



East Fort Garry Walk Bike Project Public Engagement Report



Prepared by
HTFC Planning & Design
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1.0 Background and Introduction

Existing issues and opportunities for enhancement to East Fort Garry's pedestrian and cycling networks have been discussed for some time. In 2013, the Wildwood Park Background Study was developed which highlights the unique character and needs of residents in the neighbourhood in regards to pedestrian infrastructure.

In 2014, the Green Action Centre prepared the East Fort Garry Active Transportation Neighbourhood Scan in partnership with the University of Manitoba's Faculty of Engineering. This scan identified community stakeholders, and their interests and issues with active transportation as it relates to the neighbourhood. The East Fort Garry Walk Bike Project is a follow up and continuation of the Neighbourhood Scan.

In 2014, Active School Travel Engineering Plans were developed for École Crane and Oakenwald School as part of a University of Manitoba Faculty of Civil Engineering course curriculum. These plans identified engineering and non-engineering countermeasures to promote walking and cycling in the vicinity of the schools. This undertaking, which was led by Dr. Montufar, a professor in the Faculty of Engineering at the University of Manitoba and founding partner of MORR Transportation Consulting Ltd., included extensive discussions with area parents regarding concerns specific to kids traveling to and from these schools.

On May 18, 2016, City Council approved the 2016 Pedestrian and Cycling Action Plan that serves as a roadmap for civic investments into infrastructure and active transportation support programs in order to make walking and cycling safer, more convenient, accessible, and attractive to citizens. The approval of the Strategies authorized the Public Service to proceed with projects such as the East Fort Garry Walk Bike Project.

The East Fort Garry Walk Bike Project intended to identify priorities for future improvements to the pedestrian and cycling network within the neighbourhood and connections to the citywide network. The study will be the basis for the inclusion of cycling infrastructure in immediate and future street renewal programs to improve the liveability, safety and walkability of the neighbourhood and through school travel planning increase the number of students choosing active modes of transportation when traveling to school.

Consultation with stakeholders and the general public was sought throughout the fall of 2017 and winter of 2018 to help the team better understand the residents' current travel patterns, issues, and pedestrian and cycling improvement opportunities in the neighbourhood. This report includes an overview of the public engagement process for the project and a summary of the input received from the stakeholder groups and residents.

Background Documents

- *East Fort Garry Active Transportation Neighbourhood Scan*
<http://greenactioncentre.ca/wp-content/uploads/2015/01/Neighbourhood-Scan-Report-East-Fort-Garry-Final.pdf>
- *2016 Pedestrian and Cycling Action Plan.*
<http://www.winnipeg.ca/publicworks/pedestriansCycling/strategiesActionPlan/pdf/strategy.pdf>

2.0 Engagement Goals

A robust public engagement plan for the East Fort Garry Pedestrian and Cycling Study was developed to receive input from a wide network of stakeholders on the issues, opportunities, and priorities for walking and cycling in the study area. Various methods to raise awareness of the project and to garner public participation were used. Feedback collected through public engagement was used in the design process regarding the type of pedestrian or cycling infrastructure, the location of infrastructure, network connections and intersections, and potential roadway and sidewalk upgrades (type and location).

In keeping with the City's other similar pedestrian and cycling studies, a public-facing project name - *The East Fort Garry Walk Bike Project* - was created for ease of project identification and communication.

The City and the consultant team identified the following public engagement goals for the East Fort Garry Walk Bike Project:

- Inform stakeholders of project objectives and verify previous findings from the previous 2014 East Fort Garry Active Transportation Neighbourhood Scan and identify new opportunities, issues, and priorities for improvements to the neighbourhood pedestrian and cycling network, verify and finalize the local connector bike routes and sidewalks;
- Consult with a variety of stakeholders and community members and engage in different ways to ensure a variety of voices are heard, including a wide range of ages, backgrounds and transportation needs;
- Inform stakeholders of opportunities and means by which they can provide feedback to the study and school travel plans;
- Hold a series of public events to solicit feedback and to learn about barriers to walking and cycling in East Fort Garry in addition to how and where people want to walk and cycle in the in the future;
- Consult with four school communities in the study area (students, parents/guardians/school administration and staff) to develop school travel plans that will feed into and help inform the broader neighbourhood study, and;
- Provide ongoing communication with stakeholders and the public throughout the project to ensure their input is incorporated into the study findings, school travel plans and active transportation strategy.



Images: East Fort Garry Workshop,
Fort Garry Community Centre, October 3, 2017

3.0 Stakeholder and Public Notification

Project Website

A project web page was developed on the City's website to provide key information about the project. Web content included project overview and background information, a project boundary map, timeline, frequently asked questions, and information on the opportunities to get involved.

The public workshop notice, workshop and open house invitations, advertisements, presentation materials and feedback survey were posted on this web page for public viewing and comment. All printed materials that were circulated in the community are listed and linked to the project web page.

Project Bulletin and Public Workshop Invitation

A project bulletin was prepared to provide information regarding the project boundary, project goals, background information regarding previous studies and school travel plans. The project web URL address and invitation to attend the workshop were included on the notice.

The project bulletin was delivered by email to the stakeholder list and copies made available at the Fort Garry Library. Stakeholder organizations and groups were encouraged to distribute and share the information with their networks. The Wildwood Community Centre newsletter, *Wild n' Woodsy* newsletter included the full project bulletin and workshop invitation in the online September issue and a reminder article in the October newsletter encouraging survey participation. An open house invitation was included in the Wild n' Woodsy newsletter in March to help notify residents of the event.

Workshop Invitation Personal Home Delivery

Project Workshop Invitation postcards were printed and delivered to all homes in the study area. The consultant team devised a system for delivering postcards to all homes based on the provincial election polling routes. At every third home, the consultants attempted engagement with residents through a door-knocking campaign to gain personal contact, describe the project, and invite them to attend the workshop and participate in the survey. This home delivery method was a highly effective for reaching a large number of residents as well as providing the consultant team with an early indicator of some of the most common and important issues and 'hot topics' for walking and cycling in East Fort Garry.

Open House Invitation

Open House invitations were sent out via email to stakeholders in the neighbourhood, as well as residents who had signed up to receive notifications and project updates.

Project Poster

Posters were developed for the workshop and open house and distributed in the study area. Locations included:

- Fort Garry Library
- Fort Garry Community Centre
- Cottage Bakery
- Alter Ego Sports
- Vic's Fruit Market

Newspaper Advertisements

An advertisement was included in the CanStar Sou'Wester community newspaper for both the workshop and the open house events.

Social Media

Social media (Twitter, Facebook) posts were issued to share announcements about public engagement opportunities.

School Travel Plans

As part of the East Fort Garry Walk Bike Project, school travel plans were created for four of the schools in the neighbourhood, including École Viscount Alexander, École Crane, Oakenwald School and Vincent Massey Collegiate. The school travel planning process involved surveying of students to determine how they got to school at different times of the year, a take home survey for parents of the students to fill out regarding travel patterns to and from the school, and a workshop for parents to help identify areas of concern. School Travel Plan Committees were formed at each of the schools which included the principals, physical education teachers and parent council representatives. The information gathered from the school travel planning process helped support the development of recommendations for the larger East Fort Garry Walk Bike Project.

The following table identifies the engagement activities and number of people engaged through the various methods described for the East Fort Garry School Travel Plans.

Date	Technique	Description
September 25 – 29, 2017	Student Survey #1	Teachers at each of the four school asked students in their class how they got to school
October 10-18, 2017	Parent Online Survey	Online survey for parents to give input on travelling to school – 460 responses total (varies by school)
October 27, 2017 & November 3, 2017	School Walkabouts	Walkabouts at schools were conducted with the School Travel Plan Committees
November 14, 2017	Public Event (School Travel Plan Workshop)	6:30-8:30pm Fort Garry Community Centre
November 27 – December 8, 2017	Student Survey #2	Teachers at each of the four schools asked students in their class how they got to school
Spring 2018	Student Survey #3	Teachers at each of the four schools asked students in their class how they got to school

The following table depicts the total number of classrooms and students surveyed for the Student Surveys in at the four schools in East Fort Garry.

Season	Number of Classrooms	Number of Students
Fall 2017	31	709
Winter 2017	30	699
Spring 2018	29	616

Notification by the Numbers

The following table identifies the notification activity and number of people notified through the various methods described below for the East Fort Garry Walk Bike Project.

Date	Technique	Description
September 9, 2017 - Current	Project Website	1609 unique page views since website launch
September 11, 2017	Poster	Posters were displayed in 6 local businesses along Pembina Highway
September 2017	Project Bulletin	30 stakeholder contact groups with distribution networks
September 19 & 20, 2017	Postcard Invitation	1726 households received postcard invitation, 342 people were engaged in person
September 19 – October 17, 2017	Social Media	5 posts from the City of Winnipeg Facebook account and 5 posts for the City of Winnipeg Twitter account
September 21, 2017 & March 15, 2018	Public Engagement News	Get Involved September & October 2017, City of Winnipeg enews 5000+ subscribers*
March 6, 2018	Email Invitation	160 residents received an email invitation
March 6 – 13, 2018	Social Media	5 posts from the City of Winnipeg Facebook account and 5 posts for the City of Winnipeg Twitter account
March 8, 2018	Poster	Posters were displayed in 6 local businesses along Pembina Highway

* Archive of newsletters can be found here:
<http://winnipeg.ca/PublicEngagement/default.asp#tab-newsletter>

East Fort Garry Walk Bike Project Public Engagement by the Numbers

The following table identifies the engagement activity, participation, and number of people engaged through the various methods.

Date	Technique	Description
October 3, 2017	Public Event (Workshop 1)	6:30-9:30p.m. Fort Garry Community Centre – 83 attendees
September 4 – October 31, 2017	Survey	264 online responses
March 20, 2018	Public Event (Open House)	4:30-7:30p.m. Fort Garry Community Centre – 60 attendees
March 6 – April 4, 2018	Survey	69 Online Responses

4.0 Feedback Surveys

A feedback survey (see Appendix D) was developed to solicit feedback regarding the issues and opportunities for the cycling and pedestrian network in East Fort Garry, as well as residents' travel patterns in to, out of, and through the neighbourhood.

A second feedback survey was developed in conjunction with the open house to allow the public the opportunity to comment on proposed strategies for the walking and cycling networks and infrastructure in East Fort Garry.

The feedback surveys was made available online on the project web page two weeks in advance of the workshop and open house and remained open for an additional two weeks following the events. A similar hard copy feedback survey was available at the events for participants to fill in following their review of the project information.

5.0 Public Workshop and Open House

A public workshop was held on October 3, 2017 at the Fort Garry Community Centre to inform stakeholders, residents of the neighbourhood, and members of the public about the project. Participants were asked to provide feedback regarding existing opportunities, issues and constraints in the neighbourhood for walking and cycling.

Approximately 80 people were in attendance. Representation in the workshop and online activities included resource organizations, trails and cycling organizations, local businesses, community centres and library, health authority, area schools, school division, and residents.

Following the workshop, the consultant team and City staff met to debrief on ideas presented by the community and document new ideas coming forward from the feedback.



Images: East Fort Garry Open House,
Fort Garry Community Centre, March 20, 2018

An open house was held on March 20, 2018 at the Fort Garry Community Centre to present the proposed strategies for the pedestrian and cycling networks and infrastructure in the neighbourhood. Attendees were asked to review the material and provide feedback on the strategies.

Approximately 60 people were in attendance. Feedback forms were available for attendees with the project website address if they chose to fill out the feedback form online instead of in-person at the public information session. Participants could also share this information with family, friends, and neighbours who were unable to attend the event.

6.0 What We Heard

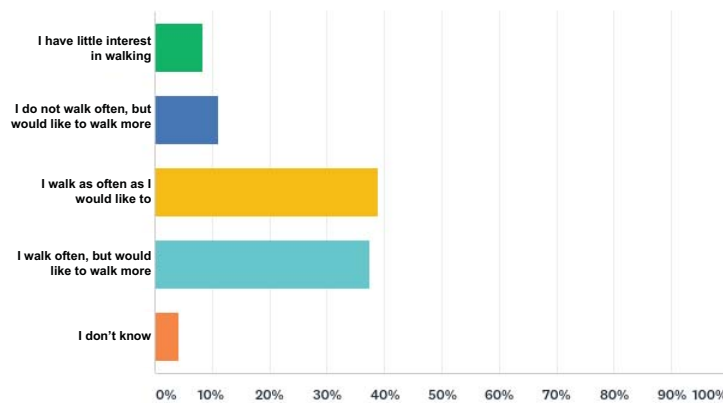
Public Workshop

The following is a summary of feedback generated during the public workshop and the online comment form.

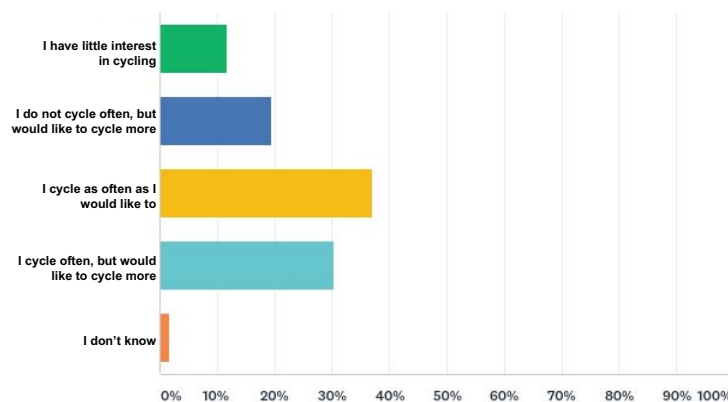
Interest in Walking and Cycling

Through the online survey, 262 respondents identified their overall interest in walking and 241 identified their interest in cycling. Of the 262 respondents, 39% feel that they walk as often as they would like to, while 37.5% walk often, but would like to walk more. Of the 241 respondents interested in cycling, 37% feel that they cycle as often as they would like to, while 30% cycle often, but would like to cycle more.

Q1 Which of the statements below best describes your interest in walking in the East Fort Garry neighbourhood?



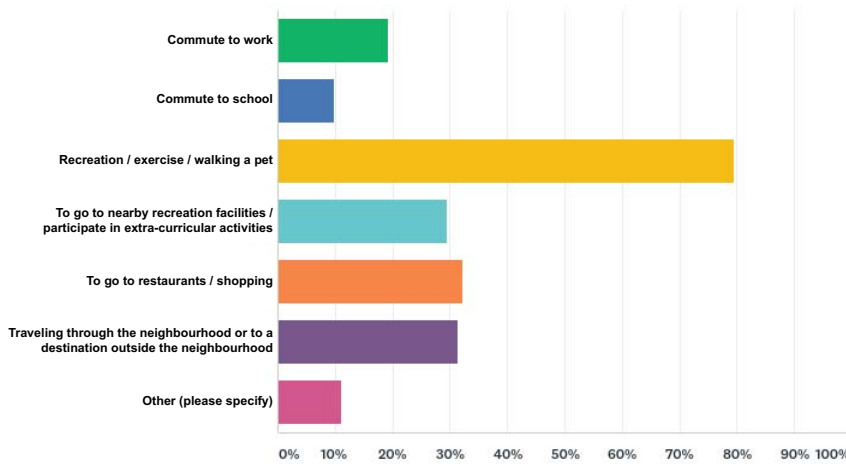
Q8 Which of the statements below best describes your interest in cycling in the East Fort Garry neighbourhood?



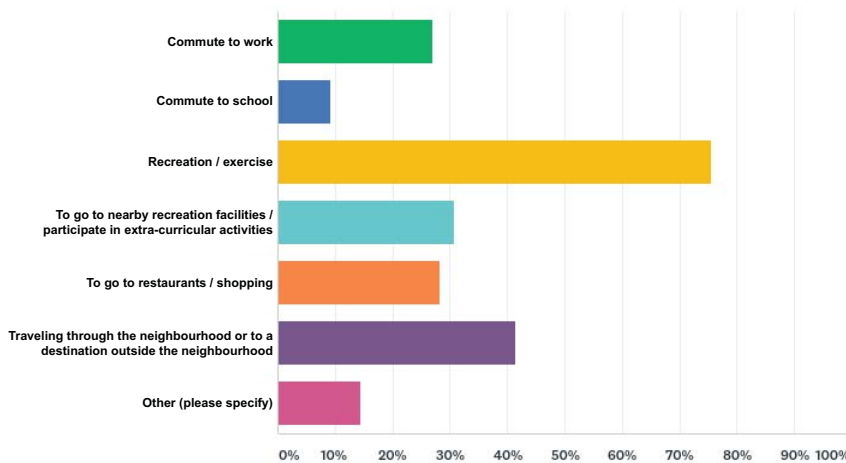
Reasons for Walking and Cycling

Just over 79% of survey respondents walk and 75.52% of survey respondents cycle for recreation and exercise, which includes walking a pet. Approximately 30% of all survey respondents walk to nearby recreation facilities or participate in extra-curricular activities, local restaurants or retail shops, and approximately 32% of respondents travel through the neighbourhood to get to destinations outside of the community. Of the 241 respondents who cycle, 42% cycle through the neighbourhood to get to destinations outside the community, while 31% cycle to nearby recreation facilities or to participate in extra-curricular activities.

Q3 What are your reasons for walking? (Select all that apply.)



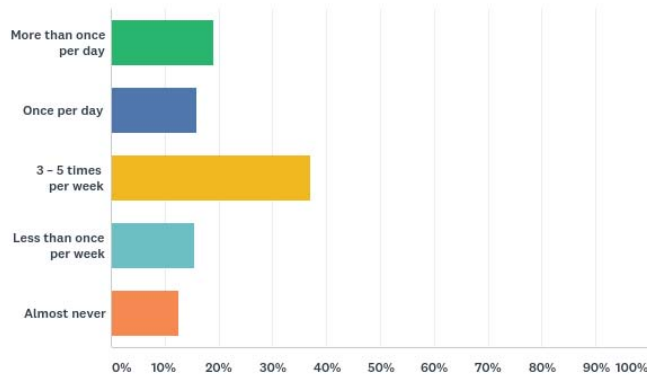
Q10 What are your reasons for cycling? (Select all that apply.)



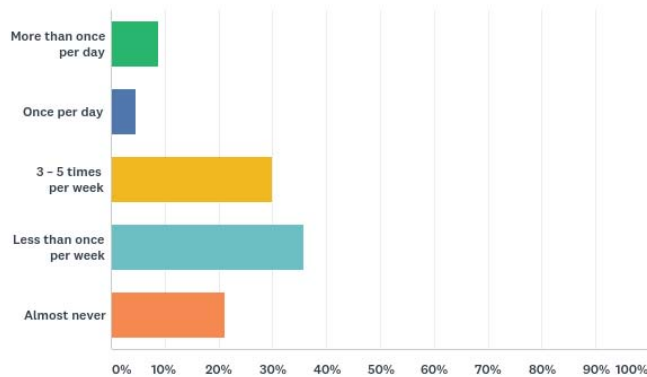
Walking and Cycling Frequency

East Fort Garry residents are very active with almost 100 of 262 survey respondents (37.12%) stating they walk three to five times a week, while almost another 100 of 262 respondents walk once per day or more (34.85%). Residents travel less frequently via bicycle, with 30% cycling three to five times a week, and over 50% of residents cycling less than once per week or less.

Q2 How often do you walk in the East Fort Garry neighbourhood?



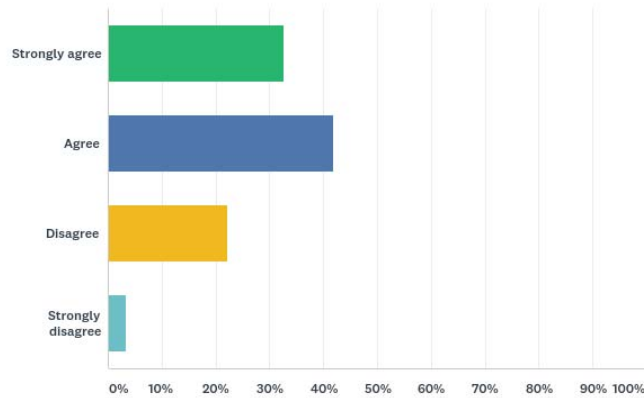
Q9 How often do you cycle in the East Fort Garry neighbourhood?



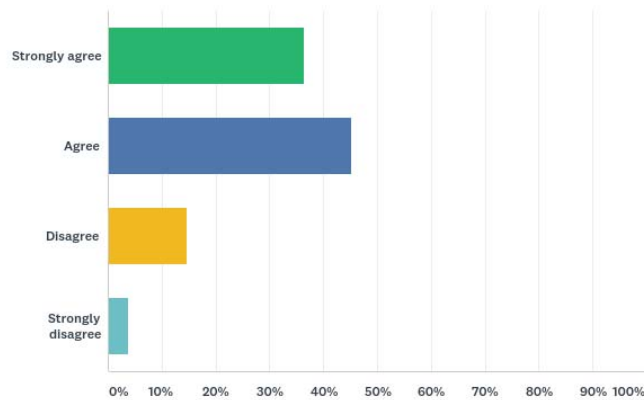
Safety and Convenience

One of the purposes of the online survey was to identify issues and constraints in the neighbourhood as it pertains to walking and cycling. It was also important to understand the public's perception of current safety and convenience in relation to walking and cycling in the neighbourhood. This could pertain to a wide variety of issues, including maintenance and snow clearing on sidewalks, access to crosswalks and sidewalks, and traffic congestion and speed. Over 80% of respondents agree or strongly agree that it is safe for them to walk in the neighbourhood, while 70% agree or strongly agree that it is easy and convenient to walk in the area. Seventy percent (70%) of respondents also agree or strongly agree that it is safe, easy and convenient to cycle in the neighbourhood.

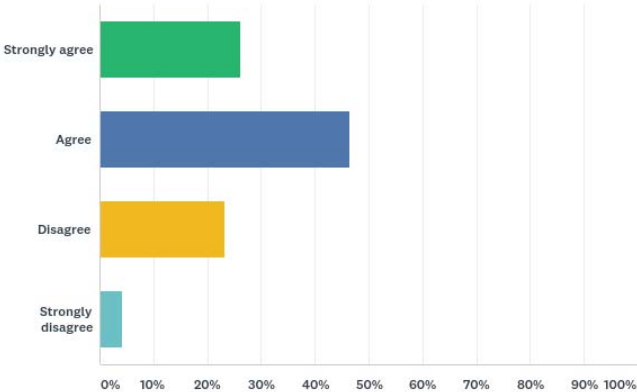
Q5 It is easy and convenient for me to walk in the East Fort Garry neighbourhood.



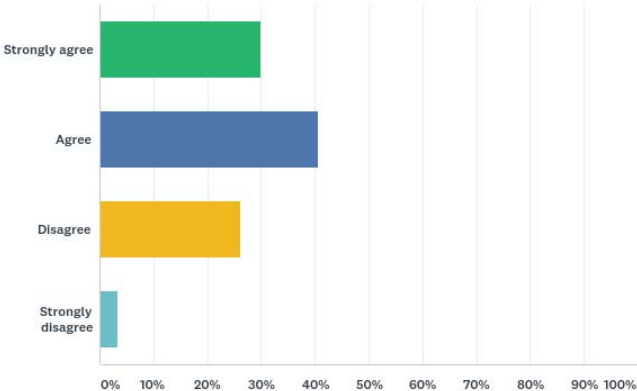
Q4 It is safe for me to walk in the East Fort Garry neighbourhood.



Q11 It is safe for me to cycle in the East Fort Garry neighbourhood.



Q12 It is easy and convenient for me to cycle in the East Fort Garry neighbourhood.



Barriers to Walking and Cycling

Survey respondents and workshop participants were given the opportunity to identify roadways, intersections and off-street pathways that were a concern and why the areas are a concern. Outlines of the top ten most reported issues regarding walking and cycling, as indicated by participants of the workshop and survey, as well as the number of participants that indicated the issue, are listed below. Quotes/issues stated by survey respondents are included in italics. For full list of comments, issues and concerns, please refer to Appendix D.

Top 10 Walking Issues:

1. South Drive (148) – *need sidewalks, traffic mitigation/calming, lots of traffic travelling between Pembina Highway and St. John's Ravenscourt*
2. North Drive (54) - *Need sidewalks and bike lane, very dangerous*
3. Wicklow Street (27) – *no sidewalks and is a major route to and from schools, high speed and lots of traffic* (people would like parking to be removed from the street)
4. Netley Street (26) - *need sidewalk due to increased traffic from condo development, speeding traffic*
5. Crescent Drive (25) – *lots of traffic travelling from Pembina Highway to Thermea Spa*
6. Crescent Drive Park (25) - *no sidewalk connecting Crescent Drive to park and no sidewalks in park, lighting on paths for cycling and walking*
7. Oakenwald Avenue to Pembina Highway (24) - *sidewalks should be continuous*
8. Point Road to Pembina Highway (20) - *sidewalks should be continuous*
9. Riverside Drive (10) - *sidewalk changes side but there is no crossing, speeding and lots of traffic from vehicles cutting through neighbourhood, needs traffic calming*
10. South Drive & Crescent Drive (Thermea) (10) – *visibility issues, poor snow clearing, too much parking on street (some of which goes right up to the intersection so pedestrians are not seen), too much traffic and no sidewalks.*

Other Walking Issues of Note:

- Wildwood Park (9) - *sidewalk condition between bays is terrible, dangerous and should be improved*
- North Drive & South Drive (8) *poor sight lines at the corner, poor lighting, lack of sidewalk, close proximity to lots of traffic (St. John's Ravenscourt), speeding vehicles*
- Oakenwald Avenue & Point Road (5) - *hard intersection to cross, desired path is diagonal across intersection from NE to SW as it is a large intersection – view of oncoming vehicles is best from that vantage point*
- Point Road and Lyon Street (5) – *hard intersection to cross, even with cross walk due to parking, bus stop, angled streets*

Top 10 Cycling Issues:

1. South Drive (96) - *no sidewalk or designated bike lane*
2. North Drive (48) - *no bike lane, vehicles speed*
3. Riverside Drive (34) - *no designated bike lane, lots of traffic and major cycling connection*
4. Crescent Drive (33) - *no designated bike lane, traffic from Thermea, major cycling connection*
5. Point Road (28) - *no designated bike lane, traffic and parking difficult to navigate*
6. Oakenwald Avenue (27) - *no designated bike lane, lots of school bus traffic, which is difficult to navigate during peak hours*
7. Pembina Highway (22) - *difficult to get in and out of the neighbourhood from Pembina Highway, snow clearing an issue*
8. Point Road & Pembina Highway (17) - *dangerous crossing for cyclists, pedestrians and cars, for cyclists coming south through backbone, impossible to turn onto Point Road and still follow rules of the road*
9. Crescent Drive & Pembina Highway (16) - *dangerous intersection for cyclists with turning vehicles*
10. Riverside Drive & Jubilee Avenue (13) - *need better bike access – traffic not waiting for bikes turning or going straight*

Other Cycling Issues to Note:

- Riverside & Jubilee (13) - *need better bike access – traffic not waiting for bikes turning or going straight*
- Jubilee (12) - *cars always block bikes crossing to Rapid Transit*
- Crescent Drive Park (9) - *no connection from Crescent Drive, too much parking for spa, lighting in park*
- Riviera Crescent (8) - *in serious need of repair, path should be extended and all weather path*
- South Drive & Crescent Drive (7) - *visibility issues, snow clearing, lack of sidewalks or bike path*

Additional Comments:

- Winter sidewalks are not cleared
- Poor drainage in green spaces – paths are flooded frequently
- Sidewalks are in poor condition – problem for strollers, walkers, canes, etc.
- Limit South Drive to pedestrian and cyclists on Sundays, like Wellington Cres.
- Bike route through Wildwood Park does not make sense to cyclists in the neighbourhood (too many pedestrians and playgrounds/not direct enough route)

Additional Requests for Neighbourhood Improvements:

- Lower speed zones around parks and schools in the neighbourhoods
- Increased Transit frequency
- Off Leash Dog Park
- Pedestrian bridge connecting Crescent Drive Park to St. Vital Park

7.0 Feedback Consideration and Design Response

The following are examples of key input from the stakeholder meetings and the public information session, and the corresponding design and planning response from the technical team.

Walking Issues	
Feedback	Recommendation or Response
<p>South Drive (148)</p> <ul style="list-style-type: none"> • needs sidewalks • traffic mitigation/calming (lots of traffic travelling between Pembina Highway and St. John's Ravenscourt) 	<p>Add new sidewalk to South Drive</p>
<p>North Drive (54)</p> <ul style="list-style-type: none"> • needs sidewalks and bike lane • respondents feel area is unsafe for walking 	<p>Add off-street pathway on the north side of North Drive to accommodate pedestrians and cyclists. Provide adequate lighting along all off-street pathways.</p>
<p>Wicklow Street (27)</p> <ul style="list-style-type: none"> • no sidewalks and is a major route to and from schools • high speed and lots of traffic 	<p>Add sidewalk to the east side of Wicklow Street between Somerset Avenue and Riverwood Avenue.</p>
<p>Netley Street (26)</p> <ul style="list-style-type: none"> • needs sidewalk due to increased traffic from condo development • speeding traffic 	<p>Add sidewalk to the north side of Netley St between Riverside Drive and Oakenwald Avenue.</p>
<p>Crescent Drive (25)</p> <ul style="list-style-type: none"> • lots of traffic travelling from Pembina Highway to Thermea Spa 	<p>Add pedestrian crossing control at South Drive and Crescent Drive. Conduct operational and safety review of traffic activity on Crescent Drive between South Drive and entrance to Crescent Drive Park.</p>

Cycling Issues	
Feedback	Recommendation or Response
<p>South Drive (96)</p> <ul style="list-style-type: none"> no sidewalk or designated bike lane 	<p>Convert South Drive into a neighbourhood greenway between Crescent Drive and St. John's Ravenscourt Driveway South. Designate South Drive as a Sunday/Holiday bicycle route.</p>
<p>North Drive (48)</p> <ul style="list-style-type: none"> no bike lane vehicles speed 	<p>Provide off-street pathway along North Drive between South Drive and Oakenwald Avenue.</p>
<p>Riverside Drive (34)</p> <ul style="list-style-type: none"> no designated bike lane lots of traffic and major cycling connection 	<p>Convert Netley Street/ Riverside Drive into a neighbourhood greenway between Oakenwald Avenue and Jubilee Avenue. Conduct road safety audit at Jubilee Avenue and Riverside Drive with focus on design and operational features for cyclists.</p>
<p>Crescent Drive (33)</p> <ul style="list-style-type: none"> no designated bike lane traffic from Thermea major cycling connection 	<p>Convert Crescent Drive into a neighbourhood greenway between Pembina Highway and South Drive. In addition, an operational and safety review of traffic activity on Crescent Dr between South Dr and entrance to Crescent Drive Park is recommended.</p>
<p>Point Road (28)</p> <ul style="list-style-type: none"> no designated bike lane traffic and parking difficult to navigate 	<p>Provide buffered bicycle lanes on Point Road between South Drive and Pembina Highway. Convert angled parking on Point Road between North Drive and Riverwood Avenue to parallel parking and complete a parking occupancy study to ensure impact of conversion is minimal.</p>

Open House

The following is a summary of feedback received in-person at the open house and through the paper and on-line feedback form. Approximately 60 people attended the open house, while 69 individuals providing written responses during and after the event.

Participants were asked to provide comments on the proposed plans for improving walking and cycling facilities in East Fort Garry, and proposed actions for maintenance and education/awareness. 46 participants (approximately 67%), who filled in the feedback form, reported that they found the information they were looking for. A detail listing of feedback received can be found in **Appendix E**.

The following strategies were added to the walking and cycling planning strategies following the open house.

Walking

- Added a sidewalk on the north side of Kebir Place between Crescent Drive and South Drive.
- Added a sidewalk on the south side of Riverwood Avenue between Lyon Street and Point Road.
- Added a sidewalk on the east side of Woodgrove Street south of Oakenwald Avenue to provide access to the Fort Garry Community Centre.

Cycling

- Added an off-street pathway through Gary Hobson Memorial Park from the Fort Garry Community Centre to the east entrance of Vincent Massey Collegiate.
- Added a neighbourhood greenway on Lyon Street between Netley Street and Dowker Avenue.

Common Themes

The greatest number of comments received in regards to the addition of sidewalks in the neighbourhood (17 out of 45 responses) were related to the proposed South Drive sidewalk addition. There was mixed response both in support for the addition of a sidewalk as well as opposition, while others expressed preference for other improvements such as an off-street pathway, multi-use pathways and interest in more conceptual design and continued consultation. Based on this, the technical team has recommended that further study specifically related to a South Drive sidewalk occur in the future. Please see the following table that outlines other common themes presented by the community and the associated recommendation or response from the technical team.

Feedback	Recommendation or Response
Sidewalk networks are important and filling in of gaps in sidewalk infrastructure will make for a more walkable neighbourhood.	Eliminating gaps in the sidewalk network is a high priority strategy.
Slowing and traffic calming around Crescent Drive park, on South Drive and on Oakenwald Road is desired.	The strategies recommend that these three roadways be converted into neighbourhood greenways which use traffic calming techniques to reduce vehicle speeds and volumes.
A river crossing/pedestrian bike bridge between Crescent Drive to St. Vital park is seen as beneficial for both transportation and recreational cycling by some participants, while other participants expressed that it is a 'nice to have' but not a priority in regard to cost or other improvements.	The strategies identify a new river crossing from Crescent Drive Park to St. Vital Park as a low priority.
Separated bike lanes are preferred over buffered bike lanes as cycling infrastructure.	Where space permits, off-street pathways are recommended over buffered bicycle lanes. For example, along Oakenwald Avenue east of Point Road and along North Drive.
There is some uncertainty about what a greenway is and if they are effective in slowing traffic.	Neighbourhood greenways implement traffic calming techniques that have been found to reduce vehicle speeds and volumes. For example, speed humps are vertical deflection measures and curb bulb-outs are horizontal deflection measures that reduce speeds.
Cycling improvements connecting Riverside Drive, Jubilee and to areas beyond the neighbourhood (Osborne, SWRTC, Bishop off-road path) are necessary to make cycling easier and safer.	The strategies recommend that a road safety review be conducted at the intersection of Jubilee Avenue and Riverside Drive to address safety concerns.
Continued maintenance of existing sidewalks is necessary and essential (repairs, accessibility, and snow clearing). Some respondents prefer more new sidewalks over increasing sidewalk width of existing.	Increasing sidewalk width on a majority of inadequate sidewalks was reduced to medium priority to recognize that completing the sidewalk network is a higher priority.

8.0

Next Steps

The East Fort Garry Walk Bike Project has now progressed through the analysis and design phase. The proposed cycling and walking strategies for East Fort Garry have been developed based on local feedback, technical analysis, and expertise.

The strategies and final report will be submitted to the City in spring 2018. The proposed strategies will be considered in the update and review of the Pedestrian and Cycling Strategies and 2019 Pedestrian and Cycling Action Plan.

The strategies will be considered as roads and other pedestrian and cycling infrastructure is slated for renewal or repair in the study area. They will also be considered in relation to other citywide infrastructure priorities.

Appendix A

Public Workshop Notice & Invitations

The East Fort Garry Walk Bike Project is looking at recommendations to improve the livability, safety and walkability of the neighbourhood.

Project Background

The goal of the East Fort Garry Walk Bike Study is to develop a complete plan for future improvements to the pedestrian and cycling network in the area so that people of all ages and abilities are comfortable walking and biking in East Fort Garry.

The East Fort Garry Walk Bike Study is a continuation of the East Fort Garry Active Transportation Neighbourhood Scan prepared by the Green Action Centre in 2014, which found 49% of area respondents walk and cycle a lot and would like to do more. The City of Winnipeg's East Fort Garry Walk Bike Study will build upon the data collected during the Neighbourhood Scan.

Additionally, the development of new and updated School Travel Plans for four area schools will be prepared as part of the Study during the 2017/2018 school year. This research will enrich the data collection process and form part of the analysis and public input.



Your Input is Needed

In this first phase of public engagement, we are asking the community to help identify priorities for future improvements to the pedestrian and cycling network in East Fort Garry. The workshop will include group discussions and a mapping exercise designed to understand how new and improved pedestrian and cycling facilities can best meet the needs of the community.

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

- Type of infrastructure
- Location of infrastructure
- Network connections
- Intersection, roadway and sidewalk upgrades (type and location)

For more information about this project, and to participate through an **online survey**, visit winnipeg.ca/walkbikeprojects, or contact Maureen Krauss at (204) 944-9907 or mkrauss@htfc.mb.ca.

Date: Tuesday, October 3, 2017
Time: 6:30 pm – 8:30 pm
Location: Fort Garry Community Centre
880 Oakenwald Ave.
RSVP to: Maureen Krauss
Public Engagement Planner
mkrauss@htfc.mb.ca
(204) 944-9907
RSVP by: Thursday, September 28, 2017

For those who require alternate formats or interpretation in order to participate, please contact (204) 944-9907 or mkrauss@htfc.mb.ca.



East Fort Garry Walk Bike Study Public Workshop Notice

The East Fort Garry Walk Bike Project is looking at recommendations to improve the livability, safety and walkability of the neighbourhood.

Your Input is Needed

In this first phase of public engagement, we are asking the community to help identify issues and opportunities for future improvements to the pedestrian and cycling network in East Fort Garry. The workshop will include group discussions and a mapping exercise designed to understand how new and improved pedestrian and cycling facilities can best meet the needs of the community. The goal of the public engagement is to collect feedback throughout the design process to help determine the following:

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- Location of infrastructure
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In this first phase of public engagement, we are asking the community to help identify issues and opportunities for future improvements to the pedestrian and cycling network in East Fort Garry. You are invited to attend a workshop that will include group discussions and a mapping exercise designed to understand how new and improved pedestrian and cycling facilities can best meet the needs of the community. The goal of the public engagement is to collect feedback throughout the design process to help determine the type and location of infrastructure, network connections and type and location of intersection, roadway and sidewalk upgrades.

Visit the Project Website

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Time: 6:30 pm – 8:30 pm

Location: Fort Garry Community Centre
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RSVP to: Maureen Krauss
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(204) 944-9907

RSVP by: Thursday, September 28, 2017

For those who require alternate formats or interpretation in order to participate, please contact (204) 944-9907 or mkrauss@htfc.mb.ca.



The East Fort Garry Walk Bike Project team has received and analyzed your input to improving the livability, safety and walkability of the neighbourhood.

