

# **Winnipeg Walk Bike Projects**

## **Downtown Bike Lane System**

Prepared for:

**The City of Winnipeg**

Submitted by:

**MMM Group Limited**

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**5515081-000**

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# Public Engagement Summary – Phase 2

## 1. Summary of Events

This phase of public engagement presented three design options for Fort Street and/or Garry Street and the recommended Main Street half-signal design, and collected feedback on what people felt about each option. Winnipeggers were engaged in-person and online. In-person engagement activities included a meeting with locally impacted stakeholders and three pop-up public engagement events. Online engagement included information postings on the project website, prompting questions posted on the online discussion page and an online survey. All engagement activities were advertised by a City of Winnipeg press release and social media. A mass email was sent on March 4, 2016 to approximately 152 recipients. Newspaper ads were placed in the Canstar Metro on March 9, 2016, the Winnipeg Free Press on March 12, 2016 and the Metro on March 14, 2016.

### Summary of Participation:

- Stakeholder Meeting Attendees: 18
- Pop-up Engagement Interactions (over 3 events): 453
- Survey Responses: 304 (Appendix B)
- Website Discussion Page Comments: 37 (Appendix C)

## 2. Stakeholder Meeting

A meeting was held to present the results of the previous round of engagement and the design options to stakeholders who would be directly impacted by the project. Invitees included the businesses, residents and land owners fronting on Fort Street and Garry Street within the project study area.

Stakeholders were generally in support of a protected bike lane but there was a mixed response in terms of which option was preferred. Common themes resulting from the meeting's discussion are summarized below:

- Participants questioned locating the bike lane on the left side of the street and indicated there will be a learning curve associated with this for both cyclists and drivers.
- There were concerns over the reallocation of parking and loading space in all options.
- The reallocation of parking on the east side of Garry Street required by the two-way bike lane on Garry Street (Option 1) was a specific concern related to parking that was raised.
- The loss of one travel lane in the extra wide one-way bike lane on Fort and Garry Street (Option 3) was also of concern.
- It was noted that ease of maintenance should be a key component when selecting an option.

- Participants recognized the importance of beautifying the street and suggested adding amenities such as vegetation, bike parking, lighting and seating.

### 3. Pop-up Engagement

Pop-up engagements included four presentation boards and large format table maps to present the design options. The events were held at strategic high-traffic locations in the project area. This attracted the attention of those who happened to walk past the event as well those who were already interested in the project. The events were publically advertised and invitations were sent out to stakeholders and those following the project.

#### Three public pop-up engagement events were held:

- Portage and Main Rotunda (Connected to Winnipeg Square) – Thursday, March 17<sup>th</sup>, 2016 from 11:30 AM – 1:30 PM
- Fort Garry Place Mall – held in the late afternoon on a weekday – Thursday, March 17<sup>th</sup>, 2016 from 3:00 PM – 5:00 PM
- The Forks – Sunday, March 20<sup>th</sup>, 2016 from 12:30 PM – 2:30 PM

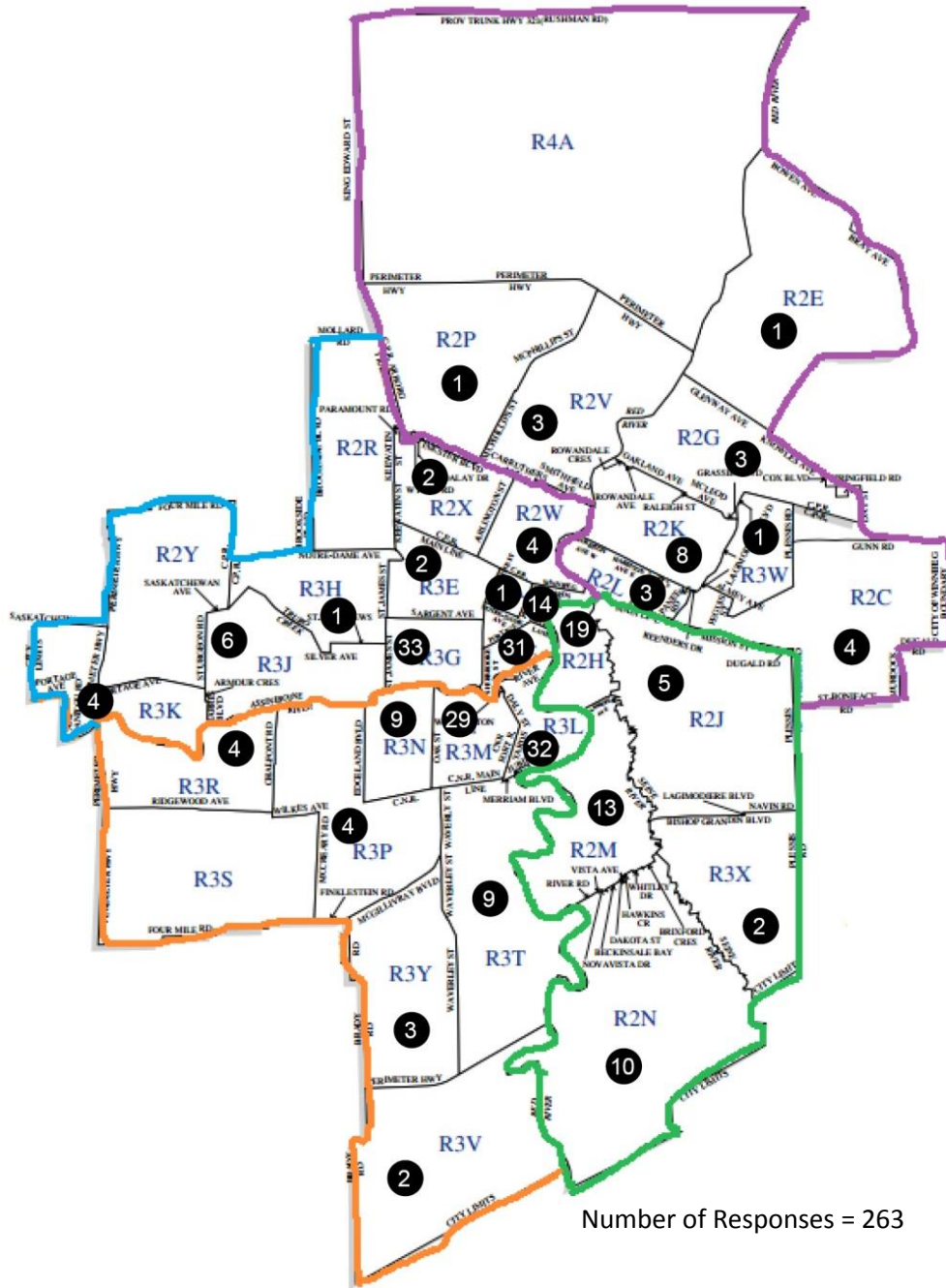
Participants were encouraged to visit the project website to provide their feedback through a discussion page and online survey. Hard copy versions of the survey were available for those who wanted them. Brochures showing the options and a link to the online survey were distributed during the events.

Most people were in support of the design options and protected cycling lanes in general; however some others were concerned with issues such as cost and the potential loss of a travel lane in the option with the extra wide one-way bike lane on Fort and Garry Streets. More detailed responses are presented in the next section.

### 4. Survey

A survey was hosted on the project website and hard copies were available at the pop-up engagements to gather feedback on the design options. Survey questions (Appendix A) included location, age, preferred mode of transportation, level of support for each option, what they liked and/or disliked about each option, which option would most accommodate winter riding, and how this project would affect the downtown overall. The survey received strong support overall for bike lanes in the Downtown Responses are summarized below and verbatim comments are attached in Appendix B.

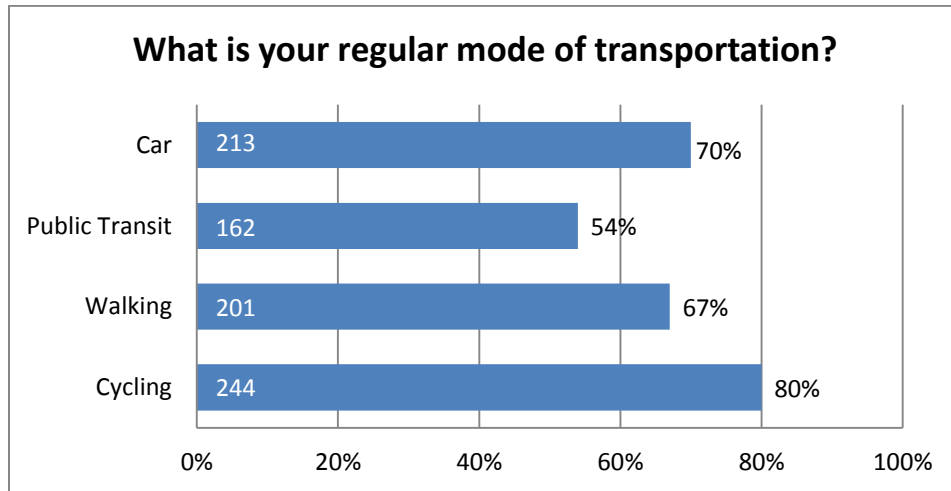
## Location of Respondents by Postal Code



Postal Code	Percentage of Respondents
R2C	1.5%
R2E	0.4%
R2G	1.1%
R2H	7.2%
R2J	1.9%
R2K	3.0%
R2L	1.1%
R2M	4.9%
R2N	3.8%
R2P	0.4%
R2V	1.1%
R2W	1.5%
R2X	0.8%
R3A	0.4%
R3B	5.3%
R3C	11.7%
R3E	0.8%
R3G	12.5%
R3H	0.4%
R3J	2.3%
R3K	1.5%
R3L	12.1%
R3M	11.0%
R3N	3.4%
R3P	1.5%
R3R	1.5%
R3T	3.4%
R3V	0.8%
R3W	0.4%
R3X	0.8%
R3Y	1.1%
R4H	0.4%

## Mode of Transportation

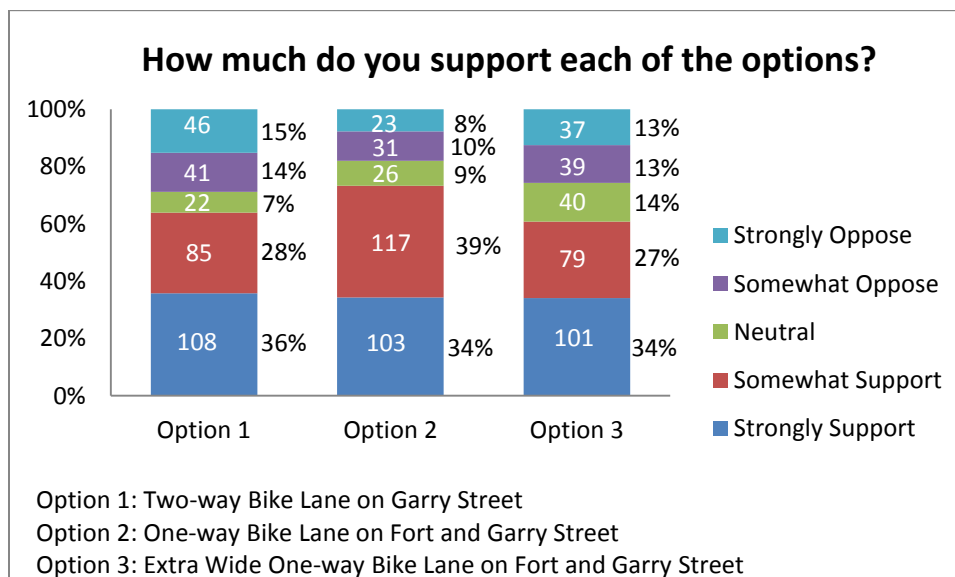
The survey asked what modes of transportation people use on a regular basis. Most respondents indicated they use multiple modes of transportation regularly. Some combination of driving and walking and/or cycling were the most common responses, with multiple people indicating they use all for modes.



Number of Responses = 302 (multiple choices per response)

## Level of Support

There were similar levels of support and opposition for all three options. Between 61% and 73% of respondents indicated they somewhat or strongly support each option, while the range of those who indicated they somewhat or strongly opposed the options was between 18% and 29%. The breakdown of support is depicted in the pie charts below.



Number of Responses = 302 (option 1), 300 (option 2), 296 (option 3)

## Option Likes and Dislikes

When choosing which option was supported or opposed, respondents were prompted to indicate why or what they liked or disliked about each option. These reasons are summarized into common themes in the table below.

### Common Themes - Likes

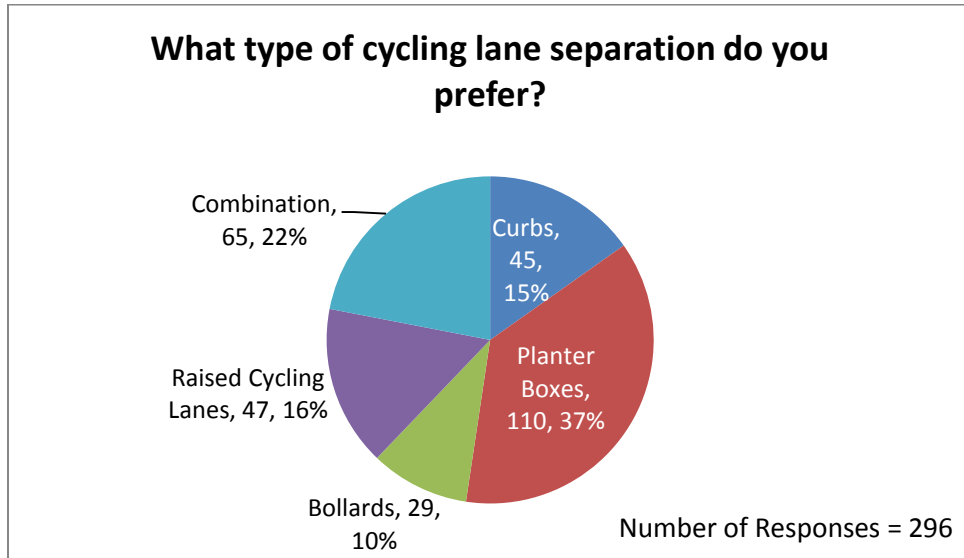
Two-way Bike Lane on Garry Street (Option1)	One-way Bike Lane on Fort and Garry Street (Option 2)	Extra Wide One-way Bike Lane on Fort and Garry Street (Option 3)
<ul style="list-style-type: none"> <li>» The bike lane is wide enough for faster cyclists to pass slower ones.</li> <li>» The width would allow for easy snow clearing and maintenance using existing equipment.</li> <li>» It is likely that implementation and construction would be faster than building two separate facilities.</li> <li>» It may be easier and more affordable to maintain one bike lane, as opposed to two.</li> <li>» The two-way lanes would create a concentration of cyclists on one street, providing increased visibility of cyclists.</li> <li>» The two-way lanes may encourage a friendlier environment, as cyclists could acknowledge each other.</li> <li>» The design continues to accommodate parking and emergency vehicles on both streets.</li> <li>» There is less traffic on Garry Street and this would not impact traffic as significantly as it may on Fort Street.</li> </ul>	<ul style="list-style-type: none"> <li>» This option retains more lanes of traffic and parking on Garry Street.</li> <li>» One-way bike lane is more intuitive for cyclists and drivers than a two-way bike lane, especially on a one-way street and may result in less confusion for motorists and increased safety for cyclists.</li> <li>» Retains parking on both streets.</li> <li>» There is a connection provided to both Arthur and Albert Streets.</li> <li>» Narrow lane width could help reduce cyclist speeds.</li> <li>» The design continues to accommodate parking and emergency vehicles on both streets.</li> <li>» Fort Street is closer to Main Street than Garry Street, and may be used as an alternate cycling route more than Garry Street would be.</li> </ul>	<ul style="list-style-type: none"> <li>» The bike lane is wide enough for faster cyclists to pass slower ones and allow cyclists to ride side-by-side.</li> <li>» The wider bike lane has the capacity to accommodate a larger number of cyclists at the same time.</li> <li>» One-way bike lane is more intuitive for cyclists and drivers than a two-way bike lane, especially on a one-way street, this may result in less confusion for motorists and increased safety for cyclists.</li> <li>» Retains parking on both streets.</li> <li>» There is a connection provided to both Arthur and Albert Streets.</li> <li>» Improved pedestrian experience with more room for trees.</li> <li>» Safer for pedestrians as the crossing distance is shorter.</li> <li>» Reducing the number of vehicle travel lanes may calm traffic.</li> <li>» Fort Street is closer to Main Street than Garry Street, and may be used as an alternate cycling route more than Garry Street would be.</li> </ul>
Verbatim comments attached in Appendix B, starting on page 19.	Verbatim comments attached in Appendix B, starting on page 41.	Verbatim comments attached in Appendix B, starting on page 57.

