

Winnipeg Walk Bike Projects

Downtown Bike Lane System Public Engagement Summary – Phase 1

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1.0 Introduction

In September 2015, the City of Winnipeg initiated a public engagement process to receive input on the Downtown Bike Lane System Study. This study will explore and create a design for Protected Bicycle Lanes on Fort Street and/or Garry Street; and design and construct a safe, signalized pedestrian/cycling crossing of Main Street in the vicinity of Assiniboine Avenue. The study is scheduled to be completed in May 2016 (See **Figure 1**).

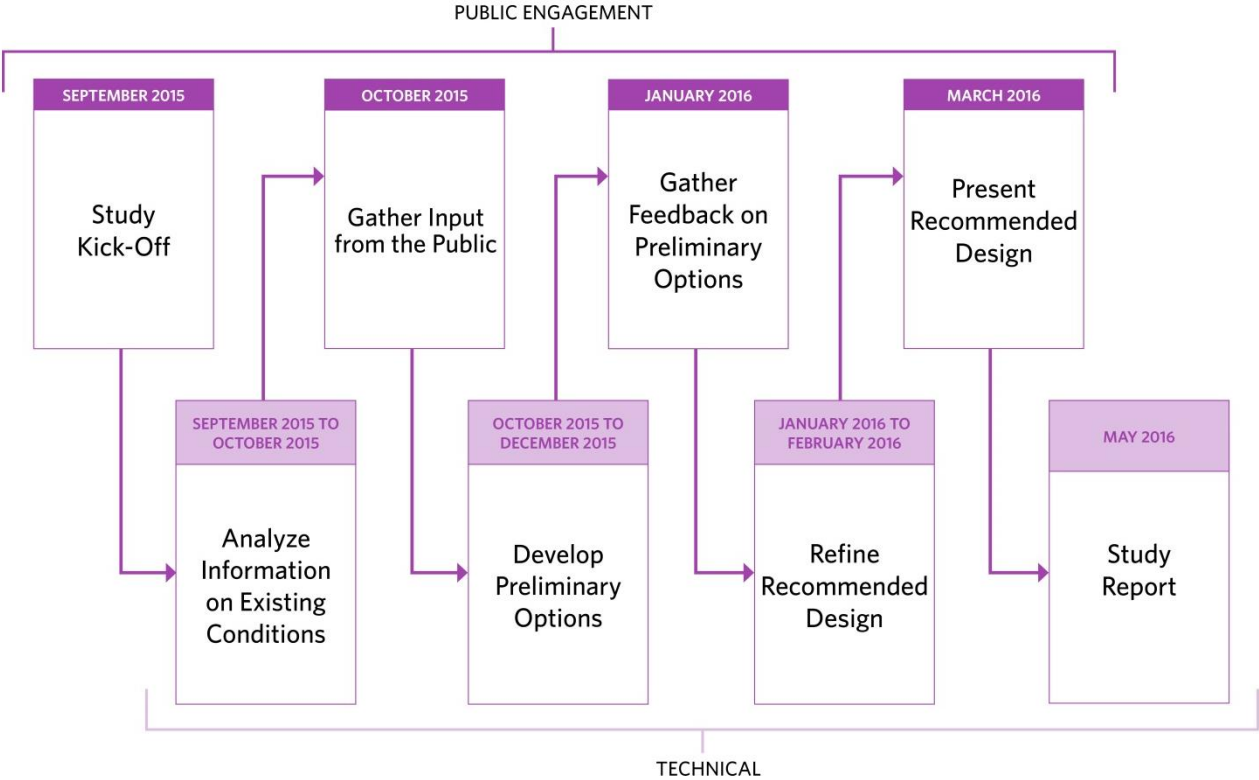


Figure 1 – Study Schedule

The goal of this study is to:

- Develop a plan to upgrade the existing pedestrian and cycling facilities downtown while renewing the roads.
- Enable people of all ages and abilities to feel safe and comfortable walking and cycling downtown.
- Improve the vibrancy of downtown by providing improved walking and cycling opportunities and by enhancing the area as a destination.
- Contribute to quality of life and community well-being through an enhanced pedestrian realm.
- Support reinvestment in Winnipeg’s downtown by connecting two of Winnipeg’s prominent neighbourhoods; The Forks and the Exchange District.

- Engage citizens and receive input that will be considered in the final design.

This document provides an overall summary of all the public engagement input from September 2015 to November 2015. More detailed information on the public engagement activities is available in the individual public engagement activity summaries on the study website.

2.0 Promotion

Several methods were used to inform stakeholders and the public of the Phase 1 public engagement activities:

- The study was promoted at Ciclovía and visitors were encouraged to visit the study website.
- Stakeholder meeting invitations were sent using registered mail to 152 individuals and organizations.
- There were 3,243 invitations mailed to businesses, land owners and residents in the study area. In addition, invitations were hand delivered to property managers and businesses along Hargrave Street and Carlton Street between Assiniboine Avenue and Portage Avenue.
- A public engagement news email advertising the Public Open House was sent out to 3,794 email recipients on October 9, 2015, and 3,806 email recipients on October 19, 2015.
- The public open house was advertised in the Metro newspaper on October 9-12, 2015.
- The public open house was promoted at the Tire Talks events.
- All events and activities were promoted through a press release, the City of Winnipeg website, the external project website and the City of Winnipeg's social media accounts.
- Over 200 emails were sent to stakeholders to participate in the online survey and encouraged to share study information with their networks.

3.0 Public Engagement Activities

Multiple opportunities, shown in **Table 1**, were provided to engage in the study and share input.

Table 1: Public Engagement Activities

Activity	Date	Time	Location	# of Participants
Ciclovia	September 13, 2015	11:00 am – 5:00 pm	Ciclovia Bike Zone (Broadway between Osborne Street and Memorial Avenue)	65 visitors to the booth, and additional handouts distributed
Public Open House	October 20, 2015	4:00 – 7:00 p.m.	Manitoba Children’s Museum (The Great Hall)	73 attendees
Tire Talk #1	October 19, 2015	3:00 – 5:30 pm	South side of Assiniboine Avenue at Garry Street	43 recorded conversations 60 flyers distributes
Tire Talk #2	November 2, 2015	3:30 – 5:30 pm	South side of Assiniboine Avenue at Garry Street	12 recorded conversations 20 flyers distributed
Stakeholder Meeting	October 15, 2015	2:00 – 4:00 pm	Fort Garry Hotel, Assiniboine B Room	20 attendees
		6:00 – 8:00 pm		
MetroQuest Survey	October 19 – November 10, 2015	n/a	Online	470 respondents 276 comments 1428 map markers
External Website – Discussion Board	Ongoing	n/a	Online	Nine comments (as of Dec. 17, 2015)
Personal Communication	Ongoing	n/a	n/a	Three general emails received

Ciclovia

As part of Many Fest, Ciclovia provided an excellent venue to kick-off the Winnipeg Walk Bike Studies. A booth was set up in the Ciclovia area of the festival to inform visitors of the upcoming study and to have open discussion about cycling. Approximately 65 visitors stopped by the booth and over 200 handouts were given out at the booth, to people walking around, and at two bike valets.