The community identified current issues and opportunities for future improvements to the pedestrian and cycling network, so that people of all ages and abilities are comfortable walking and cycling in East Fort Garry.

Please join us at an Open House to see how your input informed the proposed strategies for walking and cycling in East Fort Garry.

Visit the Project Website to review the Open House boards and give your feedback!

winnipeg.ca/walkbikeprojects

Date: Tuesday, March 20, 2018

Time: 4:30 pm – 7:30 pm

Location: Fort Garry Community Centre
880 Oakenwald Ave.

Format: Drop-in (come and go)

For those who require alternate formats or interpretation in order to participate, please contact (204) 944-9907 or mkrauss@htfc.mb.ca.

Appendix B

Posters & Advertisements

East Fort Garry Walk Bike Study Public Workshop Notice



The East Fort Garry Walk Bike Project is looking at recommendations to improve livability, safety and walkability of the neighbourhood.

Date: Tuesday, October 3, 2017

Time: 6:30 pm – 8:30 pm

Location: Fort Garry Community Centre
880 Oakenwald Ave.

RSVP to: Maureen Krauss
Public Engagement Planner
mkrauss@htfc.mb.ca
(204) 944-9907

RSVP by: Thursday, September 28, 2017

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Visit the Project Website

For more information, and to participate through an **online survey**, visit:

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Your Input is Needed

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- Type of infrastructure
- Location of infrastructure
- Network connections
- Intersection, roadway and sidewalks upgrades (type and location)





The East Fort Garry Walk Bike Project has received and analyzed your input to improve the livability, safety and walkability of the neighbourhood.

Date: Tuesday, March 20, 2018
Time: 4:30 p.m. – 7:30 p.m.
Location: Fort Garry Community Centre
880 Oakenwald Ave.
Format: Drop-in (come and go)

For those who require alternate formats or interpretation in order to participate, please contact (204) 944-9907 or mkrauss@htfc.mb.ca by Wednesday, March 14, 2018.

The community identified current issues and opportunities for future improvements to the pedestrian and cycling network, so that people of all ages and abilities are comfortable walking and cycling in East Fort Garry.

Please join us at an open house to see how your input informed the proposed strategies for walking and cycling in East Fort Garry.

Visit the project website to review the open house boards and give your feedback!

winnipeg.ca/walkbikeprojects





East Fort Garry Walk Bike Study

The East Fort Garry Walk Bike Project is looking at recommendations to improve the livability, safety and walkability of the neighbourhood by identifying priorities for future improvements to the pedestrian and cycling network so that people of all ages and abilities are comfortable walking and cycling in East Fort Garry. Please join us at an interactive workshop to share your input in a collaborative group setting.

Date: Tuesday, October 3, 2017

Time: 6:30 p.m. – 8:30 p.m.*

Location:
Fort Garry Community Centre
880 Oakenwald Ave.

RSVP to: Maureen Krauss
(204) 944-9907
mkrauss@htfc.mb.ca



*If you would like to attend this workshop, please [RSVP to mkrauss@htfc.mb.ca](mailto:mkrauss@htfc.mb.ca) or call (204) 944-9907. For those who require alternate formats or interpretation in order to participate, please contact (204) 944-9907 or mkrauss@htfc.mb.ca

For more information, visit us online at winnipeg.ca/walkbikeprojects, or contact Maureen Krauss at (204) 944-9907 or mkrauss@htfc.mb.ca.



East Fort Garry Walk Bike Study

The East Fort Garry Walk Bike Project is looking at recommendations to improve the livability, safety and walkability of the neighbourhood by identifying priorities for future improvements to the pedestrian and cycling network so that people of all ages and abilities are comfortable walking and cycling in East Fort Garry. Please join us at an interactive workshop to share your input in a collaborative group setting.

Date: Tuesday, October 3, 2017

Time: 6:30 p.m. – 8:30 p.m.

Location:
Fort Garry Community Centre,
880 Oakenwald Ave.

Format: Drop-in (come and go)



If you would like to attend this workshop, please [RSVP to mkrauss@htfc.mb.ca](mailto:mkrauss@htfc.mb.ca) or call (204) 944-9907.

For more information, inquiries, or for those who require alternate formats or interpretation in order to participate, please contact Maureen Krauss at (204) 944-9907 or mkrauss@htfc.mb.ca, or visit us online at winnipeg.ca/walkbikeprojects.

Appendix C

Public Open House Presentation Boards

Welcome to the Open House for the City of Winnipeg's

East Fort Garry Walk Bike Study

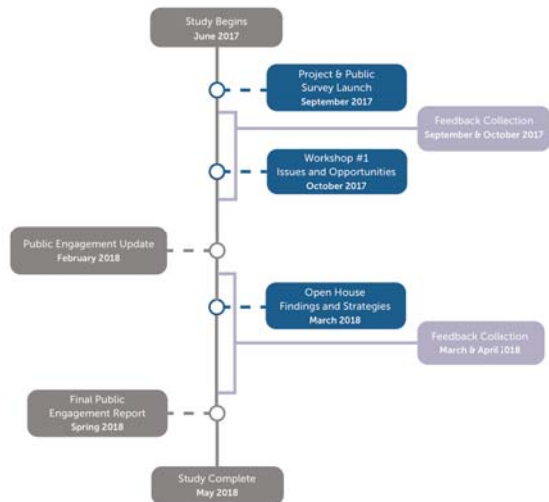
We want to hear from you!

Please feel free to:

- View the proposed strategies and information presented
- Ask questions and talk with study representatives
- Provide feedback and comments on strategies

project goals & timeline

Pedestrian and cycling safety issues, and associated infrastructure, are a key concern to area residents. This project looks to address these issues that affect walking and cycling in the neighbourhood.



The purpose of this project is to:

- Identify priorities for improvements to the pedestrian and cycling network
- Develop School Travel Plans for four schools in the East Fort Garry neighbourhood (École Viscount Alexander, Oakenwald school, Vincent Massey Collegiate, and École Crane)
- Verify and finalize the local connector bike routes and sidewalk connections proposed in the Council-approved Pedestrian and Cycling Strategies



pedestrian & cycling strategies

A Council-approved document that seeks to maximize transportation options by ensuring the accessibility, comfort, and safety of walking and cycling in Winnipeg.



The vision, guiding principles, and strategic goals based on the Council-approved Winnipeg Pedestrian and Cycling Strategies, together with input from stakeholders and engineering expertise, provided guidance to develop specific and unique recommendations and strategies for the East Fort Garry pedestrian and cycling networks.

The Vision

The vision was designed to describe broad aspirations for the future goals, design and implementation of walking and cycling infrastructure in Winnipeg. The vision consists of a series of statements that act as a framework for future walking and cycling projects in the city. The statements are listed below:

- Walking and cycling are safe, convenient, practical and attractive transportation choices for people of all ages and abilities.
- Equitable access to walking and cycling provides greater transportation choices for residents and visitors in neighbourhoods across Winnipeg.
- The community is engaged in transparent processes to invest in and prioritize cost-effective, progressive, and innovative infrastructure, support programs, and policies.
- Walking and cycling facilities are strategically integrated with land use to foster walkable and bicycle-friendly communities in existing and new neighbourhoods.
- Walking and cycling infrastructure will be maintained in good repair, operational in all seasons, including establishment of priority networks for winter maintenance.
- Winnipeg is recognized as a leading Winter City in promoting walking and cycling throughout the year.

The Guiding Principles

In the Pedestrian and Cycling Strategies, the vision statement is supported by seven main principles that align with other City of Winnipeg documents such as Our Winnipeg. The principles provide fundamental elements that shape the direction and actions for walking and cycling in the city. They also help set the basis for performance measures and prioritization criteria. The principles are listed below:

- Integrate with Land Use**
Strategically develop accessible, well-connected networks of walking and cycling facilities, supporting the concept of complete communities.
Active, Accessible & Healthy
Make daily walking and cycling convenient, accessible, active, healthy travel modes for people of all ages and abilities.
Safe, Efficient & Equitable
Winnipeg's pedestrian and cycling networks will be designed, maintained and developed to ensure accessible, safe, and efficient use for all users, while balancing needs of different users and trip types sharing the networks.
Design & Maintenance
Provide a high-quality network of pedestrian and cycling facilities that are planned, designed, implemented, and maintained to address year-round access.
- Financially Sustainable**
Plan and implement cost-effective, financially sustainable walking and cycling facilities and networks, with due consideration for economic, health and environmental cost benefits.
- Environmentally Sustainable**
Invest in walking and cycling as environmentally-friendly modes of transportation as one way to help the City and Province meet and surpass climate change and emission reduction goals.
- Transparent Process**
Continuously engage with the community as part of a transparent process to develop the Pedestrian and Cycling Strategies, and to implement the initiatives identified within the Strategies.

The Strategic Goals

A series of six Strategic Goals, along with supporting Key Directions and Actions, support the vision and goals in the Pedestrian and Cycling Strategies. The goals are listed below:

- Improve Convenience**
 - Provide Bicycle Parking and End-of-Trip Facilities
 - Increase and Improve Multi-Modal Connections
- Improve Connectivity**
 - Expand the Bicycle Network
 - Expand and Enhance the Sidewalk Network
 - Address Barriers
- Improve Maintenance**
 - Maintain the Sidewalk Network
 - Maintain the Bikeway Network
- Improve Safety & Accessibility**
 - Provide Accessible Infrastructure
 - Improve Pedestrian and Cyclist Safety
 - Provide Pedestrian and Cyclist Crossing Treatments
 - Provide Well-Lit and Visible Pedestrian and Cyclist Facilities
 - Develop Safe Routes to School
- Improve Vibrancy**
 - Enhance Streetscapes and the Public Realm
 - Land Development and Site Design
- Increase Awareness**
 - Enhance Wayfinding, Signage, and Trip Planning
 - Improve Education and Awareness
 - Increase Marketing and Communication



school travel plans

The goal of school travel planning is to encourage walking and cycling to school, enhance school and traffic safety in the area, and to improve overall options for people of all ages and abilities to walk or cycle



As part of the East Fort Garry Walk Bike Project, school travel plans were created for four of the schools in the neighbourhood, including:

- ÉCOLE VISCOUNT ALEXANDER
- ÉCOLE CRANE
- OAKENWALD SCHOOL
- VINCENT MASSEY COLLEGIATE

The school travel planning process involved surveying of students to determine how they got to school at different times of the year, a take home survey for parents of the students to fill out regarding travel patterns to and from the school, and a workshop for parents to help identify areas of concern.

The information gathered from the school travel planning process helped support the development of recommendations for the larger East Fort Garry Walk Bike Project.



1km Travelling Radii from Schools in East Fort Garry





what we heard

Through conversations with stakeholders, local residents, school administration and analysis of existing facilities, issues and opportunities were identified for walking and cycling in East Fort Garry.



264 total survey respondents

83 workshop attendees

342 people engaged in person during door-to-door campaign

1726 households visited during door-to-door campaign

460 school survey responses from parents



70% of people agree or strongly agree that it is easy and convenient to walk in the neighbourhood



Barriers to Walking & Cycling

Survey respondents and workshop participants were given the opportunity to identify roadways, intersections and off-street pathways that were a concern and why the areas are a concern.

Top 5 Walking Issues (number of times issue raised, in brackets)

- South Drive (148) – need sidewalks, traffic mitigation/calming - lots of traffic travelling between Pembina Highway and St. John's Ravenscourt
- North Drive (54) - Need sidewalks and bike lane, respondents feel area is unsafe for walking
- Wicklow Street (27) – no sidewalks and is a major route to and from schools, high speed and lots of traffic - respondents would like parking to be removed from the street
- Netley Street (26) - need sidewalk due to increased traffic from condo development, speeding
- Crescent Drive (25) – lots of traffic travelling from Pembina Highway to Thermea Spa

Top 5 Cycling Issues (number of times issue raised, in brackets)

- South Drive (96) - no sidewalk or designated bike lane
- North Drive (48) - no bike lane, vehicles speed
- Riverside Drive (34) - no designated bike lane, lots of traffic and major cycling connection
- Crescent Drive (33) - no designated bike lane, traffic from Thermea, major cycling connection
- Point Road (28) - no designated bike lane, traffic and parking difficult to navigate



themes & evaluation criteria

A series of themes, developed based on local feedback, technical analysis and expertise, create the framework for walking and cycling strategies in East Fort Garry.



Five themes are presented on the following boards. The themes are:

- PEDESTRIAN TRAVEL PATTERNS & PLANNING STRATEGIES
- CYCLING TRAVEL PATTERNS & PLANNING STRATEGIES
- DESIGN & OPERATIONS
- MAINTENANCE
- EDUCATION AND AWARENESS

Specific strategies are proposed to achieve each theme. Following evaluation, each strategy was given a priority level of

HIGH, MEDIUM, LOW

These priority levels assigned to the strategies use the evaluation criteria presented in the Pedestrian and Cycling Strategies. This evaluation criteria is outlined on this board.

Each strategy also supports one or more of the strategic goals outlined in the Pedestrian and Cycling Strategies. The goals are:

- IMPROVE CONNECTIVITY
- IMPROVE MAINTENANCE
- IMPROVE CONVENIENCE
- IMPROVE VIBRANCY
- IMPROVE SAFETY & ACCESSIBILITY
- IMPROVE AWARENESS

Pedestrian and Cycling Strategies Evaluation Criteria



NETWORK CONNECTIVITY

The degree to which the proposed improvement addresses gap in the sidewalk or bicycle network. This assessment was based on the gap analysis that was completed for this study.



WALKING AND CYCLING POTENTIAL

The greatest potential to increase walking or cycling based on land use patterns, population density, and transportation infrastructure.



ACCESS TO TRANSIT

The degree to which the proposed strategy improves access to transit facilities. Improvements that are within close proximity of high activity bus stops are ranked higher.



EQUITY

The greatest potential to improve access to traditionally underserved populations (e.g., people with disabilities, older people, and others).



GENERATORS

A generator is destination that increases cycling or walking in the area, such as a library or grocery store. Strategies involving a greater number of generators are likely to generate higher demand for walking and cycling.



SAFETY

The relative safety benefits of the proposed strategies on the following boards. This is mainly based on input from residents and site visits following feedback obtained.



LEVEL OF PROTECTION

The level of protection infrastructure provides for pedestrians and cyclists, such as protected bike lanes. Facilities that provide a greater level of protection for pedestrian and cyclists are ranked higher.



NETWORK SPINE

The pedestrian and cycling networks include a spine network to provide high quality connections from various parts of the neighbourhood to key destinations as identified by residents.



pedestrian travel patterns & planning strategies

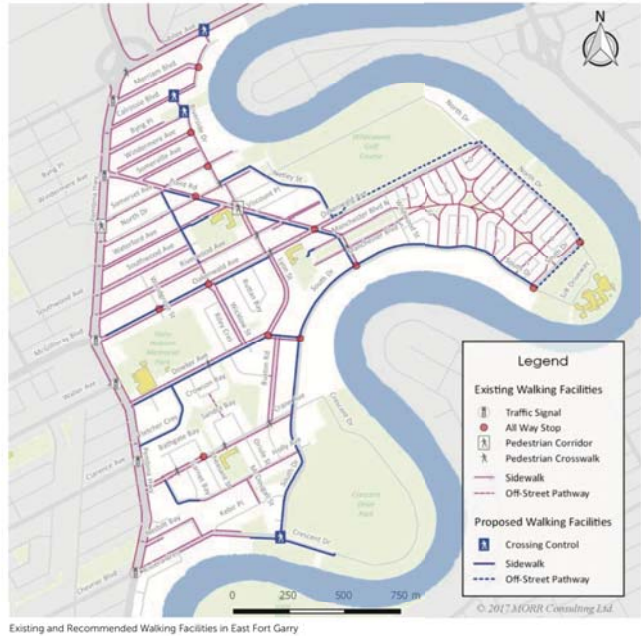


During Workshop #1 and the online survey participants were asked to highlight walking routes that they currently use, and routes they would like to use. This input informed the proposed strategies for improving walking in East Fort Garry.



Planning Strategies for Pedestrians

Priority	Route	Location	Supported Strategic Goals
High	East side of Mainway Dr between Somerset Ave and Somerset Ave		Improve walking conditions, Increase walking safety, Increase walking volume, Increase walking connectivity, Increase walking accessibility, Increase walking equity, Increase walking sustainability
High	North side of Mainway Dr between Somerset Ave and Somerset Ave		Improve walking conditions, Increase walking safety, Increase walking volume, Increase walking connectivity, Increase walking accessibility, Increase walking equity, Increase walking sustainability
High	East side of Mainway Dr between Somerset Ave and Somerset Ave		Improve walking conditions, Increase walking safety, Increase walking volume, Increase walking connectivity, Increase walking accessibility, Increase walking equity, Increase walking sustainability
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cycling travel patterns & planning strategies



During Workshop #1 and the online survey participants were asked to highlight cycling routes that they currently use, and routes they would like to use. This input informed the proposed strategies for improving cycling in East Fort Garry.



Planning Strategies for Cyclists

Priority	Route	Location	Supported Strategic Goals
High	East side of Mainway Dr between Somerset Ave and Somerset Ave		Improve walking conditions, Increase walking safety, Increase walking volume, Increase walking connectivity, Increase walking accessibility, Increase walking equity, Increase walking sustainability
High	North side of Mainway Dr between Somerset Ave and Somerset Ave		Improve walking conditions, Increase walking safety, Increase walking volume, Increase walking connectivity, Increase walking accessibility, Increase walking equity, Increase walking sustainability
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design & operations

The pedestrian and cycling networks will be designed to ensure accessible, safe, and efficient use for all users, while balancing needs of different users and trip types sharing the networks.



Design Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve safety	Improve accessibility	Improve performance	Improve equity	Improve resilience
Ensure that all new sidewalks are at least 1.5m wide	✓				✓	✓			
Ensure all bus stops are accessible					✓	✓			
Continue to provide access curbs/tramps at intersections	✓								

Traffic Operations Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve safety	Improve accessibility	Improve performance	Improve equity	Improve resilience
Conduct road safety audits at the following locations that were identified by neighbourhood residents as high-collision risk locations: <ul style="list-style-type: none"> Intersection of Point Rd and Waterford Ave/Lyon St. Intersection of Point Rd and Casemead. Intersection of Jubilee Ave and Riverside Dr (focus particularly on design and operational features for cyclist safety). 	✓				✓				
Work with residents to designate South Drive as a Sunday/Holiday Bicycle Route from 8:00 a.m. to 8:00 p.m. with pedestrian and cycling priority. During this time, motor vehicle traffic will be restricted to a distance of not more than one block.		✓							✓
Convert angled parking on Point Rd between North Dr and Riverwood Ave to parallel parking and complete a parking occupancy study to ensure the impact of converting the angled parking into parallel parking is minimal.			✓		✓				
Provide adequate artificial lighting along all off-street pathways, and along Crescent Dr through Crescent Park.			✓		✓				✓
Conduct operational and safety review of traffic activity on Crescent Dr between South Dr. and entrance to Crescent Dr. Park.			✓		✓				
Provide network connectivity by installing the appropriate pedestrian crossing control at the following locations identified by neighbourhood residents: <ul style="list-style-type: none"> Across Jubilee Ave at Riverside Dr. Across Carleton Blvd at Riverside Dr. Across Riverside Dr at Byng Pl. Across Crescent Dr at South Dr. 		✓			✓				



maintenance

Provide a high-quality network of pedestrian and cycling facilities that are designed and maintained to address year-round access for people of all abilities.



Maintenance Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve safety	Improve accessibility	Improve performance	Improve equity	Improve resilience
Increase sidewalk width to meet the minimum standard of 1.5 metres at the following locations – this could be done as part of the City's regular maintenance/rehabilitation program: <ul style="list-style-type: none"> Point Rd between Pembina Hwy and South Dr. Manitou Blvd (north side only). Carleton Blvd between Pembina Hwy and Riverside Dr (south side only). Windsor Ave. Sunshine Ave. Somerset Ave east of Point Rd (north side only). Waterford Ave. Riverwood Ave west of Point Rd. Casemead Ave west of Point Rd (including in front of Casemead school). Wilkie St (west side only). Barton Rd. Crescent Dr. Manchester Blvd N east of Point Rd (north side only). Manchester Blvd S. 	✓				✓	✓			
Ensure drainage systems function properly and do not flood pathways.			✓	✓	✓	✓			
Resurface/repair any sidewalks/pathways that require it (e.g., Wildwood Park pathways).			✓	✓	✓	✓			
Increase snow clearing priority for the following sidewalks from a level 3 to a level 2 (due to their location near schools): <ul style="list-style-type: none"> Manchester Blvd N west of Point Rd. Manchester Blvd S west of Point Rd. Riverwood Ave between Wilkie St and Lyon St. Waterford Ave between Wilkie St and Point Rd. Manchester Blvd N and S priority increase should coincide with sidewalk improvements outlined in the proposed planning strategies. 	✓			✓	✓	✓			





education & awareness

Enhance wayfinding and signage around the neighbourhood and help increase education and awareness to encourage cycling and walking in East Fort Garry.



Education & Awareness Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety	Improve accessibility	Improve vibrancy	Improve awareness
Install wayfinding signage throughout the neighbourhood. Key destinations are: <ul style="list-style-type: none"> Fort Garry Community Centre Wilberford Golf Course Conquest Drive Park Fort Garry Library Sandra Crosson Park Pembina Highway Jubilee Avenue 			✓					✓	✓
Support bicycle education and skills training for students at Ecole Claire, Olsenswald School, Ecole Viscount Alexander, and Vincent Massey Collegiate.			✓					✓	✓
Continue to educate people on the benefits of walking and cycling.			✓					✓	✓
Support events that encourage ongoing neighbourhood-level walking and cycling. For example, neighbourhood bike rides, open streets events, neighbourhood history walks, and bike to work days.	✓							✓	✓

Next Steps for the East Fort Garry Walk Bike Study

- project team to review public input and finalize report
- submit report to the City of Winnipeg

Moving Forward Beyond the Study

- strategies to be considered in the update and review of the Pedestrian and Cycling Strategies
- work with neighbourhood residents to establish a Sunday/Holiday Bike Route on South Dr
- create a School Travel Plan for General Byng School
- consider strategies for East Fort Garry in relation to city wide priorities
- consider strategies as roads within the study area are slated for renewal

Thank you for your participation!

Please provide your feedback and comments by filling out a survey before you leave. The survey and boards presented are also available on the project website:

winnipeg.ca/walkbikeprojects

Appendix D

Workshop Survey & Responses

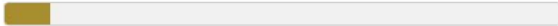


East Fort Garry Walk Bike Study

Welcome

The East Fort Garry Walk Bike Study will identify priorities for improvements to the pedestrian and cycling network so that people of all ages and abilities can safely walk and bike in the East Fort Garry neighbourhood. We want to learn what is important to you as we embark on this study.

Should you require this survey in an alternate format, please contact Maureen Krauss at info@htfc.mb.ca or (204) 944-9907.

1 / 12  8%

Next

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See how easy it is to [create a survey](#).

[Privacy & Cookie Policy](#)



East Fort Garry Walk Bike Study

Walking Travel Habits

1. Which of the statements below best describes your interest in walking in the East Fort Garry neighbourhood?

- I have little interest in walking
- I do not walk often, but would like to walk more
- I walk as often as I would like to
- I walk often, but would like to walk more
- I don't know

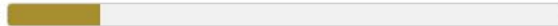
2. How often do you walk in the East Fort Garry neighbourhood?

- More than once per day
- Once per day
- 3 – 5 times per week
- Less than once per week
- Almost never

3. What are your reasons for walking? (Select all that apply.)

- Commute to work
- Commute to school
- Recreation / exercise / walking a pet
- To go to nearby recreation facilities / participate in extra-curricular activities
- To go to restaurants / shopping
- Traveling through the neighbourhood or to a destination outside the neighbourhood
- Other (please specify)

2 / 12



17%

Prev

Next



East Fort Garry Walk Bike Study

Walking Travel Habits

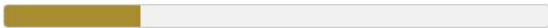
To what level do you agree with the following statements?

4. It is safe for me to walk in the East Fort Garry neighbourhood.

- Strongly agree
- Agree
- Disagree
- Strongly disagree

5. It is easy and convenient for me to walk in the East Fort Garry neighbourhood.

- Strongly agree
- Agree
- Disagree
- Strongly disagree

3 / 12  25%

Prev

Next

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East Fort Garry Walk Bike Study

Missing Sidewalk Links

Having a connected and comprehensive sidewalk network is a fundamental part of making walking a convenient and attractive transportation choice. Some roadways in the neighbourhood have sidewalks on both sides, some have sidewalks on one side, and some roadways have no sidewalks.

The map below highlights the locations of the existing sidewalks in the neighbourhood. Click the map to view a larger image.



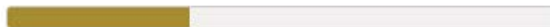
6. Please tell us areas that are important or could be improved to help create a connected, safe and convenient walking network in the neighbourhood. Please be specific. For example: Street name between point A and point B.

Intersections

Roads

Off-street or park pathways

4 / 12



33%

Prev

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East Fort Garry Walk Bike Study

Pedestrian Walking and Cycling Strategies

The following map illustrates the proposed sidewalk connections identified in the City of Winnipeg's Pedestrian and Cycling Strategies for the East Fort Garry neighbourhood. Please click on the map to view a larger image.



7. Overall what is your level of support for the proposed sidewalk connections?

- Strongly support
 Somewhat support
 Somewhat opposed
 Strongly opposed

Please comment.

5 / 12



42%

Prev

Next

Cycling Travel Habits

8. Which of the statements below best describes your interest in cycling in the East Fort Garry neighbourhood?

- I have little interest in cycling
- I do not cycle often, but would like to cycle more
- I cycle as often as I would like to
- I cycle often, but would like to cycle more
- I don't know

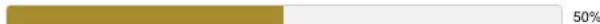
9. How often do you cycle in the East Fort Garry neighbourhood?

- More than once per day
- Once per day
- 3 – 5 times per week
- Less than once per week
- Almost never

10. What are your reasons for cycling? (Select all that apply.)

- Commute to work
- Commute to school
- Recreation / exercise
- To go to nearby recreation facilities / participate in extra-curricular activities
- To go to restaurants / shopping
- Traveling through the neighbourhood or to a destination outside the neighbourhood
- Other (please specify)

6 / 12



50%

Prev

Next

Cycling Travel Habits

To what level do you agree with the following statements?

11. It is safe for me to cycle in the East Fort Garry neighbourhood.

- Strongly agree
- Agree
- Disagree
- Strongly disagree

12. It is easy and convenient for me to cycle in the East Fort Garry neighbourhood.

- Strongly agree
- Agree
- Disagree
- Strongly disagree

7 / 12



58%

Prev

Next

East Fort Garry Walk Bike Study

Cycling Network

Having a connected and comprehensive cycling network is a fundamental part of making cycling a convenient and attractive transportation choice.

The map below provides reference for the streets in the neighbourhood. Click the map to view a larger image.



13. Please tell us areas that are important or could be improved to help create a connected, safe and convenient cycling network in the neighbourhood. Please be specific. For example: Street name between point A and point B.

Intersections

Roadways

Off-street or park pathways

8 / 12



67%

Prev

Next

Destinations

15. Please select up to 5 destinations that you visit regularly by walking.

- Jubilee Avenue and area north of East Fort Garry
- Across Pembina Highway to the area west of East Fort Garry
- Transit stops, stores, restaurants and/or other commercial destinations on Pembina Highway
- Crescent Drive Golf Course
- Crescent Drive Park
- École Crane
- École Viscount Alexander
- Oakenwald School
- St. John's Ravenscourt School / Dutton Memorial Arena
- Vincent Massey Collegiate
- Fort Garry Library
- Fort Garry Community Centre
- Gary Hobson Memorial Park
- Toilers Memorial Park / Byng Park
- Wildwood Park Community Centre
- Wildewood Golf Course and Winnipeg Lawn Tennis Club
- Other (please describe)

16. Please select up to 5 destinations that you visit regularly by cycling.

- Jubilee Avenue and area north of East Fort Garry
- Across Pembina Highway to the area west of East Fort Garry
- Transit stops, stores, restaurants and/or other commercial destinations on Pembina Highway
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- Crescent Drive Park
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- St. John's Ravenscourt School / Dutton Memorial Arena
- Vincent Massey Collegiate
- Fort Garry Library
- Fort Garry Community Centre
- Gary Hobson Memorial Park
- Toilers Memorial Park / Byng Park
- Wildwood Park Community Centre
- Wildewood Golf Course and Winnipeg Lawn Tennis Club
- Other (please describe)



East Fort Garry Walk Bike Study

Pedestrian Walking and Cycling Strategies

The following map illustrates the proposed bike routes identified in the City of Winnipeg's Pedestrian and Cycling Strategies for the East Fort Garry neighbourhood. Please click the map to view a larger image.



14. Overall what is your level of support for the proposed bike facilities?

- Strongly support
 Somewhat support
 Somewhat opposed
 Strongly opposed

Please comment.

9 / 12



75%

Prev

Next

Demographics

Please tell us a bit about yourself.

17. Age Group

18. Optional: What is your postal code? (This will help the study team understand travel patterns in the neighbourhood.)

19. How would you describe your connection to the East Fort Garry neighbourhood? (Select all that apply.)

- Neighbourhood resident
- Local business owner
- Community group representative
- Parent/guardian of student attending school in the neighbourhood
- Student
- Employee at local business
- Other (please specify)

20. How did you hear about this survey? (Select all that apply.)

- Community newsletter
- Facebook
- Project website
- Public workshop
- Pop-up event
- Poster
- Ward Councillor
- Area School
- Sou'wester ad
- City of Winnipeg website
- Other (please specify)

21. If you would like to receive updates about this study, please provide your email address.

CONFIDENTIALITY

Your personal information is being collected under the authority of 36(1)(b) of The Freedom of Information and Protection of Privacy Act. This information will be used for the East Fort Garry Walk Bike Study and will not be used or disclosed for any other purposes, except as authorized by law. Your information will remain confidential. If you have any questions about the collection or use of this information, contact the Corporate FIPPA Coordinator by mail to City Clerk's Department, Administration Building, 510 Main Street, Winnipeg MB, R3B 1B9, or by telephone at 311.

First Name

Last Name

Email Address

11 / 12  92%



East Fort Garry Walk Bike Study

Thank you!

Thank you for completing the survey. Please visit [the project website](#) for more information about the study and to learn about future engagement events.

12 / 12



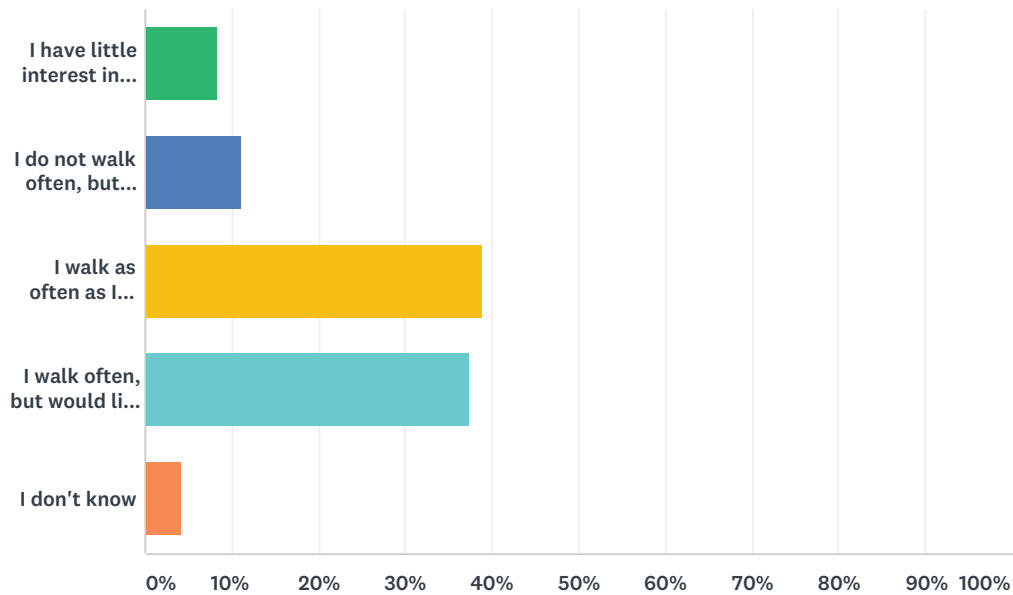
100%

Prev

Done

Q1 Which of the statements below best describes your interest in walking in the East Fort Garry neighbourhood?

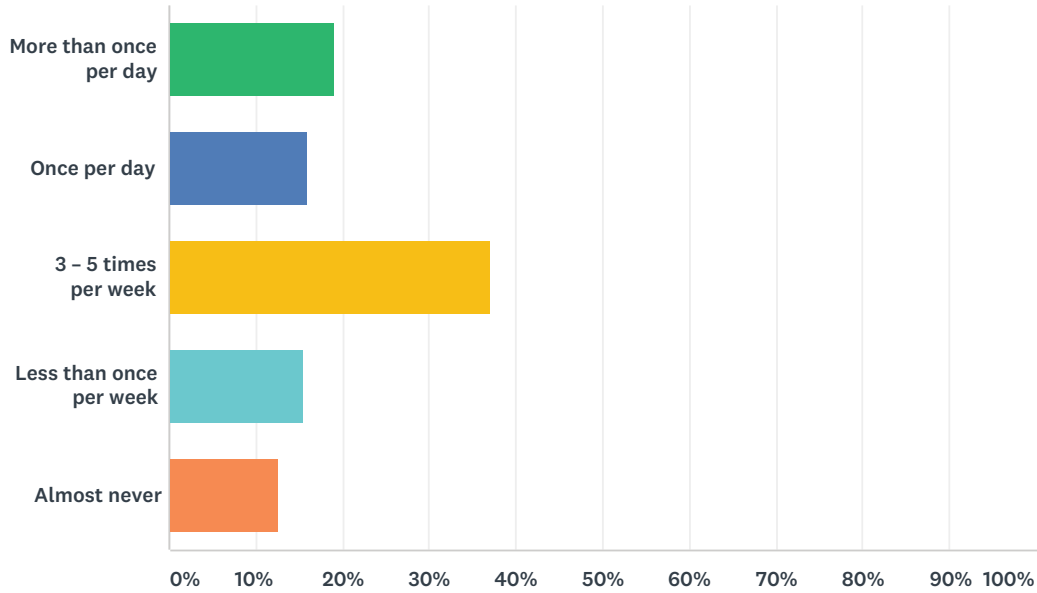
Answered: 264 Skipped: 0



ANSWER CHOICES	RESPONSES	
I have little interest in walking	8.33%	22
I do not walk often, but would like to walk more	10.98%	29
I walk as often as I would like to	39.02%	103
I walk often, but would like to walk more	37.50%	99
I don't know	4.17%	11
TOTAL		264

Q2 How often do you walk in the East Fort Garry neighbourhood?

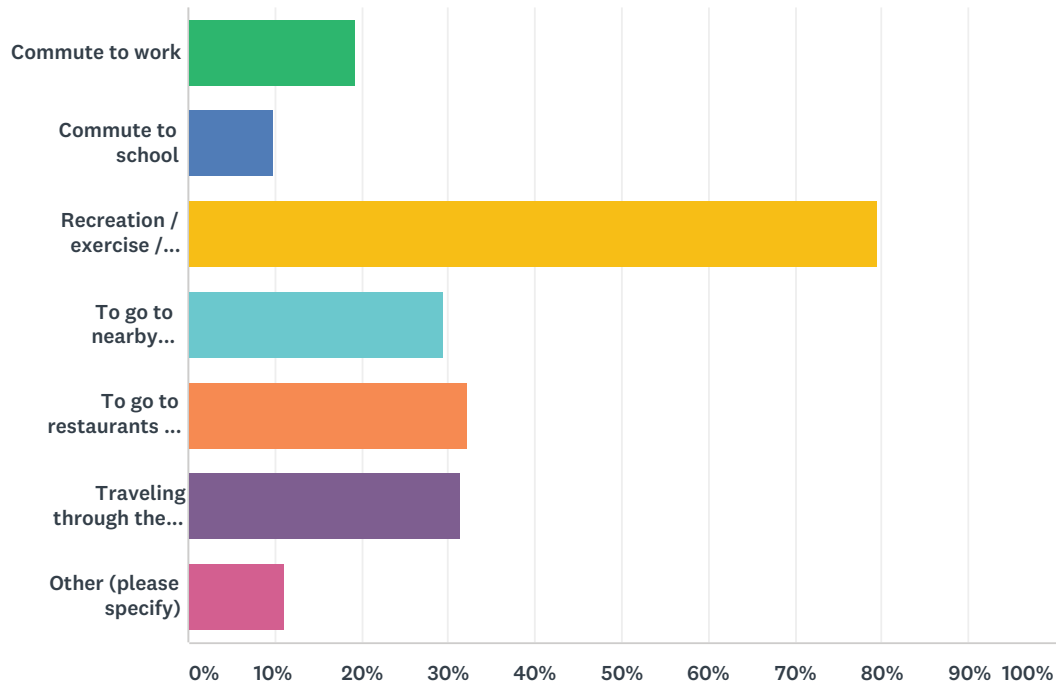
Answered: 264 Skipped: 0



ANSWER CHOICES	RESPONSES	
More than once per day	18.94%	50
Once per day	15.91%	42
3 - 5 times per week	37.12%	98
Less than once per week	15.53%	41
Almost never	12.50%	33
TOTAL		264

Q3 What are your reasons for walking? (Select all that apply.)