## Common Themes – Dislikes

Two-way Bike Lane on Garry Street (Option 1)	One-way Bike Lane on Fort and Garry Street (Option 2)	Extra Wide One-way Bike Lane on Fort and Garry Street (Option 3)
<ul style="list-style-type: none"> <li>» Concerns about the potential confusion, safety issues and difficult connections for cyclists traveling against the direction of traffic.</li> <li>» Cycling on the left side of the street is not intuitive for cyclists or drivers.</li> <li>» Loss of on-street parking on Garry Street.</li> <li>» Bike lane connections to Arthur Street, Notre Dame Avenue (westbound) and Ellice Avenue (eastbound) are difficult.</li> <li>» No new bike lanes or street renewal on Fort Street.</li> <li>» A separated bike lane may make it difficult for vehicles to easily access back lanes and parkades.</li> <li>» Concerns about cyclists trying to turn when traveling north, against the flow of traffic.</li> <li>» Two-way lanes can be a challenge with aggressive cyclists trying to pass and weave between lanes.</li> <li>» The width of the bike lane may result in some drivers thinking it is a vehicle lane.</li> <li>» Two-stage right turn at St. Mary Avenue is challenging.</li> <li>» The distance between Main Street and Garry Street is a bit far, and some people may not use the bike lane as an alternate route to Main Street.</li> </ul>	<ul style="list-style-type: none"> <li>» Cycling on the left side of the street is not intuitive for cyclists or drivers.</li> <li>» Challenging to clear snow and sand due to the narrow width of the bike lanes.</li> <li>» The bike lane is too narrow with no room for cyclists to pass each-other.</li> <li>» Longer implementation time and increased cost of construction on two streets.</li> <li>» Difficult to turn on to York Avenue and St Mary Avenue.</li> <li>» Dangerous to turn left at Fort Street and Portage Avenue.</li> <li>» Not enough buffer between bike lanes and parked cars.</li> <li>» All lanes at minimum acceptable width.</li> <li>» Loss of on-street parking on Fort Street and Garry Street.</li> <li>» Connection to Albert Street is awkward.</li> <li>» Connection to Ellice Avenue is awkward.</li> <li>» Transit mixing with cyclists on Fort Street and Portage Avenue could be challenging.</li> </ul>	<ul style="list-style-type: none"> <li>» Cycling on the left side of the street is not intuitive for cyclists or drivers.</li> <li>» Reduced vehicle travel lanes may impact traffic and emergency services.</li> <li>» Difficult to turn on to York Avenue and St. Mary Avenue.</li> <li>» Dangerous to turn left at Fort Street and Portage Avenue.</li> <li>» Connection to Albert Street is awkward.</li> <li>» Longer implementation time and increased cost of construction on two streets.</li> <li>» Bike lane is too wide and takes up too much of the street.</li> <li>» Bike lane may be improperly used as a two-way.</li> <li>» Not enough of a buffer from parked cars.</li> <li>» Buffer will make it difficult to change lanes.</li> </ul>
<p>Verbatim comments attached in Appendix B, starting on page 28.</p>	<p>Verbatim comments attached in Appendix B, starting on page 49.</p>	<p>Verbatim comments attached in Appendix B, starting on page 64.</p>

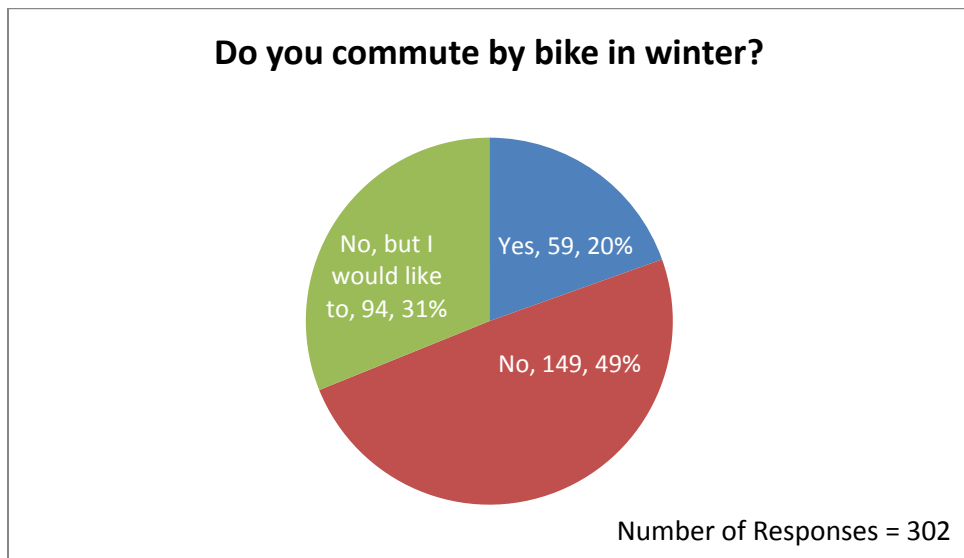


## Cycling Lane Separation Preference

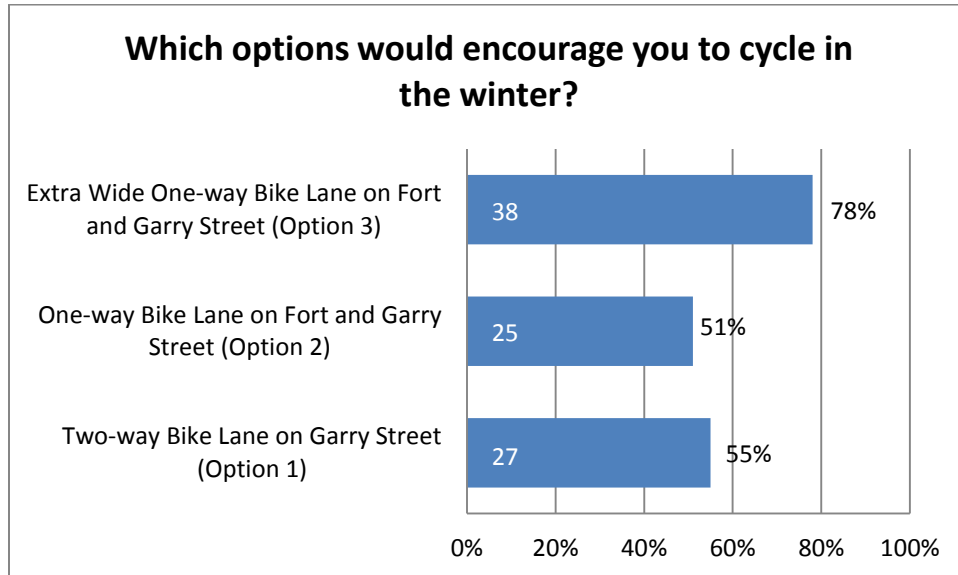


Verbatim comments attached in Appendix B, starting on page 78.

## Number of Winter Cyclists



## Which Options Encourage Winter Cycling



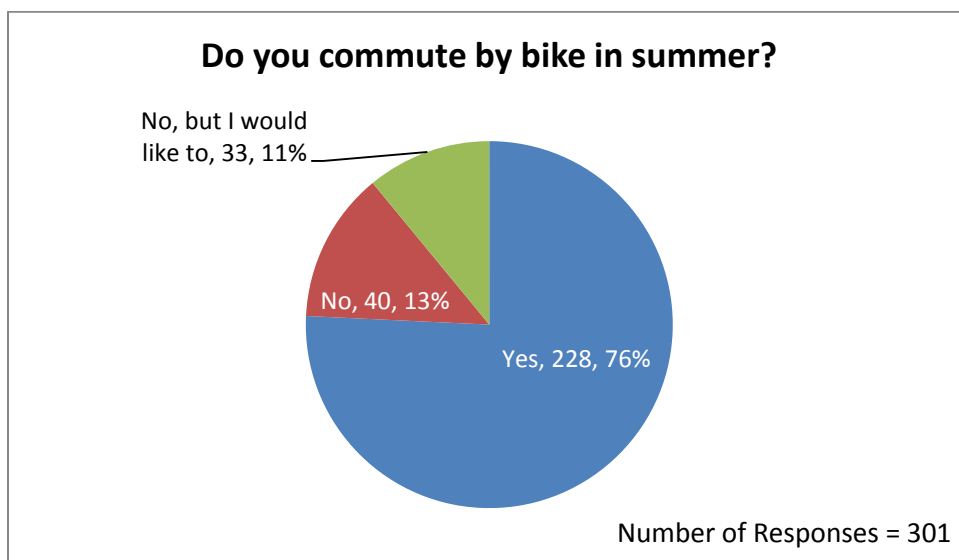
Number of Responses = 49 (multiple choices per response)

## Winter Cycling Comments

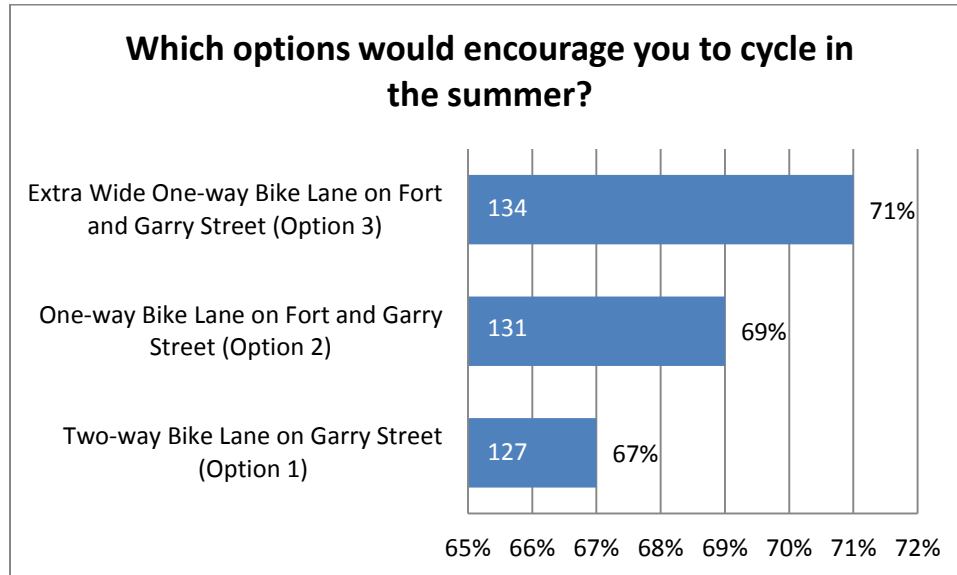
The two-way bike lane on Garry Street (Option 1) was the most commonly chosen option to accommodate winter cycling. A common concern with all options was the need for proper maintenance of the bike lanes including regular snow clearing.

Verbatim comments attached in Appendix B, starting on page 93.

## Number of Summer Cyclists



## Which Options Encourage Summer Cycling



Number of Responses = 190 (multiple choices per response)

## Summer Cycling Comments

When asked about summer cycling, respondents indicated that protected and buffered cycling lanes are safer and less stressful than cycling in traffic and would encourage them and likely others to cycle more. Road conditions and maintenance of painted bike lanes were cited as hindrances to cycling in mixed traffic and in painted bike lanes.

Verbatim comments attached in Appendix B, starting on page 101.

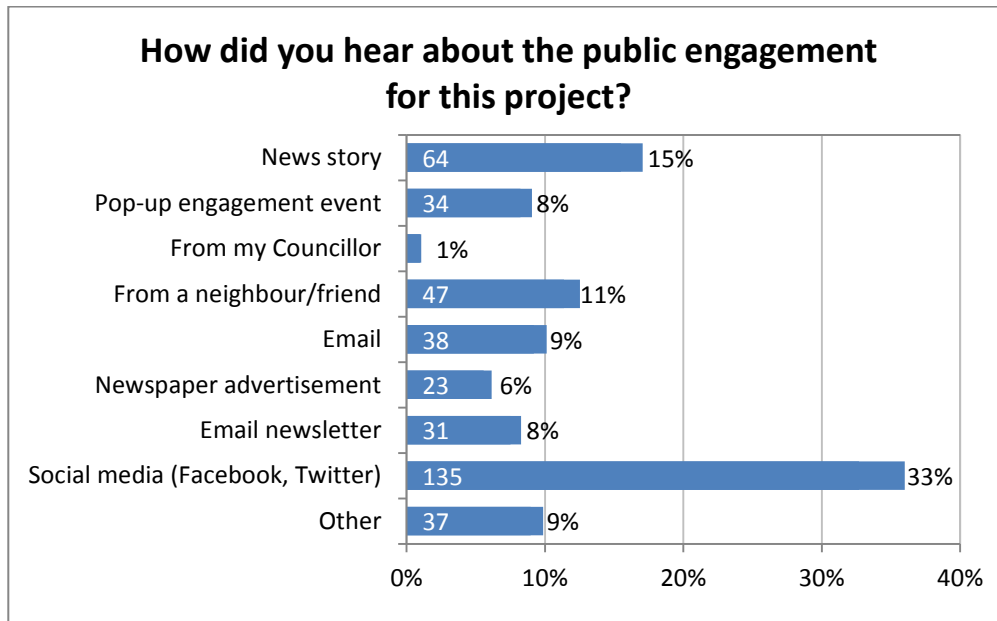
## Downtown Environment

The survey asked what effect improving the pedestrian environment and adding protected bike lanes would have on the Downtown. Many respondents indicated that it would make the downtown a livelier place and attract more people. They indicated that a more attractive and safe environment for pedestrians and cyclists will help promote the downtown as a destination, encourage new business, encourage patios and add a greater sense of energy and positive feel to the streets of the downtown. Respondents also indicated they are more likely to make unplanned stops at a business while on a bike or as a pedestrian because they are more likely to notice the business and it's easier to quickly stop in.

Some respondents indicated that the loss of street parking would have a negative effect on businesses in the downtown, while others were not in favour of the City spending money on bike lanes.

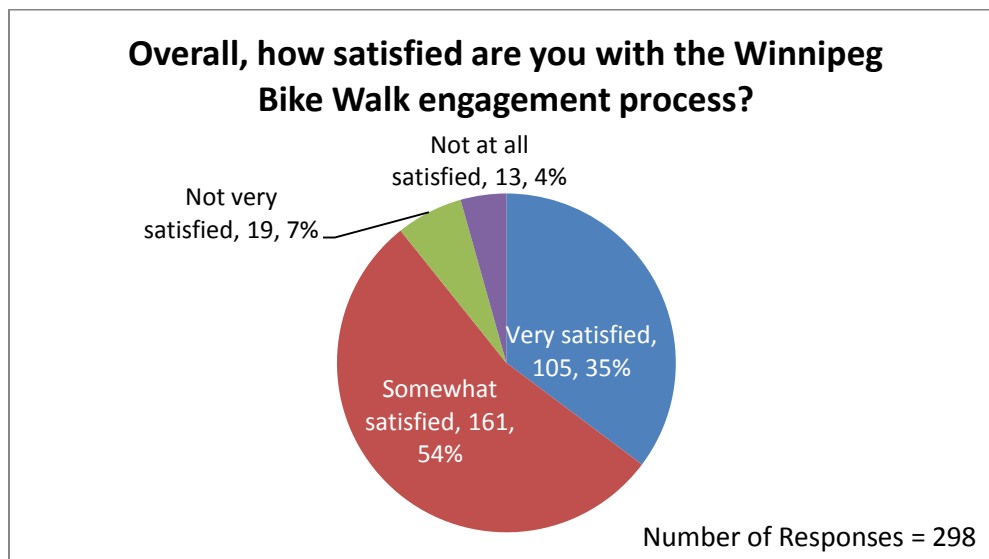
Verbatim comments attached in Appendix B, starting on page 110.

## Public Engagement Promotion

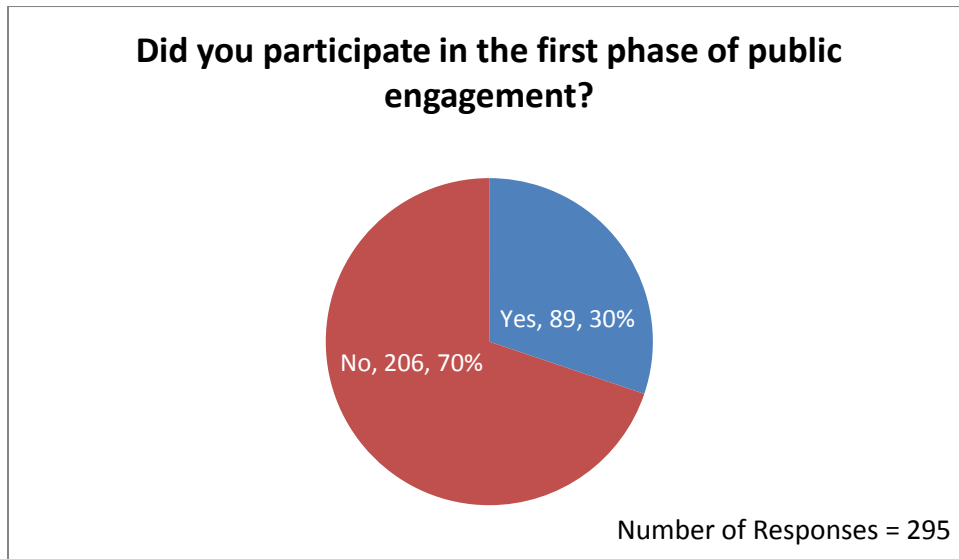


Number of Responses = 297 (multiple choices per response)

## Satisfaction with Public Engagement Process



## Participation in First Phase of Public Engagement



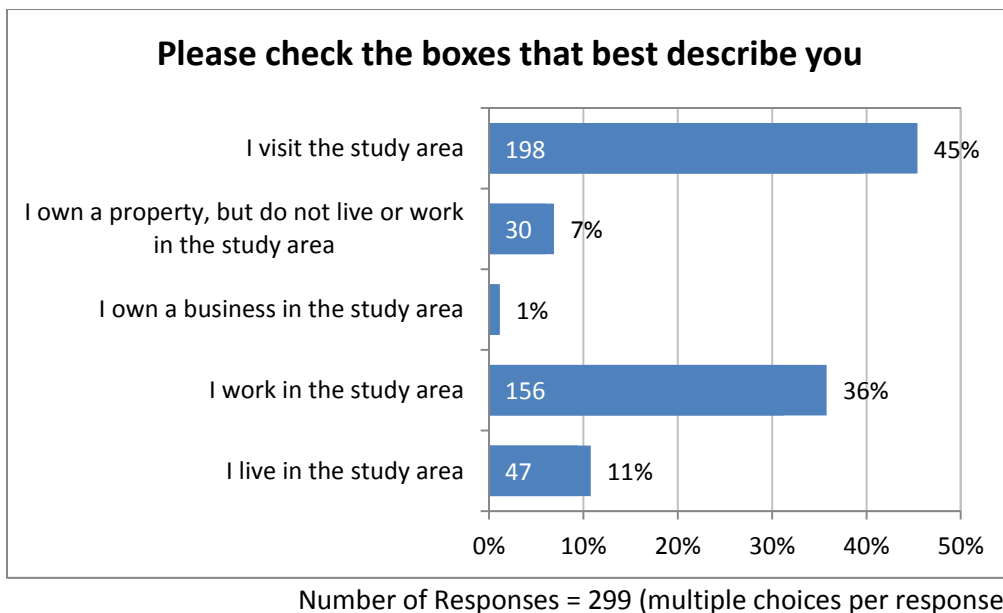
## Positive Outcomes and Improving Public Engagement

Verbatim comments attached in Appendix B, starting on page 125.

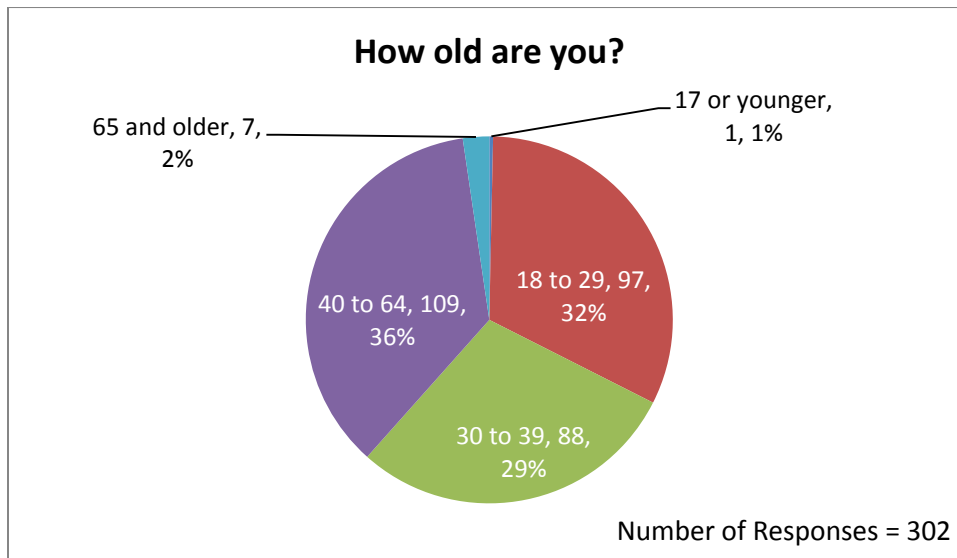
## Encouraging Future Participation

Verbatim comments attached in Appendix B, starting on page 131.