Stakeholder Meetings

Two Stakeholder Meetings were held on October 15, 2015. This meeting provided an opportunity for participants to have an open discussion about the Downtown Bike Lane System Study. Participants were encouraged to express their ideas and perspectives on the existing conditions of Fort Street, Garry Street, the Main Street and Assiniboine Avenue crossing, and opportunities for future improvements on the street. This meeting was an opportunity for stakeholders to provide information on their needs and desires for improvements on the entire right-of-way for consideration by the design team.

The event began with a presentation on the background and intent of the study, followed by group discussions. Cycling experts Mike Skene and Dave McLaughlin were in attendance, and circulated around the room answering questions and engaging in discussions as needed. A table facilitator led the group through the discussion and mapping exercises, and recorded the group's key points on a flip chart and table map. After the discussion there was a short report back session where the cycling experts summarized what they heard and discussions they had. See **Appendix A** for a list of input received at the Stakeholder Meetings.

Public Open House

A Public Open House for the Downtown Bike Lane System Study was held on Tuesday, October 20, 2015. The Public Open House was part of the beginning of the public engagement process for the study. The Public Open House provided an opportunity for the public to meet with the study team and for the study team to learn about what is important to the public, before any specific plans are designed.

Participants were greeted at the entrance and given a brief introduction to the event. Display boards presented information about the study and encouraged participants to leave comments on the boards using sticky notes. Table maps with icons were used to capture location specific input. Four computers were also set up to encourage participants to complete the online interactive survey. If participants were not comfortable using a computer, hard copies of the survey were also available. See **Appendix B** for a list of the comments received at the Public Open House.

Tire Talks

Tire Talks events were held on October 19, 2015, and November 2, 2015, on the south side of Assiniboine Avenue and Garry Street. The project team set up a tent, table and sign. The event was intended to provide the opportunity for existing users of pedestrian and cycling facilities to

discuss the project. Passers-by were offered refreshments and engaged in informal discussions about the project. Upon completion of a conversation the project team member recorded the conversation highlights that were transcribed later. See **Appendix C** for a list of the comments received at the Tire Talks.

MetroQuest Survey

A digital MetroQuest survey, active from October 19, 2015 to November 10, 2015, was used to collect input from the public as part of a greater public engagement process. The input received from the public will be considered in the design options for the Downtown Bike Lane System Study. The survey was available on an external website accessed through the City of Winnipeg website. In addition to being available online through web or mobile browser, the survey was available on laptops at the Public Open House on October 20, 2015.

There were four screens that respondents were asked to provide feedback and information on:

- A map of the study area, where respondents dropped icons to show where challenges are encountered, where walking and cycling is enjoyable, and shared their ideas for improvement.
- A list of eight priorities where respondents were asked to rank their top three.
- A visual preference survey where respondents were asked to select their personal preference for vehicle, transit, cycling, and pedestrian facilities and infrastructure.
- A demographic screen where respondents were asked for their age, gender, postal code and primary mode of transportation.

See the separate Downtown MetroQuest survey summary for more information.

Free-form Comments

In addition to input received at the public engagement activities, comments were received by email and on the external website's discussion board. See **Appendix D** for a list of free-form comments that were received.

4.0 Overall Key Themes

Promote Cyclist Safety

- Concerns about cycling safety and personal safety downtown were one of the most commonly reported issues. These include:
 - Cyclist left-turns
 - Vehicle right-turns
 - Path width
 - Shared lanes and crowding

- Aggressive drivers
- Cyclists trying to pass each other
- Getting “doored”
- Bike theft
- Safely turning left was identified as a challenge for cyclists. There was a general positive interest in bike boxes, but there were some questions about how to use them, driver education, and how they are labelled.
- Vehicles turning right were identified as a conflict for drivers and cyclists. Some respondents think that no right-turns on red may minimize conflict. In addition, vehicles waiting to turn right sometimes move over into the bike lane to queue.
- Users identified the Norwood/Queen Elizabeth Way Bridge as being dangerous for both cyclists and pedestrians. Some comments were that getting into and out of the protected lane is dangerous going southbound and inconvenient northbound, and there were also a few questions of whether the sidewalks on the bridges were multi-use.
- The alignment of the cycling lane on Garry Street shifts to the west south of Broadway Avenue. This was reported as dangerous for cyclists as drivers sometimes do not shift over and end up driving in the cycling lane.
- Respondents indicated that they feel safer on protected lanes than on streets with painted lanes or sharrows. They also indicated protected lanes reduce the risk of collisions between cyclists and automobiles and other safety concerns. Respondents stated that cycle lanes that go behind a transit stop (such as on Pembina Highway) do not work well.
- Safety patrols and lighting are important for personal safety.

Maintain Parking and Loading

- Comments suggested that maintaining parking and loading zones is important to business owners as their customers prefer close on-street parking.
- Loading zones for deliveries, taxi stands, pick-up and drop-off and accessible parking are amenities/requirements for both downtown businesses and residents.
- Respondents noted that it is important that loading zones and parking do not block cycling lanes.

Create Interconnected Bike Lanes, Wayfinding Signage is Important

- Ensuring cycling facilities are interconnected with each other and with destinations are important to respondents for the following reasons:
 - Gaps in the cycling network make it less user friendly and inaccessible for some riders.
 - Gaps in the cycling network force some riders on to the sidewalk, which is illegal.
 - Some bike lanes were seen as dead ending, and there are challenges with some of the major intersections. Some of the challenges include:

- Unsafe left turns.
 - Vehicle and cyclist conflicts (roads narrowing, cars turning right queued in bike lane, cars turning right not aware of bike lane).
 - Short lights.
 - Delays at intersections.
- Winnipeg Square is a major destination and should be directly connected to new cycling infrastructure.
 - Connection to/from The Forks and St. Boniface is important as St. Boniface residents use The Forks to access downtown. The Riverwalk connection below Main Street (under Queen Elizabeth Way) is not very accessible for most users due to high water levels and limited access points.
 - Respondents indicated better wayfinding for pedestrian and cycling routes is required to promote better connections between different segments of pedestrian and cycling infrastructure.

Support for Half Signal

- Respondents support improvements to the Main Street crossing at Assiniboine Avenue. Safety and crossing wait times are currently an issue for cyclists unless they use the pedestrian crossing.

Support for Protected Bike Lane – Similar to Sherbrook Avenue and Assiniboine Avenue

- The following comments indicate a preference for physical buffers:
 - Drivers often dismiss the painted lines.
 - Not all cyclists are confident riding in painted lanes.
 - Parked car protected bike lanes would maintain parking and allow for separated cycling infrastructure.
- It was indicated that the existing green ground treatment on Fort Street painted cycling lane increases visibility and safety for cyclists.
- The Assiniboine Avenue cycle track and the Sherbrook Street cycle track are considered high quality types of bike facilities and should provide guidance on the design of new facilities.
- Qualitative results indicate Assiniboine Avenue design is preferred. Each downtown street has a different character, but some desire for a consistent urban section. Some found Sherbrook Street an ideal design, while others said that Sherbrook Street is a much different street in terms of traffic and use, and may not be the best precedent for Garry Street.