Answered: 264 Skipped: 0



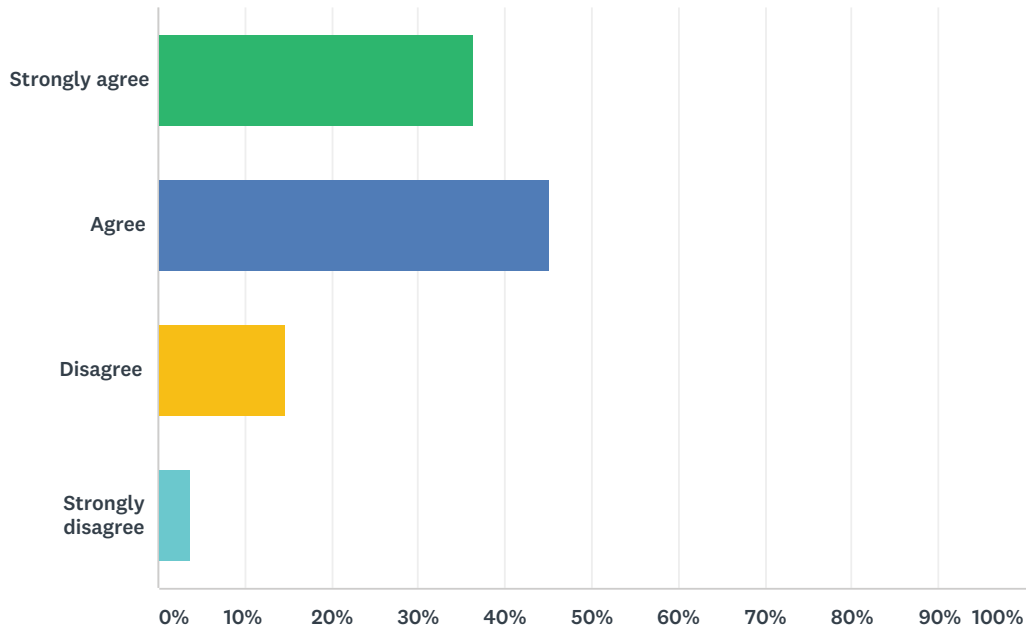
ANSWER CHOICES	RESPONSES
Commute to work	19.32% 51
Commute to school	9.85% 26
Recreation / exercise / walking a pet	79.55% 210
To go to nearby recreation facilities / participate in extra-curricular activities	29.55% 78
To go to restaurants / shopping	32.20% 85
Traveling through the neighbourhood or to a destination outside the neighbourhood	31.44% 83
Other (please specify)	10.98% 29
Total Respondents: 264	

#	OTHER (PLEASE SPECIFY)	DATE
1	retired, too old to walk.	10/18/2017 9:05 PM
2	go to neighbours	10/18/2017 1:47 PM
3	None	10/18/2017 7:44 AM
4	To pick up my garbage containers when they are not replaced properly	10/17/2017 10:58 PM
5	N/A - i don't walk in the area	10/15/2017 2:17 PM
6	I don't walk in the area - I only cycle through it every once in a while as I head to U of M	10/15/2017 2:10 PM
7	To a friends	10/15/2017 9:29 AM
8	All of my running routes are through the neighbourhood (Wildwood Park, South Drive).	10/13/2017 10:06 AM
9	meetings,library	10/11/2017 9:20 PM

10	Don't walk	10/5/2017 9:45 PM
11	get to the bus stop	10/5/2017 6:22 PM
12	birdwatching in Crescent Drive & Sandra Crowson Parks	10/5/2017 12:48 PM
13	visit family	10/4/2017 2:51 PM
14	walk child to school bus	10/4/2017 12:24 PM
15	Visiting family	10/2/2017 3:19 PM
16	Visiting Friends	9/29/2017 6:13 PM
17	Some of us do not own cars.	9/26/2017 9:27 AM
18	I almost never walk so why is it asking for a reason? This survey seems slanted.	9/23/2017 11:59 AM
19	Organized walking group walks	9/22/2017 12:08 PM
20	I live in the north end but I cycle through the neighbourhood often during spring, summer & fall.	9/21/2017 2:48 PM
21	To visit family and friends	9/21/2017 12:51 PM
22	walk to or from garage on Pembina after dropping off car or to pick up car	9/20/2017 9:09 AM
23	n/a	9/17/2017 4:34 PM
24	Walking to other people's houses in the neighborhood	9/16/2017 8:44 AM
25	fake	9/13/2017 4:26 PM
26	Taking kids to the parks	9/13/2017 3:58 PM
28	Visiting friends	9/11/2017 11:39 AM
29	errands - library, dentist	9/6/2017 5:54 PM

Q4 It is safe for me to walk in the East Fort Garry neighbourhood.

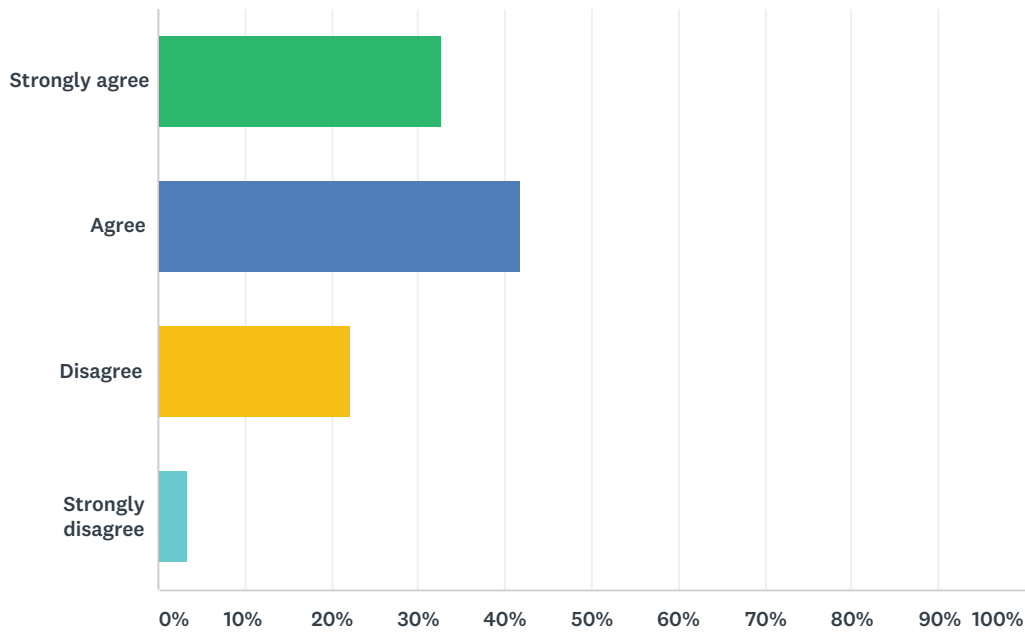
Answered: 261 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	36.40%	95
Agree	45.21%	118
Disagree	14.56%	38
Strongly disagree	3.83%	10
TOTAL		261

Q5 It is easy and convenient for me to walk in the East Fort Garry neighbourhood.

Answered: 261 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	32.57%	85
Agree	41.76%	109
Disagree	22.22%	58
Strongly disagree	3.45%	9
TOTAL		261

Q6 Please tell us areas that are important or could be improved to help create a connected, safe and convenient walking network in the neighbourhood. Please be specific. For example: Street name between point A and point B.

Answered: 174 Skipped: 90

ANSWER CHOICES	RESPONSES	
Intersections	42.53%	74
Roads	85.63%	149
Off-street or park pathways	28.16%	49

#	INTERSECTIONS	DATE
1	Between the intersections of South Drive/Crescent Drive and South Drive/North Drive, South Drive is horrendously! dangerous in winter, when snow furrows and [can't read] narrow the road; it drops to merely dagerous when there is no snow - for anyone interested in walking, running, or biking. PLEASE let's provide some sort of alternative to the road before someone is killed! Also, it seems to me that over the last 30 years that I have lived here there has been a noticeable increase of vehicle traffic at Ravenscourt, dropping off and picking up students.	10/25/2017 12:34 PM
2	Oakenwald and North Drive - would benefit to have 3-way stop at corner so when crossing Oakenwald at North Drive, can do so safely without worrying about northbound traffic on North Drive turning onto Oakenwald.	10/25/2017 11:48 AM
3	All of South Drive	10/18/2017 9:43 PM
4	South drive	10/18/2017 3:17 PM
5	there are enough sidewalks now and no more are required or needed	10/18/2017 2:50 PM
6	Bottom Line, I live on South Drive for the past 35 years. No Sidewalk please. I don't want to be Wellington Crescent.	10/18/2017 1:24 PM
7	none	10/18/2017 11:57 AM
8	Oakenwald and Pembina, Oakenwald and Lyon, Oakenwald and North Drive - Crossing anywhere from the south side of Pembina to the North.	10/18/2017 10:26 AM
9	as a resident that lives on south drive I am stongly against this project. The city will increase your taxes and take apart of our property and raise our taxes	10/18/2017 9:44 AM
10	none	10/18/2017 9:24 AM
11	The intersections are fine	10/18/2017 6:54 AM
12	All is good right now!!!!!!	10/17/2017 8:22 PM
13	Fort Gary is perfetly fine. We do not need more sidewalks, more cemnet, more signs.	10/17/2017 8:08 PM
14	I find they are all fine	10/17/2017 8:07 PM
15	Oakenwald and point road and Oakenwald and pointe road	10/17/2017 5:44 PM
16	Point rd and Lyon St; Oakenwald ave and north dr; Pembina hwy and oakenwald	10/17/2017 1:13 PM
17	I believe the area is already extremely walkable. Not necessary to have sidewalks on both sides of roads. Or on every bay. Or even on South Drive.	10/14/2017 6:30 PM
18	Having stop signs on entering by North Drive into Wildwood Golf course is great, it slows down the cars	10/13/2017 1:36 PM
19	None	10/13/2017 11:06 AM

20	Fine as is.	10/13/2017 10:44 AM
21	South Drive from North to Crescent Drive lacks sidewalk or bike path	10/13/2017 7:44 AM
22	The intersection at Lyon and Dowker is confusing for pedestrians and drivers. I cross it when taking my kids to school and don't feel safe. Plus you end up crossing south right onto someone's front driveway but there is no alternative as there is no sidewalk on the north side of dowker.	10/12/2017 10:53 PM
23	Lyon down waterford towawrds Netley	10/12/2017 9:43 PM
24	Crescent Drive to South Drive	10/12/2017 9:13 AM
25	Riverside-Byng to Windermere. Sidewalk changes side but in crossing? Crossing Point onto Windermere - dangerous crossing. Sidewalk disappears as North Drive curves into Netley.	10/11/2017 9:12 AM
26	Dowker between Lyon and Buxton Rd.	10/11/2017 8:45 AM
27	Point Road and Waterford	10/10/2017 4:43 PM
28	Crescent Drive & South Drive Intersection should have a Stop Sign there with the traffic & cars are parking unfortunately on the street there going to Thermea.	10/10/2017 3:32 PM
29	ALL of South Drive needs a Sidewalk !!!!!	10/9/2017 8:03 PM
30	the sidewalk does not extent to North drive from section D and Oakenwald it stops at section C	10/9/2017 5:40 PM
31	Road and South Drive and Cresant Drive and South Drive are very busy corners	10/8/2017 4:06 PM
32	Oakenwald & Lyon, Point Rd & Lyon, Lyon & Dowker, Point Rd & Oakenwald, Point Rd & Manchester Blvd, Oakenwald & Wicklow,	10/5/2017 8:25 PM
33	Pembina Hwy walking rout is dull and lifeless. More access to Crst drive park. Safer ways to bike on Pembina.	10/5/2017 1:28 PM
34	Crescent Park along the river from Crane to Crescent Drive	10/5/2017 1:12 PM
35	Wicklow/Riverside heading North. The tree and parked cars block on coming traffic which does not have a stop sign	10/4/2017 3:56 PM
36	Point and Oakenwald,	10/4/2017 2:03 PM
37	Buxton and Dowker side walk on east side west side fades into drive way and ends upruptly	10/4/2017 12:26 PM
38	Point Road at Lyon	10/4/2017 7:47 AM
39	Crane & Pembina, South drive & Point road,	10/3/2017 4:13 PM
40	Point Rd. at Lyon.	10/2/2017 3:24 PM
41	Riverside Drive and Somerville Avenue	10/1/2017 9:27 PM
42	crane to crescent drive park - stratford.	10/1/2017 12:22 PM
43	Point Road at North Drive, Connections to Clarence @ Pembina, all Point Road crossings.	9/29/2017 6:18 PM
44	n/a	9/27/2017 9:18 AM
45	Point Rd @ Oakenwald. This is a hard intersection to cross. Cars often stop at stop sign beyond where curb cuts to street are. Desired path is diagonal across intersection from NE to SW as it is large interestion and the view points to see cars is best from that vantage point.	9/26/2017 2:02 PM
46	from Point Rd and Oakenwald to Pemin, the sidewalk should be continuous and contiguous, all along South Drive there should be a sidewalk on both sides of the road and a bike lane. People walk their dogs there and jog and it is VERY dangerous	9/26/2017 9:32 AM
47	Windermere & Pembina	9/25/2017 8:18 PM
48	Jubilee and Pembina Hwy	9/25/2017 5:13 PM
49	Wicklow & oakenwald	9/25/2017 11:50 AM
50	South Drive between North Dr. And Crescent Dr.	9/24/2017 3:20 PM
51	Crosswalk lights at Dowker and Crowson Bay	9/23/2017 2:48 PM

52	Point at Oakenwald - so many people run the stop signs even while school kids are crossing; Manchester South at Point: people travel very high speed around corner before noticing kids trying to get to school.	9/22/2017 10:08 PM
53	South and North Drive should have sidewalks all along both streets.	9/22/2017 10:04 PM
54	Point and Pembina is a nightmare for everyone; vehicles, bicycles and pedestrians.	9/22/2017 7:31 PM
55	A biking/walking path needs to be created on the north side of Oakenwald from Point Road east to North Drive. The bike/walk path should continue along North Drive passing in front of Wildwood CC until it joins with South Drive at St Johns Ravenscourt School. The bik/walk path should then snake along the South side of South Drive from St Johns Ravenscourt until it reaches Crane street at Crescent Drive Park. The bike/walk path should be lit.	9/22/2017 5:42 PM
56	Pointroad and Oakenwald	9/22/2017 3:15 PM
57	All of South Drive & North drive	9/22/2017 12:13 PM
58	Oakenwald to north drive	9/22/2017 10:49 AM
59	All of South and North Drive	9/21/2017 1:43 PM
60	point road at somerset	9/20/2017 6:21 PM
61	Riverside drive	9/19/2017 10:01 PM
62	North Drive and Netley all around North and South Drive to Crescent Drive	9/19/2017 9:54 PM
63	None	9/19/2017 9:30 PM
64	South Drive/Crescent Drive all the way to North Drive/Oakenwalk Ave.	9/19/2017 8:37 PM
65	Jubilee and Riverside Drive,	9/19/2017 2:13 PM
66	North drive at South drive to South drive at Crescent, minimally Crane at South drive to Wildwood	9/18/2017 7:56 PM
67	there is nothing wrong with the side walk system in east Fort Garry, the only things needed is repairs, Crescent Drive Park could use a bicycle paths built through it,let's keep it safe for the kids, so they don't have to ride on the road when cars are parked.le	9/17/2017 3:57 PM
68	Riverside and Junilee	9/16/2017 2:26 PM
69	Riverside and Jubilee- hard to access bike paths, Point Rd and Pembina- difficult crossing point	9/15/2017 11:28 AM
70	Wicklow/Somerset/Point	9/13/2017 4:01 PM
71	riverside and jubilee. point rd and pembina	9/11/2017 2:51 PM
72	Point Road at Waterford/Lyon	9/11/2017 11:40 AM
73	windermere and point road ,the lane running paralell to pembina hwy. has a stop sign but no one stops also there is a sign that states you must turn right at point road but everyone coming down this lane does not stop at the stop sign and then proceeds to turn left, they use this lane to by pass pembina hwy. I cannot believe no one has been killed on this corner because it has such a heavy pedestrian traffic.	9/8/2017 8:16 AM
74	Wicklow from Dowker to Somerset Avenue needs sidewalks on both sides; All South Drive needs at least one sidewalk; Crescent Drive from Pembina through Cresnet Drive Park needs at least one sidewalk;	9/7/2017 2:14 PM
#	ROADS	DATE
1	Oakenwald - to have continuous sidewalk, went of Point Rd on south side of Oakenwald, and near North Drive and Section D, also on south side of Oakenwald. North Drive from Section A-->D - no sidewalk or path or curb. South Drive from Crescent Park to North Dr. - no shoulder on either side, so necessary to walk in traffic.	10/25/2017 11:48 AM
2	south drive needs a sidewalk; heavy vehicle traffic and lots of walkers as main access to crescent drive park.	10/18/2017 9:55 PM
3	ALL of South Drive and North Drive	10/18/2017 9:43 PM
4	Southdrive	10/18/2017 8:25 PM
5	South drive is dangerous to walk or bike	10/18/2017 8:19 PM

6	it is safe and convenient the way it is. we do not need more sidewalks	10/18/2017 7:44 PM
7	neighborhood is safe and fine as it is ,we do not need to spend more mney on new sidewalks	10/18/2017 5:07 PM
8	none	10/18/2017 11:57 AM
9	South Drive	10/18/2017 10:26 AM
10	none	10/18/2017 9:24 AM
11	South Drive (all of it) needs a wide sidewalk (it is dangerous to walk there as it is); North Drive (from SJ Ravenscourt to Oakenwald) needs a wide sidewalk (it is muddy, wet, and uneven);	10/18/2017 9:13 AM
12	Pedestrian corridor oembina to crescent park	10/18/2017 8:25 AM
13	Somerset Avenue (there is one but it would be good to have one on the other side people walk there a lot, which is on the road)	10/18/2017 8:14 AM
14	I live on South Drive & feel safe walking on the street & do not want a sidewalk on my street	10/18/2017 7:44 AM
15	South drive from Cresent Park to St. John's Ravenscourt	10/18/2017 7:34 AM
16	The roads are fine	10/18/2017 6:54 AM
17	It would be nice if Point Road and Oakenwald had sidewalks on the same side of the road from start to finish. While South Drive does not have sidewalks, we use the back lanes for walking which is safe and traffic free. It also does not involve crossing driveways or encountering traffic.	10/17/2017 10:13 PM
18	Stay out putting cement and sidewalk on South Drive. Think a little. Slower the speed limit maybe but we have new roads. Stop being stupid and think of useless infrastructure we do not need and break brand new roads to make the community worst off.	10/17/2017 8:08 PM
19	I find they are all fine	10/17/2017 8:07 PM
20	North and south drive from beginning to end	10/17/2017 5:44 PM
21	North Drive should be truly connected from Pembina to River to South Drive	10/17/2017 1:48 PM
22	South Drive and Stretford Road/Crescent Drive	10/17/2017 1:42 PM
23	all of north drive	10/17/2017 1:13 PM
24	sidewalk on South Drive	10/17/2017 8:31 AM
25	Sidewalks needed on South drive from crescent drive to North drive and from north drive to Netley and from Netley to oakenwald ave.	10/17/2017 6:53 AM
26	Sidewalk on South drive	10/16/2017 9:45 PM
27	The only need I see would be for lights along Crescent Park - and get the cars off the road at the spa - I have stopped going to the park as a result of all the cars parked along the road of folks going to the spa	10/16/2017 9:25 AM
28	South Dr to Crescent Dr needs a walkway	10/16/2017 8:44 AM
29	South Drive to Crescent Drive needs a walkway	10/16/2017 8:39 AM
30	Wildwood street	10/15/2017 9:35 AM
31	Fletcher Crescent	10/15/2017 9:24 AM
32	Crescent Drive - dangerous due to the large amounts of traffic going to the spa	10/14/2017 9:43 PM
33	None... enough already	10/14/2017 7:46 PM
34	Netley - was not needed before, but as a result of the City approving the new condo development (against the community's wishes) the traffic along that street will warrant a sidewalk.	10/14/2017 7:40 PM
35	Netley Street - especially with the new condo units that are being developed.	10/14/2017 8:15 AM
36	Oakenwald - sidewalk needs repairs	10/13/2017 9:46 PM
37	South Drive, North Drive between South and Oakenwald, Netley Street, Oakenwald Avenue	10/13/2017 5:42 PM

38	During the summer, I bicycle daily. I have MS & for balance I use a trike. It can be difficult bicycling where there are cracks in the roadway. Particularly on North Drive, Oakenwald (which I avoid as much as possible!) & Netley near Wildwood Park. These areas have no curbs & the uneven cracks in the road force me to choose bicycling near the centre of the road due to concern that I may run off the road & hit a steep ditch.	10/13/2017 1:36 PM
39	sidewalks along Point Road are horrible. Please fix	10/13/2017 11:45 AM
40	Ruttan Bay	10/13/2017 11:28 AM
41	None	10/13/2017 11:06 AM
42	1) Netley Street 2) Wildwood Street between Oakenwald and South Drive	10/13/2017 10:59 AM
43	I like it the way it is!	10/13/2017 10:44 AM
44	Netley St, from Point Road to North Drive needs a sidewalk area. South Drive needs a sidewalk.	10/13/2017 10:07 AM
45	The sidewalk on Point Road should be available on the south side all the way to Pembina. It should be as easy and convenient as possible to walk to the busstop, which is located on the south side of Point Road at Pembina. Also, the diagonal parking spots along Point Road need to be better demarcated; cars often park so they are blocking the sidewalk and you can't get past with a stroller or wheelchair. Netley needs a marked walking or bike lane - it is so well-used by pedestrians and cyclists and needs to be safer.	10/12/2017 10:53 PM
46	waterford	10/12/2017 9:43 PM
47	South Drive should have a sidewalk. The entire length of South Drive.	10/12/2017 12:08 PM
48	South Drive to North Drive	10/12/2017 9:13 AM
49	North Drive and South Drive need a bike/walkway for safety for all ages.	10/11/2017 9:23 PM
50	Sidwalk along Vincent Massey High School often flooded in low spots in winter/spring	10/11/2017 9:00 PM
51	South drive and Netly Street	10/10/2017 4:43 PM
52	Crescent Drive - the Therma clients are parking on the street there and citizens are walking & biking into the park and cars are also coming into the park and going out of the park at the same time. It is very dangerous right there going into the park. We also see that there are empty spaces for parking in the golf Parking Lot but yet clients continue to park on the street. In addition, the sidewalk ends on Crescent Drive by the cemetery so one is walking on the street to get to the park as the cars are driving by.	10/10/2017 3:32 PM
53	All of south Drive needs a sidewalk!!!	10/9/2017 8:03 PM
54	North and South drive need sidewalk/bike trail , wide sidewalk that has a bike path on it as well	10/9/2017 5:40 PM
55	South Drive end to end, Point Road, Somerset to Oakenwald uneven, switches sides, Oakenwald - in poor repair & switches sides	10/9/2017 9:28 AM
56	South Drive, Woodgrove St, Wicklow from Sommerset to Riverwood	10/8/2017 6:57 PM
57	Side walks both sides: Oakenwald from Lyon to Pembina, all of South drive, Point rd from Oakenwald to Pembina	10/6/2017 3:51 PM
58	South Drive, Crescent Drive, Stretford Road	10/6/2017 2:18 PM
59	South Drive	10/5/2017 10:01 PM
60	Crescent Drive, South Drive, Oakenwald all have vehicle traffic that exceeds the posted speed limit. Need traffic calming. Angled parking on Point Rd around Lyon causes sight line issues for cyclists & pedestrians crossing (north/south) Point Rd. Riverside Drive is supposed to be a cycling route but used as neighbourhood cut through. Needs traffic calming	10/5/2017 8:25 PM
61	Crescent Drive into park	10/4/2017 7:59 PM
62	South drive	10/4/2017 3:56 PM
63	Point Road, South Drive, Netley	10/4/2017 2:03 PM
64	sidewalk on Oakenwald switches to other side of street at Wicklow	10/4/2017 12:26 PM
65	South Drive and North Drive	10/4/2017 11:51 AM

66	[This field is impossible to continue filling out, because it only shows a dozen words.] Oakenwald adjacent to Wildwood Pk D has no sidewalk (your map is wrong).	10/4/2017 8:53 AM
67	Wicklow between Oakenwald and Point Road, Netley between Oakenwald and North Drive	10/4/2017 7:47 AM
68	Crescent Drive	10/3/2017 10:12 PM
69	Continuous sidewalks along Point Road, Riverside Drive, Wicklow Street and Netley Street - currently there are blocks without sidewalk or the walk suddenly flips to the other side of the street and then back.	10/3/2017 8:39 PM
70	South Drive between Crescent Dr and North Drive also North Drive from Sjr to Community club	10/3/2017 5:49 PM
71	Netley Street	10/3/2017 4:14 PM
72	South drive at crescent drive to SJR, North drive to oakenwald	10/3/2017 4:13 PM
73	Riverside Drive between Jubilee and Oakenwald has far too much vehicle traffic and could use traffic quieting measures, be open only to local traffic on Sunday's.	10/3/2017 1:25 PM
74	South drive from crescent to oakenwald, north drive from south drive to netley, netley, waterford from point to netley	10/2/2017 6:56 PM
75	Riverside Drive between Calrossie and Point Road. South Drive and North Drive. Dowker between Pembina and South Drive. Oakenwald between Pembina and North Drive.	10/2/2017 3:24 PM
76	Somerville Avenue	10/1/2017 9:27 PM
77	South Drive needs a sidewalk or bigger then that so that children can ride bikes down there. North drive is the same	10/1/2017 7:45 PM
78	crane and crescent drive feeding into crescent drive park.	10/1/2017 12:22 PM
79	North and South Drives	10/1/2017 10:44 AM
80	Sidewalks on South Drive	9/29/2017 6:18 PM
81	South Drive should have a sidewalk for safety of area residents and students at SJR	9/28/2017 11:20 PM
82	South Drive to and including North Drive along the east side of wilodwood Park	9/28/2017 10:07 PM
83	wicklow st between point rd and riverwood needs a sidewalk!!	9/28/2017 9:07 PM
84	Netley Street	9/28/2017 11:27 AM
85	South Drive and North Drive	9/28/2017 9:17 AM
86	Buxton crescent - sinking manhole in centre of street	9/27/2017 9:18 AM
87	Oakenwald Ave - between Wicklow and Lyon - add sidewalk to other side of street so kids don't have to cross twice on way to school. South Drive needs a sidewalk.	9/26/2017 2:02 PM
88	South Drive needs sidewalks!	9/26/2017 9:32 AM
89	South Drive - the whole thing, Netley - the whole thing,	9/25/2017 8:18 PM
90	Wicklow should have a sidewalk, Point Road should have sidewalks on both sides. A path along South Drive.	9/25/2017 5:17 PM
91	South Drive	9/25/2017 11:58 AM
92	Wicklow	9/25/2017 11:50 AM
93	The rest of Wicklow St.	9/25/2017 11:21 AM
94	Wicklow St from Somerset to Riverwood needs sidewalks - it is dangerous to walk or bike down here. South Drive from Cresent Drive to North Drive also needs sidewalks. It is a beautiful street but dangerous, especially walking with children. Same thing for North Drive from South Drive to Oakenwald.	9/25/2017 10:53 AM
95	Lyon, between Riverwood and Oakenwald Riverside between Windermere and North; Wicklow	9/25/2017 9:49 AM
96	South Drive	9/24/2017 3:20 PM
97	Wicklow between Point Rd and Riverwood Ave; south side of Oakenwald between Wicklow and Lyon	9/24/2017 11:34 AM

98	South drive and north drive from oakenwald to south drive. Netly street	9/23/2017 10:08 PM
99	Sidewalks on Netley from North Dr to Oakenwald, North Drive from Oakenwald to South Drive, South Drive from North Drive to Crescent Drive	9/23/2017 6:18 PM
100	South Drive, Netley Street	9/23/2017 2:48 PM
101	Wicklow	9/23/2017 1:08 PM
102	South Drive always has people walking on the road. At night time they do no wear bright colors. Dogs could dark into traffic.	9/23/2017 12:02 PM
103	South Drive	9/23/2017 9:55 AM
104	North Drive: people always speed down the straightaway closest the river, day and night; South Drive - people always walking on road at all hours in usually unsafe colour (dark) clothing or in wrong direction or taking up an entire lane or more with other people or their dog(s) makes for dangerous driving.	9/22/2017 10:08 PM
105	Garnet Bay from Holly to Crane. Kebir Place as lots of people walk there.	9/22/2017 10:04 PM
106	South Drive and Crescent Drive	9/22/2017 8:46 PM
107	Point from Pembina to Somerset	9/22/2017 7:31 PM
108	All of South Drive should have a sidewalk or in the very least speed bumps to slow traffic	9/22/2017 5:52 PM
109	in general many of the sidewalks are in need of repair	9/22/2017 5:45 PM
110	South Drive, all of it	9/22/2017 4:52 PM
111	Fletcher Crescent	9/22/2017 4:15 PM
112	Southdrive between North drive and Crane Ave./ North drive between Oakenwald and Southdrive	9/22/2017 3:15 PM
113	All along South Drive. This is a popular cycling and walking area without sidewalks	9/22/2017 11:35 AM
114	Newley street	9/22/2017 10:49 AM
115	all of South Drive, all of Crescent Drive, all of Netley Street	9/22/2017 7:35 AM
116	Crescent drive, Stratford road, south drive, north drive, netley street, all sections of these streets	9/21/2017 7:21 PM
117	South Drive between Crescent Drive and SJR	9/21/2017 5:13 PM
118	They are adequate for my walking	9/21/2017 4:44 PM
119	Wicklow between Oakenwald and Somerset	9/21/2017 3:51 PM
120	South drive needs a sidewalk. There is none there.	9/21/2017 3:33 PM
121	South Drive, North Drive, Oakenwald, Point	9/21/2017 2:54 PM
122	South drive - all	9/21/2017 12:28 PM
123	Netley St between North Drive and Oakenwald	9/21/2017 11:36 AM
124	All of North, South and Crescent Drives	9/21/2017 10:32 AM
125	Riverside Drive, Somerset and North Drive	9/21/2017 10:09 AM
126	south drive, north drive	9/20/2017 6:21 PM
127	Point road on both sides	9/20/2017 5:33 PM
128	South drive need sidewalks	9/20/2017 5:30 PM
129	Oakenwald from Lyon to Wicklow; North Drive-Netley from Oakenwald to Lyon; South Drive	9/20/2017 9:18 AM
130	South drive	9/19/2017 10:01 PM
131	North Drive and South Drive	9/19/2017 9:54 PM
132	South drive	9/19/2017 9:43 PM
133	South Drive	9/19/2017 9:30 PM
134	Lack of sidewalks on South Drive and on North Drive (other than the portion through the golf course)	9/19/2017 8:37 PM

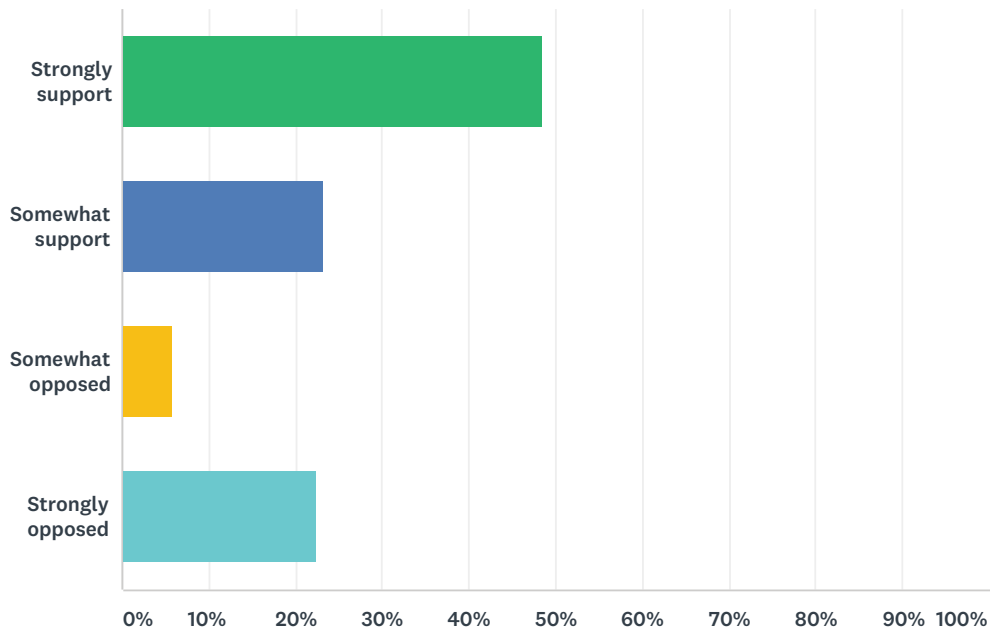
135	North Drive, South Drive, Crescent Drive	9/19/2017 7:54 PM
136	South Drive - entire stretch	9/19/2017 2:53 PM
137	East side of Riverside Drive, the river side of North Drive and South Drive	9/19/2017 2:13 PM
138	South drive	9/18/2017 8:00 PM
139	South drive	9/18/2017 7:56 PM
140	South drive all the way down but especially between point road and crescent drive. Also point road between Pembina and South drive	9/16/2017 9:08 AM
141	Netley St, South Drive between Point Rd and Crescent Dr,	9/15/2017 11:28 AM
142	Wicklow between Riverwood and Somerset, South Drive (pretty much the whole drive)	9/13/2017 4:01 PM
143	Oakenwald, point road, south Dr	9/11/2017 8:13 PM
144	to make it safe for pedestrians I would like to see the lane running paralell to pembina hwy between windermere and byng place on the east side of pembina be made a one way. It would not impact the business's on pembina and it is a traffic violation to left on point road anyway. This lane is as busy as pembina hwy because people use it to bypass pembina highway's traffic light. This way they fly through the stop lane and then turn left at point road which is a traffic violation. It is very unsafe for all the pedestrian traffic that uses this street.	9/8/2017 8:16 AM
145	Point Road from Pembina to Viscount Alexander school should have sidewalks on both sides of Point!! All of Riverside -> South Drive should have a walk/bike path separated from traffic.	9/7/2017 7:16 PM
146	Waterford Avenue from Wicklow to Lyon needs a south side sidewalk on the EVA side	9/7/2017 2:14 PM
147	There should be sidewalks on both sides of every street in the neighbourhood. It is a neighbourhood full of kids and seniors. South Drive and North Drive should have traffic calming; cars move much too fast there.	9/7/2017 8:58 AM
148	Wicklow between Oakenwald and Point, Point Rd between Wicklow and the Churches/School (on the SAME side), South Drive	9/6/2017 6:33 PM
149	South Drive, Wicklow St, Crescent Dr	9/6/2017 1:12 PM
#	OFF-STREET OR PARK PATHWAYS	DATE
1	the roads are save to walk, cut the high weeds in Crescent Drive Park	10/18/2017 9:17 PM
2	none	10/18/2017 11:57 AM
3	The dike road along side of Oakenwald. Going from the end of Riviera to the University	10/18/2017 10:26 AM
4	none	10/18/2017 9:24 AM
5	Sidewalks in the Inner Park of Wildwood Park are atrocious, dangerous, and should be improved (possibly interlocking brick ?)	10/18/2017 9:13 AM
6	Lit oaths in crescent drive park for cycling and walking	10/18/2017 8:25 AM
7	The off street pathways are fine	10/18/2017 6:54 AM
8	Improving the conditions of the back lanes so that they were more attractive to pedestrians and cyclists would make a lot of sense.	10/17/2017 10:13 PM
9	Crescent park paths have been improved and are wonderful	10/17/2017 8:07 PM
10	crescent drive	10/17/2017 1:13 PM
11	replace broken and decayed sidewalks in Wildwood Park	10/17/2017 8:31 AM
12	Bicycling on the road thru Wildwood Golf course is wonderful & well used. It means using Netly or North Drive to access both of which are in bad condition.	10/13/2017 1:36 PM
13	None	10/13/2017 11:06 AM
14	Fine as is!	10/13/2017 10:44 AM
15	I really hope there's a maintained path between the new condos and the river, like there's been for years.	10/13/2017 10:07 AM

16	North Drive through the golf course is so well-used by pedestrians and cyclists, children and dog walkers. I don't always feel safe because some drivers use it as a shortcut and speed down the road. The signage at the east end of the golf course has fallen over and is obscured by trees. This road needs to be monitored to prevent cars from using it as a shortcut before someone gets hurt (we had a near miss while on a bike ride with our children)	10/12/2017 10:53 PM
17	park path because high traffic walkers cause it leads to path of gold course	10/12/2017 9:43 PM
18	walkway between Fletcher Crescent and Bathgate Bay often muddy, wet in winter/spring - also true for the rest of the trail between Crowson and Sandra Bays and beyond.. Also, sidewalk between Crowson and Sandra Bays often flooded in spring, preventing bicycle or pedestrian traffic from being able to go through..	10/11/2017 9:00 PM
19	ALL OF SOUTH DRIVE NEEDS A SIDEWALK	10/9/2017 8:03 PM
20	sidewalks within Wildwood park should be widened to make room for bikes	10/9/2017 5:40 PM
21	Road and South Drive and Cresant Drive and South Drive are very busy corners	10/8/2017 4:06 PM
22	Needs sidewalks without increasing taxes	10/5/2017 10:01 PM
23	Sidewalks connecting to Crescent Drive Park, Would be great to add crushed limestone to path along primary dike between Wildwood Golf Course & Oakenwald.	10/5/2017 8:25 PM
24	Crescent drive park has no lights or walkway	10/4/2017 3:56 PM
25	Wildwood park central path is too narrow for bikes to pass pedestrians.	10/4/2017 8:53 AM
26	Crescent Drive Park	10/3/2017 10:12 PM
27	Install street lights along North Drive where it goes through Wildwood Golf Club	10/3/2017 4:14 PM
28	crescent drive park	10/3/2017 4:13 PM
29	the golf course service road from north drive to netley	10/2/2017 6:56 PM
30	Bike path needed on South Drive.	10/2/2017 3:24 PM
31	Sidewalks to ensure safe walking options	10/1/2017 10:44 AM
32	Some of the sidewalks in Wildwood Park require repair/replacement	9/28/2017 11:20 PM
33	Reapir/replace damaged sidewalks in centre of Wildwood park	9/27/2017 9:18 AM
34	park pathways in Wildwood need to be repaved - they are crumbling, uneven, and dangerous!	9/26/2017 9:32 AM
35	South drive through crescent drive park	9/25/2017 11:50 AM
36	Trans Canada trail on Wildwood Golf Course	9/24/2017 3:20 PM
37	Sidewalk paths inside Wildwood Park which connect to Manchester South then back lane to Buxton then the 'secret sidewalk and forest' are awesome routes for kids.	9/22/2017 10:08 PM
38	we are fortunate with off street walking and I would like to see ongoing maintenance of the walking paths on the Oakenwald dyke, Sandra Bay forest, Crescent Drive Park pathways, river bank walkways in the Park, behind Wildwood CC and along the Wildewood golf course riverbank	9/22/2017 5:45 PM
39	road through Crescent drive	9/22/2017 12:13 PM
40	Sidewalks in Wildwood Park are not uniformly paved and it can be dangerous walking in the evening when it's dark or in winter when they are snow covered.	9/22/2017 11:35 AM
41	Sidealks are needed on North Drive between Oakenwald and South Drive and South Drive to Crescent Park.	9/21/2017 8:42 PM
42	improvement of the trail along the dike & connecting to the rest of neighbourhood to continue cycling south towards Bishop Grandin.	9/21/2017 2:54 PM
43	None	9/19/2017 9:30 PM
44	Crescent drive and Stratford street, full off street walking path throughout the park and back to south drive connections.	9/19/2017 4:32 PM
45	Crescent Drive and Streetford Road inside the park	9/19/2017 2:53 PM
46	Sandra Oriole pathways - Connection to Clarence bus stops	9/11/2017 11:40 AM

47	Crescent Park Stretford Road	9/9/2017 7:42 AM
48	Point Road from Somerset to Lyon needs a south side sidewalk; All North Drive needs at least one sidewalk; Riverside Drive needs the sidewalk completed from Toilers Park to Calrossie; Riverside drive onto Calrossie needs a sidewalk on the south side all the way to jubilee;	9/7/2017 2:14 PM
49	Crescent Dr park	9/6/2017 1:12 PM

Q7 Overall what is your level of support for the proposed sidewalk connections?

