 AM
17	Sudden changes in direction and well as grade are dangerous in slippery conditions.	4/20/2016 11:06 PM
18	it is about time this is done, that rd is terrible	4/14/2016 5:01 PM
19	This is needed	4/13/2016 1:26 PM
20	Good	4/8/2016 12:54 PM
21	Keep those sidewalks maintained and clear of snow.	4/8/2016 9:45 AM
22	looks good	4/7/2016 4:13 PM
23	this is always needed as some of the sidewalks are in such poor condition	4/7/2016 3:39 PM
24	Glad they're separating pedestrians from cyclists	4/7/2016 2:58 PM
25	The City builds these huge sidewalks on Pembina, and they are rarely used	4/7/2016 2:32 PM
26	Until all the sections on Pembina and these buffered bike lanes are complete, cyclists remain unsafe on the road. At the same time, as a motorist I am not looking forward to yet another season of construction on some portion of Pembina Highway.	4/7/2016 2:19 PM

## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

#	Buffered Bike Lanes and/or Intersection Designs	Date
1	Too infrequent of cleanings (always 4/6 months) covered in and and gavel dirt. Makes for difficult direction changes.	4/26/2016 10:36 AM
2	Looks good.	4/26/2016 10:22 AM
3	Fabulous!	4/26/2016 10:09 AM
4	Please cart & consider raised bike lanes. Improve separation from high speed traffic, improve drainage and reduce sand in bike lanes. As discussed with Joel Piwniuk at open house, consider raised car crossing at Jessie for safety of cyclists and pedestrians from left hand turn from south bound Pembina.	4/26/2016 10:07 AM
5	I really like the buffered bike lanes on south Pembina and feel safe riding in them. Where there are driveways into parking lots (and there are lots) I'd like to see signs for drivers exiting lots to watch for cyclists. Push buttons for cyclists at intersections are great.	4/26/2016 9:55 AM
6	Adding a 4th lane to be shared with bus and bike is better in every way to what is proposed. Bus clears gris and glass. Bike waits for bus that never catches it again.	4/26/2016 9:47 AM
7	where bike lanes move inside parking areas, there is a real risk of bad outcomes unless the bike lane is clearly separated and drivers are aware of cycling traffic. Curbs would be best. Needs to be space so that cyslists are not at risk from a suddenly opened car door.	4/25/2016 11:41 AM
8	A raised narrow curb in place of orange pylons would be better as well as paint bike lane	4/25/2016 11:33 AM
9	Will light timing be extended to allow bikes to cross Pembina, along with pedestrian traffic?	4/25/2016 11:20 AM
10	I am very concerned about the removal of the pedestrian crossing from Corydon to the Osborne/Pembina intersection. Currently, by crossing Pembina from the sepearator island, you can get to SB osborne well ahead of the Osborne traffic, which is critical for anyone biking through the Osborne underpass. What will be the effect on average delgs time here? I would like to see some formalized to allow a left turn off of NB Osborne on McMillan . A bike box or two stage turn queue. Facilitate left turns off of Pembina onto Warsaw and Daly better. Add sotrage space between sidewalk and bike lane so that people on bikes making this left do not block those continuing north. Make sure they can activate signal and that they cross inside the pedestiran crosswalk. Similar to a back turn or handle turn. Maintain raised bike lanes through Jessie. Reduce the turn radius at Grant. Bend the buffered bike lane out to emulate a protected intersection. Put the crosswalks closer to a straight through line. Start SB buffered bike lane at Jessie (needed for left turn off of warsaw as well)	4/25/2016 11:10 AM
11	Vehicles making right-hand turns from approaches or side streets have a tendency to NOT 1. Stop at the stop line, 2. Not look both ways for non-vehicle traffic. Will be an issue for the two-lane section between Warsaw and Osborne.	4/25/2016 10:09 AM
12	See my earlier comments.	4/25/2016 10:07 AM
13	- Design does not appear to plan for maintenance. Why building something that isn't functional when it rains, snows, in spring before clean up? Let's learn from infrastructure that has been installed further south. - SB Pembina at Grant: channelized R turn into high speed conflict area-why not a protected intersection? - Why not a design that maintains bike lane service standard year round (i.e. bollards stay in year round, or some other form of buffering that is consistent year round)	4/25/2016 9:39 AM
14	Why not continue the two-way bike lane on Pembina all the way south. A lane that starts and stops causes confusion.	4/25/2016 9:08 AM
15	That intersection at Warsaw will require prior instruction and certification of all riders to be used as intended. AKA totally unrealistic. Please build street a reasonable person can guess.	4/25/2016 8:56 AM
16	Still disappointed that we can't have protected bike lanes. Would like to see red asphalt for bike lanes adopted, following example of The Netherlands. This would signal to motor traffic that bike lanes have priority at the numerous approaches.	4/24/2016 9:54 PM
17	Buffered bike lanes are not making "new" bikers or families feel safe down busy main roads.	4/22/2016 11:48 AM
18	Biffered bike lanes don't make it safer or increase ridership for people who have never ridden their bikes or for those with mobility or young children. We need more protected bike lanes to really reach masses, those that are interested but afraid.	4/22/2016 11:43 AM
19	Important to provide for adequate design for left turning bikes at intersection of Pembina and Wardlaw. Also, how will cyclicsts accessing Pembina from McMillan enter bike lane / traffic? Further improvements needed.	4/22/2016 11:32 AM
20	Bike priority boxes at intersections please	4/22/2016 12:21 AM
21	Use lots of good, large, clear signage for the "bike box" turns! And do as much as possible to keep bus riders from standing in the lane around the bus 'islands'!	4/21/2016 6:15 PM
22	see previous.	4/21/2016 11:56 AM



## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

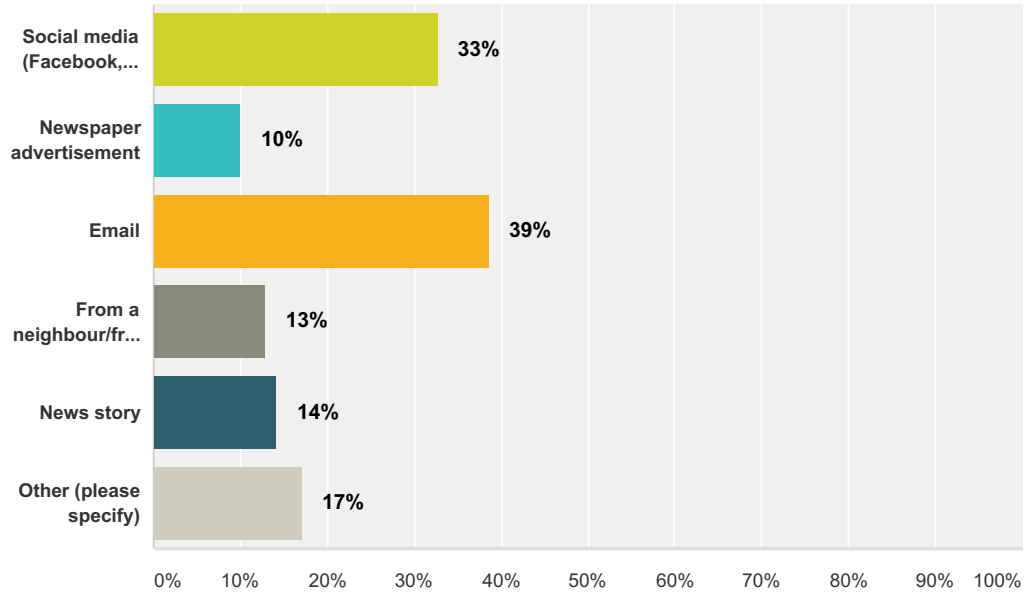
23	Winter maintenance should have been considered in the design process.	4/21/2016 11:45 AM
24	Bollards do not offer protection. As divider would keep cars away.	4/20/2016 11:06 PM
25	Would prefer to see protected bike lanes year-round on Pembina Hwy given traffic volumes, speed and composition (trucks).	4/19/2016 11:15 AM
26	This is essential. Making Pembina safer for people on bicycles is wonderful.	4/13/2016 1:26 PM
27	An important benefit of these bike lanes is that they will not be rapidly destroyed and made painful/dangerous by bus traffic the way the bus/curb lane is now.	4/13/2016 8:19 AM
28	Please rethink buffered bike lanes for Raise/protected bike lanes.	4/12/2016 4:01 PM
29	Safety at bus shelters is important. Permanent barriers between bikes and vehicles is the best option.	4/9/2016 3:51 PM
30	Great	4/8/2016 12:54 PM
31	Year round separation and maintenance.	4/8/2016 9:45 AM
32	Buffered lanes seem so much safer. I like them.	4/7/2016 8:38 PM
33	More protected lanes please!	4/7/2016 6:13 PM
34	This is a poor and dangerous design.	4/7/2016 4:14 PM
35	looks good	4/7/2016 4:13 PM
36	Curb separation would be preferred for the bike lane.	4/7/2016 4:08 PM
37	LOVE this! I feel much safer when it is less likely that a car can get too close to me	4/7/2016 3:39 PM
38	Very impressed. It looks user friendly and didn't forget about the intersections.	4/7/2016 3:18 PM
39	Safer that way, drivers do not respect cyclists	4/7/2016 2:58 PM
40	This is a great design - I regularly ride to the U of M and appreciate the separation	4/7/2016 2:32 PM
41	Would like to see Pembina completed all the way between Confusion Corner and the University promptly	4/7/2016 2:15 PM
<b>#</b>	<b>Parking and or Transit Stop Reconfiguration</b>	<b>Date</b>
1	No bus shelters nor benches on the islands, move them further bak behind bike lane to improve visibility.	4/26/2016 10:36 AM