Ensure Sidewalks and Bike Lanes are Well Maintained – Pavement Condition, Leaves, Sand and Snow

- Road conditions are currently poor.
- There is a strong desire for a safe alternative for bike infrastructure when there is construction. For example, the cycle track on Assiniboine has been blocked by an adjacent construction area.
- There is a desire for the bike infrastructure to be better maintained, especially to be cleared in the winter and cleaned of sand in the spring. Cycling lanes should be well maintained in the winter and kept clear of dirt and debris year round to not only encourage winter cycling but also to keep the road condition safe for cyclists. Respondents felt that bike lanes often get neglected in the winter months. It was suggested that building a two-way lane may allow for a typical snow plow to get through the cycle lane.

Driver and Cyclist Education is Important

- Better directional and educational signage and materials are needed to educate cyclists and drivers about proper use and rules of on-street cycling facilities.

Design Facilities Intended for All Users

- Respondents indicated that there are challenges with the existing facilities for both drivers and cyclists. Therefore, any proposed design should accommodate a wide range of users and modes, as well as balance needs of users and businesses. The cost/benefit of bike lanes differs depending on the business. For example, some restaurants peak evening hours benefit from on-street parking.
- Some respondents suggested that there are opportunities for downtown businesses to try to accommodate cyclists.

Consider Traffic Demands

- There is concern of whether or not there currently is enough demand to require improved infrastructure?
- Can traffic flow be improved through timing and synchronization of lights?
 - Weekend demand is inconsistent as it depends on events. Garry Street between York Avenue and Broadway Avenue has peak traffic volumes in the afternoon.
- Jets, Moose, and other MTS Centre events create traffic and place increased pressure on parking. People stay downtown if there are things to do. Restaurant traffic can increase if there are lunch or dinner specials available. The Pint, Garrick Hotel and Fame have more vehicle and pedestrian traffic at the end of the night (at closing hours).

Enhancements and Amenities

- Many respondents shared suggestions for ways to enhance the streetscape. Suggestions included:
 - Streetscaping improvements such as planters, lighting, vegetation, heat lamps, public art, signage.

Appendix A – Stakeholder Meeting Discussion Notes

Q1 – What are the characteristics of a successful downtown street?

- Challenges for existing facilities for both motorists and cyclists
- Parking important (all times of day)
- Sherbrook Street is different than Garry Street
- Bike parking in office building
 - Change/shower facilities
- Type of restaurant/business determines cost/benefit of bike lane
- The Keg – 92% of business is “dinner”
 - Peak 5-8 PM
- Demand – how many routes to downtown are required?
- Main Street at Assiniboine Avenue pedestrian crossing is essential
 - Separate bike and pedestrian
- Garry Street streetscaping – planters
- Lost loading zones – deliveries/handicap parking
- Taxi lanes
- Increased parking demand
 - Moose, Jets etc.
 - Special Events
- Fort Street usage
- Connection to the Forks
- Safety
- Major connections
 - Assiniboine Avenue to the Forks
- Future increased residential population
- Auto traffic volume (Fort Street and Garry Street)
 - Peak hours
- Signage and education
- Consistent urban section
- St. Boniface use Forks to access downtown and Assiniboine Avenue
- Busy with people
 - Not enough residential development
- Wide range of people and interests
 - All users/modes
- More attractions downtown
- Easy access to business, residents
- Parking: free access downtown
- Each street has different characteristics within downtown

Q2 – How does the use of Fort Street, Garry Street, and the Main and Assiniboine crossing change during weekdays, evenings and weekends?

- Dead on Saturday and Sunday - less on Saturday
- Busy during Jets games
- Summer events see many people using the streets – vibrant streets
- Main crossing is necessary
- Forks track is well designed but leads nowhere
- Sign at end of cycle way by Forks Roundabout to let people know of future connection
- How will crossing work in best practice?
- Crossing wait time is an issue
- Can't get on Riverwalk very easily by bike
- Can cross Main Street going under on River Walk?
- Need to install a traffic light for Main Street crossing
- Many pedestrian deaths this summer mainly on weekends
- Light synchro will make for better flow and people will avoid racing to the next light
- Timing of lights if you go the “right” speed
 - Reward
- Cyclists are targets of aggressive drivers
 - Getting better.
- Saw someone get “doored
- Cycling lanes could help
- Argument separate cars and bikers or share
- Never been hit by riding in a marked lane (been hit five times)
 - Narrow streets are where most accidents happened
- Turning right – vehicles will go into the lane and wait
- There is an issues of people not understanding how the lanes work
- Cars come across the bike lane
- Confident cyclist leaves space for right-turn cars
- No right-turn on red may minimize conflict.
- What are the green lanes?
- Green highlights for cars too
 - I started to notice it coming out of U/G parking
- When bike lanes were first installed in the City there was discussion if the lanes were even legal
- Depends on events, lots of activity
 - daily specials (lunch)
- Event parking for the Pint, the Garrick Hotel and Fame (busy end of night)
- delivery needs
 - Access to loading zone
- Safety of customers
 - Access to cabs to property

- People stay downtown because there are things to do
 - Put buildings first (before bike lanes)
 - “Carriage before horse”
- Parking rates rising, so how to get people downtown
- Climate of Winnipeg = driving
- Best use of money
- Streets quiet in evenings and weekends
 - Busy during rush hours, Jets games (cars + bus + bike)
- People on bikes move through neighborhood
- Pedestrians stay
 - Cold weather move store to store
- Bike theft! Solid bike parking is needed

Q3 – When considering the design of Fort Street, Garry Street and the Assiniboine Avenue to The Forks connection, what is important to you (sidewalks, street furniture, vegetation, lighting, transit, intersections, cycling lanes, automobile lanes, parking and loading)?

- Cycle lane going behind transit doesn't work very well (e.g., Pembina); the one on Sherbrook works well
- Bishop Grandin at Dakota is a poor bike lane
- Left turns off Fort works when you use hand signal
- No problems if you signal, shoulder check and be patient
- Will be difficult for all ages and abilities to turn left
- Bike box would work well
 - I like that
- Lots of educational pieces
- If you don't ever want to bike, you will never know the bike rules
- Ads for other road users are starting to appear
- Restaurants downtown should cater to cyclists unlike suburban restaurants
- Working to identify spots for bike parking
- Bike parking is important
- New development will have covered bike parking for residents
- Bike project – Pedal in the Peg
 - Pilot project open to public
- Safety – access for cabs
- Accessibility – handicapped/transit
- Bike left turns
- Driver right turns
- Keeping pedestrians, bikes separate
- Lighting, street lighting, vegetation
 - Increase comfortable heat lamps...sidewalks

- Parking lots
- Clearing snow from sidewalks

Q4 – As the study continues, what information might be important for the public and stakeholders to consider?

