

# PRINCESS STREET PROTECTED BIKE LANE

## Public Engagement Summary

MARCH 2019

### Background

Over the last few years, road renewal, improved streetscaping, and new bike lanes were implemented throughout Downtown and the Exchange District. With other developments planned along Princess Street between William Avenue and Higgins Avenue, there is interest in increasing mobility choices, as more people move to, and through the area. Once complete, the upgraded cycling lane along Princess Street will intersect with the [Downtown Streets network](#), which leads to the Assiniboine Avenue bike lane and beyond, providing a seamless link through Downtown. The Princess Street bike lane will also connect to the [West Alexander to East Exchange Corridor](#) which will extend from Waterfront Drive all the way to Arlington Street through the [West Alexander Corridor](#).

The Princess Protected Bike Lane project looked at cycling, pedestrian, and vehicular needs in the area and invited area stakeholders to provide input into the preliminary design process in order to develop recommendations for the City to consider. The proposed preliminary design was developed with parking, emergency access, streetscaping requirements in the study area, and connections to new and existing facilities in mind.

This summary reflects public and stakeholder feedback gathered during the preliminary design study and public information session. The proposed preliminary design was posted on the Princess Protected Bike Lane project site and presented at a public information session in December.

### Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website – project page launched May 2018 and updated with preliminary design and invitation to complete survey on November 21, 2018;
- News release – November 21, 2018;
- Four (4) Facebook posts with 16,797 followers – November 21, November 28, December 5, December 18;
- Four (4) Twitter posts with 78,700 followers – November 21, November 28, December 5, December 18;
- Promotion through the City of Winnipeg public engagement newsletter with over 5,300 recipients – November 22, December 6
- Stakeholder invitations to area residents and businesses located on Princess Street between William Avenue and Higgins Avenue were hand delivered via Downtown Winnipeg Biz Ambassadors and Exchange Biz Foot Patrol on November 22, 2018;

### Engagement

In the initial phases, the engagement process aimed to gather feedback from stakeholders who live, work, and play in the neighbourhood to ensure the design of the Princess Street protected bike lane would meet their needs. The project then moved to collecting public feedback once a proposed design had been developed using stakeholder feedback.

### Key findings

- The addition of barriers between motorists and the cycle lane received support from drivers and cyclists
- Connections to new and existing bike lanes in the area is positive
- Frequent users of the area want to see improvements made to sidewalks, connections to existing bike paths, and continued availability of on-street parking and loading

Date	Technique	Details
Launched May 2018	Princess Protected Bike Lane project website	Page included a timeline, map, project background, and links to the information session boards.
November 17, 2018	Project website update	Page information updated to include proposed preliminary design and online comment form.
November 17 – December 19	Online comment form	37 online comment forms completed.
December 5, 2018	Information session	Public information session: 32 people attended; 8 surveys completed.

To learn more about the Princess Street Protected Bike Lane, please visit [winnipeg.ca/walkbikeprojects](http://winnipeg.ca/walkbikeprojects)

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- Concern about traffic congestion and too much signage in Exchange District as a result of new protected bike lanes
- Support for the addition of trees between the sidewalks and bike lane
- Concern about safety and lack of clarity as to how to make right turn off Princess Street onto William Avenue for both cyclists and drivers

opportunities exist in the area. The project team heard about the need to improve sidewalks and lighting to allow for safer and more accessible pedestrian access, the desire for a protected bike lane, secure bike parking, and continued loading access and on-street parking availability.

This consultation provided key input into the preliminary design process given the volume of users represented by the organizations at the meeting. For example, Siloam Mission has up to 200 volunteers a day driving and parking around their facility (in addition to the daily users of the Mission). Red River College has thousands of students using the campus near William Avenue, and the Harmony Mansion and the Peace Tower buildings are home to many residents (many whom are seniors) in the area.

### What we heard: spring/summer 2018 – stakeholders

The project team met with frequent users of the area including representatives from Red River College, Siloam Mission, Chinatown Development Corporation, and CentreVenture to solicit input as to what issues and

What we heard	How it was considered in proposed preliminary design
Improve lighting and sidewalk width/paving in area for ease of pedestrian access	Concerns were noted and if the project moves forward for construction, improvements to lighting and sidewalks are included.
Both positive and negative responses to a bi-directional protected lane instead of having separate uni-directional protected lanes running parallel on King Street and Princess Street	A bi-directional bike lane along the east side of Princess Street between William Avenue and Higgins Avenue was proposed. A bi-directional bike lane will allow for north/south travel along this section of Princess Street and will connect into existing bike lanes.  Adding a protected bike lane for cyclists travelling north on King Street was evaluated and was not included in the proposed design given pending demolition and new construction projects on the Market Lands and balancing the two existing right hand turn lane(s) at the north east corner of King Street onto James Avenue. The impacts of a protected bike lane on King Street to on street parking, including the section between William Avenue and James Avenue would be significant which contributed to the proposed bidirectional protected bike lane on Princess Street.
Accommodate loading access and availability of on-street parking in area	The proposed preliminary design maintains as much on-street parking and loading as possible. Care was taken to ensure access and availability around high-volume traffic and pedestrian areas based on input from frequent users of the Princess Street.

### What we heard: fall 2018 – public & stakeholders

Once the proposed preliminary design was completed in fall 2018, the project website was updated to include this information as well as an invitation for the public to comment online. An invitation was circulated to stakeholders and the neighbourhood to the public information session in December to see the preliminary design and ask questions to the project team was also posted. A total of 32 people attended the event at Red River College – Roblin Centre, and 37 people provided comment on the proposed enhancements through the online survey, which was available until December 19, 2018.

**To learn more about the Princess Street Protected Bike Lane, please visit [winnipeg.ca/walkbikeprojects](http://winnipeg.ca/walkbikeprojects)**



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MARCH 2019

CITY OF WINNIPEG  
2018 WALK/BIKE INFRASTRUCTURE PROGRAM  
PRINCESS STREET



Figure 1 Proposed preliminary design for Princess Street protected bike lane

### What we heard

Support for the change from painted bike lines to the addition of physical barriers. A few respondents asked if the barrier could be larger or made increasingly visible.

Concern that the narrowing of the motor vehicle traffic lanes will lead to increased road congestion and loss of parking.

Concern that right turns off Princess Street would become increasingly difficult for motorists because of the added barriers on the bike lane.

Support for the addition of trees between the sidewalk and bike lane.