## Relationship to Project Study Area



## Age of Respondents



## Other Considerations

Verbatim comments attached in Appendix B, starting on page 137.

## 5. Appendix

# Appendix A – Survey Questions



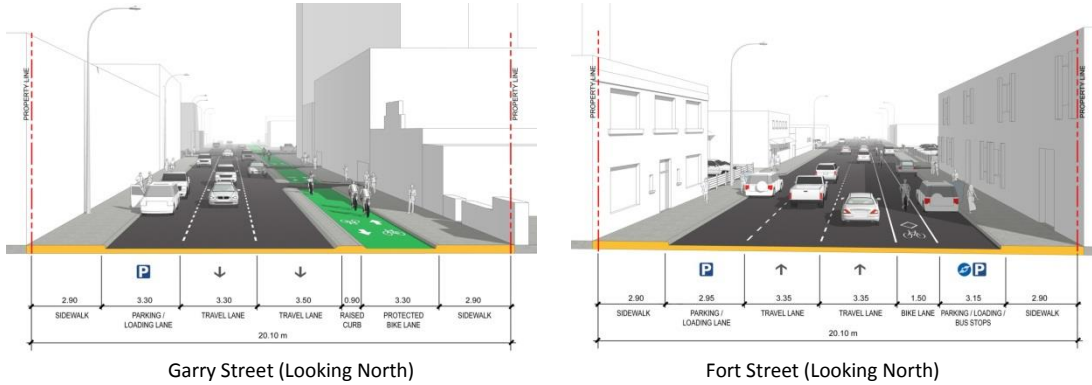
**CITY OF WINNIPEG  
DOWNTOWN BIKE LANE SYSTEM STUDY  
DESIGN OPTIONS SURVEY**

1. What are the first 3 digits of your postal code? \_\_\_\_\_

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

- Cycling  Walking  Public Transit  Car

**OPTION 1 - TWO-WAY PROTECTED BIKE LANE ON LEFT SIDE OF GARRY STREET ONLY**



3a. How much do you support Option 1?

- Strongly support  Somewhat support  Neutral  Somewhat oppose  Strongly oppose

3b. Overall, what elements do you like about Option 1?

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3c. What elements do you dislike about Option 1?

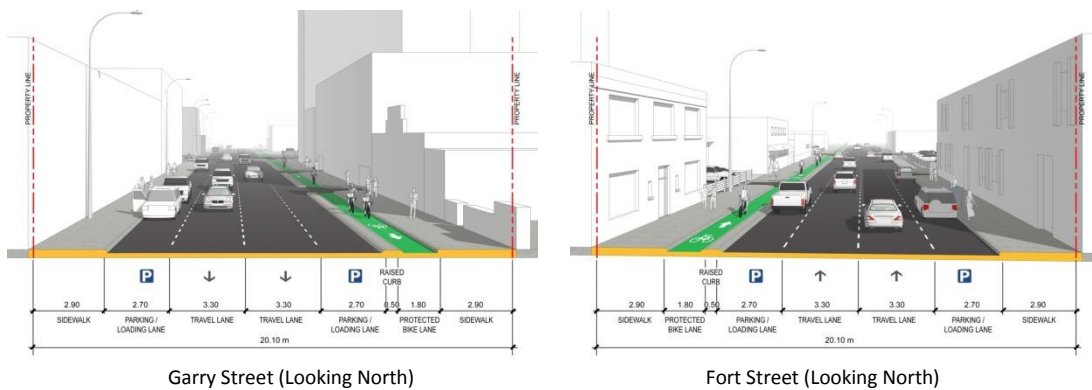
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**OPTION 2 - ONE-WAY LEFT SIDE PROTECTED BIKE LANES ON FORT & GARRY STREETS**



4a. How much do you support Option 2?

- Strongly support  Somewhat support  Neutral  Somewhat oppose  Strongly oppose

4b. Overall, what elements do you like about Option 2?

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4c. What elements do you dislike about Option 2?

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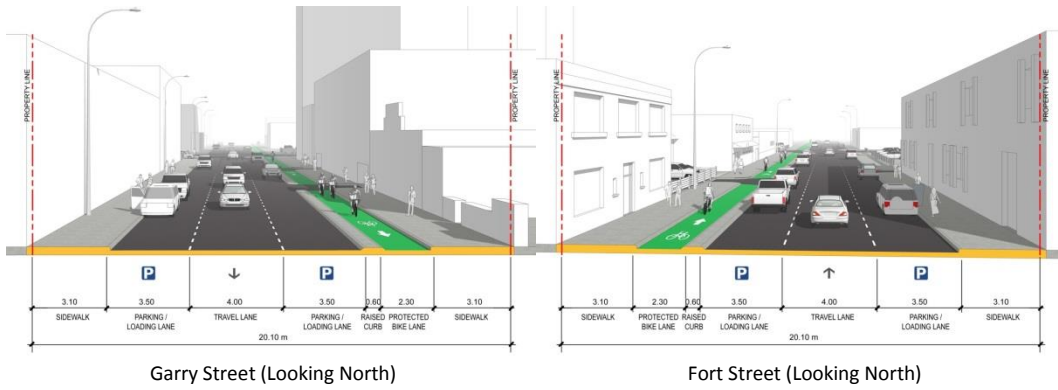
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**CITY OF WINNIPEG  
DOWNTOWN BIKE LANE SYSTEM STUDY  
DESIGN OPTIONS SURVEY**

**OPTION 3 - ONE-WAY WIDE LEFT SIDE PROTECTED BIKE LANES ON FORT & GARRY STREETS**



**5a. How much do you support Option 3?**

- Strongly support    Somewhat support    Neutral    Somewhat oppose    Strongly oppose

**5b. Overall, what elements do you like about Option 3?**

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**5c. What elements do you dislike about Option 3?**

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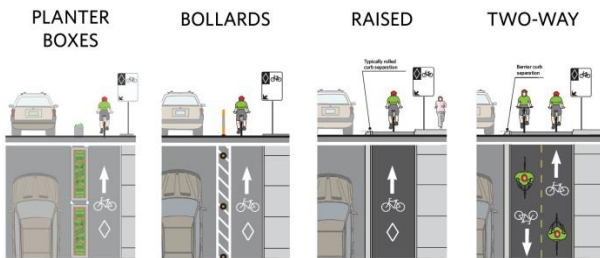


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**6. What type of cycling lane separation do you prefer?**



- Curbs    Planter Boxes    Bollards    Raised Cycling Lanes    Combination

**7a. Do you commute by bike in the winter?**

- Yes    No    No, but would like to

**7b. Would any of these options encourage you to start/continue riding your bike in the winter?**

- Option 1    Option 2    Option 3

**7c. Why or why not?**

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**8a. Do you commute by bike in the summer?**

- Yes    No    No, but would like to

**8b. Would any of these options encourage you to start/continue riding your bike in the summer?**

- Option 1    Option 2    Option 3

**8c. Why or why not?**

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**CITY OF WINNIPEG**  
**DOWNTOWN BIKE LANE SYSTEM STUDY**  
**DESIGN OPTIONS SURVEY**

**9. What effect would improving the pedestrian and cycling environment on Fort Street and Garry Street have on commuters, local businesses and the downtown as a whole?**

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

- |   |  |
|---|--|
| <input type="checkbox"/> Social media (Facebook, Twitter) | <input type="checkbox"/> From my Councillor      |
| <input type="checkbox"/> Email newsletter                 | <input type="checkbox"/> Pop-up engagement event |
| <input type="checkbox"/> Newspaper advertisement          | <input type="checkbox"/> News story              |
| <input type="checkbox"/> Email                            | <input type="checkbox"/> Other: _____            |
| <input type="checkbox"/> From a neighbour/friend          |  |

**11. Overall, how satisfied are you with the Winnipeg Bike Walk engagement process?**

- Very satisfied    Somewhat satisfied    Not very satisfied    Not at all satisfied

**12. Did you participate in the first phase of public engagement?**

- Yes    No

**13. What do you think went well and how could public engagement be improved in the future?**

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**14. What would encourage you to participate as we continue to engage with you?**

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**15. Please check the boxes that best describe you**

- I live in the study area  
 I work in the study area  
 I own a business in the study area on:  
     Fort Street  
     Garry Street  
     Other: \_\_\_\_\_  
 I own a property, but do not live or work in the study area  
 I visit the study area

**16. How old are you?**

- 17 or younger    18 to 29    30 to 39    40 to 64    65 and older

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

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

# Appendix B – Survey Responses

## What elements do you like about Option 1?

Separate bike lane
Just the fact a cyclist lane is included
The luxurious width of the Garry Street cycleway.
Two way traffic is good because cyclists are always going the 'wrong' way on a one-way anyway; ability to pass slower riders appreciated
Seems more efficient to concentrate cycle way onto one street for maintenance & upkeep
separated bike lanes by curbs, like ability to pass slower riders within the bike lane (without needing to compete with car traffic).
<ul style="list-style-type: none"> <li>- protected lane</li> <li>- existing fort street lane maintained; enables better access to exchange.</li> <li>- 2-way traffic</li> <li>- it will get done faster</li> <li>- right hand turns are easier going north</li> </ul>
Wide
I like the fact that cyclists are physically separated from traffic on Garry St.
you have to contend with parked cars - bike are onto themselves
2 way cycle lane / 2 lanes of traffic kept on Garry st / raised curb!! / connection to exchange district / keeping bike lane on fort
I feel that having the two way travel on Garry provides the best connection options at the south and north end of the pathway, and also easiest connections with the St Mary Ave bike path. It also provides the least interaction between parked cars and cyclists.
Protection of bike lane. Traffic calming on Garry through lane reduction. Opportunity for streetscape enhancements with planters, curb bump-outs.
Two way for cyclists increases the efficiency of cycling by making the most available route available without extra distance.
Really like the protected bike lane on Garry.
Protected lane on Garry Street.
protected bike lane, safe from vehicles
NOTHING
Protected bike lanes on Garry.
Concentration of cyclists on one street improves social aspect of cycling - safety in numbers, and provides a concentration of potential cyclist customers for businesses on the street. Garry St. could become a destination for cyclists. Two way bike lane is also significantly more convenient for cyclists than separated one-way lanes.
Quick implementation
Two way path allowing faster cyclists to pass
Two travels lanes ease traffic flow and are better for emergency services
- (extra parking lanes not needed, build a multilevel parking facility downtown)
Great job on Garry Street.
None , complete waste of money
Agree that cycling should be encouraged, and bikes should be moved out of vehicle traffic.
protected lane.
The dividers on Garry protecting cyclists from traffic.
Only requires work on one street

Downtown Bike Lane System Online Survey Responses

2 way protected bike lane is efficient use of space and convenient.
none
I like the clear division between traffic and cyclists. I have been doored on Garry St. and I think a strict division would help amend this problem. I also appreciate that cyclists have the freedom to travel in either direction.
The part where the bike lane separated from traffic is good
Wide two way cycling lane
None
separate cars from Bikes. Only disrupts one street for cycling to lessen the impact for cycling naysayers. Good access to commuters who are traveling to Portage and Main, but limited easy access to other parts of down town. Really like the Assiniboine bike lanes which this will be similar to
Strongly favour having enough room in the bike lane to pass other cyclists, direct connection to exchange, and faster implementation
I like it will take less time to implement, and it looked easier and cheaper to build and maintain as opposed to two separate bike lanes
Protected cycling lane will have big impact in increasing ridership. Lane being on left side avoids buses and dooring. Protected lane will be wide enough for snow clearing equipment.
A two lane bike way is best and only option. If the City is going to commit to building this infrastructure, it makes no sense to invest in a unidirectional flow, when it can be bidirectional, and facilitate commuting for many more cyclists. Commuting means you go one way and then the other, back where you came from, if bidirectional user experience and use would be exceptional.
I like that the 2 way bike lanes would allow for better bike lanes on fewer streets with the bonus of having them on lower traffic streets.
I generally believe that people will gravitate to more focused infrastructure. I also think that it's unlikely that cyclists will want to go a whole block over just to go back the way they came.
2 way bike traffic lane
I regularly cycle down Garry, so I'm enjoy that it has the protected bike lane.
Two way traffic on bike lane is wider, gives greater feeling of safety. Will be nicer for wider bike trailer (e.g., double trailer for kids).
Two way bike traffic lane that goes by Millennium, allows passing by other cyclists, accommodates emergency vehicles, quicker implementation
Protected Bike lines
Safe simple
Two-way protected on Gary would be very beneficial for both cycling and creating a pedestrian scale downtown neighbourhood.
I like the protected lane on Garry Street
Two way travel on a protected bike lane is logical and provides the critical mass necessary to ensure visibility.
I prefer the raised curb to separate autos and bicycles. Fort St still retains one way bicycle travel.
None
I like the raised curb and the two way cycling lane. It also takes away a parking lane which is a hot commodity in the downtown area and would upset our vehicle commuters.
I will somewhat support this option but the Fort/north option is not ideal
The plus is that it still allows for 2 lanes of car travel. (less resistance) and has a lane for Cyclists.
You can cycle both directions on one street. Easier to remember which street to use. Can pass other riders. concentrates cycling activity facilitating driver awareness.
Garry Street (looking north) - protected bike lane - 2 way - raised curb

Downtown Bike Lane System Online Survey Responses

Wide pedestrian bike path with a barrier from traffic.
It's better than the painted lines there now.
The wide, protected lane on Garry
Two way, raised curb separation. Connects to exchange.
Really like the two way bike lane, puts more cyclists together / don't have to worry about finding a bike lane going the direction that you want.
the buffer separation between the street, quick implementation
separated bike lane on Garry
The double bike lane on Garry Street. Allows for passing of slower cyclists, and can support a larger (future) amount of bike traffic. The increased width of the lane, along with the buffers, will make the bike a lane a more visible presence on the street, making cyclists feel safer, and thus encouraging more first-time cyclists.
The biking lane on Garry Street.
bi-directionality of bike lane, fewer motor vehicle lanes
The addition of protected bike lanes is good.
Large amount of dedicated bike lane and raised curb for physical separation.
Kept the majority of the parking options. the consideration of how to get to the exchange with the bike lights.
I like the separation between people biking, driving and walking on Garry. I like the bike box options for 2 stage turns.
none
Protected bike lane on Garry
Nothing
Minimum loss to existing infrastructure, provides enhanced cycling protection on Garry.
Big change on only one street. Opportunity for public road sharing education.
Nil
Seems feasible since it requires the least amount of street work. Also, having no parking in the lane adjacent the separated bike lane on Gary would greatly improve sightlines for cars turning across the bike lane (this is currently a great danger with the separated bike lane along Sherbrook, where cars turning right at intersections often cannot see cyclists until the last minute due to parked cars between them and the bike lane).
Two way cycling on Garry.
Garry St bike lane is well separated from vehicles.
Being able to pass in wide lanes would be nice.
I'd speculate this is less costly than other options where construction is required on multiple streets.
Doesn't impact heavy Fort traffic at St. Mary, allows bike passing, is less disruptive with construction.
The width allows cyclists to ride side-by-side to chat (and move to single file when a cyclist is coming from the opposite direction).
The width also helps to dodge obstacles like litter, potholes, ice, chunks of snow, people standing in the bike lane, etc
Easier to maintain?
- Two-way bike path on Garry street keeps all the bikers in one street
I like the implementation of a buffer-protected lane on Garry;
I like the idea of a two-way bike lane, because 1) they'll both be on the same street (easier to navigate and know where to go depending on your direction) and 2) to have more space to pass (because seeing and interacting with other cyclists on the road gives a sense of camaraderie and community, and that cycling is a legitimate and accepted mode of communication).

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buffer, clear bike lanes separate from traffic
Ability to pass slower cyclists
Only 1 road to do work on, will get completed faster with less disruption. Wider lane/s for cyclists. Physical barrier from cars creates a sense of protection for cyclists, and this will promote more recreational cyclists to use the lane and possibly become commuters. Positive use of bike boxes for turning options for cyclists.
works with my route from the Exchange District.
I like the idea of a two-way cycle land on one street. As a cyclist, I think a bit larger physical presence on the street is good. Additionally, I think it will be clearer on cycling maps.
I love the fact that it establishes a a very direct bi-directional link across Notre Dame. I also like that it retains the bike lane on the right side of Fort, which allows for a direct link into the heart of the Exchange via Albert without needing to make a one block detour if you are destined for a more eastern destination or route. I also like the shorter ped crossings created by the bulb outs, and how pedestrian refuge islands exist to help cyclists and pedestrians manage conflict. (have those islands been designed big enough to accommodate a parent with a stroller, a wheelchair?)
Wide bike lane allows for passing.
Having a separated lane for cyclists to protect them from vehicles.
lower cost
you have to have a protected bike lane.
protected bike lane and two ways.
Faster to get it done. Able to pass another bike safely. Easier for buses and emergency.
The ability to pass/be passed by other riders.
During rush hour Garry street is backed up at Broadway and the bike lane is often cut off by vehicles looking to turn right. The space is not enough and feels VERY crowded when a large vehicle is making the right turn. Also, after crossing Broadway vehicles tend to ride into the bike lane.
Even during rush hour, I don't have much difficulty on Fort street coming up to St Mary. Not a lot of vehicles are making a right turn off of the bike lane, so you tend to feel like you have more space.
Two way protected lane is really good!
Two clear lanes for bicycles keeps cars away from that all cyclists.
Protected bike path
The two way separate bike lane is much safer from the point of view of a cyclist.
raised curb and protected lane
Everything but the two-way traffic.
Eliminates dooring on Garry, less traffic and transit, good connectivity to AT network, raised curb, quicker implementation, good separation of various traffic elements (vehicles, bikes, pedestrians) - safer
Continuity of two-way facility from Assiniboine.
I like the two way bike lane and the raised barrier on Garry
I like that is can be implemented faster and maintains access for emergency services.
All vehicle travel lanes on Fort Street are maintained.
Two-way cycling lane, buffer
I like the protected buffer, and the fact that there are still two travel lanes (with the idea of accommodating emergency services). Idea of faster implementation with only one street to renew is appealing.
You can smile and wave to oncoming cyclists, which is good community building. The design seems OK, but see my next point.
The curb between cars and bikes



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I like it all. The fact that the lanes are provided keeps everyone safer and would definitely keep cyclists such as myself off of the sidewalks. Let's face it: My safety and feeling secure far surpasses and man-made law. When I do feel the need to use the sidewalk I am extremely courteous to my fellow Winnipeggers sharing that stretch of land.
I like the two way cycling. Much more convenient. Fort, as is, is actually already pretty good. Keeping it the same, would be fine with me.
The protected lane on Garry that is wide enough for passing. I also like the option of going North on Garry
I like the raised curbs on Garry St. I also like that there are no change made to Fort, which is major for commuting downtown in the mornings and traffic there (especially with busses) can get a bit much.
A protected lane would be an improvement over the painted lanes that exist currently.
fully separated bike lane, ability to pass
Faster Implementation
Protected bike lane
I like that there are 2 travel lanes.
protected bike lane
Properly divided bike lane
I like the concept of a protected bike lake.
Protection from cars, protection from parked car doors.
Median on Garry.
Raised Curb (it's missing barriers -- cement or posts). Its not a "Protected" Bike Lane...its just a bike lane w/ a raised curb. That does not provide sufficient protection.
I like the wide lanes on Garry street, along with a raised curb acting as a barrier.
none
double bike lanes separated from the flow of traffic fort street is unchanged, i like the current design, and it is gets plowed frequently which is nice
Low cost, short build time, easy for the city to maintain, prefer two-way bike lanes like the one on Assiniboine Avenue (e.g., can change direction more easily if I need to turn around, and it's easy to pass slower bikes)
Any dedicated bike lane system is better than what we have now. Currently whenever it snows, the bike lane tends to be taken up by cars because they cannot see where the bike lane is, increasing the chance for car/cyclist interaction/conflict.
I like how the bike path on Garry Street is protected by the curb with spaces for vehicles to access pickup/drop off points
Protected 2 way bike lane
Protected Bike Lane is definitely a must.
none
i like that parking remains on both sides of the street on fort street
The easier connectivity to the exchange district, that there is still a diamond bike lane on Fort Street (if that were to be removed I would not support option 1). It's good this is a faster implementation and likely result in some cost savings. I like that Garry has slower and less traffic
More bike lanes are a great thing.
Separated lanes.
Provides a solid bicycle route through a part of downtown that is growing rapidly, rather than splitting northbound and southbound cyclists over separate blocks. Faster implementation means higher ridership on the route. Enhanced crossing of Portage Av doesn't require two blocks of infrastructure.