Answered: 241 Skipped: 23



ANSWER CHOICES	RESPONSES
Strongly support	48.55% 117
Somewhat support	23.24% 56
Somewhat opposed	5.81% 14
Strongly opposed	22.41% 54
TOTAL	241

#	PLEASE COMMENT.	DATE
1	- please see my comments to the previous #6. Given the danger of NO sidewalks along South Drive, this proposed sidewalk should DEFINITELY go ahead! I cannot fathom why this sensible proposal would not be implemented - are we going to wait for someone to DIE??!! before this goes ahead??!	10/25/2017 12:36 PM
2	I suggest the additional sidewalk as shown. [drawing on map] This is heavily used by bikers, walkers and joggers. x (marked at North Drive at Section A) marks the spot where I was injured by jumping off gravel shoulder to grass when car drove towards me. Injured knee (torn meniscus) for which required surgery and led to me having to quit jogging. So sidewalk need at the end of Section A on North Drive all the way to St. John's Ravenscourt, and should not stop at end of Section B.	10/25/2017 11:56 AM
3	I live on South Drive & do not want sidewalks on this street	10/18/2017 9:59 PM
4	south drive has needed a sidewalk for years now; but the decision makers seem afraid of backlash from the wealthy homeowners with riverside property; who oppose sidewalks for selfish reasons.	10/18/2017 9:58 PM
5	Why not connecting South and North Drive...is a gap.....why????? Should be continuous.....	10/18/2017 9:45 PM
6	There is no need for a sidewalk. It is a safe area to walk and many poeple walk and run now at all hours	10/18/2017 9:18 PM

7	People can walk on South Drive freely and is very safe. It is wasting tax money for nothing.	10/18/2017 9:11 PM
8	South Drive is dangerous because there is no sidewalk. There needs to be a safe way to walk to crescent drive from Wildood. Long over due.	10/18/2017 8:27 PM
9	There is no need for the proposed sidewalk	10/18/2017 7:45 PM
10	I appreciate the concerns for safety of pedestrians but there is so little foot traffic and pedestrians just step up on the boulevard for approaching traffic or the few walk on the boulevard.	10/18/2017 7:34 PM
11	As an existing south drive property owner I am not in favour of a sidewalk connection on South Drive.	10/18/2017 5:55 PM
12	This neighborhood has plenty of safe areas to walk .Drivers and cyclists are respectful of walkers and there has never been an incident that I am aware of . The sidewalk creates a useless make work project and money could be better spent providing improved and better facilities in Crescent Drive park.	10/18/2017 5:11 PM
13	I live on South Drive and am concerned about escalating property taxes to cover the cost of maintaining side walks and extra snow clearing. I would assume a sidewalk would impact our front drive,existing shrubs/landscaping,inground sprinkler systems etc. If my concerns could be addressed, I would support a sidewalk on the the non river side of South Drive in order to improve the safety of walkers on the street.(from buses and cars).	10/18/2017 3:26 PM
14	South drive and north drive are dangerous. People drive far too fast and I would love a sidewalk or speed bumps or both. The sun sets on south and it is absolutely blinding. Totally unsafe for anyone to walk on.	10/18/2017 3:19 PM
15	South Drive and North Drive do not need sidewalks.	10/18/2017 2:51 PM
16	South Drive is a street that is shared with pedestrians, cyclists, dogs and their walkers. local deer and vehicles. We have lived on the street for over 40 years and have never witnessed or heard of any accidents between walkers/cyclists and vehicles so question the need for a sidewalk.	10/18/2017 1:52 PM
17	The same reason. We've lived on South Drive for 35 plus years. The neighborhood on South Drive has not required a sidewalk.	10/18/2017 1:28 PM
18	the city just paved and put new driveways from Crane to Dowker and you now want us to pay more to put in new sidewalks ?? How crazy are you people the road is now great and the grass is good and you want to rip it up for new sidewalks get some brains I have lived here since 1980 and it was always good enough and now you want to waste more money ?? Smarten up and get some brains we need better roads everywhere before we need more sidewalks !!!	10/18/2017 12:01 PM
19	There are gaps. i.e. around the far edge of North Drive onto Oakenwald.	10/18/2017 10:30 AM
20	As a resident of south drive I do not agree with this project. I don't know why the city did not approach us with this project to get our input. You will take part of our property to put sidewalks in and increase our property taxes. The cost of maintaining this work and also the clearing of snow with the plows ripping up our grass which we will have to fix. The park and surrounding streets have work for the last 50 years, why change it now.	10/18/2017 9:51 AM
21	Why would you not include a new sidewalk on South Drive in front of SJ Ravenscourt, and on North Drive in front of Section A in Wildwood Park ? I REALLY support a wide sidewalk along the "river side" along South Drive !	10/18/2017 9:22 AM
22	Button has no front driveways this makes sense	10/18/2017 8:27 AM
23	You NEED to think of these areas as well!!!! The corner of North drive right in front of where the old community center was. The sidewalk ends and you always have people on the road walking and this is a blind corner this is very dangerous. Also if you follow the road it becomes Netley Street which hugs the perimeter of Wildwood Golf course, this is also very dangerous. I cycle a lot in the area and people are always walking in the road. Between vehicles, walkers and cyclist it is extremely dangerous and a matter of time before someone gets hit. The trees seem to grow right into the road and vehicles don't want to get to close to the golf course side of the road because they'll hit the branches so they are more in the middle of the road when they go through there. Plus the road is curvy and people drive too fast! This area of Fort Garry is very popular for people and they always walk the private road and around the golf course.	10/18/2017 8:22 AM

24	Under no circumstances should a sidewalk be built on South Drive. A sidewalk would be a horrible, unnecessary scar on the beauty of Wildwood Park and South Drive. The intention of the community plan is for walkers to use the sidewalk down the middle of Wildwood Park. There is no need for a sidewalk on South Drive. I am very strong opposed to this plan.	10/18/2017 8:09 AM
25	The entire area is filled with interconnected walking paths away from traffic. in fact wildwood was specifically designed to move people into the park and traffic to the perimeter streets and keep them seperate. other paths between dowker, crane and pembina are beautiful but little used because few but older residents know of them. do not ruin our neighbourhood with more concrete!!!!	10/18/2017 7:56 AM
26	I walk & cycle on the street I live on South Drive & feel safe	10/18/2017 7:46 AM
27	I am a resident of South Drive. I don't want part of my yard appropriated nor do I want to have the cost of an unnecessary sidewalk added to my already high property tax bill.	10/18/2017 7:43 AM
28	Its dangerous to walk down South Drive at almost anytime of the year, due to the lack of a sidewalk, [REDACTED] and have been greatly disappointed that its taken so long to get any support for a safer way for people to travel our street. In winter, when its dark, most pedestrians are nearly invisible due to a lack of personal lighting, and as a runner, I have nearly been hit by inconsiderate drivers many times in our 18 years on the street.	10/18/2017 7:37 AM
29	The current level of activity for walking / cycling is very high including our households use. There is simply no reason to introduce any infrastructure in the neighbourhood that is directed toward walking or cycling.	10/18/2017 6:57 AM
30	We are concerned about the proposed sidewalk on South Drive given the number of driveways that would need to be crossed. We are very concerned if the sidewalk was also to be used for cyclists as this would give cyclists a false sense of security and it is highly unlikely that they would stop at each driveway to check to ensure that they could cross safely. Many of these driveways have limited visibility.	10/17/2017 10:18 PM
31	As a resident on south drive, we strongly oppose these recommendations. These proposals will take away from our privacy and our property value. Our property taxes are already very high, we do not need higher taxes to cover maintenance of these proposals. The beauty and value of this area is the decrease of traffic, both vehicle and pedestrian.	10/17/2017 8:52 PM
32	Have lived in the area for over 30 years and have never had a problem walking down the streets. I would say that the backplane between South Drive and Buxton is a disgrace and should be repaired long before any other projects are taken on!	10/17/2017 8:31 PM
33	I live on the west side of South Drive and object to the impact such sidewalks will have on the properties on South Drive. We have lived here thirty years, raised 6 children on the street who walked, biked and played on the street and have never had any need to change or upgrade the facilities. The majority of homes on the west side have lanes and should there be any concern about traveling a few hundred feet on South Drive, lanes provide full access to a sidewalk system.	10/17/2017 8:13 PM
34	There is no need. Just because people think they need a sidewalk does not mean we need one. SLOW down the speed limit. Put speed bumps. DO NOT ADD MORE CEMENT AND SIDEWALKS AND UGLY PILONS. Just because the street is amazing because of the trees we do not need you to make it look ugly.	10/17/2017 8:09 PM
35	South Drive is a lovely street to walk along, but I don't really feel save not having a sidewalk there (especially with my child). That sidewalk will be a massive improvement in my opinion.	10/17/2017 1:45 PM

36	<p>Adding sidewalks will increase property taxes for property owners on those routes. 1. There are existing sidewalks that people can take, for example, to get to Crescent Park that run along Lyon Street and Buxton to Crane Avenue. It may not be the route people want to walk but it is unfair to impose higher property taxes to residents on South Drive because people on other roads would prefer to walk down South instead of existing sidewalks on other streets. 2. In order to improve walkability of East Fort Garry for school age children... Open up the entrances to the school yards from surrounding lanes, etc. instead of making students enter school grounds from only front street of school. I am talking about Oakenwald School. They have once again closed the fence entrances in the rear corners of the school yard so students and families who live close to those entrances now have to walk MUCH further to get to school. My daughter no longer attends this school but if she did, instead of walking straight across our lane into the school yard and entering through one of these now closed entrances, she would have to walk down South Drive/Point Road/Oakenwald, crossing at one the busiest intersections in the neighborhood. As far as I know, no child in the history of Oakenwald School has ever been abducted or gotten lost due to having these entrances in the school yard open. But Oakenwald seems to be a training ground for Principals. Vice Principals from other schools regularly rotate into the Principal position at Oakenwald for about a year then move onto Principal positions at larger schools. They all have bright ideas, like banning scarves in winter for safety and closing off school ground entrances. 3. I believe there used to be more "paths" in our neighborhood, sidewalks cutting between houses that allowed access between streets. There is one, for example, between Crowson (off of Dowker) and a bay that is right across the road from Crane School (sorry, at work right now and no access to a map). This path allows residents close to Vincent Massey to get to Crane school without having to go all the way from Dowker to Buxton to Crane. An easy cut through. Over time some of these paths have been lost to either homeowner requests. or, homeowners who fence them in as part of their yards. Why not make sure all of these access paths are available to the community? 3. Close South Drive on Sunday to traffic the way Wellington and Wolesley are closed.</p>	10/17/2017 10:38 AM
37	<p>Sidewalk along south drive should have been done when the community was first designed about 70 years ago. Ravenscourt buses and car traffic make parts of this route heavily used by vehicles.</p>	10/17/2017 7:02 AM
38	<p>No need for the sidewalks listed. Need to deal with Crescent Park and Crescent Drive</p>	10/16/2017 9:26 AM
39	<p>South Dr especially important</p>	10/16/2017 8:45 AM
40	<p>I don't see the need for more sidewalks.</p>	10/15/2017 2:18 PM
41	<p>This is of no interest or value to me.</p>	10/15/2017 2:11 PM
42	<p>I don't see why the City would consider doing this? The current roads and sidewalks are safe and more than good enough.</p>	10/15/2017 9:36 AM
43	<p>No need. and wrong streets - we need a sidewalk on Fletcher. With all the students going to Vincent Massey it is dangerous walking on the road most times.</p>	10/15/2017 9:25 AM
44	<p>I could see improving the sidewalk on Oakenwald, but the rest of the proposed sidewalks are not needed or wanted.</p>	10/14/2017 9:44 PM
45	<p>We already have more than enough sidewalks in the neighborhood. A few of them just need to be repaired. DO NOT ADD ANY MORE SIDEWALKS>>></p>	10/14/2017 7:47 PM
46	<p>You have to be kidding about this... what a waste of time and tax payers \$. The walking in East Fort Garry is more than safe. I have lived here for over 15 years and find it THE safest area to walk and run in in the City... Who ever has suggested this needs to give their heads a shake...</p>	10/14/2017 7:42 PM
47	<p>1. The opinions of the residents on South Drive must trump the wishes of people who are not residents on that street. Period. The road is very walkable as is. As well, there is a lane behind much of South Drive that is rarely used by vehicles that is used by walkers and cyclists already. I was informed by the City of Winnipeg that there must be a very high percentage of PEOPLE LIVING ON THE STREET IN QUESTION in support of a sidewalk before one is built. Over 80% I believe was the number. The issue came up about 15 years ago and when one of our neighbors tried to rally residents on South Drive, most were opposed to a sidewalk being built. Not only are you spending \$\$ on a sidewalk, but my property taxes will go up because there will be added costs to clearing the snow on it 5 months a year. 2. To have a sidewalk running on both sides of Oakenwald is ridiculous. This is an older neighborhood and there is a sidewalk available the entire length of the street. We used to live on Oakenwald on the block between Wicklow and Woodgrove, on the sidewalk side of the street. With young children. We never felt it was unsafe to have to cross the street when the sidewalk alternated to the other side of the road.</p>	10/14/2017 6:49 PM

48	I do not agree with the proposed sidewalks as I do not see a need for them. I do though see a major need on Netley Street where the new condo units are going - which are going to create a huge increase in traffic.	10/14/2017 8:16 AM
49	Who came up with this giant waste of tax payer \$.	10/13/2017 9:51 PM
50	Giant waste of \$	10/13/2017 9:47 PM
51	In general, sidewalks are great! However, on a beautiful street like South Drive and in certain areas of Wildwood Park, I would very much hesitate to add typical sidewalks. It could harm the character and aesthetics of the neighbourhood and it would be a shame to do the wrong thing. Paths with well thought out landscaping are essential. Should traffic-slowing speed bumps or similar features be considered? The safety issue is the speed at which vehicles travel.	10/13/2017 5:46 PM
52	Will bicyclists be able to use the sidewalks?	10/13/2017 1:38 PM
53	Fix the current sidewalks in the neighborhood that are in horrible shape.	10/13/2017 11:46 AM
54	who came up with this crazy idea... spend the money on items that are needed or better yet don't waste tax payers \$	10/13/2017 11:42 AM
55	None of these are on the routes I walk	10/13/2017 11:24 AM
56	why? huge waste.	10/13/2017 11:12 AM
57	No need - detracts from the neighborhood with no benefit. Throwing \$ way on sidewalks that are not needed or wanted.	10/13/2017 11:00 AM
58	I strongly support the building of a sidewalk along South Drive - as long as it isn't the residents there who have to pay for it.	10/13/2017 10:09 AM
59	A sidewalk/ bike path on South Drive is the highest priority. There are existing sidewalks leading up to Vincent Massey Collegiate. Sidewalks inside Wildwood Park are terrible. The area is flooded each spring and are impassable.	10/13/2017 7:47 AM
60	These proposed sidewalks make sense - Oakenwald should have a sidewalk on both side instead of having to cross. Sidewalk on South Drive would be great for runners. However, I refer back to my prior response re other sidewalks that are needed to improve safety and convenience.	10/12/2017 10:56 PM
61	Waterfod Avenue between Lyon and Netley needs a serious sidewalk because it leads to the golf course. tonnes of people walk down this street everyday all hours of the day to get to the road near the golf course. it is super dangerous to have so many people walking on the streets.	10/12/2017 9:45 PM
62	I like all of the sidewalks that are listed with the exception of the side walk on North Drive that is between Oakenwald and Section A. I don't believe there is need for sidewalk here because you can easily walk on the shoulder of the road or in the grasslands.	10/12/2017 12:10 PM
63	Bike/walkway needed all down Oakenwald as well as North Drive around Ravenscourt especially . Traffic from Buses and parents driving students is dangerous.	10/11/2017 9:32 PM
64	Many residents walk and South Drive. Sidewalk for Dowker will help kids walking to school have safer walking route. Needs crosswalk at Dowker and Lyon and assess three way stopsigns placements.	10/11/2017 8:52 AM
65	Strongly support sidewalk on the east side of South drive where the golf course is. Also along Kebir Place	10/10/2017 4:45 PM
66	Yes, something desperately needs to be done.	10/10/2017 3:34 PM
67	SOUTH DRIVE IS IN DIRE NEED OF A SIDEWALK! AS A YOUNG FAMILY LIVING ON SOUTH DRIVE SAFETY IS A HUGE GROWING CONCERN. SOMEONE IS GOING TO BE SERIOUSLY HURT ON SOUTH DRIVE ! VEHICLES DRIVE TO FAST. POOR LIGHTING IS ALSO A CONCERN!!	10/9/2017 8:04 PM
68	the side walk along north and south drive need to be walk/ bike paths	10/9/2017 5:42 PM
69	Point Rd. with a school on it is unsatisfactory because the sidewalks flip flop from side to side. What's there is in poor repair. Snowplows pile snow on it. Sidewalk at intersections are usually full or mud & water. Piles of ice trap water on the sidewalk in the spring so we have to walk on the road even if there is a sidewalk. It needs a total redo. What about the end of South Drive - that last little section at the exit to St. J. Ravenscourt. Tons of traffic down there. Insisting that people trim their bushes along the sidewalks would make walking safer. We have to duck under branches in many places in the neighbourhood.	10/9/2017 9:35 AM

70	Existing sidewalks need to be repaired/upgraded too.	10/8/2017 6:59 PM
71	I have lived in this area for 42 years and have always thought that there should be sidewalks around the whole Wildwood Park area and South Drive it is amazing that nobody has been killed on the streets due to how dark it is in the volume of traffic from the schools.	10/8/2017 4:07 PM
72	Could be more. Don't stop at sidewalk. Make it a bicycle pathway as well. Separate bicycles from vehicles.	10/6/2017 2:20 PM
73	The proposed sidewalks on South and North Drive should be on the other side of the road that is on the river sides. It should also continue in front of St John's Ravenscourt. There is no sidewalk down Oakenwald from the corner of North Drive currently. This is a dangerous area to walk as there are many buses daily from St Johns Ravenscourt and much of traffic from there speed and cut the corner at Oakenwald and North Drive making it especially dangerous! Try meeting a bus or the parents on the way home from picking up their children from SJR. They just don't care about pedestrians. Also signage showing what side of the road to walk on should be put up immediately! This is a continual hazard as many people do NOT know what side of the road to walk on , that is facing traffic! Also note that buses from SJR idle for many minutes along South Drive making it hazardous to walk (no space and the exhaust fumes!) on South Drive. School Administration need to look at this issue. They have no idling signs on their property! Also SJR should not then idle in front of the Public Schools if they do not allow idling on their properties.	10/5/2017 10:18 PM
74	My only comment would be to extend the sidewalk along Crescent drive right into the park. With all the cars parking on the road around Thermea pedestrians have to walk in the middle of the road. With two way traffic and people coming from the spa this is not a great pedestrian environment when walking with kids.	10/5/2017 8:29 PM
75	Do we really have money for this? It's not really necessary.	10/5/2017 6:29 PM
76	Would hope to see waste and recycling bins along proposed paths as there is a huge litter issue.	10/5/2017 1:29 PM
77	Cycling/walking helps to build community connection, enhance safety	10/5/2017 1:15 PM
78	Would like to see the Crescent Drive sidewalk extended into the park	10/4/2017 8:00 PM
79	East Ft Garry is a wonderful place. But, with Thermea and all the buses that head to St Johns Ravenscourt on Oakenwald, North Drive and South drive it is unsafe for walkers or bikers.	10/4/2017 3:57 PM
80	connect sidewalk along South Drive with sidewalk by the Wildwood CC along the dyke by SJR. connect sidewalk entire length of Oakenwald consider sidewalk along Lyon / Riverside	10/4/2017 12:35 PM
81	Walkways along South and North Drive are long overdue. It is dangerous to walk along that route but in winter time often the only road one can walk. Other walkways are in serious need of replacement or restoration.	10/4/2017 11:54 AM
82	Missing sidewalks: * Last block of Oakenwald adjacent to Wildwood Pk. D., route to WWCC * Netley St., route from Wildwood to Jubilee. * Missing sidewalks on Point, where children walk to school on the road in winter (as shown Oakenwald improvements) * Wildwood Park central path should be multi-use, as bikes conflict with pedestrians	10/4/2017 8:59 AM
83	Installing a sidewalk along South Drive crossing long wooded driveways will be an extreme safety hazard for motorists backing into pedestrians.	10/4/2017 7:50 AM
84	Please extend past Thermäe	10/3/2017 10:13 PM
85	Putting a sidewalk the length of South Drive would be expensive and require the removal of a lot of trees. The walking/biking/motor vehicle traffic currently seem to co-exist well.	10/3/2017 8:45 PM
86	Would be nice to have sidewalks on waterford between point and netley, and netley itself. Live on waterford with small kids and just 1 block from elementary school--everyone has to walk on the street.	10/2/2017 6:58 PM
87	I support the sidewalks identified, but they are not comprehensive in addressing the network of sidewalks in this community that stop and start and switch sides of the road or disappear altogether. This would be a great start!	10/2/2017 3:25 PM
88	I agree that South Drive needs a sidewalk. It is unsafe for walkers, especially chikdren walking to school. Many existing sidewalks however are falling apart or too narrow which makes walking or learning to ride a bike unsafe for children as well.	10/1/2017 9:30 PM
89	sidewalks on south drive are not wanted by the residents who live on south drive.	10/1/2017 12:23 PM
90	Locate sidewalks on opposite side of North South Drives, East side rather than west.	10/1/2017 10:46 AM

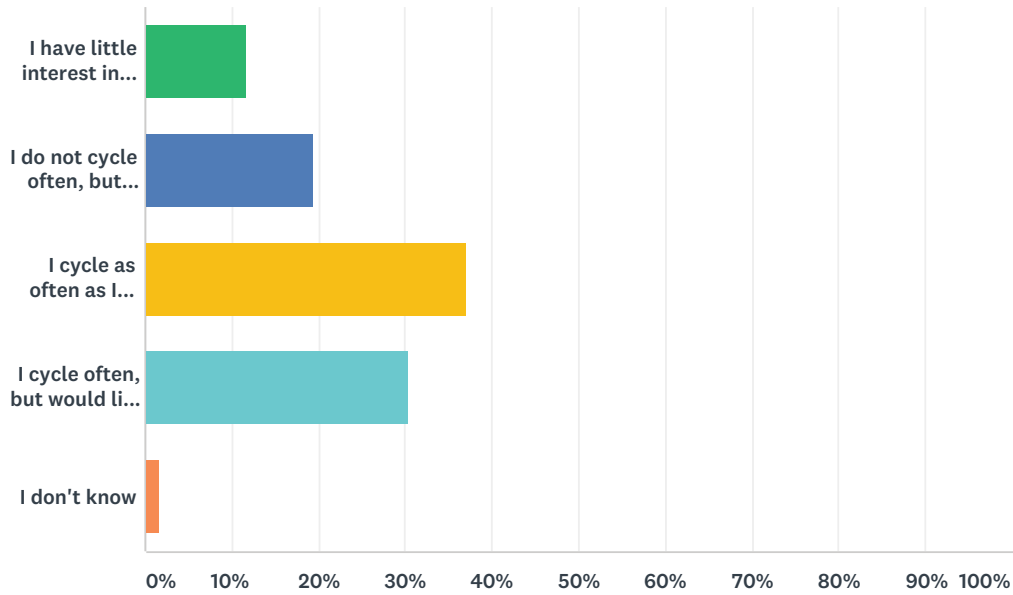
91	Not sure why we are not completing the loop around Wildwood, leaving gaps on Riverside	9/29/2017 6:18 PM
92	The section opposite St. John's Ravenscourt School also needs to be included.	9/28/2017 10:09 PM
93	I think the existing sidewalks need to be fixed first.	9/28/2017 11:32 AM
94	Sidewalk along North Drive would not be necessary if the current gravel shoulder and parking spaces were properly maintained. The sidewalk along Oakenwald is necessary because the current sidewalk is not consistent along one side but jumps back and forth. Safety issue.	9/27/2017 9:23 AM
95	Connections to schools are very important to keep our children safe. Adding a sidewalk to Oakenwald should be a priority to limit the number of times children have to cross the street to get to Oakenwald school. South Drive is a busy street yet a nice route for activity. We visit family on South Drive and often use it as a way to get around the neighbourhood on foot or on bike.	9/26/2017 2:04 PM
96	Include bike lanes on South Drive	9/26/2017 9:32 AM
97	Wicklow between Oakenwald and Point is left out, which strikes me as a major omission.	9/25/2017 5:18 PM
98	More and properly maintained sidewalks will encourage more foot traffic, leading to a healthier population in the neighborhood.	9/25/2017 5:14 PM
99	Speed limits should be reduced along South Drive . Possibly no car traffic on Sundays. Possibly a bike lane and a walking lane with removable barricades?	9/25/2017 12:00 PM
100	Looks like a great improvement. But still a sidewalk on Wicklow is missing from oakenwald to point road.	9/25/2017 11:52 AM
101	I would add Wicklow from Somerset to Riverwood though as this is a dangerous stretch of road and very busy.	9/25/2017 10:55 AM
102	Having sidewalks on high traffic connector roads such as South Drive will do a lot to make people feel safer walking and will likely increase people's willingness to walk. Getting the wildly driving groups of teenagers off the road will go a long way to help that as well	9/25/2017 8:44 AM
103	I agree with all of the proposed sidewalks, and feel strongly that pedestrian safety is an issue on Wicklow between Point Rd and Riverwood. Many vehicles, pedestrians and cyclists use this road for traveling in and out of the neighbourhood. It is fairly narrow, has a 'kink' in the section between Southwood and Waterford, and is not adequately plowed in the winter.	9/24/2017 12:08 PM
104	But: Please complete the side walk and make it continuous from Noth Drive to South Drive at Ravenscourt.	9/23/2017 6:25 PM
105	That depends, are you reducing the road space to build this side walk? I dont want to answer the above question but being force to.	9/23/2017 12:05 PM
106	We can't advocate enough for south drive sidewalks!!!! Why would North Drive sidewalk end between Section A and B instead of continue to South Drive? Not complaining just wondering. Would love to see Oakenwald have twin sidewalks too due to high number of kids and cars - the less intersection crossings the better.	9/22/2017 10:11 PM
107	I'm thrilled to see South Drive get a sidewalk.	9/22/2017 10:07 PM
108	I believe all of the proposed sidewalk additions would improve safety in the community.	9/22/2017 8:48 PM
109	I'm not sure why existing sidewalks need new sidewalks.	9/22/2017 7:34 PM
110	South arrive is terrifying to walk on. I have a dog and a two year old daughter and we avoid it unless necessary. I also appreciate extending the sidewalk down Crescent Drive to the park.	9/22/2017 5:54 PM
111	A new sidewalk along South Drive is excellent - this is a major walk area and there is not sidewalk there. When driving into the sun along the curves by Wildwood Park section H & I it can be quite blinding and pedestrian visibility is at risk. A sidewalk would be helpful for safety	9/22/2017 5:48 PM
112	Sidewalk along South Drive is a must with all the traffic from SJR.	9/22/2017 5:43 PM
113	There absolutely needs to be a sidewalk on South Drive.	9/22/2017 4:55 PM
114	The disruption to our Area due to construction this summer makes me reluctant to suggest that more be done. It seems to take a long time to accomplish anything.	9/22/2017 11:39 AM
115	I may not use any of the proposed sidewalks. If some sidewalks are cleared in winter, I may use them.	9/21/2017 4:47 PM
116	Need to place sidewalk on Wicklow between Oakenwald and Somerset.	9/21/2017 3:52 PM

117	The priorities should be the streets that have no sidewalks ie. South Drive. Netley and North drive opposite Wildwood Pk. Each should at least have a sidewalk on one side. I think Oakenwald and Dowker which already have a sidewalk on one side should be a lower priority.	9/21/2017 3:37 PM
118	I cycle on the sidewalks when need be.	9/21/2017 2:54 PM
119	Don't need sidewalks added on Oakenwald to accomodate both sides, the existing single sidewalk that crosses over is sufficient.	9/21/2017 12:32 PM
120	South Drive sidewalk would be nice to have, and certainly a bit safer for pedestrians	9/21/2017 11:40 AM
121	The section by SJR would need to be filled in to connect the North and South Drive path.	9/21/2017 10:34 AM
122	Lack of sidewalks on either side of South Drive is the biggest issue I encounter - having to keep an eye on traffic all the time when walking. North Drive has room on the shoulder for walking, but actually people often walk on the road and drivers are used to this and accommodate them.	9/20/2017 9:22 AM
123	I support the proposed sidewalk connections for walking safety for children and parents going to the neighbourhood schools, and also for overall walkability and healthy and safe living. It would also be great to have a riverside biking path from East Fort Garry to the University of Manitoba so that bikers don't have to use Pembina. I would use it and feel safer and it would encourage more students to bike or walk daily.	9/19/2017 10:07 PM
124	Sidewalks and bike paths are needed all around South and North Drive	9/19/2017 9:58 PM
125	I think the existing sidewalks are sufficient but the proposal does have suggested additions that would be handy to have!	9/19/2017 9:32 PM
126	I would strongly support the proposed sidewalks on north and south drive, but, the additional sidewalks on Oakenwald and Dowker would be of lower importance given that there are already sidewalks on those streets. Given the number of people currently walking/running on South/North Drive sets a higher priority on those streets.	9/19/2017 8:42 PM
127	The proposed sidewalk connections will greatly enhance safety. However, safety within Crescent Park itself is still not being addressed. This has become a growing issue since Thermea Spa was constructed; it is attracting residents from all over the City as well as tourists. As a result, there is an increased number of vehicles driving through Crescent Drive Park, and many of these drivers are NEW to the area. This increased volume of traffic has created a safety hazard for other drivers, cyclists, and pedestrians.	9/19/2017 3:00 PM
128	Why not all the way around North Drive, South Drive and Crescent Drive....that is the route that pedestrians and cyclists will take as it requires the least amount of street changes. People don't want to cross a bunch of streets or take jagged, disjointed routes.	9/19/2017 2:16 PM
129	I walk South drive everyday to walk my dog, for exercise and sometimes to go to work on Point Road. The lack of sidewalks is a big problem and becomes a bigger issue in winter. As a south drive resident I would be very happy to have a sidewalk across the front of the property. This is also a bus route that my son uses to get to University. Drivers are usually courteous, but there is enough traffic to be discouraging to walkers.	9/18/2017 8:04 PM
130	My family has lived on Oakenwald Ave since 1966, I grew up on this street and live there now, there is not enough foot traffic on Oakenwald to support a proposed sidewalk,I would support speed bumps and two hour parking on Oakenwald and the surrounding side streets, there are many parked cars on Oakenwald and surrounding streets in east Fort Garry making it very hard for traffic to flow in our neighborhood safely, there's to many side street race car drivers, I would like to propose that neighborhood speed limits be lowered to 40 kph and signs made larger and placed on every street block.	9/17/2017 4:16 PM
131	Very strongly support, particularly along North, south and oakenwald. These are the spots where cars are most likely the issue, or when there are issues in winter.	9/16/2017 2:18 PM
133	all good additions would also add Netley- with new condos being built will see more foot traffic	9/15/2017 11:29 AM

134	Aside from Pembina, I find that cycling in the neighbourhood is not a problem. It's the sidewalks that are atrocious or non-existent. Additionally, lighting on my street (Waterford) as well as along Wicklow is not good. Wicklow is particularly dangerously low lit because of its lack of safe sidewalks for pedestrians. Cyclists should be wearing lights and reflectors, but pedestrians should have more safeguards in place in residential areas.	9/13/2017 4:07 PM
135	Why do we have 2 way traffic going through Crescent Park? It's dangerous when walking! Traffic is always wizzing by in both directions. I have never seen speed limits enforced in the park and people are using the park as a drive through.	9/9/2017 7:51 AM
136	I don't understand the proposed sidewalk on Dowker. There already is one.	9/8/2017 7:36 PM
137	We don't need more sidewalks in the area. We have a bunch, we don't need city dollars to sponsor a lazy pedestrian who can't safely walk on what we already have!	9/7/2017 5:11 PM
138	I don't understand what the yellow diamonds representing schools mean. I don't see any increased connectivity for walking or cycling to Oakenwald, Crane, or Oakenwald. I also don't agree with this survey question, as it gives no context to what supporting or opposing means. Does support mean that my support will be used to say that the proposed sidewalk connections should go ahead unchanged, and does oppose mean that I don't want a sidewalk connection city plan at all?	9/7/2017 2:18 PM
139	Consider adding traffic calming measures on South Drive in addition to sidewalks. There is lots of bicycle traffic, commuters, and casual riders in the area.	9/7/2017 9:00 AM
140	a. Though Oakenwald is narrow -- it has an existing sidewalk. b. South Drive could desperately use a path/sidewalk for various reasons. c. The junior high school kids that bus from other areas get off at Point & Pembina and have 2 options. 1. Walk back and forth across Point Rd to stay on a sidewalk. 2. Stay on the school side of the road and balance on the curb /walk on the road in the winter between Wicklow and the school d. There are a ton of students from elementary to high school and a ton of commuters not to mention the dog walkers that navigate Wicklow (a primary north south connecting street) . There truly needs to be a sidewalk figured out between Riverwood and Point Rd	9/6/2017 6:38 PM

Q8 Which of the statements below best describes your interest in cycling in the East Fort Garry neighbourhood?

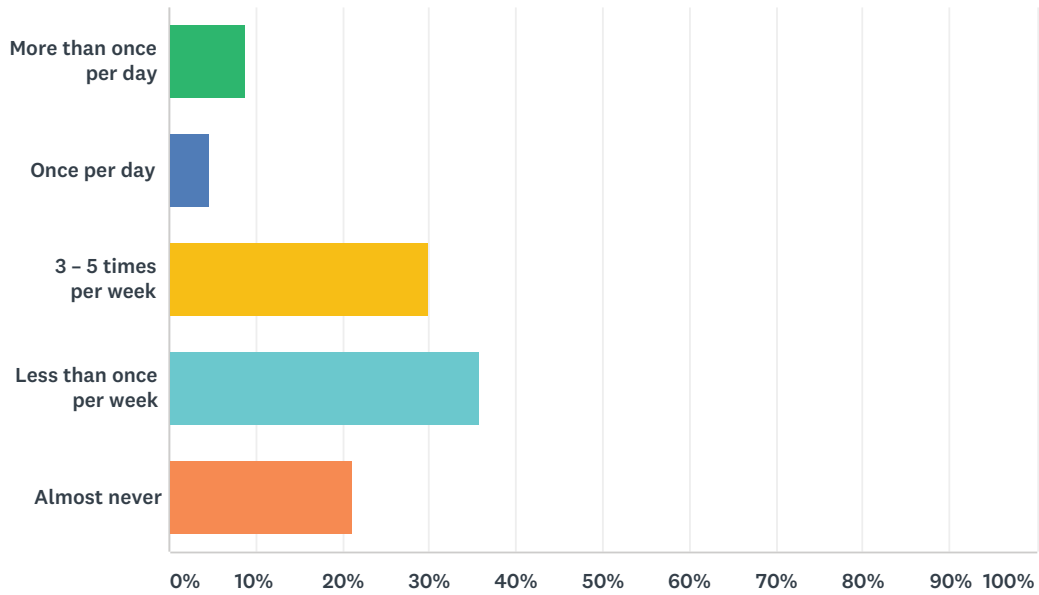
Answered: 241 Skipped: 23



ANSWER CHOICES	RESPONSES	
I have little interest in cycling	11.62%	28
I do not cycle often, but would like to cycle more	19.50%	47
I cycle as often as I would like to	36.93%	89
I cycle often, but would like to cycle more	30.29%	73
I don't know	1.66%	4
TOTAL		241

Q9 How often do you cycle in the East Fort Garry neighbourhood?

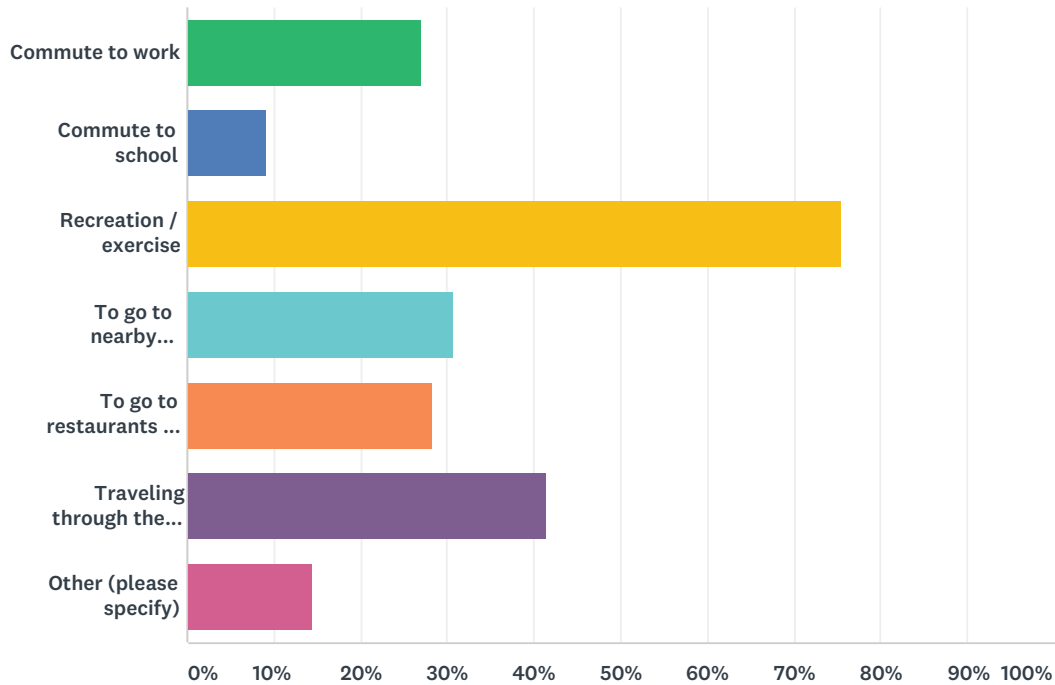
Answered: 241 Skipped: 23



ANSWER CHOICES	RESPONSES	
More than once per day	8.71%	21
Once per day	4.56%	11
3 - 5 times per week	29.88%	72
Less than once per week	35.68%	86
Almost never	21.16%	51
TOTAL		241

Q10 What are your reasons for cycling? (Select all that apply.)