- On Fort Street from Broadway to Portage Ave there is parking – could easily move bike lane to curb and move parking out to protect cyclists and preserve parking
- Want to be able to let faster bikes pass
- Frustrates me when people ride the wrong way down the bike lane down Sherbrook
- Two-way lane allows for a “normal” snow plow to get through
- I like the idea of a 2-way lane; is it is better and safer?
- 2-way bike lane on a 1-way street sounds complicated
- 2-way only if it is protected lane
- Cheap to move paint to curb to protect by cars
- For walking I like that the paths have been leveled out
- Leave plastic on yellow pedestrian pads and it wears off and becomes garbage
- Detailed feedback from business owners on street
 - Loading, etc.
- Accessibility and easy access of Fork to Assiniboine for all users
- **Parking needed for area no barricade in front of stores
- Balance needs of all uses and business
- Balance uniqueness of business and user experience (unique needs for facilities)
- Messaging – how to approach entire street (beyond bikes)
- Existing cross-section working
- Panhandling – downtown biz/patrols/safety
- Public art – “nuit blanche” – make it more memorable – wayfinding
- Lighting
- Increase flow
- Improve signage of streets – difficult for out-of-town quests (capture attention, good promotion)

Maps

- Good idea bike crossing [proposed Assiniboine to Forks Crossing]
- Keg parking on-street
- Bus turning [St. Mary Avenue and Fort Street]
- Loading [PKBW Chartered Accountants – 219 Fort Street]
- Traffic [Fort between Graham and Portage Avenue]
- Afternoon peak traffic volumes [Garry between York and Broadway]
- Water levels
- Bikes under bridge on river walk
- Elderly and clients need loading [219 Fort Street]

- Open Portage & Main – help connect downtown -> increase foot traffic
- Connections [circle around Assiniboine Ave to Forks]
 - Conflict ped, bike, car
 - Confusing
- Residential parking issues and handicap loading [Fort and Garry, from Assiniboine to halfway to Broadway]
- Entertainment Hub [including. the Pint and nearby surrounding area]

General Discussion

- Vibrancy
 - People/activities
 - Storefronts
- Safety
 - Winter
 - Comfort level higher if separate facility
- Buildings to sidewalk
- Places to sit example “cool gardens”
- Interchange of residents (demographic)
- Positive user experience
- Complete streets
 - Clear delineation of users
- Street furniture
- Unique development option
- Improve the whole row
- Pedestrian safety (lighting improvements)
- Accessibility (barricades)
- Wayfinding signage is inconsistent
- Snow clearing (sidewalks and bike facilities)
- Daycares have little green space
- Links to rapid transit confusing
- Longer pedestrian crossing time at signal
- Temporary bike lanes in spring to fall?
- Year round “captive” cyclists impact
- Dedicated cycle route + more users?
- Physically separated = safer?
- Cycle users living in downtown
- Aesthetics of cycle facility
- Bike security redevelopment
- Quiet during evening
- Centre median refuge area
- Visibility northbound on Main at Assiniboine
- Connecting pedestrian corridors

- Reduce surface parking lots
- Redevelopment potential
- Green space
- Public amenities
- Adding residential units
- Parking - too much surface parking
- Continuity of cycling routes
- Changes is difficult (just do it?)
- Painted lanes not working
- Cycle lanes clearly delineated
- Intersection issues (turning vehicles)
- Green is good on bike lanes
- Bike storage (secure)
- No bike lane [Fort between Assiniboine and Broadway]
- Sand on bike route
- Living Downtown – less car dependent
- Safety
 - Personal
- Better lighting
- Foot Patrol is good
 - Bike safety
- Width of cycling path
 - Crowded out
 - Car doors
 - Want to be in middle of lane
 - Getting passed by cyclists
- Would like to only consider one side
 - Car door on one side, cars travelling on the other
 - Sherbrook is ideal
 - Build streets for people, not vehicles
- Multi-modal
- Was ok in Vancouver when lived there
- Love the planters but it removes parking and we need to balance both
- Have loading in front that need some access
- Near Assiniboine Avenue on Fort Street (Between Assiniboine and Broadway) have icon of cycling lane where cars park and cover the lane up
 - Protected cycling by car might be a solution
- Condition of road is poor
 - Grooves of the car on Broadway Avenue are terrible
 - At every intersection
- Cycle track on Assiniboine has been blocked
- Hope future construction considers cycling
 - In Copenhagen has laws you can't block lanes

- D condo did try to accommodate 1.5 years after
 - Impressed by that
- Keep sand off cycle lane after winter
 - Street cleaned but not on cycle lane
- Places for people to stop, sit, and enjoy
 - Accessibility, patio, benches
- Minimize surface lot, mixed use, active street front
 - Transparency and connectivity
- Wide sidewalks, interact with streets

Appendix B – Public Open House Presentation Board and Map Comments

The following comments were noted on the following presentation boards:

Connecting Downtown (Board 8)

- Securing year round river walk access would be incredible.
- Residential on the way for The Forks.

Examples of Protected Cycling Infrastructure (Board 9)

- Necessary part of an active transportation plan to have these in high traffic areas, especially in downtown in rush hour.
- These are great but better cleaning/clearing of lanes are needed.
- Having the bus platform in the parking lane as on Sherbrook works well. See MASS DOT guidelines for a better, more accessible design.
- These [Calgary, AB example with green paint] are AWESOME.
- Concentrate on safe cycling for seniors.
- Ideally would limit cyclists need to slow on stop. In other words: allow people to keep riding continuously.
- Clear signage is important - there is a great deal of confusion for vehicles turning right on Sherbrook.
- Ensure there is enough width to meet demand, to allow for passing, and to allow for side by side riding.
 - >4 or 9 m for 2-way
 - >2.5 m for one way

Examples of Buffered Cycling Infrastructure (Board 10)

- Physical dividers required or vehicles ignore the painted lines.
- Winnipeg drivers often ignore or don't notice bike lanes that don't have a physical (rather than painted) buffer. Especially in the winter.
- Is there more maintenance?

Examples of Intersections (Board 11)

- Bike Boxes
 - I like these:
 - Cheap
 - Even without bike lanes
 - No one loses time or space
 - Bike boxes are great! But education needed for drivers who already have licenses - Winnipeg drivers already ignore pedestrian crossing lines.
 - Bike boxes & signals both sound fantastic!
 - Auto driver education please

- What happens if I need to turn left and it's green?
- Leery about these! Give bicycle turning signal lights ahead of vehicles.
- How are bike boxes labelled in the winter?
- Bike box Intersections so cyclists can be in front of cars.
- Cycling signals
 - How can protected bike lanes be carried through the intersection (to maintain the protection)? Can Dutch model be considered?
 - Makes good sense.
 - Cycle traffic signals are great. I used them in Europe.
- Half signal crossings
 - These are great, but lights must change faster!
 - I agree!
 - Yes - more crossings that don't pretend cyclists will push across. Should not have to, you'd never expect a car to.
 - The light at Osborne and Assiniboine takes way too long to turn green. This encourages crossing against the light.
 - Half signal crossings are way too slow. The wait to cross is way too long. It's faster to take alternate routes which defeat the purpose.
 - Regulating river height at this location would help.