Note: Further information on how this feedback was considered will be available after the final design and report is submitted for Council approval.

### Next steps

The project team will continue to work with the Planning, Property, and Development department to coordinate with the Market Lands development to ensure the protected bike lane works well with the design for development of the site.

The proposed preliminary design will be considered in the update and review of the Pedestrian and Cycling Strategies, future Pedestrian and Cycling Action Plans, and as roads and other pedestrian and cycling infrastructure are planned for renewal or repair in the study area. The final report is subject to Council approval.

To learn more about the Princess Protected Bike Lane project, please visit: [winnipeg.ca/walkbikeprojects](http://winnipeg.ca/walkbikeprojects)

### Appendices

Appendix A – Survey Results

Appendix B – Open House Invite

Appendix C – News Release

To learn more about the Princess Street Protected Bike Lane, please visit [winnipeg.ca/walkbikeprojects](http://winnipeg.ca/walkbikeprojects)

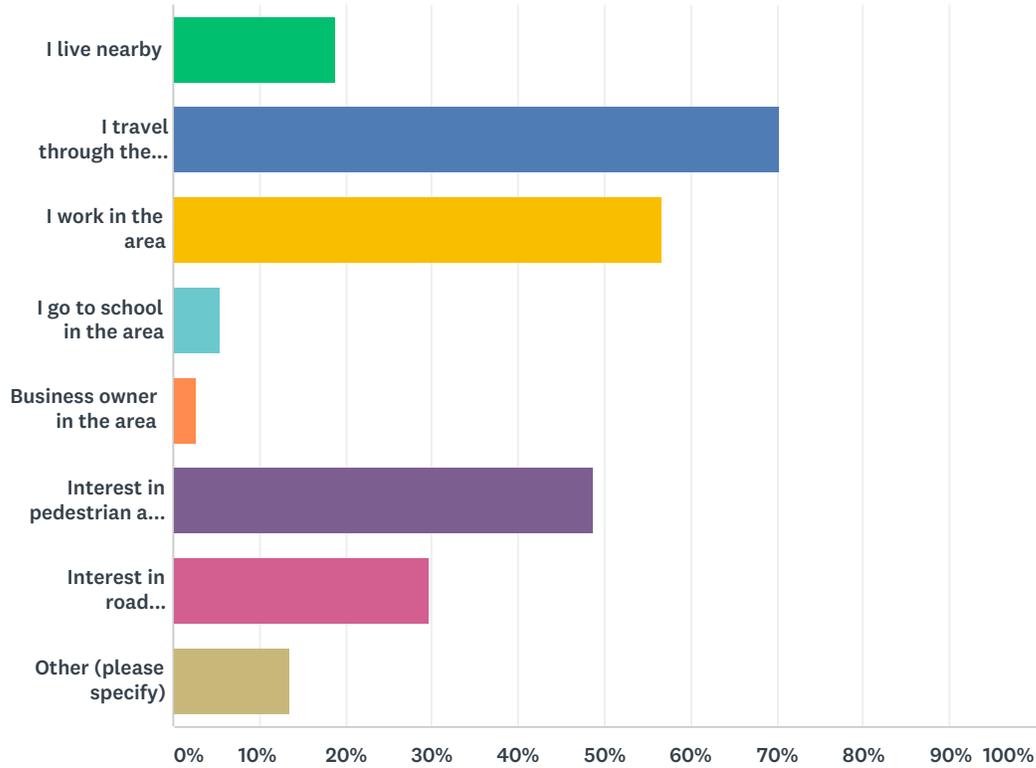
# **Princess Protected Bike Lane**

## **Appendix A**

### **Survey results**

# Q1 What is your interest in this project? (check all that apply)

Answered: 37 Skipped: 0

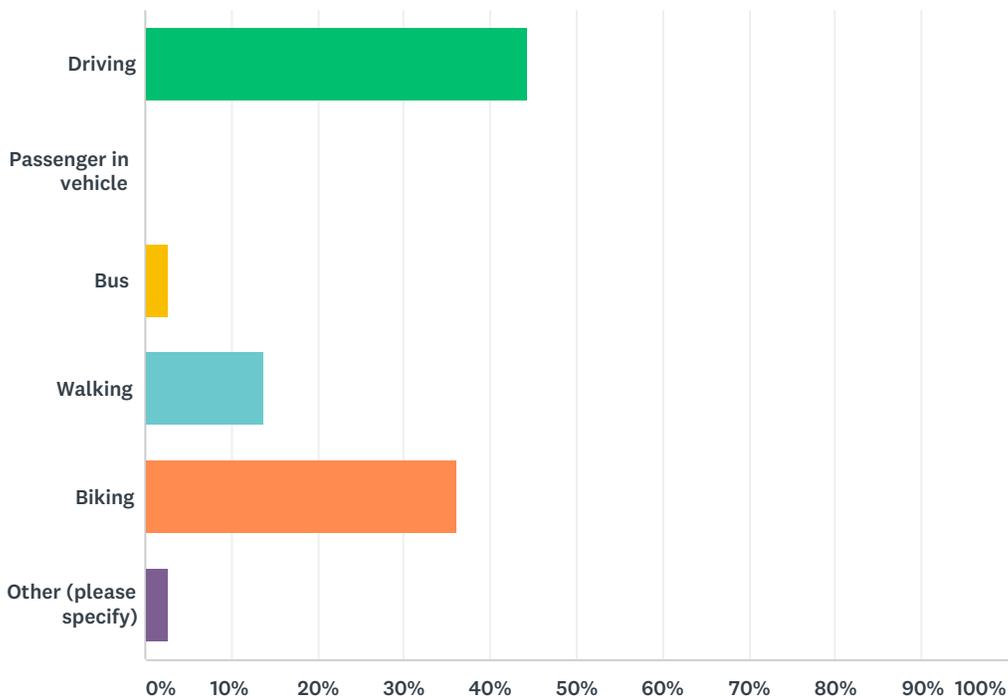


ANSWER CHOICES	RESPONSES
I live nearby	18.92% 7
I travel through the area	70.27% 26
I work in the area	56.76% 21
I go to school in the area	5.41% 2
Business owner in the area	2.70% 1
Interest in pedestrian and cycling improvements	48.65% 18
Interest in road improvements	29.73% 11
Other (please specify)	13.51% 5
Total Respondents: 37	

#	OTHER (PLEASE SPECIFY)	DATE
1	Interest in every tiny thing we can do to decarbonize the city	12/18/2018 7:42 PM
2	Least expensive option for construction, maintenance and snow clearing	12/14/2018 9:18 AM
3	I frequent this area in my leisure time.	12/7/2018 9:37 AM
4	TOO MUCH accomodation and \$\$\$ for bikes !!!!	11/22/2018 4:01 PM
5	i frequent the area, not just travel through it, you really need an option for that	11/21/2018 4:56 PM

## Q2 What is your primary mode of transporation when traveling down Princess Street between William Avenue and Higgins Avenue?