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Cyclists would be entering the exchange on relatively quiet Garry and Arthur Streets rather than via Notre Dame Av. This design also largely avoids the intense mixing with transit that happens on Fort Street, which is extremely dangerous to cyclists due to sudden stops by buses and poor sightlines for transit drivers, especially when they turn left onto Portage Av. Makes bicycle travel less confusing for newer riders, and avoids the inevitable problem of cyclists riding the wrong way down a one way cycling lane.
2 travel lanes allowing traffic in both directions, travel lanes are opposite parking lane- negates 'dooring' issue
Protected Biking Lane, 2 way for bikes is nice, dual lanes for emergency vehicles
NONE!
Protected lane, ability to pass slower cyclists safely.
2 way Therefore lots of flexibility to move either direction
I like that it allows for connection between the Exchange from the Village and anyone taking the Assiniboine loop. Should allow for good flow from Tuxedo straight into the exchange without having to use Portage, which can be intimidating as new cyclist.
Two way bike lanes are a good idea.
Safety, convenience & flow
Looks safer as a cyclist having the two lanes and the connection to Arthur street. Less traffic on Garry is true too and the faster implementation is a plus as well.
The padded and protected part of the lane.
I like the City is prioritizing cycling by building permanently separated cycling facilities. Awesome! I really like the use of narrower lanes widths for vehicles that will contribute to calmer street environment. Given this is a one way street, which tend to encourage faster driving, narrow lanes and parking lanes make the street cozier, also the wide sidewalks on both sides of the street are great.
this is an improvement over what we currently have.... any cycle lanes protected from traffic will encourage more people to use their bicycles to get to and through downtown, on their way to and from the exchange district, the forks, the new lower fort Garry park, etc.
The physical barrier between the bike lane and travel lane
Two way cycling increases risks unnecessarily to pedestrians by having a flow of bikes counter to the expected traffic flow on an otherwise one way street. There is a similar risk to cyclist from vehicles entering or leaving the road crossing their path.
Less vehicle traffic and direct connection to exchange
Bike lane is wide enough to provide overtaking opportunities for faster cyclists
None
being able to pass other cyclists
I like the 2 way option on Garry. I like that the one way option is kept on Fort.
I like that it is more cost and time effective. This is a common thing I see being done in other Canadian cities, simply because of the accessibility. Will be easier to sell this option to the critics I suspect.
It leaves two lanes for vehicle traffic on both Fort and Garry.
Bike/car separation
The wide bike path on Garry. The separation from the road for cyclists. Parking is on other side.
Least expensive while offering greatest choice of directions.
I like the layout for Garry St. It seems more efficient
I find it really appropriate to have a larger bike lane, used by more bikers and therefore more attention to them. It would be useful to have one larger and more defined area for bikers so people in cars as well as other transportation systems will be aware of the significance of this path.
The two-way bike path. I think with a one-way bike path, some people with just go up it the wrong way.

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I also like that Gary still will have two travel lanes.
I like quicker implementation
Easiest for cyclists to navigate through downtown.
2 lane bike.
Can go both ways cycling
Raised protected area to bike on Left lane Protected from bus traffic
The buffer zones worth of Broadway is 0.90 - that is 0.3 wider than the other options. Will allow a more generous feeling when cycling.
Wider bike lane, increased cyclist safety on Garry, both directions available for cycling on Garry
I like the partial partition at intersections
It's a protected lane.
I guess I like the width, but prefer the width in the right direction (option 3)
Width. The width will make it easier to accommodate more cyclists as participation in cycling increases
It's a step in the right direction towards safer biking.
I Love the two way bike lane idea on Garry!
I like the physical barrier separating cyclist from pedestrian and vehicles. The wider cycling lane is easier to clear snow in winter. 2 way bike traffic on a one way street needs special intersection treatment. More bike boxes at intersections help separate bikes from vehicles.
Easier access to Portage Ave and the Exchange then Fort street would provide. Second lane allows you to pass a slower cyclist.
For biking infrastructure, this is way better than what we have and as a minimum, I'd support this! I also like the connectivity into the Exchange.
Living and working downtown, I see a heavier traffic of bikes on Garry than on Fort. The 2 way bike lanes will support this and encourage new (potentially slower) bikers who do not bike downtown because of the traffic to adopt active transportation.
I really like the raised curb- the separation reinforces to motorists that the space there is for cyclists. I like the 2 lanes of car traffic because it will make it more palatable to motorists. I don't really care about accommodating more cars but at least they can't complain about the cycling lanes if there are still 2 travel lanes.
The wide two-way bike lane on Garry Street means I don't necessarily have to travel in the same direction as vehicular traffic.
I like the protection from traffic; the curb provides definition for the cyclist and his/her space.
The physical separation of the bike lane The vehicle lane size isn't too wide
I really love the double barrier from motor vehicular traffic for pedestrians as well as the raised barrier for bicycle traffic. The bike lane going both ways on Garry seems like it could be confusing for motor vehicular traffic, but potentially a great benefit for bicycle traffic that might entice people to bike more due to such a benefit.
I like the 2 way cycling lane to allow passing of slower riders. Often I encounter cyclists riding the wrong way down one way streets downtown which can be quite dangerous. Buffered bike lanes are the only way to move forward safely with bike lanes, especially with the lack of understanding amongst cyclists and drivers about rules of the road.
Not much.
More protection for cyclists on Garry.

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The two way, protected lane would make me feel much safer when cycling downtown.
Protected bike lane
Re Garry Street: Safety-wise, the vehicle/bicycle buffer plus green color lane is a huge asset. Delineating between vehicle/bicycle traffic will keep everyone in their respective lanes. Format is similar to what I've seen in Vancouver and it appears to work well.
Separated, like Assiniboine.
dedicated bike lanes are good. Having defined separation between bikes and cars is idea (i.e. separated by curb)
- It's better than nothing. - Realistically some people will still ride the wrong way on the 1 way streets in Options 2 and 3, either in the lane itself or on the sidewalk.
physical separation between bikes and cars is good
Ability to pass, riders will be drawn to the 'bike street', riders will ride in both directions regardless of the direction painted on the lane, less bike lane to maintain in winter
Keeps cyclists out of the way so they can't jump in front of cars without signalling (like they always do, causing havoc and endangering lives).
Raised curb between vehicles and cyclists. New route opportunities with two way bike lane.
Protected bike lane (safety).
wide, double, protected bike lane
One parking lane, two travel lanes north of Broadway. Connection to Exchange District.
Parking lane is on opposite side to bike lane. Larger bike lane that allows passing.
cyclists togetherness strength in # (i.e. visibility, safety) single connection to Exchange faster & cheaper ? completion
The separated bike lane is good, and two-way cycling traffic works, but not the part where it turns to one lane after south of Broadway.
I like that there is less vehicle traffic so it would be easier to create.
Garry Street 2 way cycle lane
Allowing cyclists to pass each other as needed; good for emergency services; likely the fastest & cheapest option because only 1 street needs to be changed
None bike me do not being on roads
Less traffic than Fort No car door issues Allows for passing slower cyclists
1. Seems the safest for bikes. -Widest bike lanes and widest raised curb allows for passing and side by side cycling -Allows for bikes to pass slower riders. -Lower vehicular traffic and less transit routes. - It appears that a shared bike/transit lane remains on the right hand side of the street on Fort so cyclists can choose either Fort or Garry. 2. Better for Emergency Services. 3. Faster to implement. (more parking not an issue for me)
Buffered Bike lanes for protection - will encourage more people to cycle, increases safety
Limiting construction to one road only. Parking on the opposite side of the street to increase vehicle/bike visibility.

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Shared N/S bike lane with raised curb on only Garry St and less infrastructure on Fort St.
protected lane. fast implementation.
Parking and lanes of traffic, as well as a bike lane on a busy street.
Protected bike lane
Protected and separated.
I like the demarcated bike lane on the right side of the road on Fort. It would be much better if it were painted green for visibility.
Possibility to pass slower riders, wider riding surface
I like the fact that by being on Garry, there is less disruption to existing traffic (i.e. since Garry is not as busy as Fort, the wider bike lane won't have as negative an effect on traffic).
The wise two way lane allows for riding side by side (and getting out of the way for oncoming traffic). Social element of riding is often forgotten.
Having a larger 2 way bike lane will increase bike traffic and make the cyclists generally more visible.
Bike lanes on both routes, wide bike lane
Like Garry Street, but feel this is sufficient and Fort proposal not necessary.
I like the protected bike lane on Garry
Cyclists are protected
- wide lanes (vehicular and cyclist) - central facility on Garry, while existing facility on Fort is kept as is
-High quality facility provided on Garry, and minimum facility option maintained on Fort (assuming this is the case) -Cyclists are concentrated on one street, so it might increase drivers' expectation of cyclists and potentially increase cycling support (people see lots of cyclists)
-Two-way facilities are great if drivers and cyclists are consistently exposed to them. City of Winnipeg, please choose two-way or one-way facilities as your default design (exceptions as needed) and provide necessary public education. Addition confusion to controversy is not a good mix. (Assiniboine does not compare to this facility, as traffic volumes and speeds are much lower.)
It's definitely way better than what currently exists.
I guess it is pretty good for getting through downtown by linking with Assiniboine (if the construction ever stops there). And it would be the cheapest of the three to pave and install dividers, etc.
balance: space for cyclists to pass each other while also maintaining two travel lanes for vehicles
I like the curb separating bikes from cars, wide bike lane and not trying to mix bicycles with transit vehicle in the same space.

## What elements do you dislike about Option 1?

Two way cycle lane on a one way street
Safety is my main concern. Option 1 has the least amount of safety. The cyclist is between two vehicle lanes with no raised curb.
I think removing a parking lane from Garry is not a good idea. A family member coming to visit me down may need to circle around the block more often to find parking, which emits more emissions into the environment. I know that the parking for all the options reduce parking by 25%, but I feel that this option visibly removes more spots.
I like living downtown because I feel like I'm making a positive environmental impact (more walking, less driving, reducing the need to maintain city services in further suburban distances, etc). Having more cars circling to find parking would counter-act (in my opinion) some of the eco-friendly impact of my living downtown and of the added bike lanes.
Lack of access to Fort Street – these downtown cycleways are for accessing amenities in the neighbourhood, not just throughways.
The Fort Street bike lane would become superfluous: confident bike riders will prefer the real cycleway, and less confident ones will require it.
During the heavy commute hours it is currently (summer) difficult to turn onto Garry from the back lane and parkade facility due to the volume of cyclist blocking access. Additionally with the proposed double lane on Garry it will make it very difficult for vehicles to turn into the parkade for Fort Garry Hotel and Fort Garry Place.
Mildly concerned about cycling etiquette with two lanes (people will still go wrong way, think its one big lane & not let others pass, etc.) Two lanes should be clearly marked so cyclists obey rules.
- somewhat awkward access from Arthur to Garry crossing Portage, going south - hope that you will consider how to help people turn right when they are going south.
Some confusion may occur
Cyclists are not separated from traffic on Fort St. This becomes a problem as Fort St. is also used by Winnipeg Transit north of York Ave. The bus has to pull to the right lane to stop and pickup passengers. Once the bus is north of Graham the bus must cross three lanes of traffic to turn left on Portage Ave. Cyclists will be vulnerable to being cut off/hit by buses.
non protected bike lane on fort, couldn't that lane be parking protected at least? like on Sherbrook st.
I feel that leaving fort street as it is with the current lane with no structure isn't the safest option. Ideally, bumping the bike lane to the curb on fort street so that it is bike lane, parking, then traffic, but not necessarily with grade separation would be better. I find personally cycling down bike lanes that are set up as Fort currently is ends up being very dangerous because of cars trying to get into the parking lane, or just generally driving in the bike lane.
Strongly oppose two-way bike traffic on Garry. This completely misses the connection on Fort to the huge employment destination of Portage and Main (bike parking in Winnipeg Square parkade and Albert Street parkade).

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<p>In terms of safety, I feel that moving in the opposite direction of traffic (especially on the one-way grid system) will be extremely dangerous to cyclists. Motorists are not looking in the opposite direction of traffic to see oncoming bikes before making turns (especially left and right turns on red). This danger is compounded by the location of the bike lane on the left side. The combination of bikes traveling in a direction that motorists are not used to watching for in a location on the road that motorists are not used to seeing bikes in will be very hazardous to cyclists.</p>
<p>I feel any cost savings that may be recognized by not building a protected bike lane on Fort will be lost when you realize that you need to install traffic signals at every intersection for the bikes traveling against the flow of traffic. At least one-way protected bike lanes on Fort and Garry work with existing traffic signal infrastructure.</p>
<p>The people that ride bikes need to start paying for some of this as well. The people that drive pay for these roads. If they want change then maybe they need to kick a little forward. It can't all be one sided.</p>
<p>I don't like the two way option on Garry - bicycles are like any other vehicle and should adhere to the rules of the road - a two way bike lane This may encourage some cyclists to take liberties with the rules of the road by biking the wrong way down one way streets in the area etc.</p>
<p>The loss of vehicle lanes for such a small amount of 'comparable' usage is ridiculous.</p>
<p>Unprotected lane on Fort Street.</p>
<p>EVERYTHING</p>
<p>Unprotected bike lane on Fort.</p>
<p>Transition from Garry St. into Exchange at Arthur St. needs to be fully planned out. Arthur St. is currently a one-way - how are cyclists travelling north supposed to continue? This could be resolved by extending the bike lane up Arthur St., or (perhaps better yet) by converting Arthur St. to two-way operation.</p> <p>Also, the green paint needs to be continuous across driveways, otherwise drivers exiting the driveway will be confused and will be likely to block the bike lane, or - worse yet - hit cyclists. Pedestrian rights of way along the sidewalks where they cross driveways should also be clearly indicated, otherwise this danger will just be laid on pedestrians.</p>
<p>Might cost more to maintain and add in raised curbs</p>
<p>Fort Street should receive the same treatment as Garry.</p>
<p>All of it. Fix the roads instead of catering to a vocal minority</p>
<p>Unsure how many lanes exist on Garry now, don't drive downtown much. I do drive on Sherbrook during rush hour and that protected bike lane causes trouble with bus stops eating up one of two available lanes for traffic, especially since the volume of bikes is low.</p>
<p>harder to pass within protected bike lane with two way traffic. unclear to me how cyclists going south will be able to turn west from the left turn lane.</p>
<p>How small the lane is on Fort, there's no protection for cyclists, not visible to motorists (especially in winter)</p>

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No direct connectivity to Fort St.
Significantly less on-street parking on Garry, and dangerous bike route on Fort.
The bike boxes for making turns across multiple lanes of traffic to get onto the Avenue's could be kind of inconvenient but I guess it comes with the territory.
The two worst elements are that Fort gets no physical separation and, on Garry, mixing two-way traffic on a one-way street is a recipe for disaster.
I don't like the associated costs
Only one lane of parking
All
Really only the street chosen. Fort and Garry are kind of dead ended streets for my part. Once you get to Portage Ave things kind of dead end. Possibly a street like Hargrave would be more of an option, or a second option to add later as it crosses Portage avenue and would enable cyclists to carry on North
No renewal of Fort St
None
Cyclists travelling opposite direction to traffic are vulnerable to vehicles emerging from cross streets and lanes who don't think to look both ways. Raised curb would make it difficult for cyclists to change lanes (such as to turn east or to merge from the east).
Although cyclists would have to get used to a bi-directional system, it would catch on, look at Assiniboine, near the ledge, cyclists now know they can go against the one way flow of car traffic safely, and we now do it all the time - safely in the bike lane!
Possible issues at crossings
While I rarely use Fort, I've found that bike lanes like this are almost useless in the winter. The lines are often not visible to drivers, or worse, they are not cleared and you have to cycle in the travel lane anyway.
No separated infrastructure on Fort St.
Protected lane restricted to that one street in the plan. Will require increased knowledge by cyclists that 2 way available on 1 way street (not necessarily intuitive)
Unprotected lane on fort
Complicated
The single, painted lane on Fort Street serves no value for bicycle protection or streetscaping. Lanes should be protected or they disappear for half the year. Please reference COW reports indicating protected lanes significantly increase the confidence of beginner-intermediate cyclists. Painted lanes do not. In fact I would argue that experienced urban cyclist do not utilize painted lanes that aren't protected, as they provide little additional protection and are frequently littered with debris.
I dislike the fact that the protected lane on Garry is for two way bike traffic. If that's the design decided on I'd be happy with it, but it's definitely not as good as the other options. I don't like bikes riding in opposite directions in such close proximity.
I also dislike the fact that the bike lane on Fort would be unprotected. I have had some near-accidents in unprotected bike lanes and would prefer a curb protecting both cyclists and motorists from each other.