2	Bus traffic could barrel off bus and run right into a cyclist. When cycling, cyslists don't want to go up and down. Water pools in up and down area and tons of sand and gravel.	4/26/2016 10:32 AM
3	Ok	4/26/2016 10:09 AM
4	Transit stops need to be re-designed. I like the Mass Dot example Bike Winnipeg presented.	4/26/2016 10:07 AM
5	Need lots of clear signage indicating the "shared" space. Signs reminding drivers to cheer for cyslists before opening car doors and getting out.	4/26/2016 9:55 AM
6	Current design is dangerous to bike around each stop.	4/26/2016 9:47 AM
7	Signs and education at bus stops: people waiting for the bus frequently stand oblivious to the world around them in the bike lane. There need to be education and a warning sign in every transit shelter. It poses significant risks to both the pedestrian and cyclist.	4/25/2016 11:41 AM
8	Add more width to the bike lane entry and exit points. Increase differentiation between bike and pedestrian zones - grade separation protected. Add fences and planters. Have bike lane at a different height than sidewalk an dbus platform. Uses fences r planters to separate bike space from pedestrian space. Use hanging planters on poles.	4/25/2016 11:10 AM
9	Inattentative pedestrians. Some grade separation at bump-outs.	4/25/2016 10:09 AM
10	See my earlier comments.	4/25/2016 10:07 AM
11	Still dangerous to trasnfer from NB Route 60 to WEB Route 64/65/66. Half sigal or overhead flashing beacon?	4/25/2016 9:39 AM
12	The Visually Impaired Resource Network has been very critical proposed bus stop layouts -- why are you insisting on increasing the risk of collisions between cyclists and pedestrians by continuing with this design? And if its already decided why are you asking for opinions?	4/25/2016 9:08 AM
13	They are awful. Pedestrians hat them and so do cyclists. I'd like to meet someone who actually uses them who thinks they are a good idea.	4/25/2016 8:56 AM

## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

14	On-street parking on Pembina should be completely removed. Causes too many conflicts with all other modes of traffic.	4/24/2016 9:54 PM
15	The division of bus stop and bike lane currently in use is not defined enough to keep pedestrians from walking on the bike lanes.	4/22/2016 11:48 AM
16	Further design features needed to keep pedestrians out of bike lanes at transit stops. Bus riders often wait for bus standing in bike lane in other parts of Pembina.	4/22/2016 11:32 AM
17	These are creating big problems - bike pedestrian conflict and unsafe conditions with the intent of solving a bike bus conflict. A bicycle moving at 30 kmh +/- must slow down to go to the right of a bus or to not move left into the vehicle traffic. Pedestrians at the bus stops will stand in the bike lane, mill about or cross the bike lane without looking for bikes. Very unsafe. Motor vehicles object to a cyclist moving out of the bike lane into the through lane (to the left). They do not understand that the cyclist has this right. Finally, if a bus is at the stop - a fast moving cyclist could pass to the left of the bus, but then is really hanging out in through-traffic. The design concept might work for a slow moving cyclist, but is not a good solution over speeds of say 15 kmh.	4/22/2016 11:09 AM
18	Maps missed a bus stop - Southbound Pembina just north of Dudley (in front of Gas Station)	4/22/2016 11:03 AM
19	I would like to see bike lanes buffered by parking lane	4/22/2016 12:21 AM
20	Reduce on street parking	4/21/2016 9:14 PM
21	see previous.	4/21/2016 11:56 AM
22	Removal on on-street parking will benefit all aspects of transportation on Pembina.	4/21/2016 11:45 AM
23	The way Sherbrook is configured means that transit riders stay away from the bike lanes.	4/20/2016 11:06 PM
24	If vehicles park in bicycle lanes, no one will use the bicycle lanes. Many people already are not comfortable using the current buffered Pembina bike lanes because they are not separated enough. Drivers WILL park in the bicycle lanes unless there are posts blocking them. This already happens on the current ones until the posts are installed. Also, there needs to be better signage at bus stops to prevent bus users from standing in bike paths.	4/18/2016 11:20 AM
25	hope it doesnt slow traffic flow.	4/16/2016 11:35 AM
26	In know traffic flow is the biggest concer - because it has the most users. This helps change that equation a little, and the traffic could stand to move a little slower. The bus lane should be a diamond priority lane all the way.	4/13/2016 1:26 PM
27	My main concern (and that of many of my cycling friends) is passage over the side-walk at bus stops. This feels totally unsafe and negatively impacts my commute. Vehicles are angry when I don't take the reroute, and transit users are angry when bicycles whip through their disembarking zone.	4/12/2016 10:40 AM
28	Good idea to remove parking spots	4/9/2016 3:51 PM
29	Okay	4/8/2016 12:54 PM
30	Grade separate transit stop from bike lane, space transit stop detour to be well before any intersections (cyclist right turn conflict)	4/8/2016 9:45 AM
31	The transit stop design is dangerous and inconvenient. I usually avoid the transit stop islands and continue in the right car lane unless there's a bus stopped. Visibility, maintenance, and pedestrian collisions are obvious problems with the design. A clearly demarcated bike lane at the same level as the road, with the bus stop on an actual raised island, would better accommodate cyclists and keep pedestrians out of the bike lane.	4/7/2016 4:54 PM
32	looks good	4/7/2016 4:13 PM
33	The bike lane should be level with the road at all times.	4/7/2016 4:08 PM
34	Transit stops could be placed every 2-3 blocks vs each block. It will not kill people to walk one extra block and this significantly speeds up the route, with less stops.	4/7/2016 3:39 PM
35	Set up the stop in a way that discourages people from standing in the bike lane	4/7/2016 2:58 PM
36	Some people go too fast through these components	4/7/2016 2:32 PM
37	include Diamond lanes down the length of Pembina!	4/7/2016 2:27 PM
38	Add clear warnings to prevent pedestrians from standing in the bike lane	4/7/2016 2:15 PM

### Q17 How did you hear about the public engagement for this project? (select all that apply)

Answered: 70 Skipped: 3



Answer Choices	Responses
Social media (Facebook, Twitter)	33% 23
Newspaper advertisement	10% 7
Email	39% 27
From a neighbour/friend	13% 9
News story	14% 10
Other (please specify)	17% 12
<b>Total Respondents: 70</b>	