Answered: 36 Skipped: 1



ANSWER CHOICES	RESPONSES	
Driving	44.44%	16
Passenger in vehicle	0.00%	0
Bus	2.78%	1
Walking	13.89%	5
Biking	36.11%	13
Other (please specify)	2.78%	1
<b>TOTAL</b>		<b>36</b>

#	OTHER (PLEASE SPECIFY)	DATE
1	I walk in the winter and cycle in the summer.	12/5/2018 6:01 PM

## Q3 Let us know what you don't like about the proposed design in the comment box provided below.

Answered: 31 Skipped: 6

#	RESPONSES	DATE
1	Wastage of money and resources too much congested in area not a single cycle drive in thats lanes	12/18/2018 10:50 PM
2	I'd like the barrier to be bigger/more substantial/more protective	12/18/2018 7:42 PM
3	Concrete barrier	12/14/2018 9:18 AM
4	took a whole lane of traffic. Traffic is congested as is downtown.	12/12/2018 4:05 PM
5	After work it is very hard to get out of the exchange because of the reduction of the driving lanes. This design will just make it harder. Many people like myself do not come to the exchange for shopping or pleasure because of the lack of parking or the paid 2 hour parking. I rude these roads every day and rarely see anyone on the bike lanes.	12/11/2018 2:39 PM
6	increased time driving time and shortage of parking.	12/10/2018 11:07 AM
7	I am not a fan of the two directional bike lane on a one-way street. I like when bike lanes are on the right side as it is a bit unnerving for cars to pass on your right side rather than left.	12/10/2018 9:07 AM
8	The changes made to accommodate biking in the exchange area have made difficult driving and parking 200% worse.. one of the places I work is Contemporary Dancers and there is now almost no parking. The bike lanes take up a while driving or parking lane - making constricted traffic even more dangerous. The bikes lanes seem to be mostly unused. While the concept of biking is great, in an after snowbound city like ours, this is one of the stupidest and unthought out ideas imagineable. While it 'looks good' politically, practically it's sheer idiocy.	12/8/2018 10:15 AM
9	Traffic is now more congested and a very beautiful and historic part of Winnipeg that brings pride to many Winnipeggers, is now cluttered with an excess of off-putting signs. This aesthetic that is incongruent with the neighbourhood. As I am in the area five days a week, I see and hear regular complaints about this sacrifice made to mostly unused bike lanes.	12/7/2018 9:37 AM
10	We are in winnipeg NOT Belgium—it's getting cramped attempting to get across the city through the exchange...I rarely see cyclists using what has been implemented in this area and when I do they are either on the sidewalk or on the road with traffic—it's maddening...you've taken out more parking with those stupid cement islands and the special street cleaning I am sure is costly to keep these unused bike lanes open all winter...I literally have NO desire to be anywhere downtown anymore with ridiculous street parking rates (if I can find a meter—you've taken most of them away — I am not paying by phone)...honestly I feel so unwelcome in winnipeg—I used to be the number one ambassador and now I hate it and don't get me started on portage and main and the botched forks....stop trying to make us like other cities and think about where we are. These hipster cyclists are not going to be around forever...I ride down lanes and less trafficked streets. You're catering to a niche group who by the way most don't follow road rules.	12/6/2018 8:03 PM
11	Not much —the proof will be in he pudding— I.e. when I ride there next year(/fair weathe cyclist)	12/6/2018 5:11 PM
12	Will make a right hand turn difficult, tightens vehicle lanes	12/6/2018 10:58 AM
13	----	12/6/2018 10:04 AM
14	Need a right turn lane off Princess to William. Cars are going to block the intersection.	12/6/2018 9:59 AM
15	Takes up too much space, putting bike lanes in existing infrastructure seems to cause more problems/delays for drivers.	12/6/2018 9:22 AM
16	I think it would be a good idea to install planter boxes to create a bit of extra separation between the automobile and bicycle lanes.	12/5/2018 6:01 PM

## Princess Street Protected Bike Lane

17	Honestly, I just want you to think it through. I have been hit by a hydro truck on the section on Princess north of Notre Dame. Having any way for traffic to turn across the bike lane is a big problem. I was in high vis clothing and had passed and been passed by the hydro truck several times before it turned into me without looking. Right now, I don't use the bike lanes on Princess, I simply take a lane. I feel much safer in traffic than hidden in the bike lane.	12/4/2018 7:54 PM
18	Feels like a missed opportunity to not have a protected bike lane running adjacent to Old Market Square	11/30/2018 2:26 PM
19	I think the green paint in intersections is good, I think the WHOLE lane should be painted. Too many pedestrians walk in / stand in the bike lanes without realizing what they are.	11/28/2018 1:25 PM
20	Awkward for southbound cycling traffic to make right turns.	11/25/2018 10:56 PM
21	there is no northbound option south of william ave, princess street remains a one way for vehicular traffic	11/24/2018 5:16 PM
22	King is one block closer to Main Street, and also to the new Garry Bike lanes. Princess is at the edge of the west Exchange. So from a location perspective, King is better than Princess.	11/23/2018 8:32 PM
23	I don't like how cars can turn left and have to cross over a bike lane just like they do on the bike lanes downtown or that already exist in the exchange. Someone is going to get killed. I ride my bike all summer and I can tell you that drivers don't look when they are turning. I have been hit by a driver who was turning right and didn't look!!	11/23/2018 2:12 PM
24	The bike stuff looks fantastic, but why are we still set on 3.3m lane widths? And if there is good reason for it (a bus lane, for example), do both travel lanes need to be 3.3m? My understanding is that narrower lanes discourage through traffic, minimize conflict between modes, and reduce the severity of collisions that do occur. While infrastructure looks great for adults, are we building the type of city where a 10-year old child is safe to bike, like the world's great cycling cities? With Winnipeg's towards zero strategy, and Vision zero predicated on lower speeds in dense urban areas, I think it's time to review how we evaluate lane widths, and look at what other winter cities in North America are doing that we could learn from. Streets like this don't need to be major thoroughfares when Main Street is right there; narrower lanes could accommodate pedestrian refuge islands and make it easier to cross the street	11/22/2018 11:33 PM
25	TOO MUCH accomodation and \$\$\$ being spent for bikes !	11/22/2018 4:01 PM
26	bike land not protected enough. if it's anything like the assiniboine "cycle track" it's really just a place for parked vehicles and "confused" people travelling in vehicles	11/22/2018 10:48 AM
27	Cycling infrastructure on William only appears to exist for one block. Intersection of King & William would cause confusion for cyclists and drivers as constructed. Unsure as to how cyclists will access northern end of Princess bike lane.	11/21/2018 1:36 PM
28	I don't like the two way bike lane on a one way street	11/21/2018 1:25 PM
29	The bike path project, is not user friendly for persons in a wheelchair, ESPECIALLY in the winter months. You are putting there life in danger because they have to now accessible there transportation by going onto the road. Also this will be horrible for snow clearing. We can't even get cleaned sidewalks downtown. The majority of our months are colder than they are hot. Not for this idea at all.	11/21/2018 11:19 AM
30	I don't like the bidirectional bike lane on a one way street. I think it generally adds to confusion on cycling rules of the road. I understand the choice might be necessary and is better than nothing.	11/21/2018 10:42 AM
31	fkjle lcie	11/20/2018 4:21 PM