Answered: 241 Skipped: 23



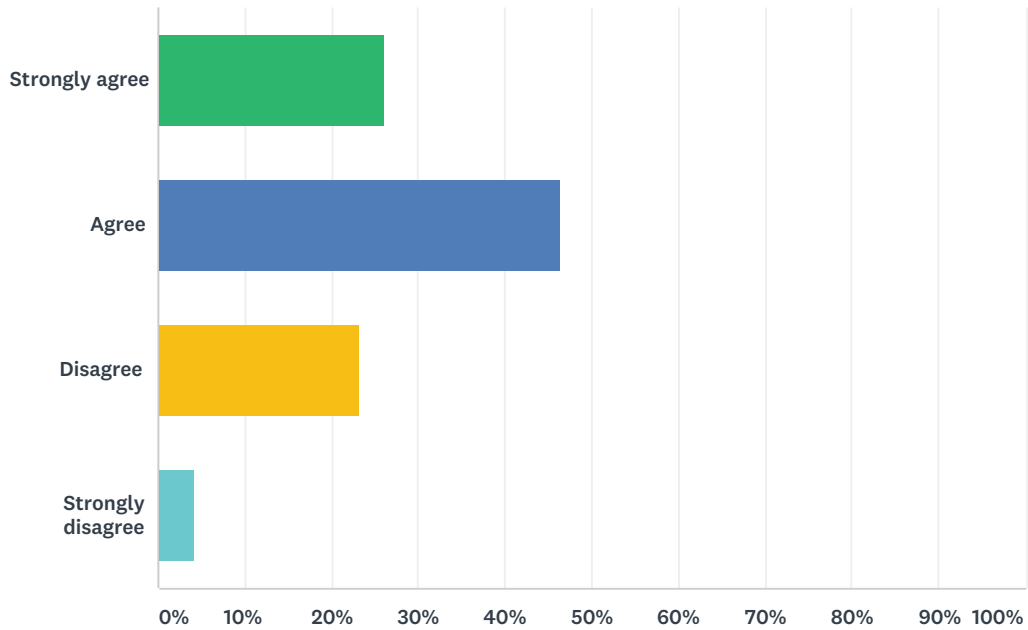
ANSWER CHOICES	RESPONSES
Commute to work	26.97% 65
Commute to school	9.13% 22
Recreation / exercise	75.52% 182
To go to nearby recreation facilities / participate in extra-curricular activities	30.71% 74
To go to restaurants / shopping	28.22% 68
Traveling through the neighbourhood or to a destination outside the neighbourhood	41.49% 100
Other (please specify)	14.52% 35
Total Respondents: 241	

#	OTHER (PLEASE SPECIFY)	DATE
1	Too old to cycling.	10/18/2017 9:12 PM
2	at 76 I do not cycle	10/18/2017 7:36 PM
3	N?A	10/18/2017 1:28 PM
4	i do not cycle	10/18/2017 9:52 AM
5	For safe cycling there needs to be serious road repair on Oakenwald and definately a proper bike lane. People drive extremeley fast down this street and the road is in horrible condition. There is already new sidewalks but the road is in desperate need of repair.	10/18/2017 8:26 AM
6	none	10/18/2017 7:46 AM
7	When my car will not start	10/17/2017 11:02 PM

8	I don't cycle	10/17/2017 1:15 PM
9	I would like to cycle to work as soon as Jubilee underpass mess is finished. Almost no local business have bike racks!! That is part of the reason why we don't cycle to local restaurants. Almost no local shops on Pembina. Just offices.	10/17/2017 10:40 AM
10	I don't cycle	10/17/2017 8:33 AM
11	H	10/16/2017 9:49 PM
12	To a friends	10/15/2017 9:30 AM
13	I don't cycle	10/15/2017 9:25 AM
14	I want to cycle more with my young family.	10/8/2017 7:00 PM
15	Visiting friends.	10/6/2017 10:35 AM
16	I commute to work in the morning with my son who bikes to school	10/5/2017 8:30 PM
17	visit friends	10/5/2017 10:27 AM
18	Visiting family	10/2/2017 3:26 PM
19	Visiting friends	9/29/2017 6:18 PM
20	Do not cycle and do not support cycling infrastructure in this area. Spend the money on roads and sidewalks.	9/27/2017 9:24 AM
21	To visit friends and family in the neighbourhood	9/26/2017 2:05 PM
22	I dont cyle. Not listed option	9/23/2017 12:05 PM
23	Don't really enjoy cycling. Would rather walk.	9/22/2017 10:08 PM
24	liesure	9/22/2017 4:17 PM
25	Don't cycle	9/22/2017 12:18 PM
26	Exercise new dog	9/22/2017 11:40 AM
27	Do not cycle	9/22/2017 10:50 AM
28	I don't cycle	9/21/2017 4:48 PM
29	I travel extensively throughout the city on my bicycle using dedicated bike pathways where they exist.	9/21/2017 2:54 PM
30	Visit family and friends	9/21/2017 1:44 PM
31	I have a home office but frequently travel to meetings downtown and elsewhere in Winnipeg	9/20/2017 9:23 AM
32	Not applicable	9/18/2017 8:05 PM
33	N/a	9/18/2017 8:01 PM
34	fake	9/13/2017 4:29 PM
35	Visitng friends	9/11/2017 11:42 AM

Q11 It is safe for me to cycle in the East Fort Garry neighbourhood.

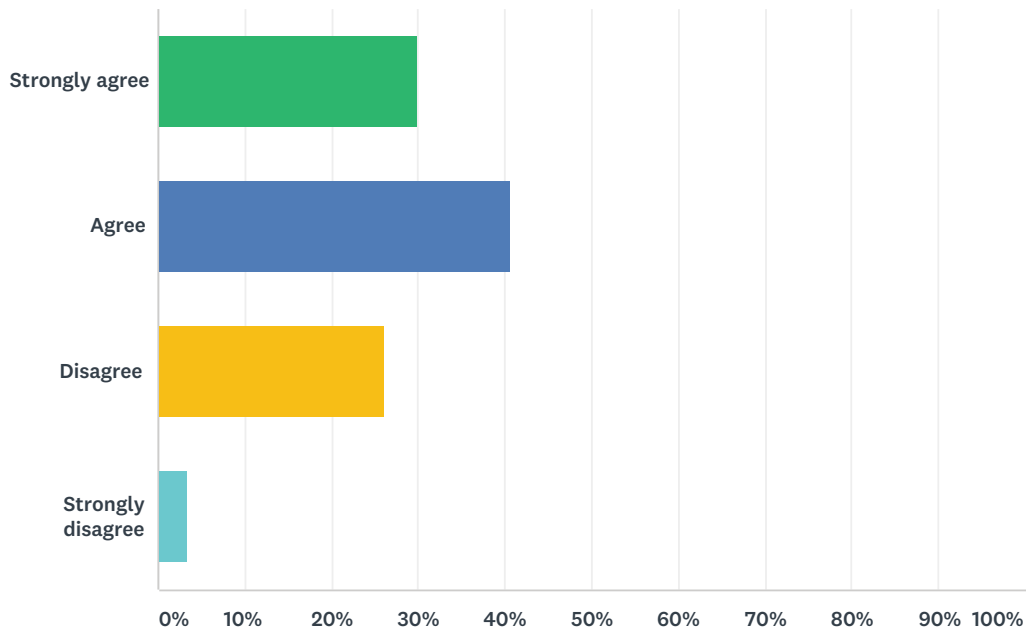
Answered: 241 Skipped: 23



ANSWER CHOICES	RESPONSES
Strongly agree	26.14% 63
Agree	46.47% 112
Disagree	23.24% 56
Strongly disagree	4.15% 10
TOTAL	241

Q12 It is easy and convenient for me to cycle in the East Fort Garry neighbourhood.

Answered: 241 Skipped: 23



ANSWER CHOICES	RESPONSES	
Strongly agree	29.88%	72
Agree	40.66%	98
Disagree	26.14%	63
Strongly disagree	3.32%	8
TOTAL		241

Q13 Please tell us areas that are important or could be improved to help create a connected, safe and convenient cycling network in the neighbourhood. Please be specific. For example: Street name between point A and point B.

Answered: 144 Skipped: 120

ANSWER CHOICES	RESPONSES	
Intersections	43.75%	63
Roadways	84.72%	122
Off-street or park pathways	31.25%	45

#	INTERSECTIONS	DATE
1	Same comments as #6!	10/25/2017 12:42 PM
2	Don't know.	10/18/2017 9:14 PM
3	South drive	10/18/2017 3:20 PM
4	Cycling is safe enough as long as the cyclists obey the traffic laws	10/18/2017 2:55 PM
5	none	10/18/2017 12:02 PM
6	Most of the streets that cross Oakenwald are challenging/awkward. Point Road and Lyon. Any thing crossing from the South Side of Pembina to the North is challenging. e.g. crossing Pembina at Crescent Drive to go left to the University.	10/18/2017 10:36 AM
7	none	10/18/2017 9:26 AM
8	The intersections are fine.	10/18/2017 6:58 AM
9	None	10/17/2017 8:53 PM
10	Mone	10/17/2017 8:33 PM
11	They are fine, well marked and have always been safe for our family.	10/17/2017 8:17 PM
12	put speed bumps on Crescent dr, South Drive.	10/17/2017 8:11 PM
13	Crescent drive and Pembina Hwy. Point Rd and Pembina hwy	10/17/2017 5:53 PM
14	Netley & Oakenwald	10/13/2017 1:41 PM
15	None	10/13/2017 11:07 AM
16	South Drive bike path is needed to connect to Crescent Drive to connect to new bike paths on Pembina Hwy	10/13/2017 7:48 AM
17	lyon and netley	10/12/2017 9:46 PM
18	None	10/12/2017 12:11 PM
19	Crescent Drive and South Drive	10/12/2017 9:17 AM
20	Point Road and Pembina, Pembina and Jubilee. Crescent Drive and Pembina	10/11/2017 9:35 PM
21	A safe way to connect to the bike routs north of jubilee (Lilac street) would be helpful. Currently do not feel very safe going on Jubilee when going from Riverside to Lilac.	10/11/2017 9:05 PM
22	Merging onto Pembina from Merriam or Calrossie. Entering or exiting @ WIndermere/Pembina.	10/11/2017 9:34 AM
23	The same as I answered for walking.	10/10/2017 3:36 PM
24	Better way to cross Pembina at McGillivray or Point Road and at Jubilee behind Fountain Tire.	10/9/2017 9:39 AM

25	Put the bike route and sidewalk on the riverside along South and North Drive and along the dike side down Oakenwald.	10/5/2017 10:21 PM
26	Buxton/Lyon & Dowker, Point Rd & Oakenwald, Lyon & Point Rd, Riverside & Jubilee	10/5/2017 8:43 PM
27	South Drive from Crescent to North Drive is experiencing faster traffic and should consider speed bumps, sidewalks	10/5/2017 1:22 PM
28	sommerset and point road, almost anywhere on point road is scary	10/4/2017 4:00 PM
29	Point Road and Pembina (and back alley, heading North); blind corner in most directions. For a bicyclist coming south through the backlane, impossible to turn onto Point and still follow rules of the road; back lane should be restricted for delivery vehicles and bicycles only; Somerset and Point blind corner esp heading west on Somerset;	10/4/2017 12:39 PM
30	Crescent at Pembina. Point at Pembina. Oakenwald at Pembina.	10/4/2017 9:05 AM
31	Riverside at Netley St	10/3/2017 4:18 PM
32	Pembina & Crane	10/3/2017 4:17 PM
33	Riverside Dr. and Calrossie	10/2/2017 7:00 PM
34	Poor connection at Riverside Dr and Jubilee. This puts cyclists turning left onto Riverside at a dangerous and poorly visible position to vehicles turning right onto Jubilee and right from Jubilee onto Riverside. I have to be very cautious especially with my children.	10/2/2017 3:29 PM
35	Jubilee @ Riverside, Pembina @ Crescent, Pembina @ Point,	9/29/2017 6:22 PM
36	n/a	9/27/2017 9:26 AM
37	Very dangerous to get onto the bike path to the U of M from Pembina. There needs to be a better way. Intersection at Crescent and Pembina is difficult for both bikes and cars.	9/26/2017 9:38 AM
38	Pembina and Jubilee	9/25/2017 5:15 PM
39	crossing Lyon at Point Rd; crossing Pembina at Point Rd	9/24/2017 12:13 PM
40	Riverside drive and intersection needs to be made safer with regard to bicycle car interaction, for both cyclist and driver.	9/23/2017 10:14 PM
41	Dowker and Lyon - very dangerous crossing for pedestrians and bikers	9/23/2017 2:54 PM
42	Manchester South at Point: also dangerous to cyclists attempting to cross here due to high speed of traffic burning between South and Oakenwald intersection.	9/22/2017 10:16 PM
43	Pembina and Point!	9/22/2017 7:37 PM
44	As previously stated, bike/walk path along Oakenwald, North Drive, and South Drive until Crescent Drive Park	9/22/2017 5:44 PM
45	All South and North Drive	9/21/2017 1:45 PM
46	Clearly marked route to move through the neighborhood in a more direct (i.e. shorter) route than using North/South drive	9/21/2017 1:20 PM
47	Pembina to South Drive,	9/21/2017 11:08 AM
48	most stop signs along Riverside seem unnecessary and are ignored by many cyclists; major intersections at Pembina (Crescent; Crane; Oakenwald; Dowker)	9/20/2017 9:31 AM
49	Lyon and doing Point Road	9/19/2017 10:26 PM
50	Riverside at Point Road could be better	9/19/2017 10:09 PM
51	North Drive and Netley to Crescent Drive	9/19/2017 10:01 PM
52	None	9/19/2017 9:33 PM
53	I am happy with the streets as they are.	9/19/2017 8:45 PM
54	all intersections at Jubilee and Pembina require improvement. tapered curbs should not push cyclists closer to Pembina Hwy!, intersections at Jubilee and Riverside Drive, Jubilee and Lilac. Jubilee at the Pembina Overpass.	9/19/2017 2:21 PM
55	Crescent drive at South Drive and South Drive to North drive	9/18/2017 8:06 PM

56	Riverside to jubilee - being able to more safely cross over to the trail by the rapid transit network.	9/16/2017 2:20 PM
57	Pembina and Oakenwald crossing- connects 2 bike paths, green light much too short	9/15/2017 11:30 AM
58	Lyon and point road	9/11/2017 8:17 PM
59	Riverside and Jubilee. Riverside and Calrossie. Point road and Pembina	9/11/2017 2:54 PM
60	Jubilee @ Riverside, Riverside @ Point Road, Point Road @ Pembina	9/11/2017 11:45 AM
61	the lane running paralell to pembina hwy between byng place and windermere on the east side. there is a stop sigh, at windermere but most people just fly through the stop sign and make it very unsafe. then they turn left at point road. People drive way too fast down point road. So many families and elderly ride bikes and go for walks but the cars drive too fast and very menacing. Point road has become like pembina hwy and when they finish building the condos at wildwood it will be a nightmare. I think there should be a stop sign at every single street like in East Kildownan to stop the speeding. There should be a stop sign at the mailbox in front of the kiwanas block as many people walk to the mailbox and have a hard time even crossing the street. East fort Garry is a wonderful place to raise a family , I lived in E,K for 20 years and never saw the amount of people walking and taking their dogs for walks like they do in east fort garry. I love that our councillor promotes this .	9/8/2017 8:29 AM
62	The intersection at Riverside Drive and Jubilee is quite dangerous for cyclists needing to cross the east-bound lanes of Jubilee to enter or exit East Fort Garry. This is a serious problem as that is the main entrance/exit point for cycling through the neighbourhood. Cyclists are forced to either cycle on the sidewalk to the nearest traffic lights or take their chances with fast moving vehicles in multiple lanes where there are often few gaps in traffic during busy commuting times.	9/7/2017 2:42 PM
63	cycling on roads is just as good or bad in EAst Ft. Garry than it is anywhere else in the city. If the city was clear about where the bike route through EFG was, it would be much easier to navigate the neighbourhood, and also have clarity on what roads are city sanctioned for bikes to act like cars on.	9/7/2017 2:21 PM
#	ROADWAYS	DATE
1	[marked South Drive from Crescent Dr. to Stretford Rd., Crescent Drive from South Dr. to Stretford Rd., Stretford Road, South Drive from Section J to Seciont A, North Drive, Netley Street, Oakenwald Avenue from North Dr. to Netley St., and Point Road from Oakenwald Ave. to South Dr.] This part of road is very used by walkers, joggers and cyclists. [marked South Drive from Stretford Rd. to Section J] This part is especially dangerous to walkers and joggers in particular due to darkness (due to trees) and curves. As a motorist, it is obvious how vulnerable walkers, joggers are on this stretch especially.	10/25/2017 12:02 PM
2	ALL of South and North Drive	10/18/2017 9:47 PM
3	it isa safe and connected area now except for potholes in the streets	10/18/2017 9:20 PM
4	Don't know.	10/18/2017 9:14 PM
5	South drive	10/18/2017 8:21 PM
6	I find the current streets are safe	10/18/2017 7:47 PM
7	replace South Drive road between Dowker and Poin Road . Redo in concrete like Dowker to Crane was redone	10/18/2017 5:14 PM
8	North drive	10/18/2017 3:20 PM
9	none	10/18/2017 12:02 PM
10	Oakenwald Avenue on the north side when going westward is unsafe (transition area between asphalt road and gravel shoulder is very unsafe and too narrow)	10/18/2017 9:28 AM
11	none	10/18/2017 9:26 AM
12	Northdrive is in very bad condition and needs to be repaired the entire street. This is very popular for cyclist and should have a proper bike lane. The section of Norh drive by Wildwood D,C,B,A is dangerous when riding southeast as you have all those blind exits and vehicles have to pull up into the road a lot of time because of the foliage growing so far into the intersection they can't see pedestrians. Signs may also be something to consider as people often run/walk with earphones in with their backs to the traffic and this makes the situation even worse. A dedicated cycling path and a seperated sidewalk should be provided for the following loop: A very popular loop: Netley St.-Oakenwald-North Drive-South Drive-Crescent Drive-Stretford Rd-South Drive-North Drive.	10/18/2017 8:38 AM

13	I cycle a lot & feel safe on my routes re Crescent Drive, North & South Drive	10/18/2017 7:48 AM
14	The roadways are fine	10/18/2017 6:58 AM
15	None	10/17/2017 8:53 PM
16	They have always been safe for our family.	10/17/2017 8:17 PM
17	We do not need ugly pylons, painted lines....	10/17/2017 8:11 PM
18	North and south drive from beginning to end	10/17/2017 5:53 PM
19	Oakenwald Ave., North Dr., South Dr., Stretford Rd., Crescent Dr., North Dr. (Private Road Section)	10/17/2017 3:53 PM
20	Point Road, South Drive, Riverside Drive	10/17/2017 1:48 PM
21	Wherever possible, incorporate dedicated bike paths along roadways, especially those with heavier vehicular traffic - south drive, oakenwald, point road, riverside drive, dowker, crane, and crescent drive	10/17/2017 7:08 AM
22	Pembina Hwy needs dedicated bike lanes throughout	10/16/2017 8:46 AM
23	Pembina Highway & Jubilee	10/15/2017 2:19 PM
24	Netley Street	10/14/2017 8:17 AM
25	Pembina Highway, Point Road, Oakenwald Avenue, South Drive	10/13/2017 5:50 PM
26	None	10/13/2017 11:07 AM
27	Netley desperately needs a bike lane for safety. It is so well used by cyclists.	10/12/2017 11:00 PM
28	waterford	10/12/2017 9:46 PM
29	None	10/12/2017 12:11 PM
30	South Drive Riverside Drive	10/12/2017 9:17 AM
31	bike way along South and North Drive	10/11/2017 9:35 PM
32	Riviera crescent is in serious need of repair.	10/11/2017 9:05 PM
33	Pembina Highway needs permanent, fixed buffers on the bike lanes; Jubilee to North Drive needs clear bike way-finding signs; North Drive to South Drive to Crescent Drive and especially at Crescent Drive and Pembina Highway need clear bicycle way finding signs	10/11/2017 3:42 PM
34	Windermere is really rough. Back lane on Pembina is really rough. Some spots on South Drive.	10/11/2017 9:34 AM
35	South Drive	10/10/2017 4:46 PM
36	The same as I answered for walking.	10/10/2017 3:36 PM
37	NORTH DRIVE , OAKENWALD	10/9/2017 8:06 PM
38	north drive . south drive Netley Riverside drive	10/9/2017 5:45 PM
39	South Drive - I'm nervous about cycling to the park. Street is narrow, lots of cars parked on the road, lots of traffic. At least when I walk, I can step up on the curbs but on the bike, I feel trapped.	10/9/2017 9:39 AM
40	Pembina Hwy (will cycle on sidewalk until proper bike paths are built)	10/8/2017 7:02 PM
41	South drive, oakenwald, point road. Cycling facilities on major road routes for commuting	10/8/2017 4:32 PM
42	There needs to be pathways to all the schools in the area	10/8/2017 4:09 PM
43	South Dr, Crescent Dr, Stretford Rd, Point Rd, Riverside Dr, Lyon St.	10/6/2017 2:21 PM
44	South Drive, Oakenwald, Crescent Park, often have drivers who speed because the streets are so wide it encourages fast driving. Buxton and Riverside are used by people as neighbourhood cut through but are routes cyclists take through the neighbourhood to get to work/school.	10/5/2017 8:43 PM
45	Pembina Hwy is very unsafe to bike	10/5/2017 1:31 PM
46	Riviera Cres south toward Bishop Grandin and U of M	10/5/2017 10:28 AM
47	South Drive	10/4/2017 8:02 PM
48	North Drive, Point Road and Oakenwald	10/4/2017 4:00 PM

49	Lyon Street from Point Road to North Drive and Riverside Drive from North Drive to Jubilee; need to reduce car traffic; improve winter street plowing	10/4/2017 2:56 PM
50	Oakenwald, Point Road	10/4/2017 2:07 PM
51	Point, Oakenwald to Pembina. Oakenwald, Point to Pembina. Kebir Pl, route South to Crescent. Netley St. South Dr.	10/4/2017 9:05 AM
52	Cycling is already safe and convenient	10/4/2017 7:51 AM
53	Crescent Drive	10/3/2017 10:15 PM
54	North Drive, South Drive, Crescent Drive and Crescent Drive park routes could be better lighted or possibly have trees pruned around lights.	10/3/2017 8:49 PM
55	South Drive and North Drive	10/3/2017 5:50 PM
56	Better marking/lighting on South Drive	10/3/2017 4:18 PM
57	South drive, north drive, crescent drive (through the park)	10/3/2017 4:17 PM
58	Riverside, north drive, south drive	10/2/2017 7:00 PM
59	South Drive is a hugely needed bike lane in the neighbourhood. It is a key connector to Crescent drive park and with the poor lighting it makes cyclists and pedestrians very unsafe especially at night.	10/2/2017 3:29 PM
60	South drive and North drive need to be made more safe for kids to bike	10/1/2017 7:47 PM
61	loop around crescent drive park	10/1/2017 12:24 PM
62	Point Road	9/29/2017 6:22 PM
63	Crescent Dr, to South Dr. to North Dr. and Oakenwald to and including Point Road.	9/28/2017 10:11 PM
64	Oakenwald and Point Rd	9/28/2017 11:35 AM
65	South Drive and North Drive	9/28/2017 9:19 AM
66	Do not support cycling infrastructure in this neighbourhood.	9/27/2017 9:26 AM
67	When cycling with young children, my preference is to be separated from cars. Point road gets busy. Could this have a separated bike lane? The other streets are ok, usually the only issue is with parked cars.	9/26/2017 2:07 PM
68	all of oakenwald, and all of south/north drive should have a bike lane and a paved shoulder (rather than a ditch) so cyclists can be safe. It would also make sense if the bike lane went along the river as well as on pembina so that it can join the bike path that goes to the U of M.	9/26/2017 9:38 AM
69	Completing missing stretch of bike lane on Pembina; Jubilee underpass	9/25/2017 5:18 PM
70	Pembina Hwy	9/25/2017 5:15 PM
71	Riverside Drive from Jubilee to Point Road; Crescent Drive From Pembina to South Drive	9/25/2017 12:03 PM
72	Wicklow & south drive	9/25/2017 11:55 AM
73	Cycling lanes on South Drive and North Drive would be a big improvement	9/25/2017 10:57 AM
74	Cycling paths for Point Road, Oakenwald, wicklow, Lyon, Riverside	9/25/2017 9:53 AM
75	Riverside drive (painted bike lines), Oakenwald (fix the crumbling edge that is meant to be a bike lane and paint)	9/25/2017 8:46 AM
76	Wicklow between Point Rd and Riverside; north and south along Pembina Hwy	9/24/2017 12:13 PM
77	Oakenwald to Pembina, North Drive to South Drive to Crescent Park to Pembina	9/23/2017 6:30 PM
78	South Drive	9/23/2017 10:01 AM
79	Riverside is sometimes dangerous for cyclists due to overgrowth of trees and high speed of traffic combined with presence of walkers all over the road in both/wrong directions in summer.	9/22/2017 10:16 PM
80	Crescent drive, south drive	9/22/2017 8:50 PM
81	South Drive has sections between Point and Dowker that need resurfacing.	9/22/2017 7:37 PM
82	South Drive (Terrifying)	9/22/2017 6:15 PM

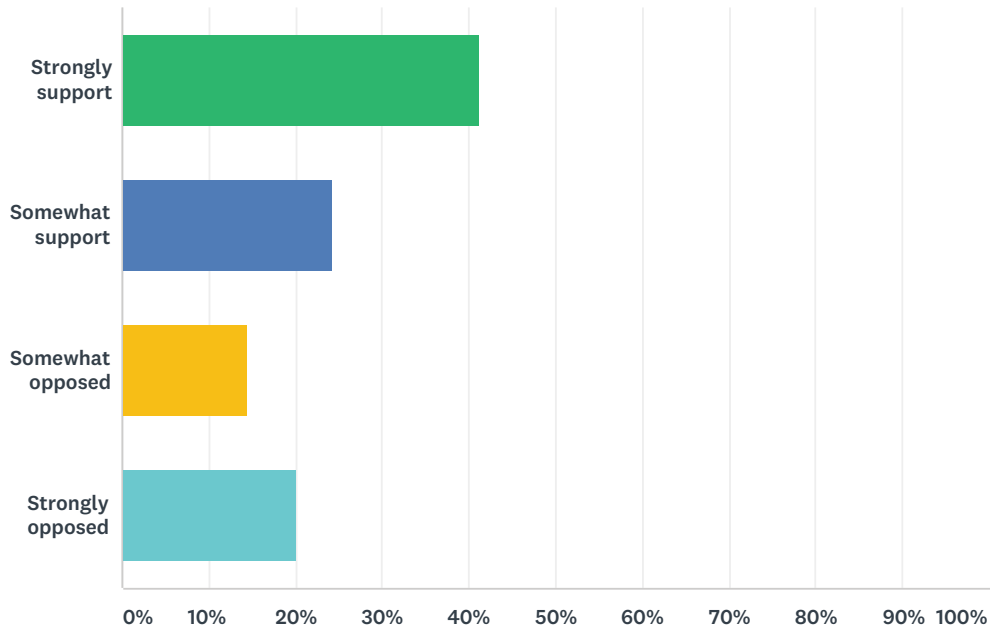
83	I do not think we need any dedicated bike lanes in this area - it is already a safe and easy area for biking.	9/22/2017 5:50 PM
84	Pembina hwy	9/22/2017 5:44 PM
85	Point Road, designated bike lane	9/22/2017 4:57 PM
86	Riverside Drive	9/22/2017 4:19 PM
87	Riverview, South Drive & North Drive	9/22/2017 12:20 PM
88	I really dislike the Pembina highway bike paths. They were ridiculously expensive and still leave cyclists exposed to motorists. The reality is, that in Winnipeg for cycling season is much shorter than in cities like London, Paris or Amsterdam. Even Montreal has a better cycling season and the last time I was there there were no special cycling routes in the centre of the city. Nor in London, nor in Paris	9/22/2017 11:44 AM
89	all of South Dr and North Drive	9/22/2017 7:39 AM
90	Oakenwald Ave. between Point and North Drive also Netley Street to Oakenwald to South Drive	9/21/2017 8:53 PM
91	Crescent dr, Stretford road, oakenwald from Pembina to north drive, all over f south drive and north drive	9/21/2017 7:25 PM
92	I don't cycle	9/21/2017 4:49 PM
93	Riverside Drive from Jubilee to Lyon or Point Rd. South Drive from Point Rd to Crescent Drive. The entire North Drive from Point Road to the Wildwood Club.akenwald, Point Rd	9/21/2017 2:57 PM
94	Riverside Dr. to Lyon St. onto South drive onto Crescent drive	9/21/2017 12:36 PM
95	South Drive. Oakenwald. North Drive	9/21/2017 11:08 AM
96	Riverside to North Drive to South Drive to Crescent Drive and Stretford Rd.	9/21/2017 10:36 AM
97	Jubilee	9/21/2017 10:34 AM
98	Riverside Drive from Jubilee to North Drive, Point Rd and Oakenwald	9/21/2017 10:11 AM
99	point road, crescent drive, south drive	9/20/2017 6:23 PM
100	Riviera connection to Pembina	9/20/2017 9:31 AM
101	South Drive, Riverside Drive to Jubilee	9/19/2017 10:09 PM
102	South and North Drive	9/19/2017 10:01 PM
103	Riverside Drive	9/19/2017 9:50 PM
104	None	9/19/2017 9:33 PM
105	I would only suggest addn'l signage to help non-residents navigate through the maze, e.g. the shortest way from Pembina/Riviera to Jubilee.	9/19/2017 8:45 PM
106	North Drive, South Drive, Crescent Drive, Point Rd, Oakenwald	9/19/2017 7:56 PM
107	Pembina	9/19/2017 4:34 PM
108	pembina, pembina, and pembina	9/19/2017 3:22 PM
109	Riverside Drive, North Drive, South Drive and Crescent Drive should have marked bike lanes.	9/19/2017 2:21 PM
110	South Drive	9/18/2017 8:06 PM
111	just slow the traffic down in this neighborhood, make it safe to ride again	9/17/2017 4:20 PM
112	All of South drive, all of point road	9/16/2017 9:12 AM
113	Pembina, anywhere there is not currently a bike lane.	9/13/2017 4:07 PM
114	Point road, south drive, north drive, oakenwald, dowker, crescent dr	9/11/2017 8:17 PM
115	Riverside	9/11/2017 2:54 PM
116	Riverside/Lyon/Buxton/Kebir/Crescent, Connections across Pembina to SWRTC, North/South Drive	9/11/2017 11:45 AM
117	Riverside drive	9/9/2017 7:58 AM

118	All of Riverside -> South Drive should have a walk/bike path separated from traffic	9/7/2017 7:18 PM
119	Riverside - Lyon - Buxton - McDougall - Kebir route needs to be signed and painted as an alternative to Pembina.	9/7/2017 3:56 PM
120	The pavement on many roads is cracked, extremely bumpy, and can be uncomfortable and even dangerous if riding with much speed (Dowker is a good example, but there are numerous other stretches in rough shape). Resurfacing roads is the single biggest improvement that could be made for cycling.	9/7/2017 2:42 PM
121	Point Road, Riverside, North Drive, South Drive	9/7/2017 9:01 AM
122	Traffic calming and better signage for the route from Riverside and Jubilee to Crescent and Pembina	9/6/2017 1:14 PM
#	OFF-STREET OR PARK PATHWAYS	DATE
1	none	10/18/2017 12:02 PM
2	Dike road along Oakenwald could be made more bike friendly. Riviera down to the University could be extended.	10/18/2017 10:36 AM
3	Not much off road areas, but for sure DO NOT BUILD any bike paths in the endangered river bottom forest areas on the bank of the Red River	10/18/2017 9:28 AM
4	none	10/18/2017 9:26 AM
5	Corridor from pembina to crescent ok and loop around crescent park	10/18/2017 8:28 AM
6	The off street pathways are fine	10/18/2017 6:58 AM
7	None	10/17/2017 8:53 PM
8	We have frequently used the river paths to bike to the forks from SJR.	10/17/2017 8:17 PM
9	Wildwood inner park pathways	10/17/2017 5:53 PM
10	Better maintained park pathways between North Dr. and the river	10/17/2017 3:53 PM
11	None	10/13/2017 11:07 AM
12	More needs to be done to prevent vehicles from using North Drive through the golf course as a shortcut. It is a matter of time before someone gets hurt by speeding vehicles.	10/12/2017 11:00 PM
13	path	10/12/2017 9:46 PM
14	None	10/12/2017 12:11 PM
15	Continuation of Riviera Cres pathway along the river would be immensely helpful in facilitating safe travel to University, Stadium, St Vital, etc.	10/11/2017 9:05 PM
16	make sidewalks wider through wildwood park	10/9/2017 5:45 PM
17	I'd like to see the path off Riviera Cresc. to the University along the river developed.	10/9/2017 9:39 AM
18	South drive. Recreational bike and walk facilities	10/8/2017 4:32 PM
19	Wider sidewalks through Wildwood would be nice for cyclists. Currently share sidewalk with pedestrians. It works but would be nice to have wider path	10/5/2017 8:43 PM
20	Riviera Cres south toward Bishop Grandin and U of M	10/5/2017 10:28 AM
21	Crescent drive park, people drive fast, and there are little lights after dusk	10/4/2017 4:00 PM
22	Last block of Jubilee MU path at busway. Wildwood Park central path.	10/4/2017 9:05 AM
23	Crescent Drive park	10/3/2017 10:15 PM
24	Not sure if off-road river trails are recognized as city bike paths, but would like them to remain accessible.	10/3/2017 8:49 PM
25	Better lighting on North Driver through Wildwood Golf Club	10/3/2017 4:18 PM
26	The service road from north drive to nettle is particularly hazardous	10/2/2017 7:00 PM
27	Link Waller through to Oakenwald	9/29/2017 6:22 PM
28	Do not support cycling infrastructure in this neighbourhood.	9/27/2017 9:26 AM

29	need a better path along the river going to the U of M from this part of town. It is currently a dirt trail, but it would be great if it was really developed as a stable, cared for, path.	9/26/2017 9:38 AM
30	Crescent drive park	9/25/2017 11:55 AM
31	Cycling/pedestrian bridge connecting Crescent Park to St.Vital Park	9/23/2017 2:54 PM
32	Would love to see more off-street routes for bikes such as the "Private road" where North Drive goes through golf course.	9/22/2017 10:16 PM
33	Crescent drive park north drive along river	9/22/2017 5:44 PM
34	Crescent drive park road as speeding in park cannot be monitored	9/22/2017 12:20 PM
35	Putting a path along the river Will disturb the wildlife in that area. I don't think it's necessary for people to push wildlife out if it's a custom spots in the city. I think people are more easily able to accommodate. Having said that, I do not support making the Wildwood area a destination cycle way for the rest of Winnipeg	9/22/2017 11:44 AM
36	I don't cycle	9/22/2017 10:51 AM
37	Improve or create a dedicated bike pathway along the dike and along the river where applicable.	9/21/2017 2:57 PM
38	A bike path all along the river would be wonderful	9/21/2017 11:08 AM
39	Connection to river trail south from Riviera	9/20/2017 9:31 AM
40	Crescent Drive bike path	9/19/2017 10:09 PM
41	None	9/19/2017 9:33 PM
42	Within Crescent Drive park	9/19/2017 3:02 PM
43	wider sidewalk along Jubilee from Riverside Drive to the Pembina Jubilee Overpass.	9/19/2017 2:21 PM
44	Connections from Waller @ Pembina to Oakenwald would be nice	9/11/2017 11:45 AM
45	Crescent Park Stretford Road	9/9/2017 7:58 AM

Q14 Overall what is your level of support for the proposed bike facilities?