#	Other (please specify)	Date
1	City Website	4/26/2016 10:07 AM
2	Councillor newsletter	4/26/2016 9:47 AM
3	websites	4/25/2016 10:08 AM
4	Councillor newsletter	4/25/2016 9:40 AM
5	Bike Winnipeg	4/25/2016 8:56 AM
6	Bike Winnipeg	4/22/2016 12:18 PM
7	Green Action Centre newsletter	4/21/2016 11:17 AM
8	The City of Winnipeg updates	4/20/2016 11:11 PM
9	Main city website front page.	4/13/2016 8:20 AM
10	City of Winnipeg Website	4/12/2016 4:02 PM

Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

11	U of M	4/8/2016 12:54 PM
12	City website	4/7/2016 10:48 AM

**Q18 Please provide any comments on the public engagement component of this project and how this could be improved in the future.**

Answered: 36 Skipped: 37

#	Responses	Date
1	Talk more with the cyclists actually using the existing infrastructure or not using and why. Actually stop and ask them for suggestions.	4/26/2016 10:37 AM
2	Place that has convenient parking.	4/26/2016 10:32 AM
3	Good outreach.	4/26/2016 10:10 AM
4	I appreciate having this opportunity to see the plans and speak with planners.	4/26/2016 9:55 AM
5	Publish all comments on city website within 3 days. Don't delete any comments.	4/26/2016 9:47 AM
6	Staff present at the open house were open to the dialogue and fairly well informed.	4/25/2016 11:42 AM
7	Pick a location with better parking options please!	4/25/2016 11:33 AM
8	I liked the public engagement process. One improvement would have been to show the full bike map and the Corydon/Osborne plan to provide context.	4/25/2016 11:11 AM
9	Well done.	4/25/2016 10:08 AM
10	Is there a bike rack at River Osborne CC? I didn't see one... maybe a loaner rack for future open house locations.	4/25/2016 9:41 AM
11	People become very irritated when they are asked for their opinions that are then ignored. i.e. Parker lands dog leg. Major waste of money and it won't be used.	4/25/2016 9:11 AM
12	Discouraging -- Being told there is no other option for all concerns. So, the process disrespects me and my time.	4/25/2016 9:00 AM
13	Greatly appreciate the opportunity to speak with the design team at the public engagement events. Cleared up a lot of misunderstandings.	4/24/2016 9:56 PM
14	Take the public engagement to locations where residents gather. The need to do outreach. Focus on more disadvantaged populations; parents with kids; neighbourhood resource centres; senior serving organizations.	4/22/2016 11:45 AM
15	Functional design panels do not identify design elements planned for intersections. I'm uncertain how different modes will cross Pembina at any of the identifies crossings. Bike signals? Bike boxes?	4/22/2016 11:33 AM
16	When speaking to a representative at the public consultation he mentioned that the bike lane / transit stops had been designed with consultation with transit, accessibility groups, snow clearing groups, etc. He did not mention any cycling advocacy groups, were any involved?	4/22/2016 8:39 AM
17	This needed to have happened YEARS ago!! I take a 4km detour just to avoid cycling on Pembina right now.	4/21/2016 6:16 PM
18	Happy to be given the opportunity to provide feedback	4/21/2016 11:47 AM
19	Public engagement is always essential. I appreciate the opportunity to participate through this format as I am not able to be at the presentation.	4/21/2016 11:17 AM
20	I like being able to fill in an electronic survey. I am often unable to attend meetings.	4/20/2016 11:12 PM
21	The comment fields for questions 3 to 16 only show about eight words. It's impossible to compose a sentence in them.	4/19/2016 1:59 PM
22	dont know.	4/16/2016 11:35 AM
23	Good job.	4/13/2016 8:20 AM
24	It's sufficient	4/12/2016 4:02 PM
25	I think it's important that cyclists know they can participate in their city's infrastructure. Keep getting the word out!	4/12/2016 10:41 AM
26	It seems like the window for public comments is quite short. Maybe increase the amount of time allowed. Also more outreach through bike shops and along existing bike lanes would allow for more feedback from cyclists.	4/9/2016 3:53 PM

## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

27	You should go out to the existing sections of the Pembina buffered lane and talk to users (ped, bike and transit) to get a real world understanding of its function. Also ride it yourselves, ride it in its current state (no bollards and heavy silt) and assess its (in)effectiveness as a separated cycling facility.	4/8/2016 9:47 AM
28	Try spreading the work to more than just mmm group on repeat.	4/7/2016 6:14 PM
29	Bike Winnipeg and AT activists made plenty of fuss about the safety and usefulness of the design of bike lane transit stops before construction started on Phase 1. The presentation could provide an overview of public feedback during the last phase of design to familiarize viewers with some of the concerns, and arguments for and against.	4/7/2016 4:56 PM
30	The online portion is great as I haven't been able to make it out to many city consultations.	4/7/2016 4:13 PM
31	I love that this survey was available, as I can almost never make it to the open houses for these building projects because of my work/school schedule.	4/7/2016 3:40 PM
32	Demonstrating how lessons from same design elsewhere in Winnipeg have been applied/learned would go a long way to demonstrating responsiveness and innovation in planning.	4/7/2016 3:19 PM
33	continue to engage the population and include information on the benefits of active modes of transportation and the negative contribution of ICE vehicles to climate change	4/7/2016 3:01 PM
34	This is a neat idea	4/7/2016 2:59 PM
35	Glad the information was sent before the open house.	4/7/2016 2:28 PM
36	Asking for comments on each individual board is dumb. I provided all my comments on the first page. I don't need to see all the boards again.	4/7/2016 10:50 AM

## Q19 Is there anything else the project team should consider?

Answered: 35 Skipped: 38

#	Responses	Date
1	Actually get out and ride the existing infrastructure to see where the existing problems are.	4/26/2016 10:37 AM
2	Lots of signage for drivers to yield to vulnerable road users.	4/26/2016 10:08 AM
3	I didn't know the "sidewalk" along Donald east of Osborne was actually a 2-way bike path -- more signage and a yellow diving line would help. And maybe pedestrians should be directed to the other side of the street.	4/26/2016 9:56 AM
4	Connectivity is key to a cycling system. This is one project and will form a link in the longer term picture. At the moment the northern interconnection off of this new section are poor in terms of their capacity and signage -- particularly northeast along Donald.	4/25/2016 11:44 AM
5	Public education both print visual and TV with visual example of how motorists and cyclists should manage themselves through right turns where there's a bike path on major street like Pembina.	4/25/2016 11:34 AM
6	Improve the Corydon/Nassau crossing - make sure that a person can activate the crossing from their bike.	4/25/2016 11:11 AM
7	Are there design guidelines for buffered bike lanes? If not, why not?	4/25/2016 9:41 AM
8	For winter cycling? Is public works on board. right now the shared use sidewalk on Jubilee is poorly plowed. The bike lanes on Harrow contain all the snow from the street. Stop using cheap lane paint. It doesn't last. Buy good quality paint -- and it will not have to be replaced as often.	4/25/2016 9:12 AM
9	Please make sure a dumb cyclist like me will be better off after than before. Not too much to ask? Yes, it is, because the stops increase my danger.	4/25/2016 9:01 AM
10	What is the plan for signage and information on how to use the new transportation methods for cyclist/pedestrians/drivers once it is opened and ongoing. Paint lines fade people forget or will become new to the area.	4/22/2016 11:49 AM
11	Narrowing width of street crossings at Jessie and offering islands of refuge for pedestrians crossing Pembina. There's barely enough time for an able bodied person to cross... extra time and space required for strollers, bike carriers, elderly and people with disabilities.	4/22/2016 11:34 AM
12	If the project proceeds with the proposed bus stop design I will avoid using Pembina Highway on my bike. For me then the facility is not money well spent. A better solution would be a bicycle lane adjacent to the rail line.	4/22/2016 11:13 AM
13	Put a plan in place for clearing the path of debris. (And, ideally, keeping it plowed during the winter. I've never winter biked before, but I'd try it if there were a cleared path).	4/21/2016 6:17 PM
14	Do section 3 before section 2. Who bikes from Bishop Grandin to Chevrier without continuing up Pembina?	4/21/2016 11:59 AM
15	More safe places to cross Pembina highway.	4/21/2016 11:48 AM
16	Thank you for your great work!	4/21/2016 11:17 AM
17	Will these bike lanes be able to accommodate the level of bike traffic that will come once it becomes safe to travel these routes? (I have been going ten to fifteen minutes out of my way just to avoid Pembina Highway north.)	4/20/2016 11:15 PM
18	Before we expand the bike network any further, traffic law enforcement needs to increased. Cyclists without lights and reflectors, passing stopped vehicles (light or stop sign) ignoring stop signs or traffic lights, or riding against the flow of traffic, is common. As well, many cyclists are not using the bike lanes. The portions of buffered bike lanes completed on Pembina often see three cyclists on the sidewalk, or in the street, for every one using the bike lanes. Need a bylaw requiring cyclists to use the facilities provided, or face fines.	4/18/2016 2:46 PM
19	webcasting public meetings.	4/16/2016 11:36 AM
20	Invite tenders to set up a coffee shop at the confusion corner bus mall - the center triangle. Free wifi on every bus.	4/13/2016 1:28 PM
21	Provide wider bike lanes. Seriously undersized. Why do cars get so much space. Cyclist like to ride side by side to talk. Same as drivers and passengers. 1.55m does not provide passing space.	4/12/2016 4:05 PM