## Q4 Let us know what you like about the proposed design in the comment box provided below.

Answered: 28 Skipped: 9

#	RESPONSES	DATE
1	Nothing wastage of tax money of city	12/18/2018 10:50 PM
2	Adjustable barrier vs paint on the pavement merely indicating the existence of the bike lane.	12/18/2018 7:42 PM
3	Trees	12/14/2018 9:18 AM
4	modern amd the trees/	12/12/2018 4:05 PM
5	curbs to protect bicyclist	12/10/2018 11:07 AM
6	I like the separated bike lanes...both as a driver and as a cyclist.	12/10/2018 9:07 AM
7	Not sure other than I support the notion of people getting more healthy and reducing their footprint.	12/7/2018 9:37 AM
8	Good signage, protected lanes— very important —	12/6/2018 5:11 PM
9	Visual colours for the bike lane. but should be longer when at corners.	12/6/2018 1:10 PM
10	I love that the bike lanes are physically protected.	12/6/2018 12:56 PM
11	Nothing	12/6/2018 10:58 AM
12	similar to other streets as redesigned in the exchange district	12/6/2018 10:04 AM
13	Bike lanes mean I can yell at the bikers who ride on the sidewalk	12/6/2018 9:59 AM
14	Like the idea of a bike lane, perhaps only one lane required	12/6/2018 9:22 AM
15	It does a great job of extending the protected lanes all the way through downtown. This will be super nice to use to get all throughout downtown with the Garry St. Lanes being finished next summer. I will certainly use it often.	12/5/2018 6:01 PM
16	We need so much more bike infrastructure to make cycling in Winnipeg safe and reasonable. I love that you are working on more.	12/4/2018 7:54 PM
17	The 2-way land allows for passing and riding two abreast (at times).	11/30/2018 2:26 PM
18	I like the trees along the sidewalk and hope they remain a part of the final design.	11/28/2018 1:25 PM
19	Looks fantastic, what all bike lanes in Winnipeg should be like.	11/28/2018 11:20 AM
20	Barrier-protected bike lanes are the best option overall for cyclists for myriad reasons.	11/25/2018 10:56 PM
21	separated double track lane	11/24/2018 5:16 PM
22	A safe protected north-south bike route is definitely needed.	11/23/2018 8:32 PM
23	There is nothing I like about it. Make a bike lane an extension of a sidewalk that is raised like they have down Dunkirk.	11/23/2018 2:12 PM
24	I love how it looks. Please just be extra careful at conflict zones (where cars turn off into lots, etc.), as that tends to be where cyclists almost get clipped. But it looks beautiful. So glad to see the city using the adjustable lane concept! Let's complete the network!	11/22/2018 11:33 PM
25	two way protected bike lane	11/22/2018 10:48 AM
26	Green paint in intersections, cyclist detection lights and protective curbs benefit cyclist safety. Added loading zones and parking minimize disruption to local business.	11/21/2018 1:36 PM
27	I like any bike lanes and protected bike lanes	11/21/2018 1:25 PM
28	I like the trees between sidewalk and bike lane. I like the green paint in the intersection s. I like the bus lane doesn't interfere with the bike lane.	11/21/2018 10:42 AM