Answered: 235 Skipped: 29



ANSWER CHOICES	RESPONSES
Strongly support	41.28% 97
Somewhat support	24.26% 57
Somewhat opposed	14.47% 34
Strongly opposed	20.00% 47
TOTAL	235

#	PLEASE COMMENT.	DATE
1	+ how about a route along South Drive??	10/25/2017 12:43 PM
2	- strategy support - x are paths not supported as would not be popular with walkers and cyclists [marked North Drive and South Drive] This is the route that is scenic and well used by cyclists and pedestrian right now (even though pedestrians have to walk on road). My experience is that cyclists will not go through Wildwood Park as it isn't a fast enough route	10/25/2017 12:10 PM
3	Why would you cycle thro the middle of 3 playgrounds in the Wildwood Park park?????? Very dangerous for children and pedestriansabsolutely STUPID idea Cycle paths should be along South and North Drive Oakenwald street is too narrow now for 2 lane traffic and school buses...forget a bike path too....BAD IDEA	10/18/2017 9:51 PM
4	we don't need the proposed bike facilities as it is a safe area now	10/18/2017 9:22 PM
5	People can blke on South Drive freely, the street is very quite and it does not has very much traffic.	10/18/2017 9:18 PM
6	This needs to be done in conjunction with new sidewalks. Pedestrians on South Drive make it dangerous for cyclist because there are no sidewalks.	10/18/2017 8:29 PM
7	The existing street network is safe	10/18/2017 7:48 PM
8	Same comments apply as to sidewalks.	10/18/2017 3:29 PM
9	I don't see anything getting me safely to the U of M.	10/18/2017 10:37 AM

10	Oakenwald Avenue from Pembina Hwy to Wicklow Street is VERY NARROW even for vehicular traffic now so that area would need re-engineering to make it safe and efficient	10/18/2017 9:33 AM
11	The loop I previously described is the most popular. I know this because I ride daily and people love it, from walkers, runners, cyclists. I think the city should consider connecting St. Vital Park and Crescent Park with a pedestrian bridge. This would connect the two and be an incredible network for both communities.	10/18/2017 8:45 AM
12	Put the bike lanes where people do not have driveways attached to the streets. ie. Buxton.	10/18/2017 8:31 AM
13	Unnecessary facilities.	10/18/2017 8:10 AM
14	biking is great transport	10/18/2017 7:50 AM
15	Bicycles can share the existing roadways with other traffic quite safely and efficiently.	10/18/2017 7:46 AM
16	The plan seems reasonable. I don't cycle in the area as much as I used to, but I see this as an improvement.	10/18/2017 7:39 AM
17	There is simply no need for infrastructure to support cycling in the neighbourhood. The current conditions are supportive of cycling evidenced by the use of the neighbourhood by cyclists throughout the cycling season.	10/18/2017 7:00 AM
18	As we stated earlier in the survey, we moved into this area because of the quietness, less traffic. If you open up to bike paths or walking paths, we will have traffic all the time, security issues and noise pollution. Our property values will be compromised, values decreased and maintenance increased. How is it that there was no community engagement when making these proposals?	10/17/2017 9:00 PM
19	Putting in a sidewalk is a very bad idea. Many full grown trees would need to be destroyed. Avery bad idea.	10/17/2017 8:36 PM
20	When I see how the bike lanes have been built downtown I cannot see how they can be considered desirable. Whoever the planners were must have been desperate to spend our taxes.	10/17/2017 8:19 PM
21	Do not make bike paths look ugly like on Pembina which is designed by amateurs.	10/17/2017 8:13 PM
22	This misses the very popular North Dr., South Dr., Crescent Dr. and Stretford Rd. sections. These should be resurfaced, widened where possible and have bike lanes designated and painted. I think there's a distinct opportunity to improve the cycling/pedestrian facilities in this area. A dedicated cycling/pedestrian bridge linking Crescent Dr. Park to St. Vital Park would prove immensely popular. I'm a serious cyclist and this would add valuable kms to my local ride.	10/17/2017 3:59 PM
23	Proposed bike infrastructure along Pembina should be expedited.	10/17/2017 1:50 PM
24	Again, no local businesses have racks for bikes. Like Stellas restaurant. Open up South Drive on Sundays to bike and pedestrian traffic, vehicle traffic restricted to 1 block. As well, are there SECURE bike racks so we can cycle to rapid transit stops? NOPE! Give us someplace to ride to!	10/17/2017 10:43 AM
25	Add bike paths along south drive and all other high vehicular traveled roadways if possible.	10/17/2017 7:12 AM
26	Pembina Hwy especially important	10/16/2017 8:47 AM
27	I wouldn't use any of these. I only want to use Pembina.	10/15/2017 2:19 PM
28	This is just a silly idea. Just make Pembina Highway and other main routes (Jubilee, Harrow etc) safe for cyclists. I have no desire to go through East Fort Garry. I currently have to due to the Pembina construction. Fix Pembina and I will have no reason to go through the area. I only go through there as I currently have to.	10/15/2017 2:13 PM
29	I see the need for the cycling lane on pembina, but see no need within the community.	10/15/2017 9:37 AM
30	I don't see the need for this.	10/15/2017 9:30 AM
31	I don't see the purpose in this. Seems to be a big \$ spend for no purpose	10/15/2017 9:26 AM
32	This is just silly...	10/14/2017 9:49 PM
33	Why would you add a bike path through a small neighborhood? Does not make any sense?	10/14/2017 9:45 PM
34	Bike paths along Pembina and Jubilee make sense... within an encapsulated neighborhood is ridiculous.	10/14/2017 7:43 PM

35	You seriously need to concentrate on making cycling safer once we LEAVE our neighborhood. I would love to cycle downtown to work but will not do so unless there is a bike lane ALL the way down Pembina and a safe way to cycle over the Donald Street Bridge. Please stop trying to bubble wrap us here!!	10/14/2017 6:54 PM
36	Do not see the need for any of this either within East or West Fort Garry. I do though agree with the cycling lanes on Pembina - and would like to see the same on Jubilee and Osborne Streets.	10/13/2017 9:48 PM
37	Why isn't South Drive or North Drive being considered, people will continue to use them to access both Wildewood Golf Course & Crescent Drive Park. Oakenwald itself is very busy, unless there is to be bicycling 'off' Oakenwald, the street is in terrible shape. The heavy traffic (buses & cars) would make it difficult/dangerous to make any turns at the corner of Oakenwald & North Drive	10/13/2017 1:51 PM
38	the only route of these that is needed is along pembina highway. Could also add on Jubilee	10/13/2017 11:43 AM
39	I would not use it.	10/13/2017 11:22 AM
40	waste of money	10/13/2017 11:13 AM
41	What is the need when there are already the new cycling lanes on Pembina Highway?	10/13/2017 11:02 AM
42	I don't think it would be wise to have a designated bike path going right through Wildwood Park as there are a lot of small children who play along the current sidewalk.	10/13/2017 10:11 AM
43	A path on South Drive and through Wildwood Park would be beneficial. But need to have all of South as bike path not just part of it.	10/13/2017 7:50 AM
44	Cyclists will still want to use South Drive instead of dealing with the twists and turns in the proposed route down Lyon and Buxton. Also, I can't understand why nothing is proposed for Netley. Cyclists will still want to take Netley to get to/from Wildwood Park-Riverside. It is a more logical and pleasant route.	10/12/2017 11:04 PM
45	need a path between lyon and netley down waterford since people bike around the golf course	10/12/2017 9:48 PM
46	There is no reason to have a bike lane through Wildwood Park. It is easy to cycle on roadways around Wildwood and the existing sidewalk is not so heavily used that it is problematic to have pedestrians and cyclists share. I also do not support a bike lane elsewhere in the neighbourhood because, once again, traffic rate does not warrant this. South drive is not a busy street for the majority of the day and I have never felt a safety risk with cycling there or elsewhere in the neighbourhood. Our money would be better spent on other initiatives.	10/12/2017 12:13 PM
47	still feel bike/walk way very important along North Drive and South Drive. The traffic is very fast along those areas	10/11/2017 9:38 PM
48	Please do not make bikeways where one has to stop/dismount at intersections. This might work for recreational cyclists, but as a commuter cyclist, this is very disruptive. This would never be allowed for car traffic.	10/11/2017 9:07 PM
49	All along South and North Drive!	10/11/2017 9:35 AM
50	BIKE LANES ARE IMPORTANT BUT NOT AS IMPORTANT AS SAFE WALKING WHICH IS EASIER FOR ALL AGES NOT EVERYONE RIDES A BIKE BUT MOST WOULD BENEFIT FROM A SIDEWALK.	10/9/2017 8:07 PM
51	there is alot of bike traffic on north and south drive , there needs to be bike path in this area . When the sjr buses come down that road during the day you are taking your life in your hands	10/9/2017 5:47 PM
52	South Drive needs cycling/pedestrian access. Unsafe to cycle or walk there. No easy way to get to the Pembina Underpass at Jubilee.	10/9/2017 9:42 AM
53	As long as they are proper separated bike lanes like Amsterdam or Denmark (NOT shadows), it should be good. At present, there is no where to bike to outside the residential area unless you take your life into your hands on Pembina.	10/8/2017 7:08 PM
54	Utilize traffic calming measures along Lyon etc on high traffic commuting routes and change stop signs to yields to facilitate easier cycle commuting	10/8/2017 4:33 PM
55	Bicycle pathways on South drive and Point Road.	10/6/2017 2:23 PM

56	No bike route thru the inner part of Wildwood Park! Absolutely opposed to this! This should be on the road! What idiot proposed that? I will put a toll bridge in front of my house! Slow people down. The sidewalks are not wide enough. It is too narrow and no trees should be destroyed! Go around North and South Drive! I was just knocked off the sidewalk with a woman tinkling her bell while riding her bike in the park this week. No, no, and no!	10/5/2017 10:28 PM
57	I strongly support all of these cycling routes but I'd like to see South Drive added. It is the only street that gets regular clearing in the winter so cyclists would use that roadway to get through the neighbourhood during the winter months. It's where I go when I bike in the winter. Buxton, McDougal, Lyon, and Riverside to not get P1 clearing so that would make it difficult for anyone who wants to ride all year.	10/5/2017 8:46 PM
58	what a great investment in our city!	10/5/2017 1:32 PM
59	Why doesn't the bike path go down South Drive or through Crescent Park?	10/5/2017 1:26 PM
60	When I cycle recreationally, I like riding along North Drive and South Drive. I'm not sure what "bike facilities" entails, but I would expect North Drive and South Drive to be designated as bike routes for that reason. Also, when cycling southbound to Bishop Grandin (to return to my home in St Vital) or to Investor's Group Field, I'd prefer not to have to cross Pembina Highway twice to connect to other bike routes east of Pembina Highway. Currently I follow Riviera Cres as far as possible and then trails along the river until I reach the greenway behind Plaza Drive.	10/5/2017 10:37 AM
61	Include South Drive	10/4/2017 8:02 PM
62	Why are the bike routes through residential rather than the main route of South drive? Why would you have people bike through the middle of WildWood Park?	10/4/2017 4:01 PM
63	Need to reduce car through traffic from Lyon Street at Oakenwald to Riverside Drive at Jubilee so safer for bikes. Also improve winter street cleaning on these bike routes.	10/4/2017 2:58 PM
64	Having a designated bike route would improve chances of cycling safely to work.	10/4/2017 11:58 AM
65	Netley St. and South Dr. are important bike routes to access Wildwood, the WWCC, and SJR. Netley N-bound has no shoulder, tight against a drop-off. South has fast traffic. Cyclists use Point Rd., not Windermere, between Pembina and Wildwood, WECC, and SJR. Point Rd. near Pembina is high-stress during rush hour. Why is Riviera Cr. marked, when the route is Crescent to Pembina? Crescent at Pembina rout to U of M is an unusable corner: cyclists cut the corner and ride S contra traffic on sidewalk or E side bike lane. Sad to see zero connected cycling infrastructure in East Fort Garry. Presenting fine-grained maps of "proposed" and "planned" AT over the years is just rubbing it in. Please, let's keep it simple and see some built in our lifetime.	10/4/2017 9:34 AM
66	Cycling is already safe and convenient in East Fort Garry.	10/4/2017 7:53 AM
67	Extend past Thermäe. Parking restrictions are now ignored!	10/3/2017 10:17 PM
68	Would rather see the bike route on South rather than through the park	10/3/2017 5:51 PM
69	1)North Drive though Wildwood Golf course is very popular with cyclists, walkers. Better lighting would be good. 2)Point road can be difficult to cross during busy traffic times. Crosswalk at Lyon street can not be activated with out dismounting from bike. 3)Better lighting/bike markings around Wildwood would make it a safer route.	10/3/2017 4:21 PM
70	Doesn't make sense to have the bike path crossing so many busy feeder arteries like Crane, Dowker & Oakenwald. Better routing would be along South drive, Point Road-Crescent Dr	10/3/2017 4:20 PM
71	These are great and would make a huge difference in the community. I would encourage the addition of Dowker and Crane to support travel to school and some type of improvement on South Drive...even lighting to make it safer for the community.	10/2/2017 3:31 PM
72	I do not feel that this area requires designated bike lanes. Bike lanes should be on busy commuter streets.	10/1/2017 12:25 PM

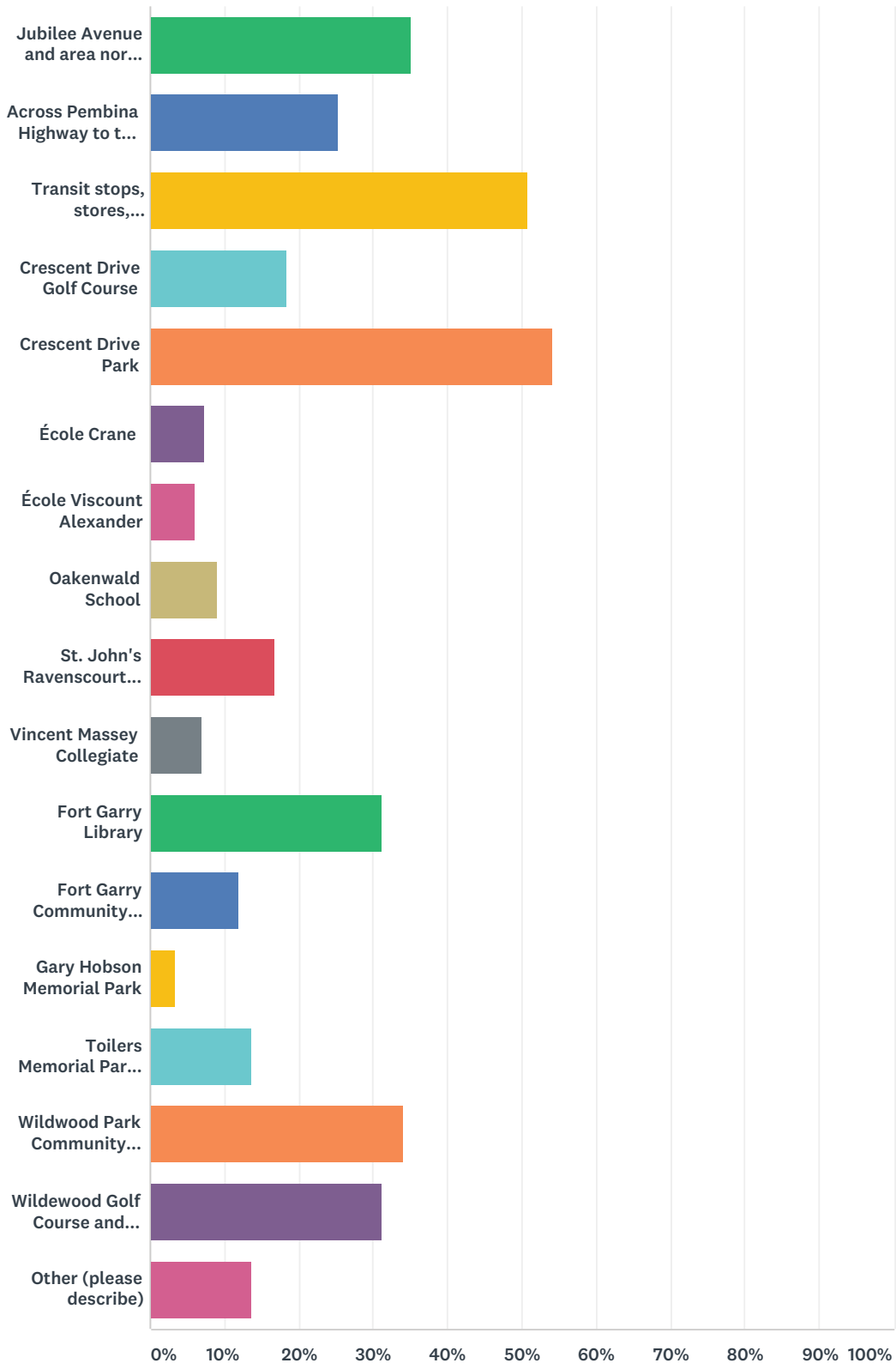
73	I see the Point/Windemere intersection as a safety hazard. If you decide on routing people on bikew through the Pembina/Point Road intersection, it needs to be completely overhauled, and facilities need to be put onto Point Road to make it a comfortable road to bike along. Why on earth are you dropping the cycling facility on Crescent as it approaches buffered bike lanes on Pembina and protected bike lanes on Chevrier (leading all the way to Waverley)? Your plans should include Waller as it connects to Vincent Massey. I'd like to see an off-road path that connects Massey to Waller and into the Fort Garry Community Centre. I'd like to see Somerset considered as a crossing point of Pembina. There is an existing pedestrian corridor, it links up with the pathway along the river, and it creates a more direct, lower traffic connection to McGillivray Station. It would not be too terribly different from the crossing being built at Merriam and Pembina. I wouldn't want to see the possibility of a Red River crossing near the north end of Oakenwald removed, although I understand this is likely a ways off.	9/29/2017 6:32 PM
74	South Dr. and North Dr. need to be included.	9/28/2017 10:12 PM
75	I think a bike path on Point Rd and South Drive should be considered. Because of the park South Drive is very business for bikes.	9/28/2017 11:37 AM
76	It would be nice to have bike lanes on North and South Drive as well - but more important to have sidewalks	9/28/2017 9:20 AM
77	Very happy to see a connected plan for pembina, with neighborhood connections considered.	9/27/2017 4:18 PM
78	The current cycling routes are much underused, poorly designed and maintained, make it difficult for agents to pick up/deliver items, and for drivers to find parking. The lack of consistency in cycling lane design is a major flaw in this plan, along with a lack any impetus by the City to make cyclists actually use these routes and use them properly. Is it legal for a cyclist to travel south in a northbound cycling lane?	9/27/2017 9:32 AM
79	Good approach to strengthen connections to destinations within our neighbourhood and to connections to outside our neighbourhood.	9/26/2017 2:08 PM
80	Put a bike lane on South Drive. People use this as a commuting road. Cyclists are not looking for the most circuitous path - they want to get to their destination. Put the path on the roads where people bike. Do these paths that are designated and add MORE. Crane and Dowker should have bike paths for sure - all the kids in Canada are at risk of obesity - make it easier for them to bike to school.	9/26/2017 9:42 AM
81	Looks good. I often use these routes now.	9/25/2017 8:21 PM
82	Crescent drive looks good but cyclists are already on south drive but it is not safe, it needs to be safe for cyclists on south drive.	9/25/2017 11:58 AM
83	I don't think that what is proposed is the beautiful scenic route that people who are looking for recreation would want to bike	9/25/2017 10:58 AM
84	At present, I feel safe cycling within the neighbourhood because of the relatively low volume of traffic. If traffic volume increases, I would strongly support the proposed bike facilities.	9/24/2017 12:14 PM
85	Why isn't south drive being proposed as a pedestrian/cyclist friendly roadway. Recreational rather than commuter usage. Both are necessary.	9/23/2017 10:20 PM
86	Cycling infrastructure needs to be improved on major roads. Not side streets. It seems like there are better projects out there.	9/23/2017 12:07 PM
87	The more the better as long as they can be marked and noticeable to traffic for driver awareness.	9/22/2017 10:18 PM
88	As a serious recreational cyclist bicycle paths are generally much more dangerous than the roads. Just define bike lanes on the roads, widen some roads if need be, but please no more bumpy, windy, unswept, blind intersectioned, chicaned (Pembina from Crescent south) "safe" bike paths.	9/22/2017 7:42 PM
89	South Drive NEEDS a sidewalk. Extending the sidewalk down Crescent Drive is great!	9/22/2017 6:16 PM
90	I strongly support these as bike routes as long as we are not saying construction of dedicated bike lanes. These are easy safe areas with low traffic and easy biking as it is now	9/22/2017 5:52 PM
91	Bike infrastructure needs to be in place along South Drive from SJR to Crescent Drive Park.	9/22/2017 5:46 PM
92	Want people to be able to cycle safely especially young people	9/22/2017 12:21 PM
93	Jubilee Avenue is a nightmare on business days especially in the morning and afternoons. Adding a cycle path to areas were people already park will make it impossible for even one lane of traffic to pass down the street.	9/22/2017 11:46 AM

94	Our roadways in fort Garry, especially riverwood between point and Newley and a disgrace. We have asked for years to have them fixed. I would like to see our roads fixed before any money is spent on bike routes, etc. That only a handful of people will use	9/22/2017 10:53 AM
95	I would feel safer riding on these streets if these proposed bike facilities were to be put in place.	9/21/2017 8:56 PM
96	It only has cycling option on dense housing street but not on the routes where traffic goes fast, like crescent drive, north and south drive	9/21/2017 7:27 PM
97	The sidewalk within Wildwood Park works fine as it is. Bikes and walkers cooperate. Widening the sidewalk would result in destroying some of our precious trees which I strongly oppose.	9/21/2017 6:37 PM
98	Oakenwald from Pembina to Point Rd. should not be a bike route, the traffic is very heavy and cars swerve in and out of parked cars to allow oncoming passing. This is the main feeder road for the entire neighborhood. It would be wiser to choose Riverwood which gets much less traffic and goes straight into/past the Viscount Alexander school, which has a reduced speed zone, has the most cyclists, and is far more suited.	9/21/2017 12:42 PM
99	not sure why changes are necessary. never had any problems cycling on any street in East Fort Garry.	9/21/2017 11:49 AM
100	I would like to see a bike path from Pembina , along Crescent Dr. to South Drive to North Drive (through the PRIVATE - should be public) golf course, along Riverside Dr. and out to Jubilee.	9/21/2017 11:12 AM
101	It is more of a commuter route than a touring through the neighbourhood route.	9/21/2017 10:38 AM
102	No stop signs on Riverside Dr. or other bike routes possibly.	9/21/2017 2:19 AM
103	Point road is very busy, especially during school hours. Not having a sidewalk on both sides - or some other pedestrian/bike access - means people are forced to cross Point road at uncontrolled intersections.	9/20/2017 5:37 PM
104	All of the proposed improvements would be helpful. Priorities for me would be (1) the Pembina intersections to make it clearer and easier to cross Pembina or turn on/off of Pembina from major east-west streets, and (2) making the Riverside-Lyon route through E Fort Garry a bike friendly route. It would be a definite improvement to have separate space for bicycles along Oakenwald, especially between North Drive and Point Rd which is currently a pretty narrow and uneven stretch of pavement.	9/20/2017 9:40 AM
105	Great idea with point Road and Lyon, hope cars are able to slow down as they are going down point road. I come off of Lyon to go onto riverside and then Jubilee to work everyday except the winter months.	9/19/2017 10:29 PM
106	More bike lanes on major routes to speed up commuting times, and give cyclists an option other than the road!	9/19/2017 9:53 PM
107	In terms of cycling, I would rather divert any funds to other projects (e.g. bike bridge over Pembina at Bishop Grandin rather than spending any money on addn'l bike routes in East Fort Garry. I have never been concerned about cycling in East Fort Garry but crossing that Bishop Grandin Bridge at Pembina is freaky and we have already had one cyclist die in that area in the last few years.	9/19/2017 8:49 PM
108	Pembina main priority as will service more residents. Rapid transit expansion would likely not use, as not convenient.	9/19/2017 4:35 PM
109	would be nice to see the pathway along the red starting at riveria crescent and going south to be made into something official and more usable	9/19/2017 3:23 PM
110	Doesn't address safe biking within the park itself. See my previous comments regarding increased vehicular traffic in the area as a result of Thermea Spa.	9/19/2017 3:03 PM
111	Not enough. Riverside-North Drive-South Drive-Crescent Drive is a popular and desirable cycling route but you are proposing no new bike facilities? That's ridiculous. Moving the cycling facilities to cross Oakenwald and run through the community a block West of South Drive is silly.	9/19/2017 2:25 PM
112	While I do not cycle myself bike my children would make use of the bike routes.	9/18/2017 8:09 PM
114	as previous, there is issue with lights at Pembina and McGillivray which is ddiuct for bikes and pedestrains	9/15/2017 11:32 AM

115	I think your survey has the maps mixed up. I definitely don't see neighbourhood "greenways" in these places. South Drive is just a road, there is no shoulder and no sidewalk. I still maintain that Wicklow is a more important route than Lyon, and would like to see more improvements on it, both lighting and safe walking spaces.	9/13/2017 4:09 PM
116	The proposed greenways are along streets that see relatively heavy vehicle traffic during peak commute times. Cycling is ok during off peak hours but not so pleasant at commute times. Greenways would be a great improvement.	9/11/2017 2:56 PM
117	Point Road @ Pembina is a terrible intersection with regard to safety of people on bikes. A connection to Windermere is also likely problematic. You should study ways to improve the connection from SWRTC across Pembina Highway to Riverside. Do traffic counts on Oakenwald warrant an off-street pathway, and where would it go? Wicklow should also be considered for traffic calming as a neighbourhood Greenway. You need to be looking at intersection improvements at Pembina @ Point, Riverside @ Jubilee, Pembina @ Chevrier.Crescent	9/11/2017 11:52 AM
118	The easier it is to use a bike to go shopping the more I will use it. Traffic in the park should be one way traffic with speed bumps like most other parks in the city. Two way traffic is dangerous and I've almost been run a few times walking through the park.	9/9/2017 8:03 AM
119	Having people riding bikes and walking promotes a safer neighbourhood. It provides a healthier lifestyle.	9/8/2017 8:30 AM
120	Again, city money doesn't need to go to fund uneducated cyclists who can't use the road safely and responsibly and share it with other traffic.	9/7/2017 5:13 PM
121	For my purposes the existing residential streets are fine and pleasant for cycling, which is why I use the neighbourhood for my daily commute. I only wish the cycle route would be resurfaced as much of it is extremely bumpy, and something would be done about the dangerous entrance/exit point at Riverside and Jubilee where cyclists are forced into inhospitable, busy, fast moving traffic.	9/7/2017 2:46 PM
122	Again I have a concern with the survey question What is a greenway? What is a 'bike facility', what is an off-street bike path? The offstreet bike path seems to just be the common public area of Wildwood, that already has paths and is not appropriate for cycle commuters to travel through (children, dog walkers, slow pedestrians, etc). Pretty low-lying fruit to consider it part of a walking and biking plan. I don't see how the proposed neighbourhood greenway is anything different from what exists right now..... residential streets that are a 'bike route'	9/7/2017 2:24 PM
123	I support the proposed routes, but the roadways labeled "Existing Neighbourhood Greenways" are hardly that in actuality. What about the physical design of those roads could possibly be considered a greenway design? There is zero traffic calming integrated into the design of those roads; no raised intersections, no speed bumps, no physical barriers, street parking that conflicts with cyclists. These issues need to be addressed.	9/7/2017 9:04 AM
124	Besides the roads being in rough shape. I don't have a huge issue with cycling in the neighbourhood.	9/6/2017 6:40 PM
125	Would need to know more details for the planned greenways, i.e. traffic calming measures, limiting the number of stops and starts cyclists need to make when using the route.	9/6/2017 1:16 PM

Q15 Please select up to 5 destinations that you visit regularly by walking.

Answered: 234 Skipped: 30



East Fort Garry Walk Bike Study

SurveyMonkey

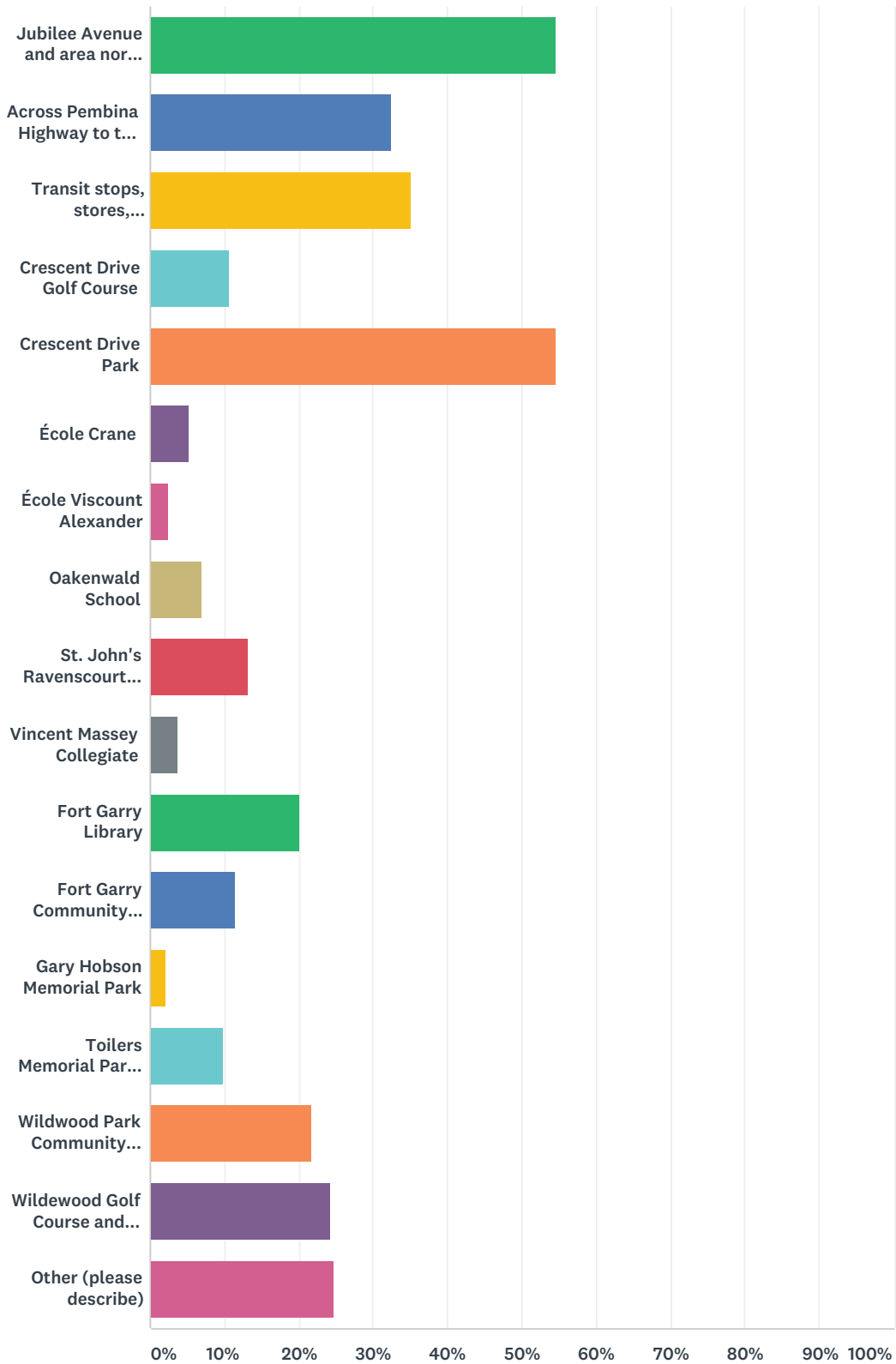
Jubilee Avenue and area north of East Fort Garry	35.04%	82
Across Pembina Highway to the area west of East Fort Garry	25.21%	59
Transit stops, stores, restaurants and/or other commercial destinations on Pembina Highway	50.85%	119
Crescent Drive Golf Course	18.38%	43
Crescent Drive Park	54.27%	127
École Crane	7.26%	17
École Viscount Alexander	5.98%	14
Oakenwald School	8.97%	21
St. John's Ravenscourt School / Dutton Memorial Arena	16.67%	39
Vincent Massey Collegiate	6.84%	16
Fort Garry Library	31.20%	73
Fort Garry Community Centre	11.97%	28
Gary Hobson Memorial Park	3.42%	8
Toilers Memorial Park / Byng Park	13.68%	32
Wildwood Park Community Centre	34.19%	80
Wildewood Golf Course and Winnipeg Lawn Tennis Club	31.20%	73
Other (please describe)	13.68%	32
Total Respondents: 234		

#	OTHER (PLEASE DESCRIBE)	DATE
1	Non.	10/18/2017 9:19 PM
2	Walking paths along the Red River in Wildwood Park	10/18/2017 9:37 AM
3	The neighbourhood at large	10/18/2017 7:02 AM
4	None of the above as most people and taxpayers drive	10/17/2017 11:05 PM
5	Do not want walking paths along south drive	10/17/2017 9:02 PM
6	Sandra Crowson Park, Kebir Place Playground	10/17/2017 1:53 PM
7	None	10/15/2017 2:20 PM
8	I don't walk in the area	10/15/2017 2:14 PM
9	A friends	10/15/2017 9:31 AM
10	BDI	10/14/2017 7:49 PM
11	I use a disability scooter. The sidewalks thru Wildwood Park have caused me to take th scooter in for repair!	10/13/2017 1:55 PM
12	Just walking through Wildwood Park neighborhood on a regular basis	10/13/2017 10:54 AM
13	church	10/11/2017 9:47 PM
14	The "backlane park" off McDougal and Holly	10/5/2017 8:50 PM
15	Rapid transit stop	10/5/2017 2:29 PM
16	Bus stops on Pembina. Dike path between WWGC and Oakenwald.	10/4/2017 9:41 AM
17	Friends houses off Riverside	9/29/2017 6:34 PM

18	St. Paul's Church, North dr. and Point Rd.	9/28/2017 10:13 PM
19	I walk crisscross through Wildwood Park and the Riverbank, the dikes surrounding the Wilewood golf course and North Dr though the golf course	9/23/2017 6:38 PM
20	Still the no walking thing here	9/23/2017 12:08 PM
21	Walk around south drive	9/22/2017 10:14 PM
22	South Drive	9/22/2017 12:27 PM
23	Sidewalks through the Wildwood Park area.	9/22/2017 11:48 AM
24	Wildwood park and the area around the community center	9/21/2017 6:38 PM
25	Thermea	9/21/2017 10:39 AM
26	Wildwood Park subdivision	9/19/2017 10:14 PM
27	South Winnipeg Family Information Centre and Fort Garry United Church	9/18/2017 8:11 PM
28	I need more than 5 options	9/17/2017 4:23 PM
29	Ruttan Bay Park	9/13/2017 4:12 PM
30	Don't walk in area	9/7/2017 3:57 PM
31	I only walk if you bike has broken down :)	9/7/2017 2:48 PM
32	I attend almost every place on this list throught a month.	9/7/2017 2:25 PM

Q16 Please select up to 5 destinations that you visit regularly by cycling.