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None.
- Two-way for bikes but one-way for cars is confusing for cyclists. - Protected bike lanes cause more trouble for cyclists. Just give us a wide curb lane.
There is no inclusion of greening up this space. Opportunity should be taken to plant trees to restore urban canopy on Fort and Garry.
The traffic here is already busy at rush hour and now take away a lane. All of it.
I don't like the option on Fort St - needs to be more protected.
Fort/north direction a challenge because parked cars (and they sometimes use the bike lane as a stopping/waiting zone in this situation). Not enough separation from traffic. If this option is selected then the surface should be raised with a rolled curb so vehicles know better when they are in the bike lane.
Fort St North is an intuitive choice of route. regardless of the infrastructure you put on Garry most northbound cycle traffic will take Fort. Therefore it should be a protected lane. 2 way traffic is counter intuitive for both cars and bikes. the learning curve could be problematic.
Fewer roads with improved cycling lanes
The fact that on Fort Street looking north there will still be the unprotected cycling lane making cyclists prone to accidents including dooring as well as vehicles driving over the cyclists lane to turn down side streets
No separate path on Fort St
Multi directional bike lane on a one way street, seems like the most dangerous option. Pedestrians and motorists are not expecting a cyclist coming from the opposite direction.
Fort remains the same/marginally better
None!
The lack of protected bike lanes on Fort. The painted lines between traffic and parking JUST DON'T WORK. In winter they're invisible / not plowed and motor vehicles drive as if they don't exist. At the very least barriers should be added to make the painted lane slightly safer / safer feeling.
I wish it was longer
one way lanes for traffic, no separation for cyclists on fort st
No buffer on Fort street, buffer on Garry street should be planted with medium-height plants to further increase cyclist comfort, since the lane is for travel, and people getting out of cars do not need to be accommodated.
The marked bike lane on Fort street does not seem safe enough, especially when winter rolls around.
Two way cycling lanes are a disaster. People park and drive in them, like on Assiniboine street. Most dangerously collisions between cyclists happen in the lanes sometimes when opposing cyclist traffic meets.
Changes only affect Garry street, which, while effective, do not address the safety issues of a non-dedicated and non-protected bike lane on Fort street. A lower traffic load does not necessarily mean the street is safer to navigate for cyclists, especially if there is no physical separation between lanes.
The double bike lane. Education of public takes a while for people to get the hang of. The bike lane and bus lane in one is not a good option. Biking in front of a bus is not fun. Looks like an inconsistent flow of

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<p>traffic on fort. I understand that there is a bike lane on Gary, and this encourages people to take the double bike lane, but what if they are nervous to bike downtown, two way bike lanes seem daunting, and biking in front of a bus.</p>
<p>Seems like the timing of lights would suck riding in the opposite direction on a one-way. I dislike the total lack of safety remaining on Fort. (extremely dangerous bike lane, often stuck between buses and large trucks) It does not provide shortened crossing distances for people walking. narrow 2 way bike lanes create additional stress with possible bike collisions.</p>
<p>the loss of a lane on Garry</p>
<p>Unprotected lane on Fort. Bikes should NOT protect parked cars!</p>
<p>Appears dangerous</p>
<p>It makes no sense to eliminate a lane of traffic that thousands of cars use on a daily basis in all seasons, so that a dozen bicycles can use it in a practical manner for only a few months of the year.</p>
<p>The bike lane on Fort being in between the travel lane and parking.</p>
<p>Loss of a parking lane on Garry. Bike lane on east side of Garry. Two way bike lane. No refurbishment on Fort.</p>
<p>The painted only bike land on Fort is a problem as paint quickly wears off, cars often don't respect painted lanes, and cyclists are always in danger of "dooring" from parked cars.</p>
<p>Reducing drive isles for vehicles.</p>
<p>Fort needs attention, regardless of a two-way option a block over on Garry.</p>
<p>Fort Street bike lane should at the very least be painted green for more visibility. If these are one-way streets, why not use the great model already in place on Sherbrook St.?</p>
<p>Treating Fort and Garry differently would make things more complicated. Having two-way traffic on a one-way street would be hard for people to remember, and could result in injury.</p>
<p>I'm concerned about safety while cycling in a direction opposing traffic. In my experience as a pedestrian and driver, vehicles turning onto one-way streets from parking lots and other streets look in the direction of oncoming traffic. As a result, as a pedestrian, there have been many occasions where I have almost been struck by vehicles turning onto one-way streets while I was walking along the sideway against the flow of traffic. As a cyclist, I regularly travel upwards of 20 km/h. If drivers are not looking in both directions (and they won't be), I'm concerned I'm more likely to be hit while they cross the protected bike lane than in other options where cyclists travel with traffic.</p>
<p>Cyclists may travel in packs and not respect the two-lane system.</p>
<p>Riding against traffic feels a bit strange but if the lane is protected by planters or something else substantial, it's fine.</p>
<ul style="list-style-type: none"> <li>- One lane of car parking is lost on Garry</li> <li>- Two-way bike traffic for bikers on a one-way car street I think would be confusing for bikers and therefore would not be properly utilized</li> <li>- Existing bike lane on Fort street would be redundant</li> </ul>
<p>1. The buffer separation removes the dooring issue, but makes it more difficult to changes / cross</p>

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<p>traffic when necessary.</p> <p>2. The lack of consistency between having a bike route on Garry, but not fort and having 2 lanes of traffic north of Broadway and 1 lane of traffic south will just cause confusion. For those of us use to riding on the existing roads we'll likely forget that there is this specially route for 4 block and just ride on fort anyways.</p>
<p>I don't like the two-way option on Garry, mostly because drivers are really not used to it and it makes it dangerous therefore to ride- when they are used to only looking one-way for traffic it will be difficult to train drivers (who in Winnipeg already do not know how to drive with cyclists). Perhaps down the road when Winnipeg drivers are more used to cyclists on the road and the need to watch out for them, a two-way will be a better option.</p> <p>Also, as a cyclist when you are driving the opposite direction on a one-way road (even if protected) at some point this lane will end and you all of a sudden be facing the wrong direction on a one-way street - what do you do at this point?</p> <p>I also do not like just leaving a painted line on the road - these are not adequate cycling protections because they disappear after the winter and drivers do not respect them. They do not lead to increased cycling safety.</p>
<p>I kind of like the idea of "forcing" better driver/cyclist education through infrastructure, but fear that it will just be dangerous if there is no additional educational materials (like signs/billboards giving rules and tips, or those mpi "30 second" PSAs on TV)</p>
<p>i need to turn left sometimes!!! how does a bike turn left at a traffic light meant for traffic coming the other way? this seems like it will get annoying to cars or dangerous real fast.</p>
<p>If I want to access businesses on Fort, one lane doesn't allow me to do so</p>
<p>Rush hour load of cyclists all going southbound could overwhelm any northbound traffic in bike lane. I have been on Fort and there have been 6 or more cyclists all lined up at every red light. They could block the lane for oncoming cyclists. The 2 way lane on a 1 way street will cause confusion will need lots of education for cyclists and drivers.</p>
<p>None</p>
<p>I dislike that nothing has been proposed to improve the block on Fort Street, south of Portage. There does not seem to be a bikebox for west bound cyclists at St. Mary. Could this option be amended to have parking on both sides as in option 3, to establish that refuge? It is unclear how turns are being facilitated at York. What other pedestrian amenities are made possible on both fort and Garry in terms of trees, benches etc. to respond to this public input? what opportunities are achieved to add bike parking in the ROW?</p>
<p>Less connectivity. Biking on Fort Street in the current bike lane is not ideal.</p>
<p>Gary Street (Looking North) Cars exiting parking onto street will pull past bike lanes, blocking the lane while waiting for opening to turn onto street. Drivers will also mostly look in the direction of oncoming traffic while they wait for an opening and likely won't see cyclists coming from the other direction. Cyclists should be kept moving in the same direction as the rest of traffic.</p>
<p>dangers crossing of bike lane and transit lanes no barrier</p>
<p>the bike lane on Fort St looking North. This doesn't look safe being beside the parked cars. Wouldn't</p>

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support this option.
No access to other street..
Concerned about ease and congestion when turning across the lane going the opposite direction, and also the fact that you could be cycling in the opposite direction as drivers may be confusing for those in vehicles.
I would like to see the double lane proceed right to Assiniboine. I could then use Garry instead of Fort to get to my office. My office is a half block off Garry. This would save me driving on St. Mary Ave.
Shallows right next to parked cars are a terrible idea because drivers rarely check if bikes are coming down the lane and cars don't respect the shallow
The fort street lane will be dangerous for cyclists. Winnipeg driving culture is not at a place where drivers will be able to negotiate something so radical. They will likely ignore the lane. Furthermore, integrated lanes like the one shown on Fort mean that drivers getting out of their cars from the parked lanes will have to watch out for oncoming cyclists. It is not the safest option and I think the lane on Fort will be underutilized.
bike lane between travel & parking lanes on Fort - unsafe
Two way bike lane means that drivers might not expect cyclists moving in that direction. Might be difficult to cross at intersections, etc.
Fort Street still has some conflicts between transportation elements, but Garry St cycle path is 2 way. I would use Garry St.
On Fort, I dislike that the bike lane is in between traffic and parking
I dislike that Fort Street is left as is and the protected bike lane on Garry is too narrow in my opinion for 2-way traffic. I don't like 2-way cycle lanes because they create more potential traffic "conflicts" that are not experienced in most day to day cycling or driving.
2 way bike lane
The 2-way bike lane will require more cyclist/driver education.
I like two-way cycletracks ... on two-way streets! A very short contra-flow bike lane on a one-way street can be very effective to connect two routes (e.g. one is needed west-bound on the north side of York between Main and Fort), but in general, I don't like two-way bike lanes on a one-way street because it goes against the flow of the street.
Having a bike lane between a bus and other traffic forces bikes to move into a vehicle lane
It's not really a "dislike", but it would be nice if the lane-lines were painted sooner. Automobile drivers tend to forget that they are there over the course of the winter.
On Fort street you can still get doored, not physically separated from traffic by the same raised curb.
Ideally the lane on Fort would be protected as well, the dedicated lanes are a good minimum but cyclists are still very vulnerable to both moving and parked cars
There should
I think that having a more direct connection to Albert street would be very helpful in getting to the exchange district. I also think that in this design, Fort street's potential is under-utilized.
keeping the bike lane on fort seems weird
Single lane, no matter how wide, usually has moron bikers going right up the middle.
Doesn't need to be two way on Garry.

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The single lane of parking is not ideal for when there are events downtown.
two way bike lane can confuse motorists on a one way street. Also cyclists could get mixed up when turning onto another one way street.
Bidirectional bike lane seems entirely broken for crossing active traffic, seems most unlike regular road riding, and can lead to "us-vs-them" when exiting the downtown core and onto other less divided roads
I do not like that the protected bike lane is two-way.
Two-way bike lanes are terrible because nobody stays in their lane
No median on Fort.
Raised Curb WITHOUT posts. Wrong Street -- should be Bannatyne to Waterfront, Waterfront to the Forks, Forks to Assiniboine. NOT GARRY.
I am concerned about the safety on Fort Street. Although it would be a superior option to nothing, having a barrier between vehicles and the bike lane would be the best option.
Bike lane on fort is in between two car lanes.
cyclists traveling against the flow of traffic will be unexpected design requires additional signal light against the flow of traffic which is counter intuitive on a one way street\ fort street still at risk for door and not separated from traffic
I have some concerns about the car/bike interaction when a bike is going the "wrong way" down a one way street.
A 2-way bike lane on Garry does a lot to liven the street, but keeping the status quo on fort is a missed opportunity
<ul style="list-style-type: none"> <li>- Confusing having cyclists going in the opposite direction of traffic</li> <li>- Cyclists passing slower cyclists have to be aware of oncoming traffic (cyclists going the other way); this could be an issue with an increase in riders</li> <li>- More difficult for drivers turning right if they have to watch out for two way cyclist traffic</li> <li>- Removes parking on Garry Street</li> <li>- Poor connection to the exchange district after crossing Portage Ave.</li> <li>- Causes the street to become too congested</li> </ul>
takes up too much space, will make job harder for couriers to unload,
I don't like the two way bike traffic on a one way street. I don't like that one lane of parking is removed on Gary. There is a lack of parking short and long term parking in this area.
It would be good to have the 2-way protected lane on Garry and offer something more on Fort as well (not just the diamond lane, but what if it ALSO had a single lane protected bike lane?
Two way bike lanes next to multiple lanes of traffic would make a northbound left turn nearly impossible for a cyclist.
Fort street no better than (or same as?) current option. I suspect turning from the two-way bike lane onto perpendicular one-ways would be awkward or dangerous.
Non-protected biking lane
Loss of already short supply of parking. Where would the loading zones be for residents of 55 Garry who require taxis and have to carry in groceries? We NEED MORE PARKING/LOADING available!

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Nothing wrong with the way the bike lanes already are.
No protected bike lane on Fort, riding the 'wrong way' on Garry creates difficulties/conflict with traffic/danger at intersections. No direct connectivity to destinations on Fort St.
It takes up valuable space on the roadway that is required for vehicular traffic.
May create confusion\issues on the other one-way streets downtown with bike lanes (Donald, for example).
Whenever possible, we should build one way cycle tracks. These are safer facilities, provide simpler intersection interaction and provide access to more destinations. If I were a business owner on Fort this design would make me rip roaring mad because there will certainly be more hungry, thirsty pedestrians and cyclists drawn to Garry with a separated facility. Imaging all the money they will spend given they aren't driving!
lack of interconnectivity on fort street. We should be aiming for a future that sees a cycle lane on every street in the downtown area. they should all be connected properly and allow for safe passage throughout the downtown. Commuter cyclists are going somewhere specific. Our goal is always to get there in the most direct and safest way we can. therefore a lane on each street is much preferable. the bike lane on fort Street as it would remain is not wide enough or safe enough. let's do it right.
i think the 2 way bike lane might confuse new cyclists and/or motorists
Two way cycling traffic
Only one separated bike lane
Having a parked lane and then the bike lane is a guarantee of an increase in car-cyclist collisions. Having been hit and driven over on two separate occasions on these kind of lanes, and almost hit on numerous occasions show this is NOT an option?
two sided bike traffic. not going with the direction of traffic
The two lane option on Garry should be widened to help with bike flow and the driving lanes should be a little narrower to make up the difference. The lane on Fort should be painted green as the lines wear off during the winter which makes it more difficult to use in January/February/March. The Arthur connection would need to be two way all the way through to Bannatyne. How would a connection to York be managed? This is an important connection into The Forks and Esplanade Riel. Can you provide information on the average intersection delays with expected light timings so that one way vs. two way options can be compared for convenience/directness?
Less access to Fort street for cyclists.
It is more important to have as many protected bike lanes on as many streets as possible. So drives get used to it. And cyclist have access to as much of the city as possible
It leaves the unprotected lane on Fort. Loss of parking lane on Garry isn't ideal. A cyclist travelling north on Garry that wants to make a left turn on to St. Mary has to block other cyclists behind them or risk having them pass them on to the left where they're trying to turn. Would like to see consistent cycle/vehicle directions for simplicity sake.
Cars between cyclists and curb sounds dangerous to me.
Don't like Fort Street, painted bike lanes on the road are dangerous especially in this city.
No mention of using the much underutilized sidewalks in areas where feasible. Draw a line down the

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middle of a sidewalk and let pedestrians and cyclists share them.
I don't like the bike Lane being between 2 car lanes.
I'm worried about too much traffic and potential bike on bike accidents with the two way bike traffic
none.
No way to get on Albert St. Left side of street? Only Main St crossing is at Assiniboine.
Fort Garry Place - Bike path is very little used - Need more parking around here - Moving vans always block off street - Closure with bike lanes an expense - Charge bikers to pay for this - Good to have but not priority
Barrier between traffic and cyclists - raised curb
I like option #1
I'd like to see delay times at the intersections as well as a discussion about counting on York & St Mary I'm also concerned that there is not enough space to match capacity, especially with Garry.
2 way bike traffic on a one way street seems wrong to not follow the rules of drivers.
I don't like the idea of going against traffic, given in all other cases, cyclists follow rules of road. Also didn't enjoy bidirectional I tried in Vancouver.
Prefer to see bike lanes move only in same direction as vehicles
Once cycling participation increases the 2 way travel could be an issue
Cycling in the opposite direction of traffic can be confusing for both cyclist and drivers at intersections.
I think it is a bad idea having the bike path between the moving traffic and the parked cars problematic at best. Being a bike rider I see so many problems with this design ... Cars trying to park, cars trying to leave parking spaces, people opening car doors into the bike lane etc
Option 1 needs a viable connection at both ends to make it work. Vehicle turning left from one way to one way could be a problem. More signage reminding vehicle that cyclist are present. Bike first traffic lights at intersection are safer for cyclists. Vehicle turning right and left are always a problem for cyclists.
There's not a similar biking infrastructure on Fort St; less connectivity into the Exchange than Option 2 + 3.
I frequently see cars confused and driving down the bike path on Assiniboine because it is a 2 lane and therefore wide enough for them to squeeze in. The one lane will prevent this from happening. However, so would better signage or an awareness campaign.
I'm not a fan of 2-way bike traffic on a one-way street. It makes motorists angry to see us moving against traffic and also instills the idea that cyclists can move about however they want to. The lane
Too awkward to make turns and means going further out of my way to reach destinations.
Less protection for cyclists on Fort Street -- a buffer there would be nice to avoid dooring or being hit by cars travelling too close to the bike lane.