Examples of Pedestrian Facilities (Board 12)

- More of these [pedestrian countdown signals] please.
- Many of these are underutilized/not comfortably accessible at this time.
- We need to make sure that things like parklets, trees, and flowerbeds are included to help create great places to visit, not just to drive through.
- What do any of these have to do with walking as active transportation alternative.
- Need to re-design driveways ("private approaches" to highlight pedestrian right-of-way. Sidewalks should continue across driveways (and perhaps at other intersections).

Existing Road Cross-Sections (Fort Street) (Board 13)

- Sharrows are completely ineffective in Winnipeg.
- Sharrows are a waste of paint. They create no new space for cyclists and make no difference in driver behavior.
- Sharrow really means nothing. But: where you paint, use decent paint!
- Biking up Fort -> sharrow isn't clearly marked - cars park on it. Feels like sharrow doesn't exist!
- City needs to ensure bike lanes painted early spring as difficult to see lanes.
- Use high quality durable paint for all lanes. (painting once instead of twice a year that is gone in a week).

Existing Road Cross-Sections (Garry Street) (Board 14)

- Prioritize clearing of bike paths in the winter.
- Bike lane is blocked from here to Broadway due to evening rush hour. People ignore the lanes and completely block it so they can turn right.
- How do we know it is a cycle lane?

Existing Pedestrian Facilities (Board 15)

- What is with that new park at Assiniboine and Main, has no access to Assiniboine from southwest corner, why?
- Bike lane shifts to the left when you get to the south side of Broadway. Unsafe! [Garry @ Broadway].
- Parked cars on Smith at Radisson Hotel - frequent pedestrian barriers - cars parked on sidewalk.

Existing Cycling Facilities (Board 16)

- Southbound cyclist traffic @ Portage is a mess. Unsafe and should be a priority.
- Diamond lane @ Portage and Main southbound is Crazy. Bike has to sit in second right turn lane and hold up right turn traffic. Try it sometime.
- Sometimes it's easier to bike in one direction than it is making the return trip. For example, I find it easier to get to the Exchange than it is to head back to my work place at Broadway and Kennedy.
- Allow cyclists right turns on red. (Ellice turning on to Garry).
- How are bike lanes connected here [Norwood Bridge/Queen Elizabeth Way]? Are the sidewalks on bridges multi-use? Or if not, where does Assiniboine bike end?
- Vehicles block bike lane due to large amount of vehicles making right turns. Blockage goes all the way to back lane/parking lot entrance [Garry @ Broadway].
- Protected cycling infrastructure only works if there is a minimum of continuity. Allowing construction and maintenance vehicles & equipment to use it is unsafe. Blocking sections for years at a time is a bit of a joke, no?
- When construction closes a bike route there needs to be a safe transition off it to prevent accidents.

Existing Parking Utilization (Board 19)

- What about bike parking?
- Some stands & racks are overcrowded every day.
- More bike racks would be great - hard to find a space by the Millennial Library for example.
- Consider parklets where parking utilization is low.

Existing Traffic Volumes (Board 20)

- Fort & Garry can lose a travel lane without causing any problems.
- I won't go so far out of my way to get to path-alternative to Midtown Bridge.
- We need bike lanes on Donald and Smith. Links to bridges, not dead ends.

- I second this comment!

Existing Land Use (Board 21)

- Winnipeg Square important destination (shoppers, drycleaner) not enough bike parking.
 - Second that.
- Mixed uses should be shown.
 - In particular, pedestrian oriented main floor uses (as destinations).
 - Fort Garry Place also office - generates lots of pedestrian trips.

Observations (Board 22)

- Why are Fort + Garry truck routes?
- Only one efficient access point for cyclists to river walk → Assiniboine Avenue.
- There is a high number of pedestrians.
 - On sidewalks on bridges.
 - On e/s sidewalk Assiniboine to Fort Gibraltar.
 - Need to find a way to separate ped/cycle facilities in these contexts.
- All parks on Assiniboine are underutilized because of lack of draw.
- Motor vehicle drivers think bridge is bike path and sometimes menace cyclists on the street [arrow pointing to Norwood/Queen Elizabeth Bridge (QEW)].
- Lack of continuity in cycling infrastructure between Assiniboine Avenue & QEW bridge cycle track is frustrating.
- Water/snow/ice gathers under Midtown Bridge on Assiniboine Avenue.
- Crossing Main @ Assiniboine is hazardous for pedestrians too.
- Construction [on Assiniboine].
- Construction: Could there be policies regarding what happens if construction either blocks a bike lane or reduces space on street to make car passing bike unsafe?
- Construction should include bike lane. At least notice to cars that we're merging.
- Lots of bikes, no bike lane on Donald.
- Taxi pick-up/drop-off for The Pint.

How to Get Involved (Board 23)

- If this is an "Open House on proposed bike lanes", where are pictures/maps/any information on the proposed bike lanes?
 - Because they are gathering suggestions from you before the design process.
- What are tire talks?

Study Area Map

- Safety
 - Difficult left turn for cyclists on Fort turning on to St. Mary.
 - Yield radius = fast cars.
 - Pedestrian safety issues [north side of Main Street at York Avenue].
 - Vehicles pass cyclists on the left (wrong lane) when biking EB [Fort Street. and Assiniboine Avenue].

- Bike lane shifts to the left [South Broadway and Garry].
- Vehicles ignore bike lane to turn right [North Broadway and Garry].
- Busses & bikes scary to ride & cross Portage Avenue.
 - Agreed
- Blind corner for pedestrians going north into Exchange [Ellice and Garry].
- *Bike lane on Hargrave ends @ Graham. Especially when events are at MTS Centre it's very busy and as a cyclist I don't feel super safe.
- [sticker at York and Garry] - assumed same comment as Condition - road broken up at Robins Donuts.
- Getting into and out of protected bike lane on Norwood Bridge is very dangerous southbound and inconvenient northbound. Especially needs attention for cyclists southbound on Main turning east on Marion!
- Sticker at Norwood Bridge and Lyndale Drive.
- Garry Street difficult to have a bike lane, vehicle lane, loading, and room for all users. How can you add bike lanes south of Broadway? Nothing against bikes
- Crossing [Assiniboine and Main pedestrian crosswalk].
- Dangerous intersection [Main and York].
- Bike box needed @ Fort and Portage. Too many conflicts with bus stop, cars waiting to turn right because pedestrians crossing Portage Avenue.
- Cars turning left from southbound Main often do not notice SB cyclists.
 - I second that, one of the most regular conflicts on ride to work for me is that intersection.
- Frequently cars parked on sidewalk @ Radisson Hotel - difficult for pedestrians to pass [Smith @ south side Portage Avenue].
- Narrow and busy roadway beside MTS centre [Donald Street].
- A fast bike lane next to parking is a serious dooring risk on Garry south of York.
- Poor location of crosswalk forces cyclists to cross in front of traffic on Assiniboine [Main and Assiniboine].
- Even though there is a crosswalk, this is most dangerous point of my ride. How about a queued crossing on South Assiniboine to Forks? Like Osborne crossing. [Main and Assiniboine].
- The bike separated lane is dangerous to use when you cross the bridge to get back on St. Mary's Road (on the diamond lane) because cars turn on Lyndall Drive.
- Light @ Broadway and Main (going north) doesn't give pedestrians enough time to cross safely at present.
- Light @ Broadway and Main dangerous with short yellow, cyclists still in intersection when pedestrians start to cross. Also, cabs regularly park in the middle of that intersection.
- Scramble type intersection would be great at Main and Broadway. It is death for pedestrians. Extremely wide and somebody in a car is always trying to turn.
- A hook turn on NB Main @ St. Mary would greatly improve left turns off Main onto St. Mary.