Answered: 234 Skipped: 30



East Fort Garry Walk Bike Study

SurveyMonkey

Jubilee Avenue and area north of East Fort Garry	54.70%	128
Across Pembina Highway to the area west of East Fort Garry	32.48%	76
Transit stops, stores, restaurants and/or other commercial destinations on Pembina Highway	35.04%	82
Crescent Drive Golf Course	10.68%	25
Crescent Drive Park	54.70%	128
École Crane	5.13%	12
École Viscount Alexander	2.56%	6
Oakenwald School	6.84%	16
St. John's Ravenscourt School / Dutton Memorial Arena	13.25%	31
Vincent Massey Collegiate	3.85%	9
Fort Garry Library	20.09%	47
Fort Garry Community Centre	11.54%	27
Gary Hobson Memorial Park	2.14%	5
Toilers Memorial Park / Byng Park	9.83%	23
Wildwood Park Community Centre	21.79%	51
Wildewood Golf Course and Winnipeg Lawn Tennis Club	24.36%	57
Other (please describe)	24.79%	58
Total Respondents: 234		

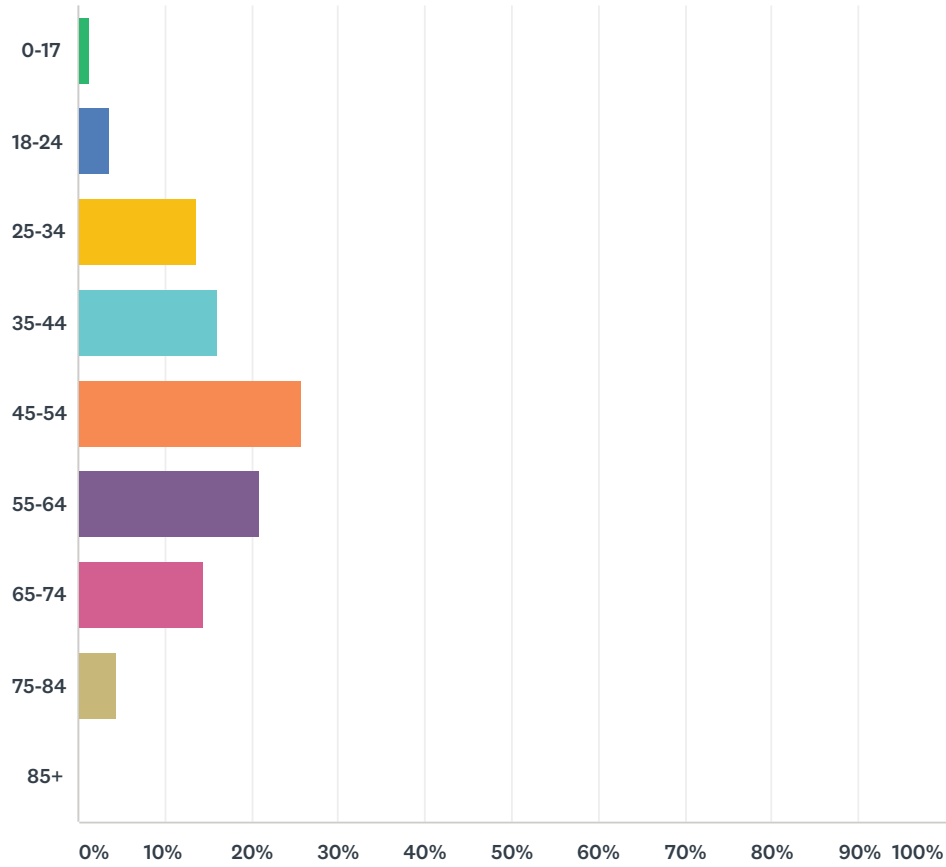
#	OTHER (PLEASE DESCRIBE)	DATE
1	Commute to downtown work by bicycle (or walking)	10/25/2017 12:10 PM
2	Non.	10/18/2017 9:19 PM
3	University of Manitoba.	10/18/2017 8:32 PM
4	N/A	10/18/2017 1:31 PM
5	dont cycle	10/18/2017 9:53 AM
6	The City at large	10/18/2017 7:02 AM
7	Very few bikes especially with Many Ravenscourt buses	10/17/2017 11:05 PM
8	U of M	10/17/2017 10:22 PM
9	Do not want cycling paths along south drive	10/17/2017 9:02 PM
10	The Forks	10/17/2017 8:21 PM
11	I don't cycle	10/17/2017 1:16 PM
12	I don't cycle	10/17/2017 8:37 AM
13	U of M	10/15/2017 2:14 PM
14	A friends	10/15/2017 9:31 AM
15	I don't cycle	10/15/2017 9:27 AM
16	BDI	10/14/2017 7:49 PM
17	Bridge Drive-in	10/12/2017 12:14 PM

18	Assiniboine Park, Forks, St Vital Park, Fort Whyte, Kildonan Park, Yellow Ribbon Trail, Churchill Drive, Rapid Transit Trail, Kenaston Trail to Bridgewater, St Norbert etc	10/11/2017 9:47 PM
19	South to University	10/11/2017 9:08 PM
20	University of Manitoba	10/11/2017 3:44 PM
21	Pembina North to Downtown	10/11/2017 9:36 AM
22	To connect with the bike path along McGillivray	10/9/2017 9:45 AM
23	As above plus south of East Fort Garry. Would like to bike downtown if it were safer to do so.	10/8/2017 7:14 PM
24	Wildwood Park (the parks in the wildwood park neighbourhood)	10/5/2017 8:50 PM
25	Wildwood-Kingston Row-Floodway-U of M-St. Adolf return to Ft Garry	10/5/2017 1:32 PM
26	friends who live on Buxton	10/5/2017 10:39 AM
27	(Also WWCC, but 6 responses not allowed.) University of Manitoba and other destinations south of East Fort Garry.	10/4/2017 9:41 AM
28	Northbound along Pembina to hook-up with rapid transit pedestrian/cycle path.	10/3/2017 8:52 PM
29	Friends houses off of Riverside	9/29/2017 6:34 PM
30	Investors Group Field	9/28/2017 11:26 PM
31	Not currently biking due to feeling unsafe	9/28/2017 9:21 AM
32	Do not support cycling in this neighbourhood.	9/27/2017 9:33 AM
33	University of Manitoba	9/25/2017 5:20 PM
34	I do not currently bike often	9/25/2017 11:00 AM
35	Across Pembina to the area south of E Ft Garry; Riverside Drive to area north east of neighbourhood	9/24/2017 12:23 PM
36	Currently I do not cycle.	9/23/2017 6:38 PM
37	X	9/23/2017 12:08 PM
38	Don't cycle	9/22/2017 10:14 PM
39	None, I seldom leave Crowson Bay	9/22/2017 4:21 PM
40	N/A	9/22/2017 12:27 PM
41	I cycle for pleasure in the Wildwood Park and South Drive area. Even with psychopaths, I think Pembina Highway is too dangerous for cyclists.	9/22/2017 11:48 AM
42	How many times do I have to say I don't cycle	9/22/2017 10:54 AM
43	Pan Am Pool, St. Eugenie Church on St. Mary	9/21/2017 9:05 PM
44	I don't cycle	9/21/2017 4:51 PM
45	Travelling from south Pembina highway to downtown	9/21/2017 1:21 PM
46	most areas of the city along the rivers and trails	9/21/2017 11:52 AM
47	Thermea	9/21/2017 10:39 AM
48	downtown; the forks; Wolseley; River Hts; Riverview; Lord Robers area; south Osborne; U of Manitoba; Southwood shopping centre and stores near Plaza Drive	9/20/2017 9:46 AM
49	Downtown via Jubilee to Forks; Reh-fit Centre @ Waverley	9/19/2017 10:14 PM
50	Not applicable	9/18/2017 8:11 PM
51	None	9/18/2017 8:03 PM
52	I need more than 5 options	9/17/2017 4:23 PM
53	None. I usually walk within the neighborhood	9/16/2017 9:14 AM
54	North on Pembina	9/13/2017 4:12 PM

55	I don't regularly bike now.	9/7/2017 7:20 PM
56	Travel through neighbourhood from Downtown to U of M	9/7/2017 3:57 PM
57	Pembina and the area south of East Fort Garry	9/7/2017 2:48 PM
58	Friends in the neighbourhood (various locations)	9/6/2017 6:43 PM

Q17 Age Group

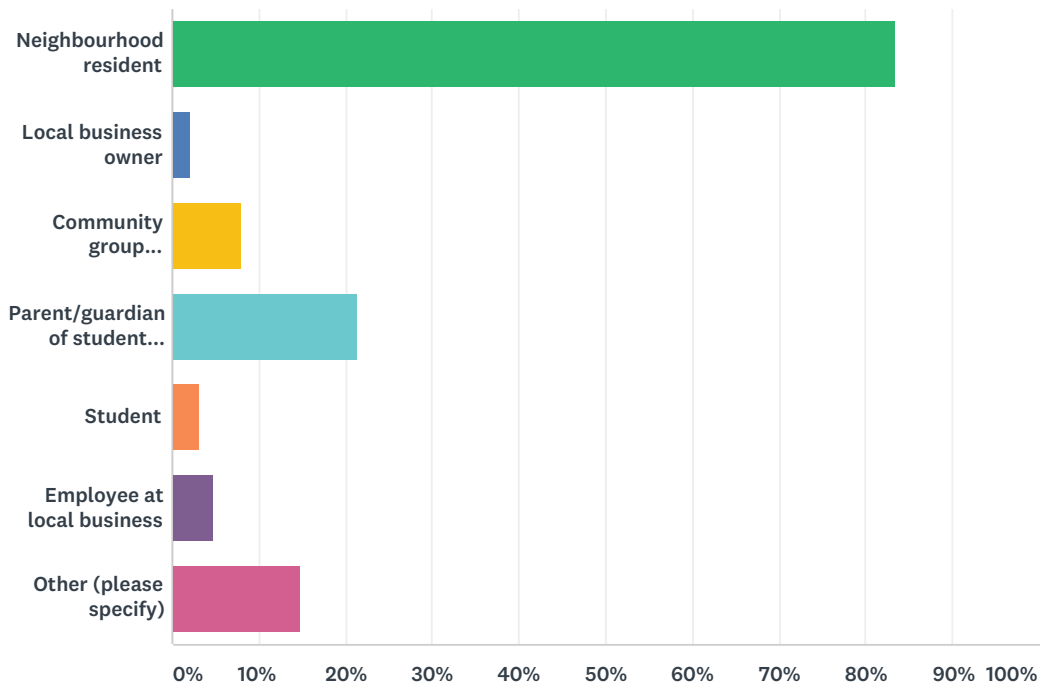
Answered: 229 Skipped: 35



ANSWER CHOICES	RESPONSES	
0-17	1.31%	3
18-24	3.49%	8
25-34	13.54%	31
35-44	16.16%	37
45-54	25.76%	59
55-64	20.96%	48
65-74	14.41%	33
75-84	4.37%	10
85+	0.00%	0
TOTAL		229

Q19 How would you describe your connection to the East Fort Garry neighbourhood? (Select all that apply.)

Answered: 229 Skipped: 35



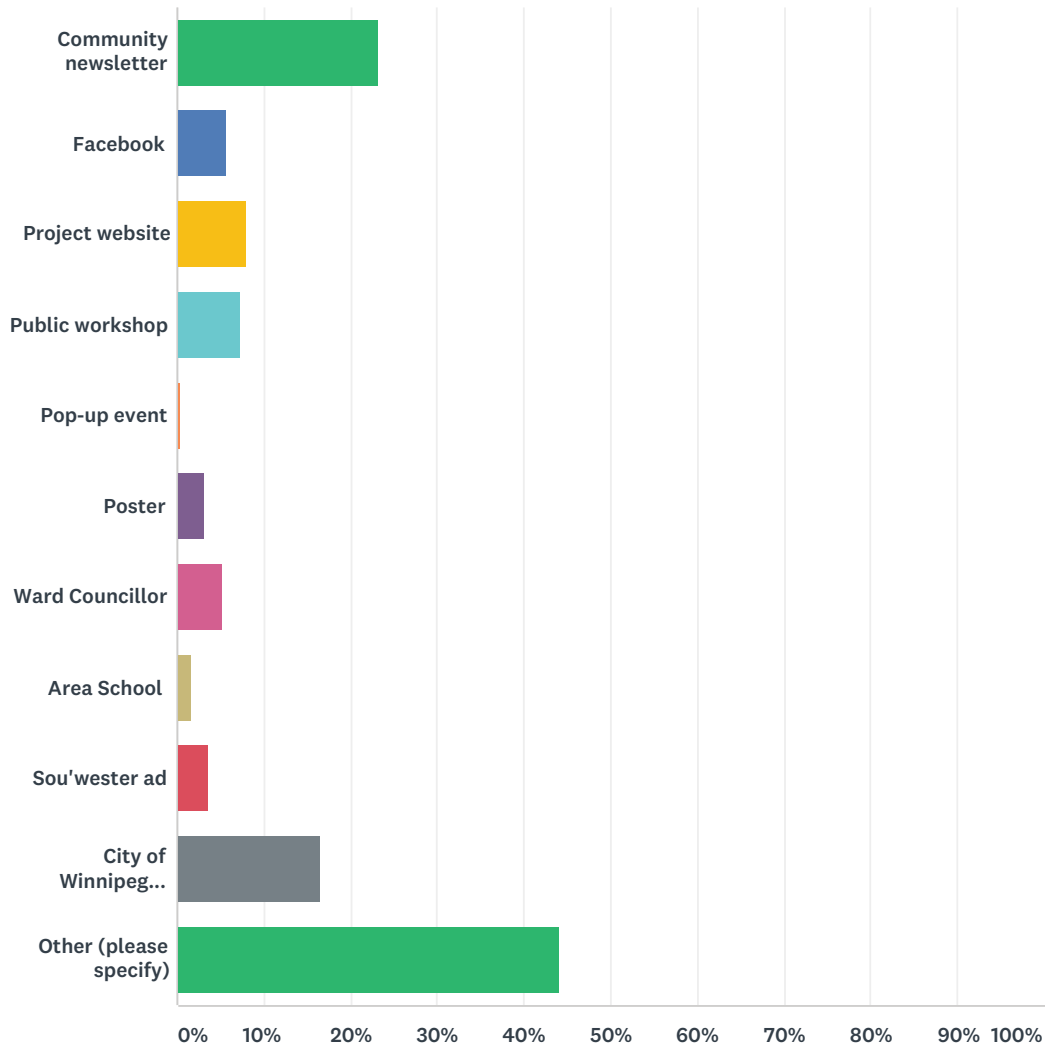
ANSWER CHOICES	RESPONSES
Neighbourhood resident	83.41% 191
Local business owner	2.18% 5
Community group representative	7.86% 18
Parent/guardian of student attending school in the neighbourhood	21.40% 49
Student	3.06% 7
Employee at local business	4.80% 11
Other (please specify)	14.85% 34
Total Respondents: 229	

#	OTHER (PLEASE SPECIFY)	DATE
1	Our now-grown children attended SJR in the neighbourhood	10/18/2017 1:56 PM
2	Active user of WLTC and IGF field	10/17/2017 1:52 PM
3	Xxxx	10/16/2017 9:56 PM
4	Live outside the area - currently having to cycle through it due to the construction on pembina. Hoping the construction ends soon....	10/15/2017 2:23 PM
5	my husband works at home	10/13/2017 1:57 PM
6	Live in adjacent neighbourhood	10/11/2017 3:45 PM
7	Parent of kids who will go to school in the neighborhood.	10/8/2017 7:17 PM

8	Previous resident. Parents still there	10/8/2017 4:35 PM
9	Just a resident of Winnipeg that wants to be able to better explore our great city on bike!	10/6/2017 10:38 AM
10	frequent visitor from nearby neighbourhood	10/5/2017 10:40 AM
11	Neighbouring community resident	10/2/2017 3:34 PM
12	I visit friends n the neighbourhood and commute through it.	9/29/2017 6:35 PM
13	Passer through	9/27/2017 4:19 PM
14	Resident of adjacent neighbourhood	9/25/2017 5:17 PM
15	As a resident of this community I am most interested in walking conditions in the winter. As an active senior I consider outdoor walking very important. To this end the sidewalks are very important. Most important for everyone's safety is regular snow removal and de-icing!!!	9/23/2017 6:47 PM
16	Bike Commuter looking to avoid Pembina Hwy.	9/21/2017 9:55 PM
17	Avid cyclist that travels all over the city.	9/21/2017 3:01 PM
18	commuter	9/21/2017 1:22 PM
19	Used to live in East Fort Garry and still visit there.	9/21/2017 11:16 AM
20	Neighbour from Lord Roberts/Riverview	9/21/2017 10:40 AM
21	Commute through area and visit the local parks and businesses regularly.	9/21/2017 10:14 AM
22	Live in adjacent area.	9/21/2017 2:27 AM
23	grandchild attending Viscount Alexander; home based business	9/20/2017 9:49 AM
24	resident of south winnipeg, isn't that enough?	9/19/2017 3:25 PM
25	Winnipeg citizen	9/19/2017 2:57 PM
26	Grew up in this neighbourhood and have relatives living in the neighbourhood still. Lived for 7 years on the South side of Jubilee between Riverside Drive and Lilac	9/19/2017 2:30 PM
27	Employee of Community group SWFIC	9/18/2017 8:13 PM
28	I cycle through the area to other destinations	9/11/2017 2:59 PM
29	I live nearby, have friend in the neighbourhood, and travel through the neighbourhood	9/11/2017 11:55 AM
30	Someone who travels through and occasionally works in the neighbourhood	9/11/2017 11:05 AM
31	Visitor	9/8/2017 10:42 PM
32	Travel through area	9/7/2017 3:58 PM
33	I cycle through the neighbourhood daily.	9/7/2017 2:49 PM
34	resident of a nearby neighbourhood	9/6/2017 1:20 PM

Q20 How did you hear about this survey? (Select all that apply.)

Answered: 229 Skipped: 35



ANSWER CHOICES	RESPONSES	
Community newsletter	23.14%	53
Facebook	5.68%	13
Project website	7.86%	18
Public workshop	7.42%	17
Pop-up event	0.44%	1
Poster	3.06%	7
Ward Councillor	5.24%	12
Area School	1.75%	4
Sou'wester ad	3.49%	8
City of Winnipeg website	16.59%	38

Other (please specify) 44.10% 101

Total Respondents: 229

#	OTHER (PLEASE SPECIFY)	DATE
1	neighbour	10/18/2017 11:47 PM
2	concerned neighbour	10/18/2017 10:02 PM
3	postcard in mailabox	10/18/2017 10:01 PM
4	WHACC group	10/18/2017 9:55 PM
5	note in the mailbox	10/18/2017 9:24 PM
6	Flyer, east fort garry walk bike study survey.	10/18/2017 9:24 PM
7	Written notice from a neighbour	10/18/2017 3:34 PM
8	Flyer in my mail box	10/18/2017 3:00 PM
9	note in our mailbox	10/18/2017 1:56 PM
10	petition left in my mailbox	10/18/2017 12:04 PM
11	from other upset homeowners	10/18/2017 9:55 AM
12	Discussion at Community Group	10/18/2017 9:40 AM
13	A representative came to my door.	10/18/2017 8:45 AM
14	Concerned neighbor on South Drive	10/18/2017 7:53 AM
15	Note was dropped in my mailbox	10/18/2017 7:49 AM
16	Neighbour provide information / we should have been notified by the City itself	10/18/2017 7:03 AM
17	Paper in mail box, a swift move by some to push for sidewalks	10/17/2017 11:07 PM
18	Neighbor left a note in the mailbox.	10/17/2017 10:24 PM
19	Concerned neighbours	10/17/2017 9:05 PM
20	Concerned neighbor	10/17/2017 8:23 PM
21	Door to door canvassing	10/17/2017 6:00 PM
22	Twitter	10/17/2017 1:54 PM
23	Twitter	10/17/2017 1:52 PM
24	Twitter	10/17/2017 1:17 PM
25	Twitter	10/17/2017 1:13 PM
26	Friend	10/17/2017 10:44 AM
27	I may have got an email from someone.	10/17/2017 7:18 AM
28	Xxx	10/16/2017 9:56 PM
29	Friend	10/15/2017 2:23 PM
30	From a friend	10/15/2017 9:28 AM
31	Email	10/14/2017 9:51 PM
32	Friend	10/14/2017 6:56 PM
33	An area resident brought it to my attention.	10/13/2017 5:55 PM
34	email	10/13/2017 11:59 AM
35	Neighbor also brought it to my attention	10/13/2017 10:58 AM
36	Neighbour	10/12/2017 12:14 PM
37	Door-to-door postcard	10/11/2017 9:36 AM

38	Parents	10/8/2017 4:35 PM
39	mail postcard	10/6/2017 3:57 PM
40	n/a	10/6/2017 2:25 PM
41	link forwarded by friend, also flier in the mail	10/5/2017 12:59 PM
42	from a neighbour - as we did not receive a poster in our mailbox	10/4/2017 8:06 PM
43	Flyer delivered to house	10/4/2017 3:02 PM
44	Card in mailbox	10/4/2017 2:11 PM
45	Card in the mailbox	10/4/2017 10:18 AM
46	Word of mouth	10/3/2017 10:21 PM
47	Door to door canvas for October 3rd public consultation workshop	10/3/2017 8:53 PM
48	Public notice in mailbox	10/3/2017 1:32 PM
49	public workshop notice	10/2/2017 7:03 PM
50	word of mouth	10/1/2017 12:26 PM
51	Public Workshop Notice card	9/28/2017 11:27 PM
52	email from spouse	9/28/2017 9:12 PM
53	Public Workshop Notice	9/28/2017 9:21 AM
54	Hand delivered by someone going door to door with a public notice information sheet.	9/27/2017 9:35 AM
55	Door to door	9/27/2017 9:04 AM
56	Person came by house	9/26/2017 2:10 PM
57	Some one came to the door	9/26/2017 1:38 PM
58	post card dropped at house (but not in mail box, it was put in the crevice of the door where it would have been lost easily).	9/26/2017 9:48 AM
59	card delivered in the mail and a friend forwarded an e-mail.	9/25/2017 8:23 PM
60	Twitter	9/25/2017 5:20 PM
61	Twitter	9/25/2017 5:17 PM
62	PAMPHLET IN THE MAIL, A FRIEND EMAILED ME THIS LINK	9/25/2017 12:06 PM
63	Neighbor	9/25/2017 12:02 PM
64	forwarded by wife	9/25/2017 11:36 AM
65	Workshop info notice delivered to house	9/24/2017 3:26 PM
66	Public Workshop Notice for East Fort Garry Walk Bike Study	9/24/2017 12:26 PM
67	Home visit	9/23/2017 10:24 PM
68	Postcard in mailbox	9/23/2017 2:58 PM
69	Spouse	9/23/2017 1:11 PM
70	Mail Brochure	9/23/2017 10:07 AM
71	postcard in mailbox	9/22/2017 10:21 PM
72	Postcard in mail	9/22/2017 10:17 PM
73	Door to door canvasser.	9/22/2017 7:46 PM
74	Card in the mail	9/22/2017 4:22 PM
75	Form in mailbox	9/22/2017 11:58 AM
76	Someone at my door with a card	9/22/2017 10:55 AM
77	Email	9/21/2017 9:55 PM

78	Public Workshop Notice	9/21/2017 5:21 PM
79	Workshop Notice	9/21/2017 4:54 PM
80	Opportunity for Engagement e-mail	9/21/2017 3:01 PM
81	Sister forwarded me the information.	9/21/2017 1:49 PM
82	City of Winnipeg Postal card mailer	9/21/2017 12:44 PM
83	hand delivered notice	9/21/2017 11:56 AM
84	Email	9/21/2017 10:14 AM
85	flyer in the mail	9/20/2017 6:26 PM
86	I received card in my mailbox; also email notices because of past involvement; also via Bike Winnipeg	9/20/2017 9:49 AM
87	Word of mouth	9/19/2017 10:32 PM
88	Postcard in mailbox	9/19/2017 10:16 PM
89	Person came to my door	9/19/2017 10:10 PM
90	Postcard mailing	9/19/2017 9:56 PM
91	Card dropped in mailbox	9/19/2017 9:50 PM
92	Canvasser	9/19/2017 9:42 PM
93	Flyer in mailbox	9/19/2017 9:20 PM
94	Received invitation card in my mailbox.	9/19/2017 8:52 PM
95	someone came to the door	9/19/2017 7:58 PM
96	Social media	9/19/2017 4:37 PM
97	twitter	9/19/2017 3:25 PM
98	I work at Winnipeg City Hall.	9/19/2017 3:05 PM
99	Wildwood park newsletter	9/16/2017 2:23 PM
100	Friend and fellow resident	9/16/2017 9:16 AM
101	This survey was not well advertised.	9/7/2017 9:07 AM

Appendix E

Open House Survey & Responses



⊕ PAGE TITLE

1. I was able to find the information I was looking for.

Strongly Agree

Disagree

Agree

Strongly Disagree

Neutral

Please provide comments on the following proposed plans for improving walking in East Fort Garry.



Existing and Recommended Walking Facilities in East Fort Garry

Planning Strategies for Pedestrians	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve visibility	Increase awareness
<p>Eliminate gaps in the sidewalk network by adding the following sidewalks:</p> <ul style="list-style-type: none"> East side of Wicklow St between Somerset Ave and Riverwood Ave. North side of Oakenwald St between Pembina Hwy and Wicklow Ave and the South side of Oakenwald St between Wicklow St and Lyon St. West side of South Dr between Crescent Dr and Saint John's Ravenscourt (SJR) Driveway South. South side of Waterford Ave between Wicklow St and Point Rd. South side of Point Rd between Wicklow St and South Dr. North side of Nettley St between Riverside Dr and Oakenwald Ave. South side of Crescent Dr between Kebir Pl and Crescent Dr Park Entrance. North side of Dowker Ave between Lyon St and South Dr. South side of Dowker Ave between Pembina Hwy and Buxton Ave. South side of Fletcher Cres between Pembina Hwy and Dowker Ave. North side of Manchester Blvd N between west end of existing sidewalk and access to Oakenwald School. South side of Manchester Blvd S between west end of existing sidewalk and access to Oakenwald School. 		✓		✓		✓	✓		
Formalize the existing pathway from Manchester Blvd N to Oakenwald School.			✓	✓		✓			
Provide new river crossing from Crescent Dr Park to St. Vital Park.		✓		✓	✓			✓	

3. Please provide comments on the following proposed plans for improving cycling in East Fort Garry.



Existing and Recommended Cycling Facilities in East Fort Garry

Planning Strategies for Cyclists	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
<p>Implement the high priority cycling facilities as follows:</p> <ul style="list-style-type: none"> Complete buffered bicycle lane along Pembina Hwy between Crescent Dr and Point Rd. Provide buffered bicycle lanes on Point Rd between South Dr and Pembina Hwy. Provide off-street pathway along Oakenwald Ave between North Dr and Point Rd. Provide off-street pathway along South Dr between SJR Driveway S and North Dr. Provide off-street pathway along North Dr between South Dr and Oakenwald Ave. Covert Crescent Dr into a neighbourhood greenway between Pembina Hwy and South Dr. Convert South Dr into a neighbourhood greenway between Crescent Dr and SJR Driveway South. 	✓			✓		✓			
<p>Implement the medium priority cycling facilities as follows:</p> <ul style="list-style-type: none"> Convert Oakenwald Ave into a neighbourhood greenway between Point Rd and Pembina Hwy. Convert Netley St/Riverside Dr into a neighbourhood greenway between Oakenwald Ave and Jubilee Ave. 		✓		✓		✓			
<p>Implement the low priority cycling facilities as follows:</p> <ul style="list-style-type: none"> Convert Windermere Ave into a neighbourhood greenway between Point Rd and Riverside Dr. Convert Lyon St into a neighbourhood greenway between Netley St and Dowler Ave. Convert Dowler Ave into a neighbourhood greenway between Lyon St and South Dr. 			✓	✓		✓			

4. Please share with us any additional comments or concerns you have about the proposed actions relating to Design and Traffic Operations.



Existing Sidewalk Widths that do not Meet the Minimum Width Standard

Design Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Ensure that all new sidewalks are at least 1.5m wide		✓				✓	✓		
Ensure all bus stops are accessible		✓			✓	✓	✓		
Continue to provide access curb ramps at intersections	✓								

Traffic Operations Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Conduct road safety audits at the following locations that were identified by neighbourhood residents as high-collision risk locations: <ul style="list-style-type: none"> Intersection of Point Rd and Waterford Ave/Lyon St. Intersection of Point Rd and Oakenswald. Intersection of Jubilee Ave and Riverside Dr (focus particularly on design and operational features for cyclist safety). 	✓					✓			
Work with residents to designate South Drive as a Sunday/Holiday Bicycle Route from 8:00 a.m. to 8:00 p.m. with pedestrian and cycling priority. During this time, motor vehicle traffic will be restricted to a distance of not more than one block.		✓							✓
Convert angled parking on Point Rd between North Dr and Riverwood Ave to parallel parking and complete a parking occupancy study to ensure the impact of converting the angled parking into parallel parking is minimal.			✓			✓			
Provide adequate artificial lighting along all off-street pathways, and along Crescent Dr through Crescent Park.			✓			✓		✓	
Conduct operational and safety review of traffic activity on Crescent Dr. between South Dr. and entrance to Crescent Dr. Park			✓			✓			
Provide network connectivity by installing the appropriate pedestrian crossing control at the following locations identified by neighbourhood residents: <ul style="list-style-type: none"> Across Jubilee Ave at Riverside Dr. Across Calrossie Blvd at Riverside Dr. Across Riverside Dr at Byng Pl. Across Crescent Dr at South Dr. 		✓		✓		✓			

5. Please share with us any additional comments or concerns you have about the proposed actions relating to Maintenance.



Sidewalk Snow Clearing Priority

Maintenance Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
<p>Increase sidewalk width to meet the minimum standard of 1.5 metres at the following locations – this could be done as part of the City's regular maintenance/rehabilitation program:</p> <ul style="list-style-type: none"> Point Rd between Pembina Hwy and South Dr. Merriam Blvd (north side only). Calrossie Blvd between Pembina Hwy and Riverside Dr (south side only). Windermere Ave. Somersville Ave. Somersel Ave east of Point Rd (north side only). Waterford Ave. Riverwood Ave west of Point Rd. Oakenwald Ave west of Point Rd (excluding in front of Oakenwald school). Wicklow St (west side only). Buxton Rd. Crescent Dr. Manchester Blvd N east of Point Rd (north side only). Manchester Blvd S. 		✓				✓	✓		
<p>Ensure drainage systems function properly and do not flood pathways.</p>			✓	✓		✓	✓		
<p>Resurface/repair any sidewalks/pathways that require it (e.g. Wildwood Park pathways).</p>			✓	✓		✓	✓		
<p>Increase snow clearing priority for the following sidewalks from a level 3 to a level 2 due to their location near schools:</p> <ul style="list-style-type: none"> Manchester Blvd N west of Point Rd. Manchester Blvd S west of Point Rd. Riverwood Ave between Wicklow St and Lyon St. Waterford Ave between Wicklow St and Point Rd. Manchester Blvd N and S priority increase should coincide with sidewalk improvements outlined in the proposed planning strategies. 	✓			✓	✓	✓	✓		

6. Please share with us any additional comments or concerns you have about the proposed actions relating to Education and Awareness.

Education & Awareness Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Install wayfinding signage throughout the neighbourhood. Key destinations are: <ul style="list-style-type: none"> • Fort Garry Community Centre • Wildwood Golf Course • Crescent Drive Park • Fort Garry Library • Sandra Crowson Park • Pembina Highway • Jubilee Avenue 			✓					✓	✓
Support bicycle education and skills training for students at Ecole Crane, Oakenwald School, Ecole Viscount Alexander, and Vincent Massey Collegiate.			✓					✓	✓
Continue to educate people on the benefits of walking and cycling.			✓						✓
Support events that encourage ongoing neighbourhood-level walking and cycling. For example, neighbourhood bike rallies, open streets events, neighbourhood history walks, and bike to work days.		✓						✓	✓

7. Please share any additional comments or concerns you have about this project.

8. How did you learn about this project?

- Notice in my mailbox
- Twitter
- Email
- Newspaper advertisement
- Facebook
- Word of mouth
- News story
- Other (please specify)

9. The first three characters of my postal code are:

10. OPTIONAL: If you would like to receive project updates, please provide your email or mailing address.

Name:

Address:

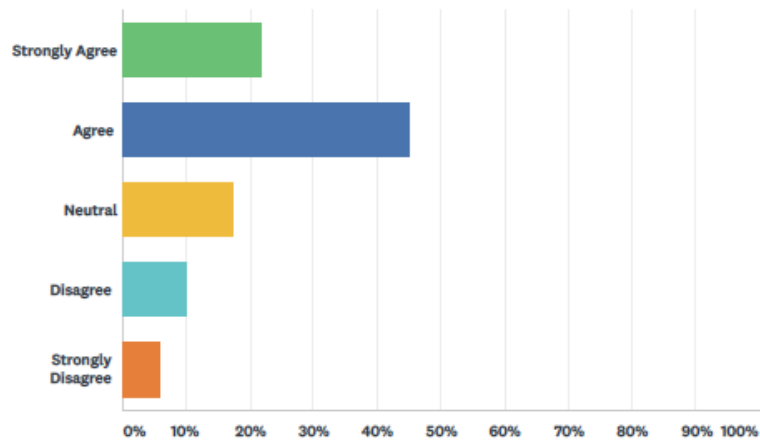
Email:

Your personal information is being collected under the authority of 36(1)(b) of The Freedom of Information and Protection of Privacy Act. This information will be used to provide updates on construction timing, and will not be used or disclosed for any other purposes, except as authorized by law. If you have any questions about the collection or use of this information, contact the Corporate FIPPA Coordinator by mail to City Clerk's Department, Susan A. Thompson Building, 510 Main Street, Winnipeg MB, R3B 1B9, or by telephone at 311.

Thank you for your feedback.

Q1 I was able to find the information I was looking for.

Answered: 69 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	21.74%	15
Agree	44.93%	31
Neutral	17.39%	12
Disagree	10.14%	7
Strongly Disagree	5.80%	4
TOTAL		69

Q2 Please provide comments on the following proposed plans for improving walking in East Fort Garry. Existing and Recommended Walking Facilities in East Fort Garry

Answered: 45 Skipped: 24

#	RESPONSES	DATE
1	The bridge crossing the river between two parks seems excessive. Both these parks don't really lead to anywhere, so it is very likely this bridge would only be used for pleasure (i.e. not encouraging walking or biking as a mode of transport/commuting). The bridge would also be pretty much unused at night and in the winter. Further, it would take less than 20 minutes of biking to currently connect the two points without the bridge... and those who would find the bridge useful might only save a fraction of time. There are much higher priority items to be considered to encourage bike and pedestrian traffic in this city. The river is a very large crossing and a bridge would be very expensive to install and damage the nature in both parks. It would be a big project. Converting old rail and car bridges to pedestrian ones may be a good option, but a brand new bridge is a bit over the top. Protecting cyclists and pedestrians through dedicated routes on current infrastructure should be the top priority. Biking infrastructure/Sunday routes on Chemin River, Victoria Crescent Area, and Dunkirk drive would be a better investment. .. maybe even connect to Lyndale Drive. Ie. The bike route could hug both sides of the river between Bishop Grandin and the Forks. And on both sides of the river between Assiniboine park and the Forks. Imagine biking such a route, it would be a great way to encourage people to bike more often instead of driving.	4/3/2018 1:27 PM
2	Love the sidewalk proposals, the idea of the river crossing is fantastic! (but big \$)	4/2/2018 11:59 AM
3	I disagree with spending money on this project when the roads in the City are in deplorable condition. I am a property owner in the area and I disagree with this.	3/28/2018 2:39 PM
4	I agree strongly that eliminating the gaps in the sidewalk system should be given high priority. Walking in the neighbourhood currently requires frequent use of the roadways, crossing streets when the sidewalk suddenly comes to a stop on your side. Especially in the winter these make walking unpleasant and unsafe.	3/27/2018 10:16 PM
5	Spend money on potholes- this is a waste . The existing is adequate!	3/26/2018 8:53 PM
6	Netley street requires no parking signs on both sides of the street. A sidewalk is not needed. A river crossing is low priority and requires significant public consultation. The money would be better spent on improving cycling infrastructure between the university of Manitoba and the downtown core.	3/26/2018 12:28 PM
7	None.	3/24/2018 7:06 PM
8	Absolutely essential to develop existing neighbourhoods like Fort Garry to be more walkable and accessible	3/24/2018 12:47 PM
9	South Drive. Why a sidewalk from Crescent Drive to Point Road. [REDACTED] there is no rival walking and bikes primary focus (if any) should be from SJR to Point Road - where 90% of the road and walking traffic would be.	3/21/2018 2:17 PM
10	South Drive is a major walking route for residents	3/21/2018 2:13 PM
11	I believe stakeholders directly impacted by sidewalks should have greater say than those not on these streets	3/21/2018 2:09 PM
12	It is very important to continue the sidewalk on Crescent Drive all along to Crescent Drive Park for walkers going into the park. The new Crescent Park pavilion will bring more people into the park so it is important to have a sidewalk coming into the park.	3/21/2018 1:59 PM
13	I don't walk through here much	3/21/2018 1:41 PM

14	I really like all the improvements and look forward to them. I do wonder if there is a way of making the hill at the Netley Street end of North Drive (just south of the new condos) safer for walking in the winter. It is a high pedestrian area and that hill is very slippery and dangerous. Maybe a handrail? Thanks for all your hard work! P.S. I also would like to see Riverside Drive become part of the Sunday + Holiday closure to vehicles, therefore a pedestrian and cyclist route. Maybe this Sunday/Holiday closure could start at Jubilee and Riverside, and continue all the way to South Drive and Pembina. Increased street lighting would be help on some streets.	3/21/2018 1:39 PM
15	Netley - sidewalk not needed, only slower drivers or bus only route Crescent drive into park - good idea but not so good to have sidewalk due to low visibility to drivers at corners (i.e. if pedestrians cross here, they are very likely to be hit) South drive - do not add sidewalk on south drive, better to have a greenway or slower speed limit river crossing from crescent drive park to st vital park - bad idea, unstable river bank. a bridge will ruin the nature in the area and absolutely no car bridge	3/21/2018 1:25 PM
16	I like what I see but I would still like to see pedestrian crossings improved for crossing Oakenwald at Lyon for students going to school. A raised pedestrian crossing at South Drive and Crescent Drive would help calm traffic speeds of cars entering Crescent Drive Park	3/21/2018 1:13 PM
17	Proper sidewalk connections. Sidewalks so we don't have to walk in the middle of the street.	3/21/2018 1:08 PM
18	there is no sidewalk on the last block of Oakenwald. Your plan is wrong. I pointed this out at the workshop, what the heck!?	3/21/2018 12:52 PM
19	Would like to see Netley Sidewalk	3/21/2018 12:38 PM
20	West side of south drive between crescent drive and SJR - a sidewalk does not exist on this section, everyone walks on the very wide grass boulevard on the east side of the street. Plenty of room there and no sidewalk is necessary.	3/21/2018 12:23 PM
21	Love the idea of Wicklow sidewalk and Netley and South Drive sidewalk. These are daily walking routes for us and I currently feel unsafe with my baby stroller - also river crossing sounds amazing!	3/21/2018 12:16 PM
22	Very pleased gaps in sidewalks are being added. Wicklow should be done first.	3/21/2018 12:12 PM
23	Please advocate for Jubilee/Riverside crossing to have flashing lights.	3/21/2018 11:57 AM
24	Important to add sidewalks and off street pathways on South Drive, North Drive, Netley Street. Running on South Drive in the winter with short daylight hours can be precarious. Between 4-7pm when dark and a lot of traffic, runners are considered obstacles to the traffic and when cars park on South Drive, you get into situations where only one car can pass. When cars are trying to get around a park car from opposite directions and snow is plowed up on the curb, it can be unsettling even with reflective apparel.	3/21/2018 11:50 AM
25	Adding the proposed sidewalks will definitely improve walking safety and will perhaps encourage more people to walk	3/21/2018 11:35 AM

26	<p>Netley, South Drive, and Crescent Drive do not need sidewalks. The roads are the best place to walk/ride both for safety, convenience and cost. The sidewalks may not be used much even if installed. However, these areas are dangerous due to traffic volume, various blindspots, and high car speeds. On south drive, there is a blindspot where the road bends at Section H and I, and just after holly avenue where the road bends heading towards crescent drive; Traffic is often way too fast at these location and lots of last second near miss maneuvers. There is a blind spot at the intersection of south drive and crescent drive, many drivers don't even stop at the intersection and some are confused whether they are going to turn onto south drive or go into the crescent park (pedestrians should not be crossing the street here to reach a sidewalk). This intersection has become even more troublesome with the increased traffic of the Therma spa. Where the road bends on Netley (by viscount) there is also a blind spot. The car traffic and pedestrian traffic will increase on Netley due to the new condo units at the old wildwood club site. Overall, these streets are safe to walk only if the cars were less aggressive. To get to the source of the problem, it is best to slow the cars with a greenway; a sidewalk is sidestepping the real issue. If funds are available, it would be better for the expenditure to tackle the problem of the drivers/traffic rather than install sidewalks. This also removes the issues of sidewalk maintenance and snowclearing, as well as snow removal from areas where road snow was previously placed. Further, people do not want to walk on Netley drive on the side that is closest to Pembina, which leaves no place for a sidewalk. As I mentioned earlier, a sidewalk by the cemetery on Crescent Drive is a dangerous installation as pedestrians have to cross Crescent drive from south drive at a dangerous intersection. Further, most people don't enjoy walking on a pathway right next to a cemetery. A sidewalk on the side opposite from the cemetery may be a better idea. Also, very important... there is space on Netley to walk if the "no-parking" ban on the street is expanded and enforced. When the cars block off the Netley shoulders as has happened with construction, pedestrians are forced to walk with traffic, however, the road is quite big to share when not blocked by parked cars.</p>	3/21/2018 11:19 AM
27	Good to see the new sidewalks on Oakenwald, South Drive, Crescent Drive and Dowker	3/21/2018 9:38 AM
28	sidewalks on one side of south drive is critical for safety of everyone, especially during the winter months where road conditions, and reduced daylight make walking, running, cycling along the road difficult/potentially unsafe.	3/20/2018 2:49 PM
29	<p>██████████ we constantly deal with speeding cars and SJR school buses. I would like to see speed bumps installed or a stop sign at the bottom of the hill (Oakenwald Ave/Wildwood Ave). This would drastically improve safety for pedestrians and bicyclists</p>	3/20/2018 9:19 AM
30	Very impressed with what is being proposed, and hopefully these changes will be implemented soon.	3/19/2018 12:07 PM
31	Improving children's health by getting more kids walking or cycling to school is nothing but a good thing. Less cars in our neighbourhood too!	3/19/2018 10:05 AM
32	<p>All of the new proposed sidewalks are great choices, especially south drive. I also strongly support a river crossing from crescent park to st vital park. However, the current sidewalks in the neighborhood are not being adequately maintained this season. I walk to and from a bus stop on pembina highway each day, as well as to friends and family members houses in the neighborhood several times a week, and the sidewalks are all covered in a thick layer of ice. It is very dangerous for able bodied people, and completely inaccessible for those with mobility issues. The city should either maintain these sidewalks to allow pedestrians to safely walk around the neighborhood, or enact legislation that would require homeowners to clear and maintain the sidewalks in front of their properties. There is no point in building more sidewalks if they aren't going to be safe to walk on during every season.</p>	3/17/2018 10:38 PM
33	having sidewalks on South, North and Netley are necessary. A pedestrian/bike bridge between Crescent Park and St. Vital would really open up an active transportation route and enjoyment of both parks	3/15/2018 10:57 PM
34	I like what is being proposed regarding sidewalks being built in key areas such as South Drive, North Drive and Crescent Drive. I don't use the other streets as much but definitely agree with what is being proposed on Point Road and Oakenwald. I was at the session in October and definitely feel we were heard. Thanks so much	3/15/2018 8:11 PM
35	Very happy to see sidewalks and walking path for south drive and north drive Also Wicklow Would absolutely love a bridge from crescent park to St Vital Park!!!!!!	3/15/2018 4:28 PM
36	I agree that completing the sidewalk network is the highest priority, and that a river crossing at Crescent Dr Park would be a great benefit for both transportation and recreational cycling and walking.	3/15/2018 12:07 PM