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I find it confusing, perhaps because I drive as well. I think of Fort and Garry Streets both as one way streets. To see bicycle traffic moving in the opposite is something I am not super familiar with. It doesn't mean that it's a bad idea; it just would require some adjustment.
A two-way bike lane could be wider but this is probably enough Two direction bike lane will be dangerous for cyclists and confusing for drivers at places where cars and bikes intersect
The entire plan for Fort Street. It's no different than it is now and I can say from firsthand experience that it is NOT safe for bicycle traffic. It's false safety and creates inconsistency between the two streets
Non-buffered bike lane going north
I am familiar with 2-way bike lanes in Montreal (Rachel Street bike lane). They are very dangerous- neither pedestrians nor vehicles expect bikes to be travelling in the opposite direction of car traffic, leading to many accidents. This option has to be ruled out, it is a recipe for disaster.
Fort is essentially unchanged, no protection for cyclists.
Two-way bike lanes can be dangerous and confusing.
Re Garry Street: Slight risk vehicles could drive over the buffer into the bicycle lane. Solid buffers like posts or flower planters would likely reduce the risk; again similar to what I've seen in Vancouver. May be more of a challenge to implement (at least year-round) however, due to our harsh winter environment.
Re Fort Street: Danger to cyclists from vehicles in both lanes.
fort street does not separate bikes from cars (i.e. no curb)
The unprotected lane in the door zone on Fort.
Need method to ensure bikes stop at intersections and provide opportunity to yield, or otherwise allow cars to turn without conflict/accidents
Nothing, at the moment
It's already awfully hard to find parking downtown, don't want to give it to cyclists, I would visit downtown less in that area
Fort St. remains the same (no raised curb between cyclists and motorists). Education that will go into making sure motorists and cyclists understand the two-way bike lane on a one way street and ensuring the safety of cyclists.
Loss of parking spots on a street with several restaurants/bars.
no plan for dump out at Arthur St. northbound, access to Main St. via Graham from west side of Garry
Two way cycling will allow room for 2 cyclists to ride side-by-side hogging the roadway making it difficult to pass. Passing, even single slow riders will force us to face on-coming traffic increasing hazards.
no direct connection to Fort
I don't like the idea of Garry turning into just one lane south on Broadway--what cyclists are joining up on Garry off of Broadway? Are they not generally connecting from Assiniboine? I also don't like the Fort being just a painted lane.
Fort Street cycle lane location.
Two way bike line might be too narrow and could result in collisions.



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Loss of parking
None
Requires increased education of drivers and cyclists.
The raised curb between the bike lane and the travel lane should be wider.
The travel lane and parking lane should be reversed.
Do not like the two-way bike lanes. Can be crowded, difficult to use with carriers, etc. Can be a problem with overly aggressive cyclists
There is not a lot of vehicle traffic, therefore a bike lane may not necessarily be needed here. Separated bike lanes are more necessary where there is heavy traffic and high bike commute, for example Portage Ave and Pembina Hwy.
<p><a href="http://www.copenhagenize.com/2014/06/explaining-bi-directional-cycle-track.html">http://www.copenhagenize.com/2014/06/explaining-bi-directional-cycle-track.html</a></p> <p>"In Denmark, the on-street, bi-directional facility was removed from Best Practice for bicycle infrastructure over two decades ago. That in itself might be an alarm bell to anyone paying attention. These two way cycle tracks were found to be more dangerous than one-way cycle tracks on each side of the roadway. There is a certain paradigm in cities... I'm not saying it's GOOD, but it's there. Traffic users all know which way to look when moving about the city. Having bicycles coming from two directions at once was an inferior design."</p> <p>"There are bi-directional cycle tracks in Copenhagen. They are through parks and down greenways, separated from motorized traffic, and on occasion they are on streets with no cross streets on one side. At all times they are placed where they actually make sense, to eliminate the risk of collision with cars and trucks."</p> <p>"Bi-directional cycle tracks have a much higher risk to the cyclists than two, one-directional ones. The difference on crossings is about a factor 2. So, especially in areas with lots of crossings (ie. Built up areas), one-directional lanes are preferred. Not all municipalities get this message, however."</p> <p>That the parking lane may cause more danger to cyclists, as many drivers still do not drive safe enough to keep cyclists in mind when pulling out.</p>
No major changes to other streets
Two way.
Two way separated bike lane is really awkward to get to and use- causes confusion when entering and leaving. Wish separated bike lane were on the right side of the road.
It will mean that one street will not have a bike lane, and riders will need to learn which street the lane is on.
I don't like that Garry will be down to one driving lane south of Broadway.
Unprotected (painted) bike lanes on Fort are inadequate.
Vehicles having to cross the bike lane to park.
I don't think the one way bike lane on Fort would be needed in this option.

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opposing bike lane on same route, interferences from vehicle lane in protected bike lane. Vehicles will creep into and block bike lane while waiting to merge into traffic.
Like Garry Street, but feel this is sufficient and Fort proposal not necessary.
I don't like the unprotected bike lane on Fort
Harder to make right turns when going north.
- none.
-Very awkward connection for cyclists traveling northwest-bound on Notre Dame wanting to turn or continue straight -Very awkward connection for cyclists traveling eastbound on Ellice - vehicles turning right and cyclists trying to reach cycle track; consider bicycle activated signal that gives cyclists a jump-start (please don't forget that Ellice is an important cycling/walking corridor for low income and commuting people) -Please be careful of concrete bump-outs and other rigid separation, as it minimizes opportunities to tweak designs
A little far from Main when using as an alternative to cycling on Main.
two-stage right turn onto St Mary
Two way bike lane could be hazardous if meeting an idiot rider, i.e. one not following basic rules of the road.

## What elements do you like about Option 2?

Separate bike lanes
Option 2 is the best option of all 3. It is a nice compromise. This option is safe while still maintaining traffic flow.
Winnipeg doesn't have many two-way bike lanes on one-way streets, so I feel this option is a bit more intuitive for cyclists.
Direct access to two streets for less confident cyclists.
it is important to keep as many travel lanes and parking/loading lanes as possible.
Good that bike lane exists, and is separated from flow of traffic
Less confusion, cyclists travelling in same direction as car traffic
love that the buffer is on two streets parking protected as well. more parking north of Broadway
Protected
Cyclists are separated from traffic on both streets.
bike lanes on both streets / more parking options for vehicles / raised curbs
I think this limits the effect on traffic the most
Better traffic flow for both cyclists and motorists, protection for cyclists on both Fort and Garry streets.
Protected bikes lanes on both Fort and Garry - offers better connections to destinations, especially Portage and Main towers. Safer design to have cyclists traveling in the same direction as motor vehicles. Cyclists have less motor vehicle conflicts to worry about.
Appreciate maintaining as much street parking as possible.
Best option - keeps cyclists and motorists appropriately separated by the protected lanes - will be a major improvement in street scape, and keeps cyclists going with the flow of traffic
The fact that there is still at least 3 viable lanes of flowing traffic, with the last being stops, drop-offs, and loading.
Protected lanes on both Garry and Fort.
NOTHING
Protected bike lanes that follow the direction of traffic.
I guess there are more automobile lanes, but Fort and Garry don't really need to be major automobile thoroughfares.
Protected bike lane gives a necessary buffer zone between drivers and cyclists
Upgrades to both Fort and Garry Streets.
Nothing
offers protection for cyclists, gets them out of vehicle traffic, ample parking / loading space.
Very visible that this is a bike lane.
protected bike lane.
Cyclists follow the same flow of traffic, will help reduce confusion. Cyclists are protected by barriers. Lanes are bright. Easier for traffic to avoid cyclists because of the barrier. Completely separates the traffic. Looks safer.
Separation of bikes from traffic on both streets Less impact on car traffic by keeping two lanes open
On-street parking
This would be an improved version of the current design. If paths are maintained properly in Winter,

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that would be a huge improvement. Currently cars end up edging into the bike lane in winter and the lines get worn off. A ridge of snow accumulates and it becomes unusable.
Well thought out and executed use of space, plus physical separation between traffic types as well as "optical linking" between traffic types (that is motorists don't need to "decode" the bicycle traffic pattern to assess any dangers since everyone is going in the same direction)
It's better than nothing but I appreciate only one street being affected.
dedicated bike lanes in both directions, great.
Protected raised lane for cycling, keeps route options open, keeps two lanes of travel and two lanes of parking.
None
bikes and traffic move in same direction. separation of cars from bikes
Easier access for emergency services
There is a safe bike lane
Protected cycling lane will have big impact in increasing ridership. Lane being on left side avoids buses. Raised curb between parked cars and bike lane should prevent dooring.
Nothing, this is a terrible idea, it makes no sense at al.
I like that this option has the advantages of Option 1 while reducing the complexity at crossings
I like the conservation of car traffic flow with two travel lanes.
That both streets get protected bike lanes.
Separated infrastructure on both Fort and Garry. For those travelling North from (e.g., St. Boniface), don't need to go the extra block West before going North.
Protected lane for both streets. Intuitive bike flow. Accommodates emergency traffic.
That you know where to go like the cars. You drive and bike in the same direction and theres no chance of snow covering the lane and it no existing in the winter.
Not reducing the number of lanes for vehicles
Protection both ways is good.
Dedicated, protected bike lanes on both streets in a single direction.
Bike lane follows flow of traffic. Raised curb protects cyclists.
- At least all the bikes are going in the same direction as the cars
Raised curb to separate bicycles and vehicles.
I like the raised curb and protected bike lane. Cyclists could get into a culture of riding the bike lanes one ways so you wouldn't have interference from both directions. Also keeps two parking lanes.
It's the best and safest solution for both vehicles and cyclists.
Allows for 2 car travel lanes making less business and public opposition. Both bike lanes are protected. it is an intuitive choice for all travelers
yay bikes lanes!
The fact that there are 2 "protected" bike lanes on both streets.
This at least separates traffic
Two motorist lanes will keep the complaining to a minimum. Bike lane goes in the same direction as the motorist's lanes.
Protected lanes on both Fort and Garry
Curb separates bike lane.
Like protected lanes on multiple streets
No oncoming bike traffic, more accessibility to exchange district
The lanes on both streets are physically isolated from vehicles.

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The protected bike lanes ensures security for me as a potential cyclist. And it's on both streets.
the fact that there are two buffered bike lanes
Singe-way protected bicycle lanes are a must.
Dedicated and physically separated lanes for bikes on both streets ensures safe distance between cyclists and drivers that cannot be accidentally breached.
All the parking kept. There are lots of events that occur downtown, and the parking is important. Though there is encouragement for more bikers with less parking. Protected bike lanes on both street.
I like the narrow travel lanes to reduce speeds by creating visual friction. Parking on both sides of the road is great for local businesses. Reduced crossing distances for pedestrians is a good improvement. It provides better bike access to local businesses. Nice to see a space for people walking separated from people biking and separated from people driving.
Less affect on vehicle traffic
Protected bike lanes. Raised curbs protecting bikes and separating cars and bikes. Parking/loading lane further protects bikes from cars.
Appears safer for cyclists
Protected cycle lanes on both streets, maintains most road capacity.
Protected bike lane.
Both bike lanes are protected so cyclists feel safer, and the cars still have ample parking and travel lanes.
Two Parking lanes on both streets. Independent bike lanes
Protected bike lanes on each street improves commuting options for cyclists.
Improvements to cyclist safety on both routes. Best of all worlds - safer for cyclists, best for emergency vehicles, convenient for drivers (dropoff/pickup)
YES ALL OF IT.
Keeps the streets one-way. Protects from cars.
Because cyclists would travel with vehicle traffic, I believe there is less risk of being hit by by a vehicle turning onto the 1-way street - they'll be looking towards oncoming cyclists when looking for vehicles while turning. I like having a wider cycling lane than with option 1, and having more room to pass slower cyclists and to avoid car-doors. I like that this option offers two vehicle travel lanes. I work at York/Garry in the Manitoba Lotteries building, and when I part in that parkade it's often difficult to exit onto Garry Street. Especially when traffic is turning right from Garry onto Broadway (counter-intuitive, I know.. but people turning onto Broadway often get in line to turn left at Donald St., and there's always a backed-up lineup of cars. As a result, people turning from Garry onto Broadway often block the green light while they wait to get in line to turn left onto Donald St to cross the river).
I like the features which are common between the options.
Don't have to go against traffic
- Bike lanes follow car traffic flow - no car parking is lost - two lanes of car traffic is maintained for emergency vehicular traffic
1. It seems more consistent to have a bike lane on both fort and Garry
I like that there are protected lanes that move in the same direction of car traffic - this will be easier for both drivers and cyclists to adjust to. Plus it aligns with the other bike lane on Sherbrook - therefore drivers only need to get used to how one type of bike lane works.
Having bike lanes.
maintains routes that we have gotten used to, follows flow and directionality of other traffic which is essential when turning out of bike lane onto other streets. love buffer and clear division between bikes

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and traffic.
Moving the current lane on Fort to the left side, with protection from traffic. Follows natural concept of flow of traffic, no one is going the wrong way.
Convenient, slightly safer feel than bike lane.
I like that there is a cycle lane!
seems the direction of travel is more intuitive for cyclists and other mode users looking out for them - but that's not to say I object to the bi-directional options.
Bike lanes on both Fort and Garry provide maximum connectivity to streets in the Exchange.
Protected bike lane.
overall safety
Buffer zone. Bike access to both streets.
Matches flow of car traffic, better access for emergency vehicles, being protected/separated from cars.
Protected lanes on both sides is really good
This is my favourite option. It provides separated lanes without taking away too much parking or driving space. I think curb separated bike lanes are imperative for a place with developing bike culture like Winnipeg. It provides a safe way for everyone to get used to having bikes around.
love raised curb & parking/loading on other side of street
Good connectivity to AT network, raised curb, good separation of various traffic elements (vehicles, bikes, pedestrians) - safer
Protected one-way bike lanes.
I like that both streets will have a barrier separating the bike lane from the traffic
I like the separate 1-way cycle lanes.
one way bike lanes
I like that there are still two travel lanes for vehicles. I do like the 1-way cycle tracks as I think they will require less public education - people may accept their presence more quickly.
Almost everything. See my comments about Option 3.
Prefer it to option 1! My favourite aspect of curbed protection for bikers is there. Plus it is simple because it follows the direction of the traffic.
Everything that I mentioned in the first question
Keeps me out of traffic, on either street.
Bike lanes physically separated from cars on both roads
Protected lanes on both streets
the direction of the lanes move with traffic. also the raised curbs are nice. additionally, having the bike lane on fort as well as Garry will make it easier to access businesses on fort.
This design makes good use of both Fort and Garry streets and gives strong connections to the exchange at multiple locations.
Extra parking
Two streets = single direction bike traffic
Protected bike lane, still two traffic lanes and two parking lanes. This would be so much safer!
This is the best option as it keeps the 2 travel lanes and parking lanes and all the biking lanes are protected.
protected bike lane, left side bike lane right next to sidewalk, two lanes of traffic and two lanes of parking
Properly divided lane
I like the idea of a protected bike lane. I also prefer having a single bike lane going the same direction of traffic. Two lanes of moving traffic and two parking lanes are also nice.

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Protection, speed
Median on both sides, bike lane goes with traffic flow direction on both streets. Lots of parking.
Same as Option 1.
I love the barriers located on both streets, allowing for a rider to feel safe on either street & not having to worry about parked cars. Having multiple access routes to the exchange district is fantastic.
Extra car lane - compared to option 3. Raised curb.
protected bike lanes no bus conflicts bikes flow with the traffic no loss of car lanes
This very logical to me. Provides good access to Fort/Garry street addresses.
I like the protected bike lanes following the direction of traffic for each street
<ul style="list-style-type: none"> <li>- I like the connection to the Exchange District at both Arthur St. and Albert St. (very important for me to circle back around to the Richardson Building which requires me to cross Main Street on Bannatyne)</li> <li>- Traffic on Fort Street is generally less than Garry Street and therefore can accommodate the 2 travel lanes and parking lanes.</li> <li>- Keeping cyclists and vehicles moving in the same direction is more ideal; cyclists can pass each other without concern of oncoming traffic (vehicle or cyclists) and can move into a vehicle lane to pass if necessary.</li> <li>- Garry Street is quite beautiful and renovating the cycle/pedestrian paths encourages people to access the Upper Fort Gary park</li> <li>- Breaking the flow of traffic into two streets will help to keep the flow on/off Garry Street more smooth and accessible</li> </ul>
Protected bike lanes
I like the protected lane, I also like that there is a parking lane that protects the cyclists as well as the curb
it doesn't take lanes away from cars,
I like the one way bike traffic mimics the one way car traffic
I like this almost as much as I like Option 1, but am just curious about how the connectivity to the Exchange would be achieved on Fort street?
Bike lanes are great. The left side for one-ways argument seems strong to me, often as a cyclist in the right lane you are forced to change lanes into traffic to avoid transit and illegally/legally parked vehicles.
Protected lanes.
One direction per street (same as cars).
I support the idea of having the cycletrack built, and if this is the option that is chosen, I will use the facilities during my commute.
I like the separation of the bike line from the traffic and parked vehicles on Fort.
protected biking lanes, dual lanes for emergency vehicles
NOTHING!!
Protection of cyclists on both routes. Really like increased visibility with painted surface.
This design is probably more intuitive for most people. It does not require any against flow cycling, but chances are it would be used going both ways as it's protected by a curb, but 2 protected lanes is better than 1.
Bike lanes on both streets are a positive.
Protected bike lanes on both Fort and Garry going the right direction, raised curbs.

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I like the idea of more protected paths along downtown. The painted lines on Fort currently don't offer much peace of mind.
Safety, keeps pace with traffic
Safer as a cyclist - sounds like a great plan!
Safer
One way cycle tracks should be built wherever possible as they are safer, simple intersections and access more destinations. Like narrow lanes widths and wide sidewalks.
a lane on each street, going the same direction as the rest of the traffic. the buffered areas.
- i like the protected bike lanes on both Garry and Fort St - i like that there are still 2 dedicated travel lanes for traffic flow
Minimal changes from current status.
Raised curb to separate cyclists and vehicles.
one direction of traffic on a one way
ANYTHING IS GREAT. However, this is a more luxurious, albeit accessible option. There are a bunch of good locations to stop at on Fort, notably Yoga Public, City Place, VJs...
It's better than option 1 but bike lane too tight
Strikes a good balance between the needs of motorists and cyclists. Well protected lanes available on both streets.
Separation of vehicle and bicycle traffic.
Physically separated cycle paths, away from parked cars.
The bike lane is separate from the car lanes and looks more organized
Flows with traffic,
Lanes on both streets protected Albert St access
less traffic than Fort
I don't like it. It doesn't compare to #1.
Increased cyclist protection on both Fort and Garry, more options for accessing the Exchange from Assiniboine.
I like that we improve both Fort and Garry
It's a protected lane and the bikes drive the same way as the vehicles. It doesn't change / reduce the driving lanes.
I like the bike lanes on both streets, and the protected intersections.
Safety for cyclists
One way traffic. Biked move in same direction as traffic.
I would actually be willing to take my kids with me biking along these streets.
This seems to find the best balance for all
Accommodates emergency vehicles. Accommodates and highlights cyclists without inconvenience to vehicular traffic.
I always like traveling in the same direction of traffic.
This supports both north- and south-bound cyclists better than Option 1. Allows for two through lanes of cars/emergency vehicles. This is my favourite choice of all three options presented. I love the connectivity and interchange into the Exchange Dist.
Again, the raised curb is good. The maintenance of parking spots is also good.