➤ Condition

- Exit from Robins Donuts is broken up. Very treacherous for walking [Garry Street].
- Pedestrian underpass terrible; pigeon droppings, splashing by cars, poor pavement.
 - Agree!
- Aesthetics
 - Liven-up landscaping in the median [Sticker at Broadway between Main Street and Fort Street].
- Amenities
 - Shared sidewalk [east side Main Street @ Assiniboine].
- Connections
 - [Sticker at Main Street and York Avenue].
 - Bike path & crosswalk need to flow. High traffic area. Crossing should be elevated changed to allow bikes, pedestrians and cars to flow freely [arrow pointing to Main and Broadway pedestrian crossing].
 - Broadway @ Fort - lights are slow/not synced well. I avoid by turning onto Smith then right on to York then left on to Fort.
 - Keep routes direct, minimize any delays at intersections.
 - Connection to Arthur/Exchange District difficult [Garry @ Notre Dame].
 - Connection sticker at QEW Bridge and riverwalk.
 - S/B at underpass at Bridge north of River. May require upgrading section of riverwalk or additional section of trail to stay dry. Would reduce crossings at Assiniboine Avenue.
 - Assiniboine @ Main Street to The Forks needs a connection. We're ending up on the sidewalk.
 - Assiniboine to Millennium Library - getting there on bike with kids not easily done. Would like safer connection I can take my 6-year old on.
 - Access to Churchill Drive path from Main Street.
 - Southbound Main @ Portage diamond lane for bikes is in second right turn lane with a timed traffic light allowing turns before straight means cars waiting to turn stuck behind bikes going straight.
 - Will there be anything north side to tie into bike lanes already in Exchange, e.g., to get to HSC? Bannatyne/McDermot bike lanes? [Portage and Fort].
 - I second that!
 - Lack of continuity between Assiniboine cycle track and the Forks makes a mockery of cycle friendly infrastructure.
 - Agreed!
 - Shared sidewalk cycle traffic going both ways to connect with Forks [west side QEW Bridge].
 - We need connection to Main Street along St. Mary and York to connect to The Forks.
- Pedestrian
 - Make more inviting to pedestrians (wayfinding, etc.) [sticker at Broadway and Main].
 - Same pedestrian underpass comment as condition.

- Traffic on Broadway and Fort (4 pm – 5:30 pm) very congested for pedestrian crossing despite change of lights.
- Seniors need adequate time on crossing lights to walk across wide streets like Main Street.
- Pedestrian sidewalks along streets have steep slopes - treacherous in winter.
- Pedestrian (senior) - Brick surface in sidewalks can be difficult to walk on as it becomes uneven - some styles are very slippery in winter.
- Push button does not reset when already pushed by a previous crosser [Main @ Assiniboine crossing].

➤ Other

- No infrastructure on Smith or Donald means we need some.
- Parkade with private bike parking (215 Garry).
- Signal issue - traffic lights @ William and King confusing. Need turn signal.
- Please mark cycling detours when construction blocks the route.
- It would be great to be able to cycle west down Assiniboine to Osborne on the one way road.
- When there is no vehicle traffic and a long red light, it would be nice to have a cyclist push button in a convenient location so we don't have to push the pedestrian button.
- Want Assiniboine to stay as two lanes for vehicles.
 - Disagree!
- Assiniboine Cycle Track - cars still drive into cycle track (westward).
- Fort Garry Place has no visitor parking or on-street parking.
 - Do not add cycle track by removing parking lane
 - Many seniors in this block and need vehicle lanes and good sidewalks
 - Bike paint is poor
- Cycle track curb too low to see.
 - Lighting needs to be improved around this area
- Access out of Fort Garry Place parkade onto Assiniboine.
 - Traffic from Main
 - Design of curbs - takes too much lanes from vehicles
 - Snow embankment too high also
 - Nothing against bicyclist
- Bridge [arrow pointing to parking lot north of Assiniboine and Main pedestrian crossing].
- Turning right Fort to Broadway need to:
 - Watch cyclists
 - Educate drivers on turning movements when you have a bike lane
- Sidewalk narrows at points here - very busy during morning commute.
 - Wide sidewalk at bus stop would be appreciated [Graham between Fort and Garry]
- Need bike parking.
- Issue with parkade merging onto Fort just as current bike lane ends.

- What about Donald and Smith? Why are you not proposing lanes on these streets?
- Bike lane moves left to right, putting cyclists in danger due to conflict with traffic [Fort and Broadway].
- Is this bridge [QEW] crossing southbound shared use or not? Assiniboine bike lane is pushed out onto sidewalk eastbound, but are bikes allowed there, and if so, how far?
- The two-way cycle track leading up to Main St. from The Forks is fabulous. Thank you whoever designed that.

Appendix C – Tire Talks Recorded Comments

- Fort Street at Portage Avenue – upgrade the northbound crossing to Notre Dame Avenue with green surface treatment. It is highly visible and much safer for cyclists. This will increase user comfort and number of users.
- On Garry Street from Broadway Avenue to Assiniboine Avenue the street narrows and lanes readjust from north of Broadway, cars often drive in the painted bike lane.
- The green ground treatment on Fort Street is too rough.
- The Assiniboine Avenue cycle track is the best type of bike lane. Painted lanes and diamond lanes are dangerous. Upgrading the crossing of Main Street at Assiniboine Avenue is an important improvement.
- Protected bike lanes on Fort Street and Garry Street would be great. The lane alignments shift on Garry Street south of Broadway Avenue. This is dangerous for cyclists as drivers don't always shift to the left and drive in the bike lane. Cyclists don't use the Assiniboine Avenue cycle track east of Garry Street because the Main Street crossing does not line up with the cycle track.
- "Let's do it." I am in favour of protected lanes. Protected lanes are much safer than painted lanes and sharrows.
- Consider amenities for cyclists and pedestrians along with infrastructure. Publically accessible washrooms are an important component of urban areas. Also, consider people with disabilities when designing new infrastructure. Don't assume designers understand all such issues, get input from users.
- The green surface treatment is great as it increases visibility of the cycling lane. The Assiniboine Avenue cycle track is the best type of bike lane. We need to be careful not to take too much road space away from cars, they are important too.
- Confident cyclists do not need a protected bike lane. The concrete barrier just ends up getting destroyed after a few years anyway.
- The Sherbrook Street bike lane is the best type of protected bike lane. It is great in the winter and the buffer makes cyclists feel safe all year round. The same type of facility should be developed on Fort Street and Garry Street.
- Painted lanes are good for cyclists but separated bike lanes are the best.
- Painted lines work fine although I prefer off-street trails.
- I have been hit by cyclists while walking on sidewalks. Providing bike facilities will not only make it safe for cyclists, but also pedestrians.
- The Sherbrook Street bike lane is the best type of lane, I feel safe there. The City should build protected bike lanes on Portage Avenue.
- Having protected lanes that are well maintained year round will encourage cycling year round. Improving the Main Street crossing is important, currently it is unsafe.
- I feel safe on protected lanes and ride on painted lanes, but don't feel safe. When there is no lane I am forced to ride illegally on the sidewalk.
- Along with improving the Main Street crossing, there could be signage to direct cyclists underneath Main Street.