## Q5 Do you have anything else you'd like to add?

Answered: 22 Skipped: 15

#	RESPONSES	DATE
1	Stop wasting do some think for safety of transit and and downtown	12/18/2018 10:50 PM
2	Thank you for assisting Winnipeggers in decarbonizing our modes of transportation.	12/18/2018 7:42 PM
3	when you get to Notre Dame - right turns on red should be restricted. With the two way bike land and three street intersection...cars will not be looking for quick moving bikes coming from the right on Notre Dame when they are turning on red to head west on Notre Dame.	12/10/2018 9:07 AM
4	The attempts to "beautify" the area by painting on the sidewalks is an eyesore.	12/7/2018 9:37 AM
5	It's all half baked like most things in this city and province....so I get the email today dec 6 to tell me about the info session on dec 5....I rest my case	12/6/2018 8:03 PM
6	Great improvement in protected lanes all across the city Particularly in the last few years.Kudos to all those involved.	12/6/2018 5:11 PM
7	Other than for work I now avoid the Exchange district	12/6/2018 10:58 AM
8	I would prefer a bike/pedestrian path (replacing the sidewalk) AND A BUS LANE instead of a purely bike lane. It's Winnipeg - NO ONE is going to be riding their bike in January	12/6/2018 9:59 AM
9	This design is great and acknowledges the need for northbound connections, but I think we really need to acknowledge that the northbound connection doesn't go south of William. It is essential to extend the NB parking protected lane on Arthur from McDermot to Bannatyne, have a crossing at that intersection (that would also link to the Bannatyne bike lane - currently a bit disconnected from NB travellers on the new downtown bike lane system), and have a *clearly marked* bicycle path past Old Market Square to the traffic light on William/King, where the turning box is marked on the map. Without this, the lane system is fairly disconnected, but this should be a simple fix with a bit of paint and perhaps some bollards. After this, we should think of how we can connect to the North End from Princess with safe, protected facilities, and work on adding similar facilities to the bridges leaving downtown.	12/5/2018 6:01 PM
10	The bus stop bypasses on South Pembina are great for people who ride 10 kmph, but for me at 30+ KMPH, the ramps up and down are very steep, and there is almost no visual difference for the bus passengers, so they stand in the middle of the bike path. I have had to jump off many a curb due to passengers making it impossible to make the very tight tolerances of those ramps. I hope any bus stop bypasses on Princess will be much better designed.	12/4/2018 7:54 PM
11	The protected track could be wider. Allowing side by side riding at all times is preferable	11/30/2018 2:26 PM
12	With the sand and salt Winnipeg puts on its streets in winter that wears away the paint markings, as well as often being covered by snow and/or grit in the winter, painted safety markings on the road are not a smart choice for Winnipeg. Consider alternatives that function in all weather, like a speed hump or speed table.	11/25/2018 10:56 PM
13	enforce the "no parking" law for bike lanes. people are constantly parking in them.	11/24/2018 5:16 PM
14	Please take into account Bike Winnipeg's comments.	11/23/2018 8:32 PM
15	Don't bother with this design	11/23/2018 2:12 PM
16	Would like to see pedestrian crossing made easier.	11/22/2018 11:33 PM
17	TOO MUCH ACCOMODATION and \$\$ for bikes	11/22/2018 4:01 PM
18	It looks fine to me. I like the idea of better, safer bike connections to the north end.	11/22/2018 12:29 PM
19	more physical separation of cyclists and cars is best for everyone's safety, comfort and travel	11/22/2018 10:48 AM

## Princess Street Protected Bike Lane

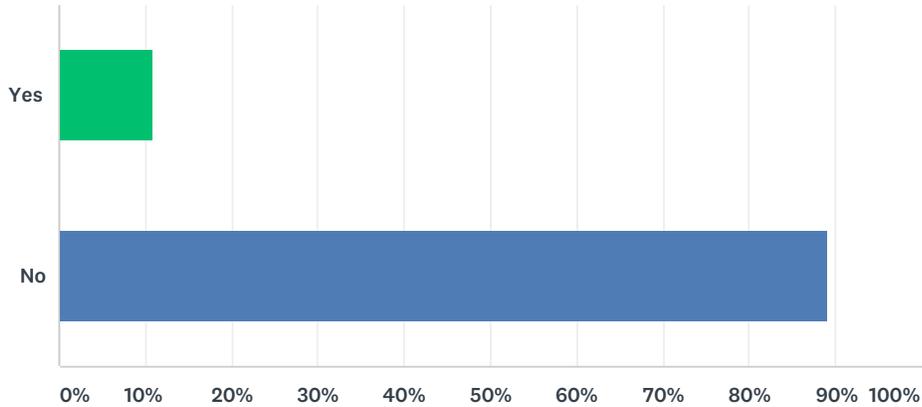
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20	<p>The website says: "Adding protected bike lanes for cyclists travelling north on King Street was evaluated and is not a recommended because of: pending demolition and new construction projects on the Market Lands; major disruptions to the two existing right hand turn lane(s) from King Street onto James Avenue; and significant impacts to street parking between William Avenue and James Avenue." I find all of these reasons to be logically unsatisfactory. 1. Market lands is between Princess and King, so if it affects King it will affect Princess too. 2. The existing and proposed bike lane on Princess is on the left hand side of the street. If a similar design was used on King right turn lanes would not be a problem. 3. How is the parking impact on King any worse than the parking impact on Princess? Using google street view it looks like one can fit about 20 vehicles parking on King between James and William. According to <a href="https://www.exchangedistrict.org/2018/11/21/parking-by-the-numbers-in-the-exchange-district/">https://www.exchangedistrict.org/2018/11/21/parking-by-the-numbers-in-the-exchange-district/</a> there are 32000 parking spaces in the Exchange. How is 20 parking spaces a big deal? Presumably whatever gets built on the Market Lands can add 20 parking spaces. Hmm, it just so happens these parking spaces are the closest available to city hall....I wonder if that might have something to do with it. I'd really like a response to this. I left my email you can contact me.</p>	11/21/2018 4:56 PM
21	<p>Less parking, it's going to cause congestion with the bus having to change lanes around the parked cars and maybe will force people to bike or bus</p>	11/21/2018 1:25 PM
22	<p>I would like to see a poll done of people who would or are using bike paths downtown. Money can be used else where, like snow clearing of downtown sidewalks!</p>	11/21/2018 11:19 AM

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**Q6 An information session to present the proposed design with the project team members on hand to answer your questions will be held:**  
Date: Wednesday, December 5, 2018  
Time: 4 p.m. – 7 p.m.  
Location: Red River College, Roblin Centre Dining Hall, 160 Princess St.  
Drop-by format (come and go). Do you plan to attend?

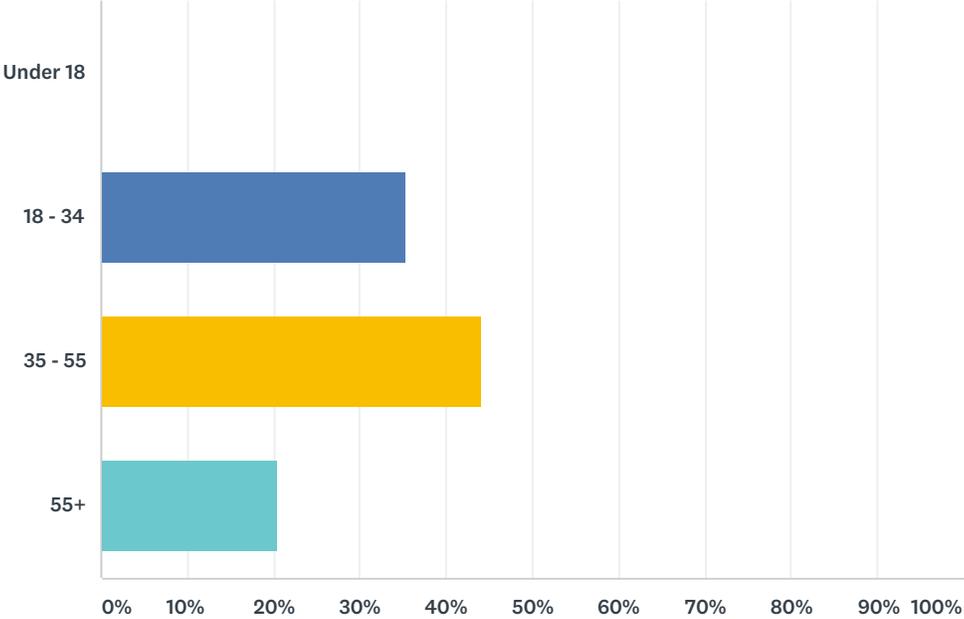
Answered: 37 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	10.81%	4
No	89.19%	33
TOTAL		37