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The fact that it means a protected bike lane on both Fort and Garry.
Bike lanes are protected on both streets.
The kerb defines the space for cyclists, providing for a safer ride. I also like that the cyclist is moving in the same direction traffic is.
Separated bike lanes Single direction lanes will be safer for cyclists and drivers.
The raised buffer between motor vehicular traffic and bicycle traffic creates more safety for cyclists. The parking lanes create safety barrier for pedestrians. Consistency between the two streets. Connecting to the Exchange. The parking lanes beside each barrier on each street.
Two parking lanes allows for increase event parking
The bike lane is separated from traffic by a raised curb, providing much-needed protection. It's on the left side of the street.
More protection for cyclists when compared with Option 1
I prefer the two-way solution but option 2 would be better than no separated lines at all.
Clear flow, bright paint on cycling lane, protected from cars and doors.
Similar to Option 1, the vehicle/bicycle buffer plus green color lane is a huge asset. Bicycle lanes on both Fort & Garry Streets would be great.
- A significant improvement over the status quo.
Access to both streets
Bikes have their own lane so stop assaulting cars, stops them from jumping into traffic (because they almost NEVER signal their intent or do so without fair warning early enough for motorists to be able to respond).
But can you make sure they stop at stop signs????
Raised curb between motorists and cyclists on both Fort and Garry.
Safe bike lanes, following direction of traffic.
protected bike lanes
Left side lanes avoid interference from parking and transit busses. Buffer separation. Connection to Exchange District.
Fort and Garry get a bike lane.
same direction as traffic = more normal
Separated bike lanes for both north and south travelling cyclists is fantastic!
Location of cycle lanes on Garry & Fort Streets.
Bikes flow in same direction as cars.
No loss of parking
More protection from traffic
Cyclists can choose either Fort or Garry Painted bike lane south of Broadway. Accommodates Emergency services. Bikes are travelling the same direction as vehicular traffic. Bikes are not at risk from Transit buses. (more parking not an issue for me)
Buffered bike lane is great.
separation from traffic but travelling in same direction no issue of facing cyclists
parking on the opposite side of the street to increase vehicle/bike visibility
protected green lanes on both streets.

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The cyclists are more protected and the flow of traffic is effective, as the parking lanes are close to the driving lanes.
Protected and separated. One way.
Separated visible bike lane is nice.
The bike lane is on the actual street that people are used to riding on in a specific direction.
I like that there are still enough driving lanes on both Fort and Garry that traffic won't be disrupted, and feel that having single lane, one-way bike lanes will be less confusing for inexperienced cyclists.
A protected bike line on both Garry and Fort.
This is the best option
bike lanes on both streets on left side. green painted
I like that both streets have protected bike lanes, even if they are smaller it is important to have them protected. I also like the one flow of the bike lane, I think it should flow the same as traffic.
Cyclists are protected, easier to make right hand turns. Less impact on traffic
- barrier protected lane (providing greater cyclist safety), while all car travel lanes are maintained.
-Minimizing motor vehicle impacts is wise - a transition to Option 3 is possible in future years, if flexible design is used (personal preference is to avoid bollards, unless additional visual or physical separation is provided - e.g. green lanes, planters, etc.)
Fort is closer to Main as an alternative to Main. It's also way better than what currently exists. The cost of laying down two stripe of 1.80 m of nice asphalt would be less than two of 2.30 m (as in Option 3) (There's no need for anyone to ride side-by-side)
all traffic flowing in the same direction
I like the curb separating bikes from cars.

## What elements do you dislike about Option 2?

Same as traffic flow on each street
Nothing to dislike.
The inability to for cyclists to pass a slower cyclist could be an issue. A parent tugging a child in a buggy would force other cyclists to pass using the road.
Concerned about the curbs. Maintenance on our existing roads are neglected and require extensive repairs. If they cannot keep up on the existing how do they propose to provide a safe environment for cyclists and drivers equally on these specific roads. Our winters are too harsh to make this a year round commuting route.
People will not obey direction of traffic - they already go whichever way they want regardless of one-way flow
Prefer somewhat wider cycling lanes
- bikes can only go one direction - left side is awkward. For example, connection to Albert is terrible; we need to cross Portage from the right hand side. In this case, the left side makes absolutely no sense. - Narrow lanes would be more dangerous in the winter; less space to avoid slippery spots, etc.
A single two-way lane would be easier to navigate
None.
narrower bike lanes and narrower curbs / one way travel not as nice as two way bike lanes
This is DANGEROUS at Fort and Portage. Having the bike lane there would present a serious hazard to cyclists as there is a considerable amount of traffic that turns left from Fort onto Portage because you can't do so at Portage and Main. Even with a "separation" and a "cyclist crossing" drivers will get impatient and cut off the cyclists or worse hit them. Further the connections in the exchange would be a bit confusing.
I worry about the narrow lanes, particularly in winter. Snow plowing will need to be a priority on these roads to ensure that the lanes do not become any narrower do to poor plowing.
as a cyclist if you need to go the other direction you must cross more lanes of traffic
The people that ride bikes need to start paying for some of this as well. The people that drive pay for these roads. If they want change then maybe they need to kick a little forward. It can't all be one sided.
None - its awesome!
The narrowing of the roads is only going to create further hazards, considering the actual size of vehicles on the road as opposed to the delusional thoughts of 'micro-everything' that this design entails. Anyone ever seen a truck, UPS delivery truck, anything like that? In real life, or are they irrelevant to the direction of the delusion.?
Narrowness of bike lanes; difficult to accommodate high volume of bicycle traffic.
EVERYTHING
It's really awkward for pedestrians to have to travel a whole block over if they need to change directions. One way streets don't effectively scale down to cyclist patterns of travel. People on Sherbrook are always biking the "wrong" way, but perhaps this is a design issue and not a user error. Also, in this design, the character of Fort and Garry streets as heavy automobile streets is unchanged.
Increased time due to both Garry and Fort being worked on No ability for faster cyclists to pass slower cyclists (could cause bicycle accidents and potentially slow some riders enough to not want to use the bike paths)
Protected bike lanes are too narrow.
Complete waste of money , fix the roads
With all options, need to ensure that it is enforced. All too often cyclists resort to using sidewalks even

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when bike lanes are present. This is an extremely dangerous situation for pedestrians especially the elderly and those with small children.
left lane usage. makes connecting to streets without bike lanes difficult eg. princess going south currently
The raised curb could be higher, and the lanes possibly wider to allow for cyclist passing.
Narrower lane for bikes
Bump-outs at intersections
Has the same inconveniences as a 1 way street for cars, having to go a block over to go the opposite direction.
none
All
disrupts two streets for cars versus option 1
Narrow bike lanes
None
Raised curb would make it difficult for cyclists to change lanes (such as to turn east or to merge from the east). Raised curb and narrow bike lane would present a challenge for snow clearing and for cyclists wishing to pass.
Why unidirectional when it could be bidirectional? It would be a waste of money and then require cyclists to find an alternate route back.
More streets will need to be changed.
It's not a bad plan at all, but I prefer the concentrated two-way bike infrastructure offered by Option 1. Two one-way bike lanes don't make as much sense to me.
Narrower bike lane isn't as nice for those with trailers, for passing slower riders.
Narrow lane. Slower implementation due to both streets requiring work.
Single-way bike lanes like this will end up being two-way illegally anyway. Bicycle travel should not be handicapped by one-way only travel restrictions, would significantly increase the distance between certain points if one is expected to cycle one way.
Example: the Sherbrook lane is one-way yet nearly equal amount of traffic goes the wrong way simply because a) Maryland is far away and also b) Maryland has a non-functional bike lane. (Riddled with potholes, not protected, ends randomly)
The only thing I dislike about this option is that this particular width of bike lane makes it hard to pass slow cyclists. We want to encourage people to cycle downtown - and that means all people of all abilities - some slow cyclists. I like to ride faster than a casual pace and lots of people don't.
Nothing significant to note.
- It is unnatural for bikes to ride on the left. They should be as close as practicable to the right side of the road. - Protected bike lanes cause more trouble for cyclists. Just give us a wide curb lane.
Would require more infrastructure related to bike boxes, signals etc. Lacking any sort of greening via trees or shrubbery. Narrow cycling and auto lanes.
All of them, the cost and pipe dream that bike lanes are worth it in Winnipeg. A reality is we have winter and these will not be used.
Nothing. It's perfect!
You are still stuck behind slower cyclist, not enough room to pass. However, I would simply take a motor vehicle lane instead, more efficient.
narrow lanes are more dangerous when someone is inevitably biking the wrong direction.
Not very wide. This should be the baseline for how streets are built.

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Not sure the left side is the best option. I would rather see the lane on the right side, it will be easier/user friendlier to less experienced cyclists when they can turn off Notre Dame Ave. to get to the exchange district, rather than wait for the light to cross Notre Dame.
Not as wide as Option 3
Only one way.
Limited options for turning left / right depending on direction of travel. Don't like the bike traffic being further separated.
longer implementation?
neither lane is doubled; in planning a trip, I would consider both equally imperfect and less pleasant to drive on, versus one street being more pleasant/superior in option 1. Also, the smaller width of both lanes mean that both can be equally slowed down, with small options for passing (say, a double-wide baby carriage being pulled behind a bike).
Not sure if there's enough room in terms of winter snow plowing. What will happen in the winter? How's the maintenance going to be?
that you have to travel a block east or west to find the bike lane going in your direction
Too much parking still encourages too much vehicle use.
Minimum space possible allocated for bike lanes means passing may be difficult and/or dangerous, or force some cyclists to pass on sidewalk or road which defeats purpose of dedicated bike lane.
That the bike lanes are narrow. What about if people want to carry trailers on their bikes. I'm sure it doesn't happen often, but with the curbs, and turning out, that could become difficult.
The bike lane is too narrow and would not allow safe passing of slow trailers or kids etc. A raised bike lane would likely provide better drainage and easier snow clearing. Why not continue protected/separated bike lanes on Fort south of Broadway?
The loss of on street parking spaces
Don't need pedestrian spaces on either side of the street. Have one pedestrian space, one cyclist space, 4 vehicle traffic lanes, and one vehicle parking lane.
Parking is difficult downtown as it is for the thousands of cars that enter downtown on a daily basis. It makes no sense to eliminate parking permanently for all seasons, so that a dozen bicycles can use the space for only a few months of the year.
Bike lanes on Fort & Garry vs. another route. Bike lane on the east side of Garry.
Having a parking lane adjacent to the protected bike lanes increases danger for cyclists from cars turning at intersections, into alleys, or into parkades, as drivers have a difficult time seeing cyclists due to the parked cars between them and the bike lane.
Same as option 1
width of cycling corridors (but I understand the compromise)
Making right turns onto the street will be tough. How would one enter the bike lane? Either have to cross several lanes of traffic during the turn or will end up in a lane now designated for motor vehicles only.
I speculate this more costly than option 1, but I believe it's worth the cost for the additional safety benefit.
Cramped lanes may cause issues with traffic.
Wouldn't this be almost double the cost and maintenance vs Option 1? Width makes it impossible to ride side-by-side and chat, something drivers take for granted
- Bike lanes may be narrow (to N. American standards), but 1.8m should be more than adequate for safe passing
1. The buffer separation removes the dooring issue, but makes it more difficult to changes / cross traffic

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when necessary.
I definitely prefer two-direction bike lanes to having two separate one-direction lanes
we already have bike lanes on these two streets, how about some portage avenue bike lanes?
Doesn't allow for cyclists to pass each other
Simple painted bike lanes on these streets work fine, so this option does not offer significant improvement for the effort and disruption to maintenance and loading operations on the street.
I don't like the one-way cycle lane as much as the two-way cycle lane as there is not as much physical presence on the ROW. Drivers of cars are much more likely to be aware of cyclists if there are more of them on the street.
It is unclear how turns are being facilitated at York. What other pedestrian amenities are made possible on both fort and Garry in terms of trees, benches etc. to respond to this public input? what opportunities are achieved to add bike parking in the ROW? the bike lanes seem narrow with likely limited passing opportunity. I dislike the less direct link to Albert from the left side of Notre Dame - this would be very inconvenient - and I'm not sure how risky that crossing would feel with vehicle speeding around the corner here coming from Portage and Fort
The one-lane protected bike lanes do not necessarily encourage cycling in pairs or groups.
Cars exiting parking will pull forward, blocking bike lane while waiting for opening in traffic.
sidewalks don't need to be that wide
I prefer two way bike lanes instead of one way on two streets.
No bike passing lane.
Concerned the buffers/lane protection will make it difficult to pass other cyclists.
Don't feel Fort has the business to warrant a separate lane and find in winter these lanes are not as well maintained as what is currently there.
Not clear what the purpose of parking/loading lane is. This looks like bad design.
I feel unsafe with only painted bike lanes
The lanes are obviously a bit tight. However for Winnipeg I think this is okay. The downtown bike traffic is not likely to be anywhere near places like Montreal or Toronto. Bikes passing each other is less likely to be as much of a problem as the problems presented by the other two options.
dislike bike lane located at furthest left side of street. would prefer to swap bike lane with parking lane
What happens at Portage Avenue for the Fort Street route? Dooring not eliminated.
Too narrow.
Only one way for bike lanes
The cycle lanes are too narrow.
nothing
Only a one-way cycling lane
I don't like that the two travel lanes are at the expense of a wider bike lane. I think it's important to have a bike lane wide enough to allow for passing slower riders.
The intersection treatments aren't the best, but they are OK.
Nothing!
nothing
Would definitely cost more than option 1. Passing slower cyclists, might be more difficult. Snow clearing on a narrow pathway, is always difficult in winter.
Lanes too narrow to pass people
Lanes do not appear wide enough for passing
potential traffic issues?

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The lane widths are acceptable but wider lanes would be preferable and would improve the environment for cyclists and pedestrians.
seems hard for bikes to turn right, can't pass people
Minimum widths
none
Left lane cycling feels strange when crossing portage at fort towards the exchange
N/A.
N/A
N/A
Cyclists will make it a two-way regardless b/c CoW won't be enforcing the one way.
None.
None.
protected lane will be hard to clear narrow bike lane limits over taking other bikes narrower travel/parking lanes will be even narrower in the winter since we don't plow curb to curb
More expensive than Option 1, longer build time than Option 1, harder for the city to maintain than Option 1, prefer two-way bike lanes like the one on Assiniboine Avenue (e.g., can change direction more easily if I need to turn around, and it's easy to pass slower bikes)
Not a dislike, just concerned about how well bike lanes will be cleared of snow in winter.
I feel that narrower bike lanes would make it more difficult for maintenance (i.e. snow removal).
- Narrowing the lanes from two to one down Garry Street, after Broadway, could cause a lot of confusion and accidents. Unless most motorists turn onto Broadway already (the one lane becomes a dedicated turning lane before ending?). - Having the lane on the left side of Garry Street proposes a concern if I'm trying to turn right onto Assiniboine. If, as a cyclist, I continue to go straight across Assiniboine from the left hand land and then turn right on the bike path, this is fine; however, this impedes the flow of traffic for vehicles trying to turn left onto Assiniboine which is time consuming already from having to wait for a break in traffic.
No dual lane for passing slower riders
I think I liked the two way bike traffic lane
bike lanes still take away from parking which is limited as is downtown
I don't like that one lane of parking is removed on Gary and Fort. There is a lack of parking short and long term parking in this area. (south of Broadway)
I wonder if drivers will know to check the bike lane before a left-turn, they've never had to do that before.
Lanes are on left side of street, which would be less than ideal if the lane suddenly ended, as bike infrastructure tends to do.
Still marginalizes bicycle space on the road and doesn't do a ton to calm traffic, especially by keeping so many automobile travel lanes. The issue I addressed with transit mixing on Fort-Portage intersection where a large number of primary transit routes turn left, across the proposed cycletrack, is present in this design. This design also forces Northbound travelers to mix with traffic on Notre Dame Av. to turn right onto Albert St. for access to the Exchange district.
parking on both sides instead of bus lane
Again, it does nothing but inconvenience residents of 55 Garry. No loading zones or places for taxis to wait for residents, a lot who are elderly. Leave the lanes the way they are.
Like the idea of a wider cycling surface for times of heavy bike traffic, but not a deal breaker.
This may open up the lanes to more risk as in real life scenarios they would most likely be utilized going both ways.

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Minimum width lanes can be intimidating for some.
Bike lanes far too narrow. Bike lane on Fort St. south of Broadway not protected.
It takes up valuable space on the roadway that is needed by vehicular traffic. We live in a winter city. How much use will this bike lane receive between the end of October and the middle of April? Count the cars, then count the bikes. Monday to Friday rush hour, twelve months of the year.
You're going to end up with jerk cyclists going the wrong way on sidewalks because of the one-way
Just that it sounds more costly and time consuming to implement than option 1, but otherwise think it is a great idea
The buffer between the cycle track and parking lane should be a minimum of 3 feet (0.9 m) according to the NACTO Urban Bikeway Design Guide. 0.5m does not provide adequate separation from door zone conflicts.
the cycle lanes and in fact, all the active transportation aspects are "the minimum acceptable width". do we really need parking on both sides of the street? dedicating so much "road" to the storage of private property seems so 20th century. Has anyone studied how much time trucks, etc are parked for "loading " purposes? how do cities which have actually banned cars from their city centres deal with their "loading" issues?
None
Bike lanes are too narrow
None
minimum acceptable width
It does not provide adequate width for the bike lanes and buffers.
Cost.
Rights turns will be a doozy.
Being doored by parked cars.
Would prefer wider cycle lanes but besides that just curious about the end of the route will it just fade away like Sherbrook?
Restrictive of choice of directional travel.
Nothing
I find that these types of bike paths do not support the biker. The biker must be aware at all time of the cars due to the fact that it is such a small space and that the drivers take advantage of this. Also, there is not a lot of room to pass other bikers on the path.
Some people will end up being lazy and go the wrong way on the bike paths, especially if the paint isn't maintained and the arrows fade away.
Narrow lane makes passing an issue
Will feel most congested and my discourage cyclists from using it. May have congestion problems with cycling lanes.
Left side No main crossing except Assiniboine Single wide
Not 2 way for cyclists
See why I like #1
The bike lane are too narrow, we need more space to allow for increased capacity.
Bike lane is a little narrow.
The cramped bike lanes and the sidewalk, given the low volume of car traffic.
The green paint is very expensive and does not last long. Calgary does green strips to make it go further.
Narrower lane.
I would eventually like to see wider bike lanes but we have to start somewhere eh