37	Sidewalks on Wicklow, both sides of Oakenwald, a path on South Drive	3/15/2018 11:09 AM
38	A pedestrian crossing from crescent drive park to st vital park should not be considered until the city can afford it. Nice idea, but not economically feasible.	3/14/2018 5:19 PM
39	River crossing is not necessary.	3/14/2018 9:46 AM
40	having a side walk on south drive is a must!	3/14/2018 8:20 AM
41	I'm supportive of the additional sidewalks, especially along South Drive and near the schools.	3/13/2018 11:44 AM
42	I am very pleased to see the extension of sidewalks and development of the sidewalks as noted and would agree those are of high priority. This would increase the safety of the people walking (including kids and people with dogs) and lessen my anxiety as a driver using those streets, particularly in the winter. The river crossing between crescent park and st Vital would be great, but nice to have, rather than a priority.	3/8/2018 11:25 AM
43	for our school sidewalks on both sides of point road are a priority - we are glad to see that these have been recommended	3/7/2018 2:21 PM
44	The plan looks good.	3/7/2018 1:17 PM
45	I strongly disagree with a sidewalk on South Drive. Foot traffic should be kept to Buxton Lyon Street. If a sidewalk goes in on South Drive it had better be on the side of the street with the larger yards.	3/6/2018 3:54 PM

Q3 Please provide comments on the following proposed plans for improving cycling in East Fort Garry. Existing and Recommended Cycling Facilities in East Fort Garry

Answered: 39 Skipped: 30

#	RESPONSES	DATE
1	I like it all!	4/2/2018 11:59 AM
2	Spend money on roads not extraneous projects such as this. I am a homeowner in the area and I strenuously disagree with this project!	3/28/2018 2:40 PM
3	The separated lanes on Pembina highway are especially vital, and better winter maintenance would increase bike usage and safety. I especially like the idea of having South Drive given special designation for Sundays and holidays. There are so many pedestrians and cyclists using it that this will make it much safer.	3/27/2018 10:22 PM
4	Request Improved Biking Route between Pembina and Osborne along Jubilee. Would be nice to take Jubilee to Osborne, then Osborne up to Manitoba Legislature. Or at least connect Jubilee to Churchill Drive. Jubilee and Osborne can be quite busy.	3/27/2018 11:08 AM
5	Replace all current sidewalks with an off street bike path. Ensure all biking infrastructure is fully protected/separated from cars.	3/26/2018 12:31 PM
6	I'm surprised that Lyon St is not a Neighborhood Greenway rather than Netley St. Lyon is a much more direct connection between Riverside Dr and Crescent Drive (via Dowker).	3/24/2018 7:10 PM
7	As a member of this community biking and staying active is incredibly important. To do so, safety is required, these plans will ensure the roads are safe for bikers and facilitate this type of active transport within an older neighbourhood	3/24/2018 12:49 PM
8	Riverside drive and Lyon is a major commuter cycling route. Traffic along Riverside is heavy in rush hour, cars tend to speed and use route as a Pembina by-pass.	3/21/2018 2:14 PM
9	Will not comment as I do not live on these streets and those directly impacted should have a say.	3/21/2018 2:10 PM
10	It is very important to have the greenways mentioned above for Crescent Drive all the way to SJR driveway. The buffered bicycle lanes mentioned above are also very important	3/21/2018 2:01 PM
11	I like to ride through here coming from Crescentwood to the University. I find Lyon + Buxton to Riviera is the most comfortable route. I recommend making those into a neighbourhood greenway + encourage cyclist through traffic that way with signage. It's hard to find!	3/21/2018 1:52 PM
12	pembina - need bike lanes of protected from cars South drive by SJR - used heavily for parking, green way, off street pathway not acceptable don't need a sidewalk on south drive if there is a greenway	3/21/2018 1:28 PM
13	improve wayfinding riverside to Lyon to south drive for cyclists. use Wicklow, Point Road and Oakenwald for motor vehicles.	3/21/2018 1:19 PM
14	I'm happy with the cycling priorities. I would like to see a bit more detail about what might happen where the path meets Pembina at Point Road. That is a crazy intersection for pedestrians and cyclists.	3/21/2018 1:15 PM
15	Places to leave bikes as we transfer to transit to ride to work/school	3/21/2018 1:09 PM
16	buffered bike lanes are not separated or protected facilities - especially not the minimum standard buffer as implemented on Pembina. please don't call them that on the plans.	3/21/2018 12:53 PM
17	convert south drive into neighbourhood greenway - a greenway along south drive that assists in "slowing down" drivers makes sense. Putting in a major bike and walking path does not accomplish this objective creating speed bumps on the road accomplishes this. If forces all drivers to slow down. The sidewalk only speeds drivers up and puts the families that live there at more risk.	3/21/2018 12:26 PM

18	very happy about ability to cycle along point in protected lane. Netley, Riverside greenway is a priority given the new condo development.	3/21/2018 12:17 PM
19	1. Can South Drive be off-street pathway? Or mixed use with the proposed sidewalk? Or advocate to make all or part of South Drive one-way traffic to cars? 2. For stretch of Riverside between Jubilee and Windemere - can speed bumps be put in? 3. Greenway for Lyon and Buxton	3/21/2018 11:59 AM
20	Cyclists run in to similar situations on South Drive, with parked cars and cars from both directions manipulating themselves around the parked car. I suggest that the distance from the South Drive curb to the private property lines be investigated to determine if there is room for an off street parkway. I suspect there is enough room on the South East Side of South Drive. This would add a wonderful improvement to this cycling route avoiding competition with cars on this narrow stretch.	3/21/2018 11:52 AM
21	I have significant biking experience. I have used a bike as a sole means of transportation (including groceries, shopping, work, school, recreation). I am very happy to bike right past traffic on Bishop, and hate biking down Pembina especially at the Jubilee bridge and getting to Wolsey and Academy is not the best. The reason is that Bishop is fully protected and the other areas are not. I have also biked several years in Toronto and Ottawa. Toronto was not the best, but Ottawa was great (at least from midtown up). Please consider modelling Ottawa with fully protected lanes merged with pedestrians. Do not install useless buffered bike lanes and separate pedestrian sidewalks. Buffered Bike Lanes are still as scary as driving next to traffic and do not really encourage more cycling. Look at a city where cycling is very common for transportation, like Ottawa; Ottawa is not using "Buffered Lanes", Ottawa is using fully protected Lanes (separating traffic from pedestrians by significant curb space). Please change the bike lanes on point road and Pembina from buffered to fully protected... you will likely be surprised how much this decreases car traffic if done correctly, even in winter (as long as it is plowed). Buffered lanes really only are false security, and cars do hit the bollards. It is also acceptable (as is done successfully in Ottawa) to merge pedestrian and bike traffic. IE, you don't need a sidewalk and a bike lane, but can have both in one common fully protected piece. The key here is to educate the pedestrians and bikers on right away and the need for cyclist to not go crazy fast/speed limit signs. Fully protected bike/lanes merged with passenger pathways is a key solution; buffered lanes are just a waste of tax payer money and the bollards require frequent replacement and can even interfere with cyclist.	3/21/2018 11:37 AM
22	The buffered bike lane on Point Road and Pembina will hopefully encourage cyclists to use these routes and will hopefully increase the number of people who cycle in the neighbourhood. Likewise for the off-street pathway proposed. I'm not sure what difference the neighbourhood greenway will make.	3/21/2018 11:36 AM
23	I like the buffered bike lane on Point Road, but it needs a safe counterpart on Windemere. I don't like the detouring of Lyon at Netley. It cuts too much to the north/south route and won't be taken. The neighbourhood greening in the corner please - more direct, lower traffic, all bike lanes to crescent drive as you approach pembina highway. I'd like to see a construction of buffered bike lanes on Pembina. I'd like to see a connection from Walker to Vincent Massey as this will be the natural connection from the Sugar Beet Lands via Hudson. I'd like to see the Jubilee Parkway extended to Pembina. Consider reducing speed limit to 30km/h in the neighbourhood.	3/21/2018 9:44 AM
24	██████████ we constantly deal with speeding cars and SJR school buses. I would like to see speed bumps installed or a stop sign at the bottom of the hill (Oakenwald Ave/Wildwood Ave). This would drastically improve safety for pedestrians and bicyclists	3/20/2018 9:25 AM
25	Neighbourhood greenways will work well but only if the traffic speed is reduced to 30km/hr.	3/19/2018 12:08 PM
26	Love to see more safe, separated cycling paths here.	3/19/2018 10:05 AM
27	All looks great, a cycling/pedestrian bridge connecting crescent and st vital parks would also be great to promote active transportation	3/17/2018 10:40 PM
28	I'm not sure what a greenway is	3/15/2018 10:59 PM
29	I don't cycle much but might begin now especially with the greenways that are being proposed especially along Crescent drive and South Drive	3/15/2018 8:16 PM
30	Too much focus on BIKES and bike paths. This is an automobile society.	3/15/2018 12:34 PM
31	I agree with most priorities, but I would put a higher priority on converting the Netley-Riverside route into a Greenway with traffic calming rather than stop signs. I also think Dowker or Riverwood route would be a better route from Pembina for cyclists than Oakenwald. One or the other could be a neighbourhood greenway or have a bike path. Dowker in particular has a wide right of way, compared to the narrow and congested Oakenwald right of way.	3/15/2018 12:16 PM

32	Reduce stop signs/make cycling easier on Riverside Drive as it is the major connection to Jubilee shared sidewalk route. Allow for easier connection to McGillivray pathway from Oakenwald, the intersection is a boondoggle with no proper signage.	3/15/2018 11:11 AM
33	cycling along pembina is critical as well as along south drive	3/14/2018 8:21 AM
34	I like the bike lanes on Point Road, but there needs to be a similar connection across Pembina to complete the connection to the SWRTC. I'd like to see a pathway connection to Vincent Massey from Waller across Pembina as it is a good connection to Hudson and the SWRTC (if you can get a short bit of rail with trail to connect Hudson to Waller). I don't like the detour to Netley. It's too much of a detour (>20%) for north/south travel in the neighbourhood. I much prefer the Lyon/Buxton route as currently proposed in the cycling strategy (the north part is not in the map but does seem to be in the recommendations above). Oakenwald as a neighbourhood greenway makes a lot of sense, as does the pathway at the north end. Given that Windermere will be a shortcut for anyone using the Riverside route to reach Point Rd and the SWRTC or Pembina, it should have the same priority as Point Rd, at least the Point Rd intersection which is tricky.	3/13/2018 11:58 AM
35	This is great and I prefer off street pathways over the buffered bicycle lane. The plans would make it much easier and safer to get around the neighbourhood and to BDI in the summer!	3/8/2018 11:32 AM
36	Excellent idea to extend the bike lane development along Pembina	3/7/2018 2:21 PM
37	Buffered bike lanes on major streets like Pembina Highway are a very bad idea. They are dangerous because of the volume of traffic and cars turning. They are expensive and not a worthwhile project. Not worth it just to say we had a "green" project. They are little used; never in winter and by only a few cyclists in the summer. Most cyclists use the sidewalk on Pembina because it is safer. I would never bike on Pembina nor allow my children to bike on Pembina. The cost per user is very very high. If you build it they will not come, because it's too dangerous to cycle on main routes like Pembina. Please don't waste any more of taxpayers' money on buffered bike lanes on Pembina highway. I realize it may not be possible, but dedicated bike/pedestrian paths are a much better option. Perhaps utilize space on the west side and parallel to Pembina for a dedicated lane.	3/7/2018 1:25 PM
38	why does the nbhd greenway take Netley street instead of Lyon st? For someone trying to go through the area it is a large detour	3/6/2018 3:57 PM
39	If you are going to make a greenway on South Drive you better make sure it is maintained	3/6/2018 3:55 PM

Q4 Please share with us any additional comments or concerns you have about the proposed actions relating to Design and Traffic Operations. Existing Sidewalk Widths that do not Meet the Minimum Width Standard

Answered: 36 Skipped: 33

#	RESPONSES	DATE
1	Do not use 1.5 m sidewalks if trees have to be cut down. Also move the sidewalks around trees, and don't cut the trees down. Each year this neighborhood has way to many trees marked with the orange dot of death and cut down. Preserving trees is critical in East Fort Garry.	4/3/2018 1:30 PM
2	[REDACTED]. ONE block closure on South Drive doesn't work for all the lettered bays... no one would be able to get in or out with this proposal... it would have to be the distance to the next collector street, eg. Point Road or Wildwood Street... one block doesn't get you anywhere. Angled parking on Point Road is fine. Just needs a si Road Safety Audits: No at intersection on Point Road and Waterford/Lyon, No at intersection at Point Road and Oakenwald Yes at intersection of Jubilee and Riverside Pedestrian Crossings: Yes at Jubilee and Riverside No at Calrossie and Riverside No at Riverside and Byng No at Crescent Drive and South Drive	4/2/2018 12:05 PM
3	Spend money on roads not extraneous projects such as this. I am a homeowner in the area and I strenuously disagree with this project!	3/28/2018 2:40 PM
4	Sounds reasonable.	3/27/2018 10:26 PM
5	Convert Netley St/Riverside Drive into a Sunday/Holiday Bicycle route between Oakenwald Ave. and Jubilee Ave, with pedestrian and cycling priority. Convert Crane Ave into a Sunday/Holiday Bicycle route between Pembina and South Drive (blocking off vehicle traffic from Pembina to this Crescent Drive Park entrance) , with pedestrian and cycling priority. Convert Oakenwald Ave into a Sunday/Holiday Bicycle route between Pembina and Point Road Drive (and if possible to North Drive) , with pedestrian and cycling priority.	3/27/2018 10:09 AM
6	Replace sidewalks with combined pedestrian and cyclist lanes. Install signage as appropriate	3/26/2018 12:34 PM
7	None	3/24/2018 7:10 PM
8	Sidewalk width should be reconsidered to be a high priority as not all narrow sidewalks are able to facilitate walker or wheelchair use. Windermere Avenue sidewalks are particularly poorly designed, unevenness, cracks and narrowness are causing the older residents on this street isolated.	3/24/2018 12:54 PM
9	All excellent ideas that should be implemented to help people feel safe using active transport!!	3/22/2018 9:31 AM
10	Regarding angled parking - should try other alternatives to make safe, such as concave mirror mounted facing riverside drive.	3/21/2018 2:11 PM
11	We certainly will welcome sidewalks and the proposal for at least 1.5m wide will be wider than the present sidewalks where there is a gap to get to the park.	3/21/2018 2:02 PM
12	start a discussion about lower speed limits in the community - part of vision zero	3/21/2018 1:52 PM
13	jubilee and riverside - high probability of pedestrians on sidewalk being hit need bus stop by new condo building wildwood golf course path - add traffic blockade, but let bikes and pedestrians space to cross add sign "road ends/stops" by north drive and oakenwald intersection SJR bus pick up and drop off on South drive and lots of children crossing street - one child died in the past when hit by a car Sidewalk not needed on North drive if this point does not allow traffic flow, accidents in this area have been due to illegal/drunk/stolen cars.	3/21/2018 1:31 PM
14	fewer access points to pembina would be safer. use wicklow and alleys to allow traddic to access controlled intersections at Pembina	3/21/2018 1:20 PM
15	I feel that converting angled parking on Point Road should be a higher priority, currently listed as low. A crosswalk at Jubilee and Riverside previously existed and was removed because cars wouldn't stop for pedestrians. How will this be better?	3/21/2018 1:16 PM

16	why no road safety audit for Pembina at Crescent? It is impossible for most cyclists to make the left turn from westbound to southbound within the light timing. Many choose to use east side pembina sidewalk instead or ride contra traffic in east side bike lane	3/21/2018 12:56 PM
17	Crossing Jubilee at Riverside walking or cycling is often problematic	3/21/2018 12:39 PM
18	a pedestrian crossing at riverside and jubilee is very important. South drive as sunday bike route sounds great! Point and Pembina needs a traffic safety audit.	3/21/2018 12:18 PM
19	You are missing big picture of chaos at Pembina and Point. Should not have reduced turning lane or put turning east onto point after straight traffic on pembina. I see someone smash the barricade sign to turn left every week.	3/21/2018 12:14 PM
20	Please impose and enforce "no parking" on Netley. I think the signs are already there but the cars park on the street and force pedestrians onto the road. If there are no parked cars there is enough space for both auto and pedestrian traffic. A sidewalk is not needed and will likely not be used as people like to walk on the golf course side. I agree there is a high pedestrian/cyclist and car collision risk at Riverside drive and Jubilee. I have almost unintentionally hit a person due to the need to constantly survey for traffic in order to merge onto and off of Jubilee. If installing artificial lighting do not use the crazy bright LEDs as it ruins the ambience and causes too much light pollution. Do not convert the angled parking on Point Road between North and Riverwood to parallel. That is so backwards and is not more effective. Even downtown the city is converting parallel parking to angled. And the schools and churches are very busy and need parking space. Further, many times the parking interferes with the road only because the snow was not cleared properly and was left in large piles in the parking spots, which cause the cars to park half on the road.	3/21/2018 12:03 PM
21	When possible - intersection at Pembina/Windemere should be widened - very dangerous turning left in either direction	3/21/2018 11:59 AM
22	Perhaps a road safety audit should be done along South Drive between Point Road and Ravenscourt.	3/21/2018 11:52 AM
23	I would like to see less traffic on South Drive on weekends to improve safety for walkers + cyclists. I agree with converting angled parking to parallel on Point IF it is necessary to add a side walk and buffered bike lane there.	3/21/2018 11:38 AM
24	I like the Sunday/Holiday route for South Drive. I'd like to see Pembina and Chevrier/Crescent added to the list of road safety audits - also Point Road at Pembina	3/21/2018 9:45 AM
25	Less traffic please!	3/19/2018 10:06 AM
26	All great ideas. Speeding is an issue on dowker, south drive, buxton road. Drivers often run the stop sign at Lyon and dowker. Perhaps more traffic enforcement should focus on these areas.	3/17/2018 10:44 PM
27	a pedestrian crossing control on Jubilee is very much needed	3/15/2018 11:01 PM
28	very happy to see lights and bike paths. DO NOT think it is necessary to widen sidewalks. Would like to see that money spent elsewhere	3/15/2018 4:32 PM
29	too much emphasis on BIKES	3/15/2018 12:35 PM
30	As implied in the first priority the pedestrian crossing control at Jubilee & Riverside needs to also provide for bicycle crossing. Theoretically cyclists can backtrack to the light where the overpass meets Jubilee to cross Jubilee, but they are more likely to find a way of connecting with Lilac.	3/15/2018 12:25 PM
31	Agree	3/15/2018 11:11 AM
32	I would suggest that all of these are excellent ideas, but slowing down the traffic along south drive and oakenwald, speed notification signs would be helpful	3/14/2018 8:22 AM
33	I like the idea for the Sunday closure. I would add that there needs to be consideration of the following intersections: Pemaib @ Crescent, Point Rd at Windemere.	3/13/2018 12:00 PM
34	These plans are reasonable. Although out of scope, changing the crosswalk across Pembina at Somerset to a light would be valuable.	3/8/2018 11:35 AM
35	Glad to see that road safety is a high priority at Point and Waterford. This is a trouble spot. Things could be made safer if the school had a drop off loop - but we don't have the \$ to build one	3/7/2018 2:23 PM
36	The design strategies and traffic operations strategies are all very good.	3/7/2018 1:26 PM

Q5 Please share with us any additional comments or concerns you have about the proposed actions relating to Maintenance. Sidewalk Snow Clearing Priority

Answered: 23 Skipped: 46

#	RESPONSES	DATE
1	Spend money on roads not extraneous projects such as this. I am a homeowner in the area and I strenuously disagree with this project!	3/28/2018 2:41 PM
2	I think making sure that pathways are not flooded should be given higher priority. Several are impassable for much of the year. Some sections of sidewalk also are under water at times making it necessary to walk on the grass or road. Also even level 2 clearing means that between ice and later water over the sidewalk Dowker is basically unsafe for walking much of the winter, meaning that it becomes necessary to walk on the road.	3/27/2018 10:32 PM
3	Sunday/Holiday Bike Routes will benefit by having trash/recycling cans strategically located, so the increase in pedestrian/bike traffic does not lead to more littering in the area. Signs indicating that there are trash cans on the route and signs that indicate not to litter also help. Currently, local community trash cans in the area are sometimes overfilled and overflowing. Garbage pickup should be more frequent to encourage proper disposal and not littering all around the trash can. Sunday/Holiday bike routes can also benefit from the strategic installation of water fountains or water bottle refill stations. These are nice for long distance biking and also when walking/running. Signs indicating public washrooms (and conducting regular maintenance of those washrooms) also encourages longer distance cycling and walking. Clearing of snow on bike routes is also quite important to make it easier to bike and walk in the winter. Things for people to see also increases walking and cycling. This can include flowers and public art.	3/27/2018 7:44 PM
4	None	3/24/2018 7:10 PM
5	As mentioned in previous comments, Fort Garry is an older neighbourhood, therefore, a majority of its residents are classified as older adults. This strategy should be prioritized as high because by creating walkable neighbourhoods can reduce the pressure on the local health care system as staying active changes an individual's chronic condition trajectory.	3/24/2018 1:02 PM
6	do no plow over newly planted trees	3/21/2018 1:31 PM
7	clear sand from pembina cycle path in march, april and may	3/21/2018 1:20 PM
8	Whatever we build for pedestrians and cyclists make sure it can be maintained in winter!	3/21/2018 1:16 PM
9	snow clearing priority - Ha ha ha! Today, P1 Pembina buffered bike lanes have not been cleared, 16 days after last snowfall.	3/21/2018 12:58 PM
10	sidewalk from sandra to crowson often underwater	3/21/2018 12:39 PM
11	The maintenance will be an added cost to residents and tax payers.	3/21/2018 12:27 PM
12	Wider sidewalks sound great, but main thing is to assure all sidewalks have appropriate let downs for disabled people.	3/21/2018 12:18 PM

13	Tell the city to stop piling snow on the parking spots located on point road across from the churches and viscount school. This forces cars to park half on the street and causes lots of swerving vehicles around traffic and no place for pedestrians to safely cross between the parking and the school and churches which are all quite busy. I agree very much with a pedestrian and cyclist road safety audit at the riverside and jubilee intersection very dangerous. Also completely not included in this study is the back lane parallel to Pembina behind the businesses. This is a good path to walk and cycle on and also can be convenient for driving to get into the neighborhood. However, this past summer with the construction on Pembina, some bad drivers decided to use it as a detour around the Pembina traffic. Drivers would travel down the back lanes at excessive speeds (late for work or road rage) and I have seen traffic blow right past the backlane stop signs. This used to be an excellent route for walking and biking however, a safety study should be done to ensure that if there is more traffic and construction on pembina, that this back alley (which runs pretty much the entire length of east fort garry) is not abused by crazy drivers trying to skirt Pembina. Also on Point road there are multiple stop signs which are located after sidewalk crossings. According to regulations, drivers should stop before the sidewalk, but this doesn't happen. Please conduct a safety review and consider future work to change the location of these stop signs or the cross walks. (If you don't understand what I am saying here please just drive down point road towards Pembina and at each stop sign see how far back the sidewalk is).	3/21/2018 12:17 PM
14	Drainage systems in Wildwood in the spring are a problem (more so in the lanes than on the sidewalks). Should this be higher than low priority. I'm more concerned that the sidewalks be repaired than be widened, but I suppose the former will come with the latter.	3/21/2018 11:41 AM
15	Good to see the higher priority for sidewalk clearing. Would like to see higher snow clearing priority for the bike routes as well. Snow clearing of the bike lane on Pembina has been absurd	3/21/2018 9:46 AM
16	Sidewalks have been very poorly maintained (if at all) in terms of heaving, crumbling. Any improvement in maintenance will help.	3/19/2018 12:09 PM
17	Less cars=less wear and tear on our roads!	3/19/2018 10:06 AM
18	These suggestions are fine, but the current sidewalk clearing strategy is inadequate. The sidewalks should be cleared down to the pavement, otherwise they are extremely slippery and bumpy. Dangerous for able bodied people, and inaccessible for those with mobility issues.	3/17/2018 10:46 PM
19	I think the widening of sidewalks in not necessary	3/15/2018 4:34 PM
20	This would be good... the trick is for the city to follow its stated priorities and not prioritize streets over sidewalks and paths as they always do.	3/15/2018 12:27 PM
21	I think I am far less fussed about side walk width than having a side walk. I would focus on new builds versus increasing existing widths	3/14/2018 8:23 AM
22	Increase the priority of the new sidewalk on the south side of Oakenwald. Increase the snow clearing priorities of the neighbourhood greenways.	3/13/2018 12:04 PM
23	All these maintenance strategies look great. I would add plant trees that will grow large enough and close enough together, where possible, to provide canopy and shade over walking areas.	3/7/2018 1:28 PM

Q6 Please share with us any additional comments or concerns you have about the proposed actions relating to Education and Awareness.

Answered: 23 Skipped: 46

#	RESPONSES	DATE
1	Spend money on roads not extraneous projects such as this. I am a homeowner in the area and I strenuously disagree with this project!	3/28/2018 2:41 PM
2	I think the emphasis should be on improving the physical infrastructure first. People who live in the neighbourhood will naturally spend more time walking and cycling if they are provided with safe and pleasant options.	3/27/2018 10:35 PM
3	Sunday/Holiday bike routes can also benefit from the strategic installation of water fountains or water bottle refill stations. These are nice for long distance biking and also when walking/running. Signs indicating public washrooms (and conducting regular maintenance of those washrooms) also encourages longer distance cycling and walking. Things for people to see also increases walking and cycling. This can include flowers and public art.	3/27/2018 7:45 PM
4	Encourage Walking, Especially in Spring, Summer, and Fall. Post Some statistics/map about how long it takes to walk or bike between places in the city and compare it to a drive in traffic. For, example it takes about one hour to walk from this neighborhood to the downtown core - Pembina/Osborne (in traffic it can take 30 minutes, plus time to find parking, and pay for parking, and pay for gas/carbon tax, etc...)...so walking is not a bad alternative. Cycling is even quicker. Educate about ways cyclists can carry things safely - like groceries, textbooks, etc... and how they can carry items neatly - like dress clothes, a suit, work clothing, etc... Work with the cycling community to share tips about how to merge cycling with daily tasks and lifestyle. Emphasize health benefits of walking/cycling instead of driving. Emphasize the time saved by using community facilities... clubs, rinks, golf courses, restaurants, grocery stores, and local employment. Encourage more use of local things by local people instead of city wide commutes. Encourage car pooling to reduce car traffic that interferes with pedestrian and cyclists. Install a car pool lane on Pembina between the University of Manitoba and the Downtown core (in both directions). Educate Winnipeg drivers (Pembina billboard, radio adds, etc...) about dooring bikers. (Ie. carefully look for rear coming cyclists before opening car door).	3/27/2018 10:24 AM
5	Good	3/24/2018 7:10 PM
6	decrease all speed limits to 30km/h (365 days a year) in all residential areas. Many cities in US already do this!	3/21/2018 2:11 PM
7	educate sjr for bike education and skills training - a lot of local neighbourhood students and teachers	3/21/2018 1:32 PM
8	I'm fine with this	3/21/2018 1:17 PM
9	Educate city works and operations on clearing AT infrastructure. Educate politicians about Vision Zero planning priorities.	3/21/2018 1:03 PM
10	Tell the city of winnipeg parks department to add to and improve the facilities, fields, washrooms, play structures, picnic tables, etc. in crescent drive park	3/21/2018 12:27 PM
11	Also please include S.J.R. in educational efforts, despite the presence of buses, there are many staff and student in the neighborhood who bike and walk to school. And since it is a boarding school, many students do walk into the community and to bus stops during their free time. Further, it is worth noting that S.J.R. (and I have no problem with this) uses North Drive, Netley, Oakenwald, and South Drive extensively for gym classes, extracurricular activities (such as running and neighborhood engagement), and for special events such as school races/community service walks and runs. When some of these events happen, there can easily be several hundred students on the streets.	3/21/2018 12:24 PM
12	I have no comments other than that wayfinding signage would be nice for those not familiar with the neighbourhood.	3/21/2018 11:42 AM
13	Additional wayfinding destination - U of M, Elm Park Bridge, Vincent Massey Collegiate	3/21/2018 9:46 AM

14	Absolutely cycling safely in traffic is a skill that should be taught in these schools, and the schools should welcome children who cycle (which was actively discouraged when my children attended there previously)!	3/19/2018 12:10 PM
15	Try with the Active and Safe Routes to School Program at Green Action Centre-they run an excellent school based Bike Education and Skills Training Program in the 7Oaks School Division. They also run commuter challenge, bike to school month, Clean Air Day, Walk to School month and more!	3/19/2018 10:08 AM
16	I don't think signage is necessary, most people either know the neighborhood well enough already, or have phones with maps. Bicycle education for students should be high priority! Educating people on the benefits of active transportation and supporting events are great!	3/17/2018 10:49 PM
17	Bike education is GOOD. Make sure that everyone understands that Car insurance PAYS for the roadways.	3/15/2018 12:37 PM
18	I don't know why bicycle education is always the lowest priority. I would make it the highest priority, and would add bicycle education for adults as well as for students.	3/15/2018 12:28 PM
19	Wayfinding with improved signage other than "bike route" would be beneficial especially if it mentions important connections such as Jubilee, buffered Pembina lanes, McGillivray path, etc.	3/15/2018 11:12 AM
20	Prevent automobile access around golf course on pathway that is not supposed to be used by cars. Due to new condos in the area this golf cart roadway might become a shortcut for cars. It is a busy pedestrian and cycling path in the neighbourhood that should not be used for vehicular traffic. It had a dead end chain work across the middle at one time perhaps speed bumps would deter car traffic.	3/14/2018 9:53 AM
21	this is the least important area, if you build the spaces the activity will organically happen	3/14/2018 8:23 AM
22	Less concerned about awareness and education as people would use this if the infrastructure was built.	3/8/2018 11:38 AM
23	waste of money	3/6/2018 3:56 PM

Q7 Please share any additional comments or concerns you have about this project.

Answered: 33 Skipped: 36

#	RESPONSES	DATE
1	Try to use the infrastructure already available instead of excessive spending on new developments. The issue is safe connectivity between points not necessarily building of new connectivity.	4/3/2018 1:32 PM
2	I sure am looking forward to the new sidewalks. Also, it would be great to get signage on the sidewalk system inside Wildwood amongst all the lettered bays... indicating which bay is where from the inside out. I've lived here for 20 years and still get turned around!	4/2/2018 12:07 PM
3	Spend money on roads not extraneous projects such as this. I am a homeowner in the area and I strenuously disagree with this project!	3/28/2018 2:41 PM
4	I am pleased with the plans as presented. As a walker I have been long concerned with the lack of connected sidewalks. Walking on the road, especially in winter is neither safe nor pleasant. There are already a lot of people who walk and cycle in the neighbourhood and these changes will make the area safer and likely increase usage.	3/27/2018 10:40 PM
5	Sunday/Holiday Bike Routes will benefit by having trash/recycling cans strategically located, so the increase in pedestrian/bike traffic does not lead to more littering in the area. Signs indicating that there are trash cans on the route and signs that indicate not to litter also help. Currently, local community trash cans in the area are sometimes overfilled and overflowing. Garbage pickup should be more frequent to encourage proper disposal and not littering all around the trash can. Sunday/Holiday bike routes can also benefit from the strategic installation of water fountains or water bottle refill stations. These are nice for long distance biking and also when walking/running. Signs indicating public washrooms (and conducting regular maintenance of those washrooms) also encourages longer distance cycling and walking. Clearing of snow on bike routes is also quite important to make it easier to bike and walk in the winter. Things for people to see also increases walking and cycling. This can include flowers and public art.	3/27/2018 7:45 PM
6	Please connect Pembina between Crescent Drive and Bishop Off Road Path with improved/safer biking infrastructure (also to university of Manitoba).	3/27/2018 10:26 AM
7	Any and all steps forward regarding a river crossing must undergo significant public consultation. Also consider significant complex residential developments occurring along Pembina, and seriously implement protected/off street bike lanes to promote cycling instead of driving. Note, that partial bike lane protection is insufficient to significantly increase the usage of the cycling.	3/26/2018 12:38 PM
8	None	3/24/2018 7:11 PM
9	As the city continues to fund and support new developments, often existing neighbourhoods, community centres, and structures are left untouched. Areas like fort Garry as well as their residents are in need of neighbourhood improvements. Let's make this happen !!	3/24/2018 1:05 PM
10	I did not see any improvements or enhancements to the sidewalks within Wildwood. The sidewalks are in sad shape. They were designed to be sued by residents, but due to the poor condition, individuals are forced to go on the roads or find alternative options. The primary issues in the neighbourhood in relations to traffic are NOT addressed by this. The largest issues are re: parking and traffic at Thermea Spa and parking/traffic at the new condo at the Wildwood Golf Course. In both these cases the city has dropped the ball - where is the adequate parking. Thermea is dangerous to walk/bike by. Car onlu assure it will be similar by the new condo unit.	3/21/2018 2:21 PM
11	What are the next steps? It doesn't seem like there is an action plan.	3/21/2018 2:14 PM
12	Since Thermea came into the neighbourhood, traffic has increased on Crescent Drive. Thermea patrons seem to park on the street even when there are sparking spaces available in the gold parking lot. The patrons of Thermea park right into the park and many times on both sides of the street in the park. In the meantime, there are walkers coming in and out of the park, there are cyclists coming in and our of the park, there are also cars coming in and out of the park - a tragic accident just waiting to happen.	3/21/2018 2:05 PM

13	do not put a sidewalk on north drive, absolutely no need. dangerous traffic in this area is caused by crazy people and if they don't want through traffic then just block the golf course with a gate	3/21/2018 1:32 PM
14	pembina highway needs a barrier not a buffer for the cycle path.	3/21/2018 1:21 PM
15	I love this. The sooner the better. Would like better transit access. Safer light crossings (Point, Riverside, McGillivray). Sidewalks for safer walking. Safer bike routes - Thanks!	3/21/2018 1:10 PM
16	traffic calming on riverside would be desirable, stop sign at riverside and windemere routinely ignored.	3/21/2018 12:40 PM
17	Greenways are better at solving the issues to pedestrians than extra sidewalks on South Drive, Crescent Drive, and Netley street. Buffered bike lanes on Point Road and Pembina are virtually useless. It would be a much better allocation of resources in the long term, if these bike lanes are fully protected (they would be used more). Understand that there are significant citizen led efforts to protect the environment in this community. Please consider that some projects may negatively impact previous volunteer/community efforts. Thanks for the study, please continue to keep the community informed.	3/21/2018 12:29 PM
18	Communication of these changes has been very poor. A mail drop giving website information, email registration should be started. You are affecting a large population base.	3/21/2018 12:28 PM
19	well organized, good job.	3/21/2018 12:00 PM
20	I appreciate having the opportunity to be involved in the process and provide my comments.	3/21/2018 11:54 AM
21	Hope city council finds the funding to make these improvements	3/19/2018 12:11 PM
22	Please ensure that there is follow up to these plans, and that us locals are connected with programs that support Cycling, Walking, and Active School Travel like the Green Action Centre. Was surprised they were not involved at all in this project?	3/19/2018 10:10 AM
23	Looking forward to the results of this project, especially a possible bridge connecting crescent and st vital parks! I hope it can be expanded in the future to better connect the neighborhood to downtown for cycling. I am a u of w student and would love to bike to school, but don't feel safe doing so with the current infrastructure	3/17/2018 10:51 PM
24	Pass on the COSMETICS. make everything functional.	3/15/2018 12:38 PM
25	A good effort and something to build on. Thanks.	3/15/2018 12:29 PM
26	Without proper infrastructure for recreation, walking/cycling an increase in traffic will continue to be an issue as people feel unsafe allowing their kids to walk/bike to school.	3/15/2018 11:13 AM
27	Joggers and many other walkers tend not to use sidewalks currently. Not sure adding more will increase usage.	3/14/2018 9:55 AM
28	I would suggest that creating an off leash dog park is also a very important thing. there is open space east of crowson and west of riley. as well as the full open area south of holly and north of kebir. these are great gathering places for community and all is they need is a chain link fence and a few garbage cans. I think also placing refuse containers along the walkways is very important.	3/14/2018 8:25 AM
29	It would be good to know what level of consultation would be used to follow through on recommendations for bike lanes and neighbourhood greenways. Is it expected that another level of consultation would take place before these projects go ahead, or can they go ahead with minimal consultations?	3/13/2018 12:06 PM
30	Thanks for doing this. I fully support initiatives supporting safer active transportation and recreation in our city	3/7/2018 2:25 PM
31	Please do not create buffered bike lanes on Pembina. Bikes and cars don't mix on important routes including Pembina. Narrowing the median boulevard reduces the efficiency and safety of traffic turning left and causes traffic delays. The wide median is required for snow storage in winter and would look great in summer with nice large trees planted in the median; not possible if the median is made more narrow.	3/7/2018 1:31 PM
32	I'm fine with biking on any of these relatively quiet streets already. There are many more cycling projects that I would place above all of these where the streets are busier or less safe.	3/6/2018 3:58 PM
33	Waste of money	3/6/2018 3:56 PM