### Q7 What is your age?

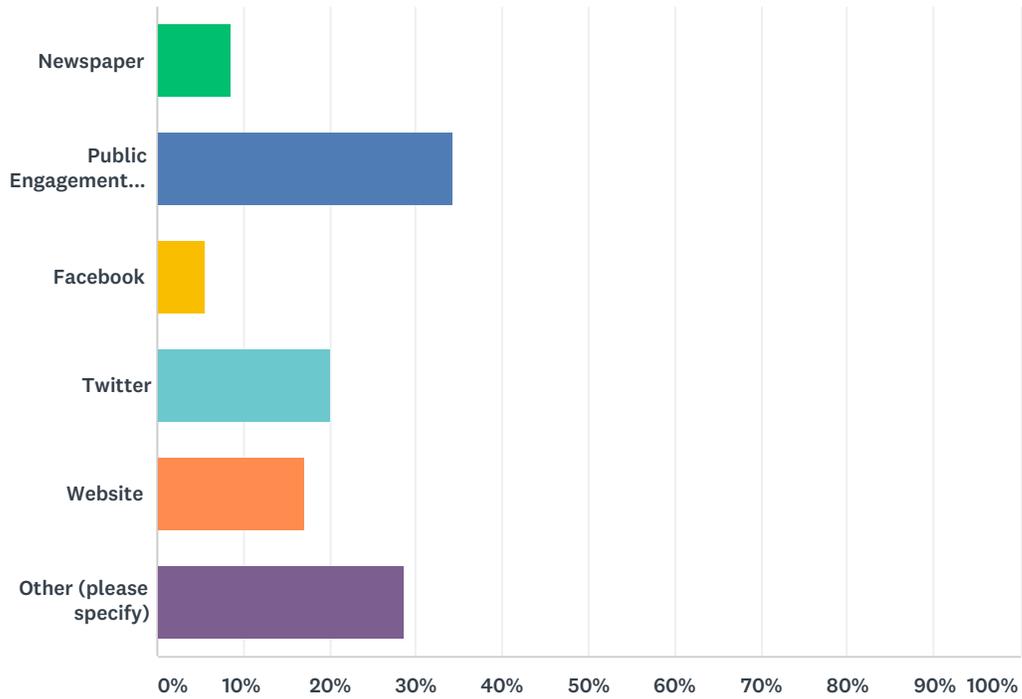
Answered: 34 Skipped: 3



ANSWER CHOICES	RESPONSES
Under 18	0.00% 0
18 - 34	35.29% 12
35 - 55	44.12% 15
55+	20.59% 7
TOTAL	34

### Q8 How did you hear about this project? Please check all that apply.

Answered: 35 Skipped: 2



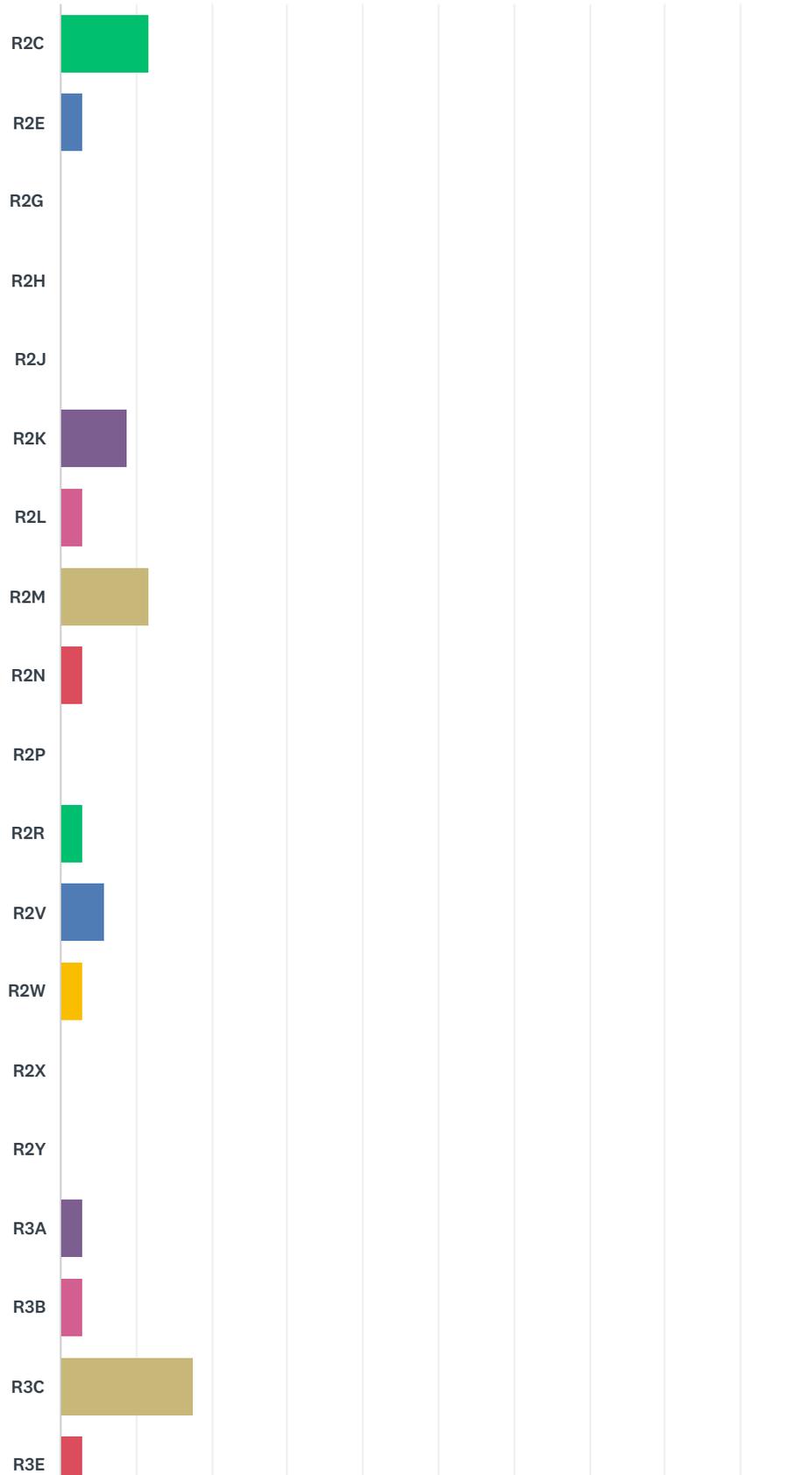
ANSWER CHOICES	RESPONSES	
Newspaper	8.57%	3
Public Engagement Newsletter	34.29%	12
Facebook	5.71%	2
Twitter	20.00%	7
Website	17.14%	6
Other (please specify)	28.57%	10
Total Respondents: 35		