- Winnipeg Square is an important destination that would be missed if the cycling connection is located on Garry Street only. Also, bike parking at Winnipeg Square is needed. Considering a safe link from Portage Avenue to Albert Street and the Exchange district is crucial to the design. A wayfinding strategy should be considered in the bike lane design. The Main Street crossing at Assiniboine is important as well.
- I like the Assiniboine Cycle Track and would like to see something similar on Fort Street and Garry Street with a concrete barrier. Make sure it accommodates busses as well.
- Fort Street at Portage Avenue is not safe for cyclists. Right turning automobiles have to weave through traffic. I would not bring my nine year old child cycling on Fort Street and Garry Street as they exist today, but would bring them on the Assiniboine Avenue Cycle Track if it had better connectivity to destinations.
- The Sherbrook Street Bike lane is not the best design. There is poor visibility of cyclist for automobiles turning right through the bike lane to parking lots. The Assiniboine Avenue cycle track design is preferred. I agree the Main Street crossing is important.
- The best option for a bike lane on Fort Street and Garry Street is a protected lane on one side of the street with no parking between the protected lane and traffic lane. This design on Sherbrook Street is dangerous for cyclists as cars disrupt visibility for right turning automobiles. It is fine to take a lane of parking to accommodate a cycling lane if required. Also, if a half signal is installed at Main Street ensure the wait time is short. The Osborne Street signal wait time is much too long. I have seen many more cyclists on Winnipeg's roads in recent years. Invest in new infrastructure and people will use it.
- I am a commuter cyclist and feel safe on painted lanes, but I agree that they are not safe for everyone, especially children. I think a protected lane on Fort Street and Garry Street would be a good thing.
- Connectivity of cycling lanes is important. It is very dangerous when a bike lane abruptly ends. When that happens I just end up riding on the sidewalk. I feel safe on the Assiniboine Avenue cycle track.
- When cyclists, pedestrians and vehicles all mix at an intersection conflicts arise. It is difficult to predict what other modes will do with the multiple movements.
- The current lanes on Fort Street and Garry Street are fine. Wider lanes and/or better visibility would be good. Separated lanes are only good if they are cleared through the winter, which increases the likelihood of people riding year round.
- When the Assiniboine Avenue cycle track goes off the street into the park it is more difficult to get back on to Assiniboine Avenue and turn onto Fort Street. The Main Street crossing is important.
- Ensure cycling lanes are maintained, especially in the spring the dirt spread in the winter is a hazard for cyclists. A major issue with the cycling lane on Sherbrook Street is where the lane becomes painted, south of Portage Avenue where right turning automobiles have to weave through the bike lane. This is dangerous. Please eliminate cars having to weave through the bike lane here and in other places.
- Where Garry Street crosses Broadway Avenue the bike lane and automobile lane shifts. This puts cars in the bike lane. Protected lanes are good, but it attracts so many riders that they get congested making it difficult to pass. Consider conflicts with parked cars and cyclists getting "doored."

- Protected lanes are great, I feel vulnerable on painted lanes. I cycle from downtown to St. Vital, the protected lanes on Dunkirk Drive are great.
- Winnipeg Square is a big destination and the cycling lane should be located on Fort Street.
- We need more lanes like Sherbrook Street. I ride from St. Vital near the Autopac on St. Mary's Road and that stretch is one of the only areas I have to ride with automobiles.
- Confident cyclists feel safe on painted lanes, but others may not. Ensure connectivity of cycling lanes.
- The bike lanes are great the way they are. I haven't had many issues and don't feel threatened. I don't think the City should spend much money on upgrades. Fort Street and Garry Street are quiet and not that long. I have been riding downtown for more than eight years and used to commute from St. Vital. Bike lanes on Fort Street just end at Portage Avenue.
- I like protected lanes the best, however painted lanes do help a lot. A major area of concern is St. Mary Avenue between Main Street and Fort Street there is no bike lane to connect to existing bike lane on St. Mary Avenue.
- There is a public health benefit of a separated lane and would increase the season of use. Existing painted lanes have a risk of "dooring." I really like Sherbrook Street bike lane for safety and aesthetics.
- The protected lanes are great just like the one on Sherbrook Street.
- Protected lanes.
- Garry Street has been great since they added the painted lanes. However, protected lanes where bikes and cars are separated from each other would be better – like Sherbrook Street. It has to be easy to get off the bike lane.
- I am a resident that lives on Garry Street and Assiniboine Avenue. Garry Street is awful for cycling because there is a vehicle conflict. When turning into the garage I am not sure if the cyclist will get hit by a door by the parked car so I have to wait before turning in. At night cyclists don't use lights and they are hard to see.
- Protected lane would be a good improvement. Fort Street is a better option for a two-way cycle track.
- Bike lanes on Fort Street and Garry Street make no sense. We are trying to treat bikes like cars, but there is no competition between 2000 lbs and 100 – 200 lbs. I ride from there to Assiniboine Forest and I never ride on the road. I am supportive of protected bike lanes. It is important to consider that conflicts are between bikes and cars and bikes and pedestrians. Remove one lane of parking and put a proper bike lane in there. There are many parking spots available. Using parked cars to protect the bike lane from traffic is a good idea.
- I walk down Assiniboine Avenue from Osborne Street to Main Street and the pedestrian facilities are good (good lighting and walkway through the park). I would like to see a protected bike lane on Fort Street and Garry Street.
- I would like the pathway on Assiniboine Avenue to connect to Main Street and make it easy for cyclists to merge on to Main Street. Include a paved path through Bonnycastle Park where cyclists are already cutting through the park to get to southbound Main Street.