## Pembina Highway Pavement Rehabilitation and Buffered Bike Lane Online Survey

22	Education/awareness for drivers on Pembina about how to share the road with cyclists. There is no other stretch in Winnipeg where the 'one-meter' rule is so consistently disregarded. The commute to U of M on bicycle NEEDS to be a viable option for students but I don't feel good promoting it to new or hesitant cyclists.	4/12/2016 10:42 AM
23	May of us wine about how stupid this particular type in infrastructure is but the reality is that it is the best you can do along Pembina (high traffic, buildings so close to the road). It keeps all of us safer and still allows for good flow. Thank you	4/8/2016 4:44 PM
24	Given the increasing number of current and proposed separated cycling facilities, we should ensure we can maintain them year round. Minneapolis has begun implementing many miles of protected bike lanes which they maintain in winter. If we need to purchase equipment or start advocating for money in the operating budget that corresponds with the amount of new facilities to ensure their maintenance we should get on that well in advance. If we don't have operating money to keep up with the amount of new infrastructure, we will continue to have 1 and 1/2 season dedicated cycling facilities.	4/8/2016 9:50 AM
25	Doing more of this and linking up other active transportation corridors with it.	4/7/2016 6:15 PM
26	Pedestrians at bus stops aren't expecting cyclists to pass behind them. I don't want to hit them while cycling. Especially after a light snow or when dirty, the "bike lane" behind bus stops looks like part of the sidewalk. I have witnessed many close calls or minor collisions involving pedestrians and cyclists at these transit stops. Please listen to Bike Winnipeg's advice from Phase 1 and fix the transit island design.	4/7/2016 4:58 PM
27	Thank you for putting in the effort to create bike lanes that help keep cyclists safer on the roads. I know that no system is perfect. Let's work together to try to get as close to perfect as possible.	4/7/2016 4:41 PM
28	Continued work on making Winnipeg a safe biking city.	4/7/2016 4:14 PM
29	Protected bike lane from pembina/osborne at confusion corner going south/west bound.	4/7/2016 3:41 PM
30	I'd like to hear from the City their commitment to prioritize snow clearing on these protected lanes. Other buffered or separated cycling/AT infrastructure stays full of snow while the road is nice and clear (mostly just from the passage of vehicles). It takes away from the value of a separated and buffered cycling lane when you don't get that snow-clearing advantage of sharing with cars.	4/7/2016 3:21 PM
31	we need more active transportation routes in Winnipeg	4/7/2016 3:02 PM
32	Make sure there are some trees or flowers in the design. Winnipeg is known for being very green all summer	4/7/2016 2:59 PM
33	Just ignore the stupid people who hate cyclists	4/7/2016 2:33 PM
34	Transit priority measures!	4/7/2016 2:28 PM
35	Where are cyclists supposed to go once they reach Osborne? What are the plans for future connections?	4/7/2016 10:51 AM