#	OTHER (PLEASE SPECIFY)	DATE
1	Radio	12/14/2018 9:19 AM
2	city of winnipeg website	12/12/2018 4:05 PM
3	Email	12/6/2018 8:04 PM
4	email through work, always after the fact	12/6/2018 10:59 AM
5	thru work-	12/6/2018 10:05 AM
6	email at work	12/6/2018 9:59 AM
7	Work email	12/6/2018 9:23 AM
8	Email from Downtown Biz	12/3/2018 3:51 PM
9	email	11/23/2018 2:12 PM

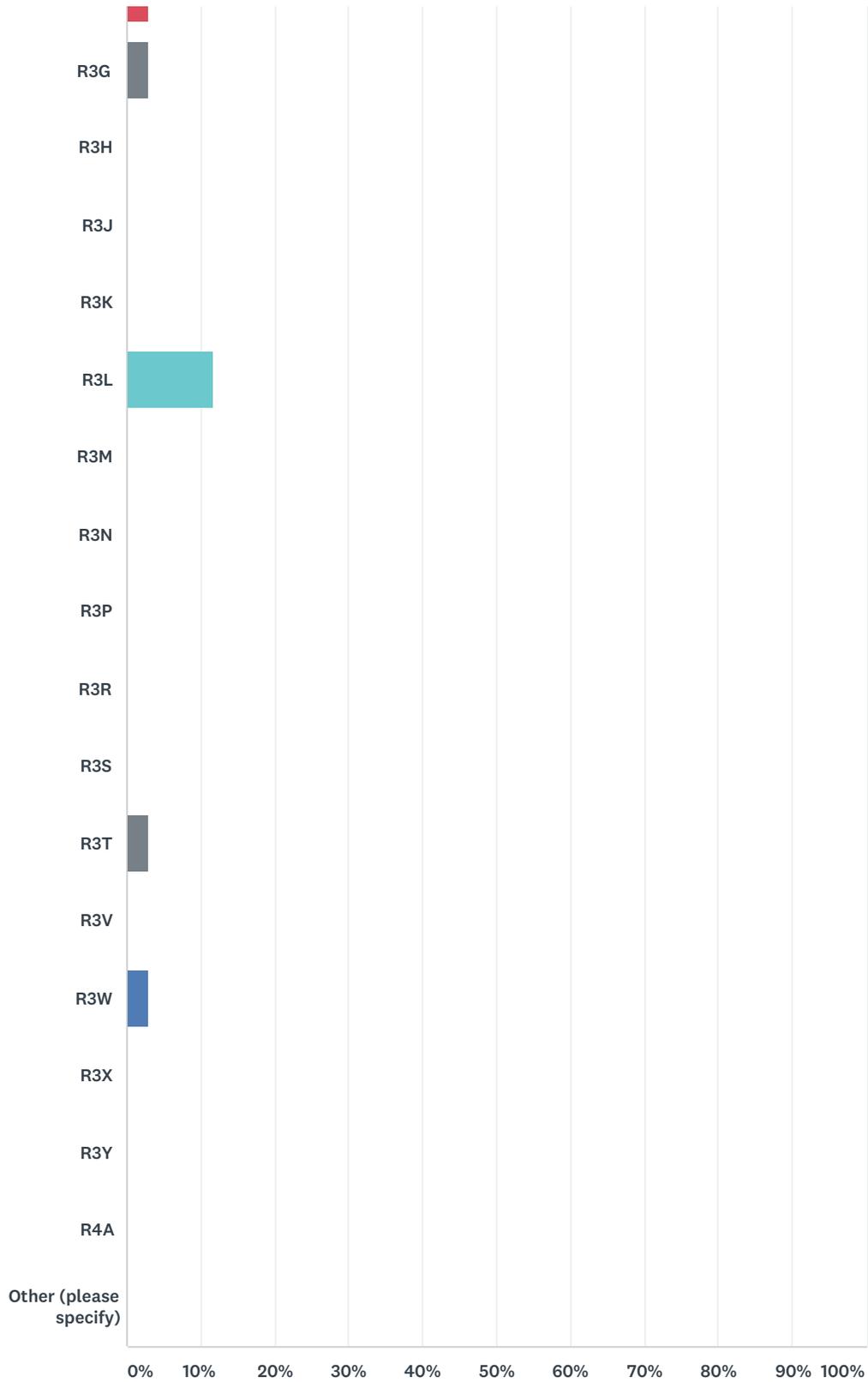


# Q9 Please provide the first three characters of your postal code.

Answered: 34 Skipped: 3



## Princess Street Protected Bike Lane



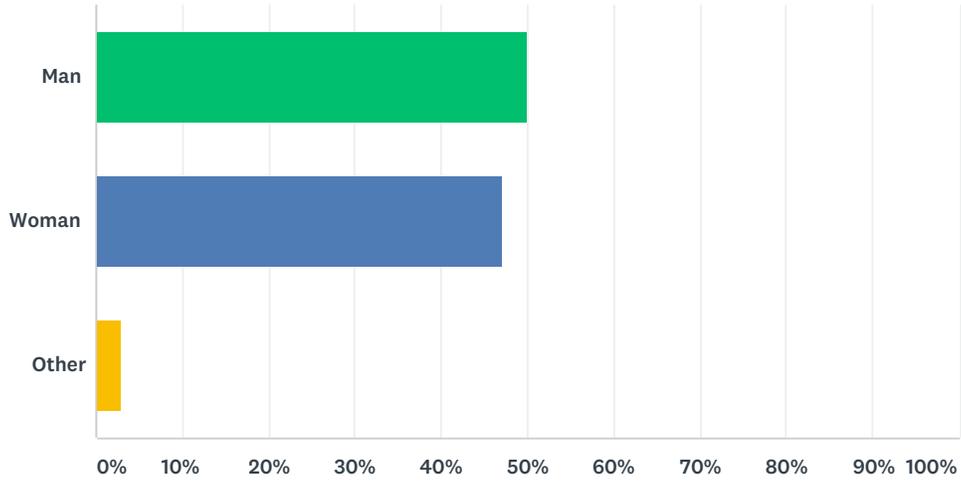
ANSWER CHOICES	RESPONSES	
R2C	11.76%	4
R2E	2.94%	1
R2G	0.00%	0

## Princess Street Protected Bike Lane

R2H	0.00%	0
R2J	0.00%	0
R2K	8.82%	3
R2L	2.94%	1
R2M	11.76%	4
R2N	2.94%	1
R2P	0.00%	0
R2R	2.94%	1
R2V	5.88%	2
R2W	2.94%	1
R2X	0.00%	0
R2Y	0.00%	0
R3A	2.94%	1
R3B	2.94%	1
R3C	17.65%	6
R3E	2.94%	1
R3G	2.94%	1
R3H	0.00%	0
R3J	0.00%	0
R3K	0.00%	0
R3L	11.76%	4
R3M	0.00%	0
R3N	0.00%	0
R3P	0.00%	0
R3R	0.00%	0
R3S	0.00%	0
R3T	2.94%	1
R3V	0.00%	0
R3W	2.94%	1
R3X	0.00%	0
R3Y	0.00%	0
R4A	0.00%	0
Other (please specify)	0.00%	0
<b>TOTAL</b>		<b>34</b>

### Q10 Please indicate your gender.

Answered: 34 Skipped: 3



ANSWER CHOICES	RESPONSES
Man	50.00% 17
Woman	47.06% 16
Other	2.94% 1
<b>TOTAL</b>	<b>34</b>

#	OTHER	DATE
1	why do you need to know?	11/22/2018 10:49 AM

# **Princess Protected Bike Lane**

## **Appendix B**

### **Open House Notice**



Stantec Consulting Ltd.

500–311 Portage Avenue, Winnipeg MB. R3B 2B9

November 20, 2018

**We Want to Hear from You  
Princess Protected Bike Lane**

Dear area resident or business,

The City of Winnipeg is developing a plan to meet the current and future area transportation needs in the Exchange District, including a commitment to creating a safe and accessible pedestrian and cycling network for people of all ages and abilities in the area.

We have developed a proposed preliminary design of a protected bike lane, based on previous stakeholder feedback, that will further connect North Winnipeg and the west Exchange District with the rest of the Downtown network and Assiniboine Avenue bike lanes, closing gaps in the Downtown network.

As you are aware, Princess Street and King Street have well-established businesses and services, residential buildings in addition to new development. The creation of the proposed preliminary design has considered vehicle, pedestrian and cycling needs and connections as well as parking, emergency access and streetscaping requirements that will best serve the area.

The project and funding are subject to Council approval.

We are asking for your input regarding the proposed improvements on Princess Street between William and Higgins avenues.

**CITY OF WINNIPEG  
2018 WALK/BIKE INFRASTRUCTURE PROGRAM  
PRINCESS STREET**



Adjustable Short-Term Configuration