- Better wayfinding signage for cyclists.
- Better wayfinding for paths. Sidewalks are in poor condition in several areas of the downtown.
- Portage Avenue at Fort Street is a dangerous intersection for bike and cars. Otherwise downtown biking seems to be working. My concerns are connecting Assiniboine Avenue over the bridge on Main Street.
- Create better connections to the Exchange District and the east/west network.
- Are the bridge crossings for pedestrians only or cyclists as well?
- Improving the Main Street crossing at Assiniboine Avenue is important. Fort Street and Garry Street are ok as they are now.
- I would like to traffic calming Assiniboine Avenue (e.g., speed bumps) as there is still a lot of through traffic.
- Create more bike paths everywhere.
- A protected north/south route would be great. Pavement on Colony Street is terrible, I almost fell off my bike. We need more connections into the city to office buildings from Assiniboine Avenue.
- I live at Fort Garry Place. I am concerned about traffic flow around the Fort Garry Hotel with the Assiniboine Cycle Track. I am in favour of cycling lanes, but not at the expense of traffic access.

Appendix D – Free-form Comments Received

Date	Source	Comment
10/20/2015	Discussion Board	Welcome to the Downtown Bike Lane System Study discussion!
10/21/2015	Discussion Board	<p>I think this is a wonderful idea! As someone who both drives a car and cycles I believe we need much more in the way of safe and beautiful bike paths.</p> <p>People must travel more, even in Canada, to see how booming other downtowns are as well as their access to shared bikes, ect... It makes all the difference in how our city looks and feels. I support this 100 %</p>
10/21/2015	Discussion Board	<p>If you were to ask how many people are using these roads on bikes the city and others refer you to the local bike club for the answer. It is to easy to skew the numbers, if you were to ask bus riders where the bus stops should be they would have you picking up and dropping off at their front door. I recomend that some solid numbers are acquired in order to see where and what we should know before we spend millions on something no one will ever use. It should not be acquired from anyone involved in the for or against crowd. This should be a separate study as to the needs for all and keep safety at the top of everyones concerns. The city before embarking on such a taske should be getting the laws regarding riding / ridership / autos from both points of view ... the whole system is nilly willy I also think that this counting or monitoring the bike traffic should be a 365 days 24 hours so as we can tell how much it will be used ... rain or shine, ice or snow</p>
10/26/2015	Discussion Board	No bike lanes. They slow down traffic. Get rid of them.
10/30/2015	Discussion Board	<p>Painted bike lanes on the street are a good idea. As a cyclist who was "doored" cycling down the street on Maryland in September, the painted line on the street is not as safe as one might seem to think that it is. Motorists routinely "squeeze" cyclists who are riding in the bike lane, particularly if there is a long wait in front of them.</p> <p>Having travelled in Europe this past spring, I think way more could be done to encourage bike traffic in the city. For the most part, cycling is a fun activity and a good way to stay in shape.</p>
11/6/2015	Discussion Board	<p>I would love to see protected bike lanes on Fort/Garry. I feel MUCH safer on the protected Sherbrook lane than I do on the painted Maryland one.</p> <p>Traffic concerns are, of course, relevant and should considered. Still, we do need to plan for the future, and we should not allow "convenience" to be the dominant consideration. I am not an active transport idealist who thinks that riding bikes instead of driving cars will SAVE THE FUTURE. Rather, it is one aspect in the larger process of shifting our cultural paradigm and changing priorities in order to build a more sustainable and less fossil-fuel dependent society.</p>

11/7/2015	Discussion Board	I ride a bike to and from work and for errands year-round, so bike lanes actually speed up traffic for me. There are so many cities, including major metropolises (like London, England, not exactly known for wide roadways), which have well-developed bike path systems alongside their automobile circulation systems, and where both work fine. Traffic won't grind to a halt if we improve our bike lanes.
11/9/2015	Discussion Board	I live in West Broadway and work downtown. I have a visual disability and not a lot of money, so I walk or take the bus nearly everywhere. Being a visually impaired pedestrian on Portage Avenue and Broadway is often very unpleasant, as nearly every day cyclists whiz past me at high speed, weave around me, cut in front of me, or emerge from a blind corner without slowing or checking. I don't look disabled, I look young and healthy, and cyclists often assume I will see them coming before I do. I don't want these cyclists to be fined or policed--I know a lot of them are low-income people like me who can't afford tickets or expensive bike safety gear. I would like to see bike lanes created to keep both cyclists and pedestrians safe on high-traffic routes that are more likely to have cyclists riding on the sidewalk. Thank you for your time.
11/16/2015	Discussion Board	Keeping the lanes protected is very important. Painted lines are not enough to keep bikers safe. Often times drivers are not paying attention to traffic or are even on their phones and they weave into the bike lanes. It's very dangerous. It's incredible important to make the lanes protected from cars.
11/19/2015	Discussion Board	Accurate counts of cyclists on existing routes is a good start but it does not tell you how many would chose that route once a protected bike lane is put in. Don't get caught up today's numbers, tomorrows will be much bigger!
11/02/2015	Email	<p>Hi!</p> <p>I am so encouraged to see what the city is doing for cycling now. I was away from Winnipeg for ten years and I am happy to see more cycling but also what seems to be a broader range of cyclists (apparent ability and pace, some kids in the morning cycling commute). I'd like to see it open to everyone, which means more and more safe and comfortable cycling for everyone, not just the sporty and strong.</p> <p>I'd like to think there are benefits to be had by businesses when traffic slows in the downtown. Cyclists and pedestrians can actually explore and stop to shop easier than the speeding motorists sometimes. Winnipeg doesn't always have that 'street culture' that larger cities enjoy and which seem to stimulate the business district. I don't know what's doable in Winnipeg but it would be nice to support positive opportunities for downtown businesses to make this a good thing for more than cyclists or pedestrians.</p> <p>I do hope that planners also remember that cycling routes are used by some cyclists in the winter. It's a growing crowd too, I think.</p>

		<p>Awareness of cyclists is generally low in Winnipeg in winter, likely because many cant believe we do it. (If you cycle in winter you'll know it's a lot easier than people seem to expect. I'd say far warmer than waiting on a bus stop, stationary and frozen). So whatever we can do to generalize these plans for all seasons would be good, I think. It improves safety to make people aware that it's done and not presume only a summer demand.</p> <p>My sincere thanks for your efforts! Please pass the appreciation along to your team members. This city is making the right kind of progress on this! I'll continue to follow progress with great interest.</p>
10/20/2015	Email	<p>The pedestrian bridge going across the river at omand park is dangerous. I got jumped and lost my 800\$ cannondale. Make sure new and old bike paths have lighting. I will not use them if I feel unsafe. Or they are for day time only?</p>
10/22/2015	Email	<p>I am certainly in favor of everyone trying to be healthy by riding their bikes to work.</p> <p>BUT I drive home around Assiniboine Park area and Roblin/Grant Avenue. I rarely see any adults actually use the bike paths - less than 2% - I was keeping track last year . On my drive home from work between 5-6 o'clock each day bike riders use the street. In many cases the path runs right beside the street and the path is still not used. In my opinion spending more money on bike paths is a complete waste of taxpayers money. I feel that these bike riders should step up and explain why they do not use the current paths before we spend more money for more paths that they will not use. The paths are certainly not being utilized in my area during rush peak traffic hours.</p>