**AERIAL VIEW: WILLIAM AVE. (LOOKING NORTH)**

Rendering of proposed preliminary design looking north along Princess Street from William Avenue

Design with community in mind

November 20, 2018

Page 2 of 2

Please take the opportunity to provide your feedback:

1. By visiting [winnipeg.ca/walkbikeprojects](http://winnipeg.ca/walkbikeprojects) to review materials and provide your feedback through an online comment form.
2. Join the project team at an information session to discuss the project. Drop-in format (come and go).

**Date:** Wednesday, December 5, 2018

**Time:** 4 p.m. – 7p.m.

**Location:** Red River College – The Roblin Centre, dining hall, 160 Princess St.

If you wish to provide input and/or receive project updates by email, please visit the City's project website [winnipeg.ca/walkbikeprojects](http://winnipeg.ca/walkbikeprojects) to sign up for the project email. If you require alternate formats to participate, please contact Rachel Driedger, Project Controls at (204) 928-8691 or [Rachel.Driedger@stantec.com](mailto:Rachel.Driedger@stantec.com) by December 3, 2018.

Stakeholder engagement is integral to inform and enhance the decision-making process for the Princess Protected Bike Lane project. We thank you in advance for your input.

**Rachel Driedger**  
Stantec Consulting Ltd  
Project Controls

Phone: (204) 928-8691  
Fax: (204) 453-9012  
[Rachel.Driedger@stantec.com](mailto:Rachel.Driedger@stantec.com)

# **Princess Protected Bike Lane**

**Appendix C**

**News release**



For Immediate Release  
Wednesday, November 21, 2018

## **Public invited to review plans to complete Princess Street bike connections in Exchange District**

*Proposed protected bike lane from William Avenue to Higgins Avenue to further connect north Winnipeg and the Exchange District with Downtown and Assiniboine Avenue cycling network*

**Winnipeg, MB** – Winnipeggers are invited to attend an information session to view and provide feedback on proposed active transportation improvements on Princess Street between William Avenue and Higgins Avenue.

The City of Winnipeg is developing a plan to meet the current and future area transportation needs in the Exchange District, including a commitment to creating a safe and accessible pedestrian and cycling network for people of all ages and abilities in the area.

Winnipeggers will have the opportunity to view the proposed preliminary design, learn how feedback from previous stakeholder engagement was incorporated, and provide additional feedback. The project and funding are subject to Council approval.

### **Event details**

Date: Wednesday, December 5, 2018

Time: 4 p.m. – 7 p.m.

Location: Red River College –Roblin Centre Dining Hall, [160 Princess St.](#)

### **More information**

For more information, to view the event materials or fill out a comment sheet (available until December 19, 2018), please visit [winnipeg.ca/walkbikeprojects](http://winnipeg.ca/walkbikeprojects).