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May not be enough room to pass slower cyclists? Should not be the goal for much the same reason as it should not be the goal driving a vehicle downtown. It is a congested area.
the lane is narrow for passing and snow clearing. Vehicles turning left and right are always a problem for cyclists.
Could be the most costly.
I really love separation between parking and cycling lanes. Having a parking lane on one side and cycling on the other might be better because it would reduce (maybe) people walking through the diamond lane to get to/from cars or sidewalk. I also find the downtown diamond lanes as they currently are a bit too narrow. It's risky and hard to pass sometimes with cars ripping by.
Just seems too narrow. There are so many cyclists on those bike lanes during rush hours that there needs to be room to pass.
Bike lane's position on left side of Fort Street would pose a challenge if I wanted to access Winnipeg Square on the right-hand side of the street. Maybe there could be some kind of access point? Also, the bike lanes are a bit narrow, which could make passing slower cyclists an issue.
Nothing. My only concern would be with left-hand turning drivers, something that is found in the other three options.
Having the bicycle lane being the minimum width possible. It prevents cyclists from being able to pass each other safely.
Minimum width buffered cycling lane means it would be difficult or unsafe to pass slow cyclists
The raised curb should be a bit wider, to avoid any accidents from people exiting parked vehicles.
These streets are pretty industrial and not... Pretty. Trees would make them more pleasant to travel and hang out on.
Although (intended) bicycle traffic is one-way, there is risk "non-conformists" may pedal against the flow and/or simply ride down the sidewalk.
- Lane is narrow, little room for passing. - Lane in door zone on Fort south of Broadway.
Most people will ignore the 'one way' and cycle in both directions anyways. Then they will jump the curb into a pedestrians way. As someone whose been rear ended (yes, a bike tire up the ass!) twice crossing the street in Osborne Village, I can tell you its NOT FUN!
Forced to follow a 1 way system that is designed to vehicle flow, cyclists will ignore directionality, narrow lanes, more infrastructure to plot in winter
I worry impatient cyclists will just hop the curb and run into regular traffic anyways, causing more accidents.
Riskier navigation for cyclists having to move from the far left lane to the rightmost lane.
Narrow bike lanes make passing or avoiding car doors difficult.
no protected lane south of Broadway on Fort (what about Garry?), expect awkward transition to westbound Assiniboine from Garry
I'm unclear on what the bump outs are and if they will have an effect on cyclists. I'd hate to have to go over a speed bump style raised pedestrian crossing like they have at St Vital Center, because it will affect travelling speeds and increase wear and tear on bicycles.
Bike lanes too narrow to allow passing.
lower raised curb narrower cycling lane door from parked cars
Nothing. This option is great!
I don't care for the minimum width lanes as it will make passing for cyclists and drivers more tricky.
What happens at intersections where a car or vehicle cuts across the cycle lane ie vehicle does left turn

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to get onto a cross street - could be dangerous for cyclists if motorist and/or cyclists do not see each other.
narrowness of lanes
Any bikes on roads
Would prefer to focus cycle traffic on one street ( Garry)
Bike safety- this option most narrow bike lanes and most narrow raised curb- faster cyclists will likely risk passing slower riders- is 1.8 m considered safe enough given the width of some bikes?
The one way bike lane is ok, but the two-way bike lane on Garry (with a wider raised curb) is the best option.
too narrow
construction on two streets
Each street does not need a bike lane with a raised curb.
protected bike lanes are too narrow
I can't find anything I don't like about it.
I wish it were on the right side of the road. It's much easier and safer to enter and exit- it's where vehicles expect you to be.
Bike lane is narrower than option 1
none
Lanes are too narrow for social interaction (riding side by side).
Vehicles will creep into and block bike lane while waiting to merge into traffic.
None
- a slower cyclist could backlog the whole lane.
-Are two parking/loading lanes required on both streets? Why not two travel lanes and one parking/loading lane?
-Right-turn connection on Albert is wise - please add a left-turn bike box to facilitate this connection
-Very awkward connection for cyclists traveling northwest-bound on Notre Dame wanting to turn or continue straight
-Very awkward connection for cyclists traveling eastbound on Ellice - vehicles turning right and cyclists trying to reach cycle track; consider bicycle activated signal that gives cyclists a jump-start (please don't forget that Ellice is an important cycling/walking corridor for low income and commuting people)
-Please be careful of concrete bump-outs and other rigid separation, as it minimizes opportunities to tweak designs
it will take some getting used to cycling on the left versus the right hand side
Will cyclists respect the one-way nature of this lane?

## What elements do you like about Option 3?

Wider bike lanes
The protected bike lane is a good safety feature.
The wider bike lane allows for passing.
This is the most practical for all cyclists. Full access to two streets, plus the ability to pass so that cyclists of various confidence level can share the cycleway.
love that the buffer is on two streets wider lanes
Cyclists are separated from traffic.
Wider bike lanes and wider curbs / more parking options for vehicles
The wider lane would be nice as I tend to travel with friends and also tend to cycle fast so this would allow me to pass slow riders
Strongly support protected bike lanes on both Fort and Garry. Better connections. Safer for cyclists to be traveling in same direction as motor vehicles.
I really like this option in terms of traffic calming the road through lane reductions. These roads will show that the preference is for pedestrians and cyclists.
Protected lanes. Wide berth allows higher volumes. Makes positive statement about importance of cycling; not just an afterthought, but a valued mode of transport.
NOTHING
Protected bike lanes that run in the same direction as vehicle traffic.
Wider bike lanes are better for cyclists.
Wide cycling lane provides room for cyclists to pass slower riders and ride side-by-side
Upgrades on both Fort and Garry Streets. Increased sidewalk and protected bike lane widths.
None
The higher raised curb separating cyclists from traffic, wider protected lane to allow passing, and wide sidewalk to still allow pedestrian passage.
More space for cyclists
Its safer with one lane of traffic, and one lane is enough.
Dedicated lanes usable in winter, passing is a plus. Hadn't considered that in regards to Option 2, but I guess option 1 would also allow passing.
none really....well, it certainly does have an "open", airy feeling..... not sure how that's important.
Wide lane is nice but not at the cost of travel lane and parking lane.
None
protected bike lane that travels same way as traffic
Better access to Fort St, ability to pass/ride side by side in wider bike lane, more connections to exchange
That it is a bike lane, adding to sustainable greener modes of transport
Wide bike lane allows for passing. Parking not affected. Single lane of traffic effectively will make Fort & Garry lower-speed routes, enhancing safety for everyone. Protected cycling lane will have big impact in increasing ridership. Lane being on left side avoids buses. Raised curb between parked cars and bike lane should prevent dooring.
While wider is always better, allowing for side by side cycling, I'd much prefer bidirectional use.
Higher bike capacity
I'm wholeheartedly in favour of improved bike infrastructure, especially Downtown.

Downtown Bike Lane System Online Survey Responses

I like the wide lane idea. I think you need to plan for the future and I'm already noticing more winter cyclists this year than last. I think this will continue to trend toward more people commuting by bike. The more room the better!
Like the wider lane, the reduced # travel lanes (makes it feel more pedestrian and cycling-friendly).
Generous sized cycling lanes.
same as 2
Only one lane for vehicles
Dedicated protected bike lanes one both streets in a single direction. There is room for passing in each bike lane.
Wider lanes for all traffic.
While better for cyclists, it's more of a pain for motorists. But lean more heavily in its support since motorists have more safe options to travel than do cyclists.
Intuitive, it uses the roads we already use and in the same direction Bike lanes are wide enough that the only reason I would have to take a vehicle lane is if I was turning right during that stretch. Both lanes are protected The connection to Albert is direct (as apposed to option 1) Lowest motor vehicle volume = safest for cyclist maintains the parking, we love our parking :)
Cars are expecting cyclists to be traveling in the directions they will be on each road. wider lanes facilitate passing.
2 protected bike lanes wide enough for passing
Wide path with separation from traffic going with the flow on each street.
Less cars on a street that doesn't have a lot of through traffic.
Wide, protected lanes on both Fort and Garry
Wider is nice
This looks like a step forward to a more vibrant downtown. Ample sideways, bigger bike lanes, providing greater opportunities for other modes of transportation. Moving down to one travel lane for some reason makes me feel like I can breathe. It's much safer for elderly and children too.
fewer motor vehicle lanes
Protected bike lanes are good.
Dedicated bike lanes on both streets with physical separation from car lanes. Most realistic bike lane width to accommodate cyclists of different speeds and carry-loads safely, including passing without needing to leave bike lane. Allows generous car lane width for both parking and loading.
The wide bike paths allow for passing, riding side by side. Kept the parking.
I like the shortened crossing distance for people walking. Wide bike lane would make it easier/safer to pass or ride side by side. (people on bikes should be able to ride side by side and hold a conversation just like people in cars (driver passenger)). It provides more long term capacity for people biking. (Build for future demand and not simply to meet the bare minimum current demand.)
none
Protected bike lanes with raised curbs separating cars/bikes. Additional parking/loading lane to further separate and protect bikes from cars.
Wider bike lanes are also nice since it allows bikes to pass slower bikers,

Downtown Bike Lane System Online Survey Responses

Seems appropriate for a city with a decreasing population.
no
Protected bike lane
Two lanes of parking on both streets.
Wider lanes allow for bikes to pass one another and increase the "visibility" of the lanes for car drivers cutting across them to make turns.
Improvements to cycling corridors on both Fort and Garry Wider corridors to pass/ride side by side
Definitely the best. Wide lanes allow for passing (and better accommodate riders who are less confident).
Because cyclists would travel with vehicle traffic, I believe there is less risk of being hit by a vehicle turning onto the 1-way street - they'll be looking towards oncoming cyclists when looking for vehicles while turning. I like having a wider cycling lane than with option 1, and having more room to pass slower cyclists and to avoid car-doors.
I like the features common to the options
More safe/roomy to get out of parked cars Are the sidewalks wider too? Would be a good opportunity to add more street trees and improve pedestrian experience. Yes to wide bike lanes If there's no parking in left lanes during rush hour it would help with traffic flow
1. Seems consistent to have a lane on both fort and Garry
Protected bike lanes in the same direction of car traffic is good. The width is nice, as it makes a strong statement of the importance of cyclists for our city and their safety.
Having renewed bike lanes.
Allows cyclists to pass, slowing down traffic makes streets more walkable, create sense of community space
This appears to be the same as option 2 but with a larger bike lane. I would rather have a wider bike lane to make passing slower cyclists easier.
I like the wider sidewalks, and the overall redistribution of the roadway away from cars to bikes and peds.
I love the wider lanes and sidewalks! and the bulb outs at intersections for better aligned curbs and shorter crossing distances for pedestrians.
This option would strongly encourage cycling in Winnipeg's downtown. It would be easy to cycle with a partner or in small groups. Keeping the streets down to one car travel lane and adding the protected bike lanes would really allow Fort and Garry to become vibrant pedestrian streets like Sherbrook has become. I would consider locating a small business on one of these streets if this option was implemented.
Protected bike lane.
none
Painted lane. Access to both streets for bikes.
Wide lanes = easy passing, less congestion, and also options for the future. Traffic flow will slow in this area. Fort and Garry are developing very well right now and this will contribute to the pedestrian
Protected lanes on both sides is really good!
Overall decent planning but not as strong as 1.
The wide separated bike lanes will be safe for bikes and will allow for passing.
wide bike lane with raised curb
More room, better for people to pass

## Downtown Bike Lane System Online Survey Responses

Wider bike lanes helps eliminating dooring, good connection to AT network, good for vehicle drivers and those wishing street parking
Wide one-way protected bike lanes
I like the separate 1-way cycle lanes and the width of the lanes.
one way bike lanes
Wide cycling lane.
I like the wider protected bike lane.
This is even better than Option 2 because it enables easier passing of slow cyclists, handles increasing volumes of cyclists, and will be much better in the winter, but in car centric Winnipeg, I predict lots of loud opposition to Option 3.
Everything listed in option 2 but also gives bikers more room for passing!
Everything in the first question
Both paths separated from traffic by raised curbs and lanes are wide enough to pass others
Protected lanes on both streets and lanes are wide enough for passing
This is an excellent option with large bike lanes to provide a high amount of safety and comfort for cyclist and pedestrians. Also has strong connections to the exchange at both Albert and Arthur. This makes the most use out of Fort and Garry streets which are currently under-utilized.
room to pass, more space dedicated to bikers overall
Wide biking lane
Single direction bike traffic
Protected bike lanes
protected bike lane, 2 lanes of parking
Properly divided lane
I once again like the single protected bike lanes, moving in the direction of traffic.
Median on both sides, bike lane goes with traffic flow direction on both streets.
Not much.
Allows for plenty of space for biking, and plenty of room for parking which will help reduce any additional parking burden downtown. Making there less room for driving will also result in people taking more care and driving safer downtown. I believe emergency service vehicles could actively route to avoid these roads when needed.
clearly the best option for bikes, nice wide protected lanes, on the non bus side, flowing with traffic
As someone who primarily rides my bike downtown year round, obviously this is very nice for me.
I like that the streets become more calm with the one lane of traffic. Wider bike lanes and lower traffic volumes make a much more enjoyable experience for everyone. Local business would likely enjoy the increase in visitors to the area
- Less chance of cyclists getting "doored"
Same as option 2
none
This is my preferred option - the wider lanes are great, and the single lane of travel is south of Broadway where there is not much traffic anyway, so emergency vehicles should still have room to move through the area.
Even better than the last. It makes sense for these to be wide as unlike cars, cyclists tend to travel at varying speeds and passing is more necessary.
Protected lanes.
This design is fine for the purposes of calming traffic and improving the pedestrian and cycling environment. Wide enough cycling lane to pass is also a bonus, as many commuter cyclists ride extremely quickly, and venturing into traffic to pass leisure cyclists is not ideal. Having the cycletrack

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sheltered by parking is very good.
Protected bike lanes
Parking and loading on both sides.
Maximum usage for bike traffic on both streets with best access to forks and downtown.
Wider bike lanes on both Fort and Garry (although still short of the 2.5 metre minimum width standard in the Netherlands), raised curbs.
I like more parking option and protected lanes on both streets.
Parking
Unnecessary to take away the space that emergency services requires to provide the room for cyclists to pass each other or to ride side by side - I have driven to and from work up and down both fort and garry during rush hour for a number of years and very rarely was passed or required passing another cyclist, but when it does occur, there are enough breaks in traffic to accommodate passing when necessary
Really like one way, wide cycle track. Really like equally wide sidewalks and the fact we have effectively put these streets on a road diet (one travel lane, two parking lanes). This is starting to look like a more complete street (kind of resembles Thayer street in Providence R.I. next to Brown University, check it out....this might be better, they don't have a cycle track).
decently wide lanes, protected from traffic. anything that might decrease vehicle traffic on these streets, I am in favour of... see below. this seems to be a standard we can look to for future lanes, there is room for increased cycling traffic. safety is a big factor, especially for new riders and families.
None
Bike lanes are wide enough
Raised curb
Wide cycling lane
Provides lots of parking and lots of space for cyclists.
Protected lanes on both streets.
Separation from traffic and pedestrian traffic.
Physical separation. Left side. Wide. Almost everything.
I like the layout for Garry St.
Flows with traffic and wider lane makes bike passing easier & possible
Wider bike lanes.
Double-wide
Access to Albert St
Wider cycling lanes, good cyclist protection.
I like the wider width and that we get something on both Fort and Garry. I suspect there will be less delay at signals.
Cycling infrastructure is wider, more room for passing
Really like the width increase for sidewalk and bike lane.
Traffic all flows in same direction as one way street.
Wider lane.
As a cyclist this looks great. It might even promote more people to bike around
I Love this plan for cyclists & pedestrians!
I always like traveling in the same direction of traffic.
Very similar to Option 2 and is great for cyclists.
I like the connection to the Exchange. I like the width of the sidewalk and bike lanes.
The fact that there are protected bike lanes on both Fort and Garry, and enough width to allow passing.

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Both bike lanes are protected and connect to Albert and Arthur streets.
The protected bike lane.
Raised buffer and parking lanes provide excellent protection for bicycle traffic from motor vehicular traffic. The wide enough bicycle lane able to let cyclists pass each other safely. Connecting to the Exchange.
Wider bike lane
Not sure what the difference is with option 2, other than the raised curb appears slightly wider, which is a good thing. This appears to be the best option.
Good protection overall for cyclists.
Same feelings as option 2.
Less cars will keep the traffic calmer.
Vehicle/bicycle buffer plus green color lane is a huge asset -plus- the wider lanes allow faster cyclists to pass.
Bicycle lanes on both Fort & Garry Streets would be great.
This is the best option!
- Perhaps the best option, with nice wide lanes.
nothing.
Better visibility to drivers
nothing
Raised curb between motorists and cyclists on Fort and Garry. Wider bike lanes to allow for passing and side by side riding.
Wider bike lanes - easier to pass/avoid opening car doors.
dedicated protected bike lanes on both Fort and Garry, no awkward dump out northbound to exchange as would be the case with option 1
Wide cycling lanes in one way direction. Connection to Exchange District.
Wider bike lane allows passing. Fort and Garry get a bike lane.
wider cycling lane = possibility of riding side by side riding same direction as traffic = familiarity
This one is very similar to option 2, just wider bike lanes.
This design is better than number two due to the wider lanes.
Cycle lanes on Garry & Fort Streets.
None
Ability to pass other slower cyclists
Bike and raised curb slightly wider than option 2- allows for passing and side by side cycling Painted lane south of Broadway. (more parking is not an issue for me)
room for a variety of cyclists travelling at various speeds separation from traffic but travelling in the same direction
wider bike lanes, increased visibility
Raised curb to separate traffic from cyclists.
Protected and separated.
One way.
It basically looks like option two to me.
Wider surface, and riders won't need to learn new streets for travelling a certain direction.
Bike lane width is better.
wide lanes, ability to pass, connectivity to exchange



## Downtown Bike Lane System Online Survey Responses

The wider protected bike lane is preferred but the size doesn't matter as long as it's protected
- wide barrier protected bike lane
-Passing opportunity is nice
Fort is closer to Main as an alternative to Main.
lots of space for cyclists
I like the protective curb.

## What elements do you dislike about Option 3?

<p>Cutting down traffic to 1 travel lane will compromise traffic flow far too much.</p>
<p>Could we combine elements from options 2 and 3? (E.G. narrower sidewalks, to allow two narrower travel lanes)</p> <p>I attended the public session on March 10 where someone suggested that the wider sidewalks could allow for more patios. However, if we build the bike lane to be level with the sidewalk, then the city could "shut down" the sidewalk-bikeway for special events (like Canada Day) to allow for outdoor seating or special events.</p>
<p>Parking loss</p> <ul style="list-style-type: none"> <li>- bikes can only go one direction</li> <li>- left side is awkward. For example, connection to Albert is terrible; we need to cross Portage from the right hand side. In this case, the left side makes absolutely no sense.</li> <li>- assuming the infrastructure would actually connect to the Exchange, and continue north of Portage?</li> </ul>
<p>None.</p>
<p>single lane vehicle traffic / one way bike lanes not as nice as two way</p>
<p>This is DANGEROUS at Fort and Portage. Having the bike lane there would present a serious hazard to cyclists as there is a considerable amount of traffic that turns left from Fort onto Portage because you can't do so at Portage and Main. Even with a "separation" and a "cyclist crossing" drivers will get impatient and cut off the cyclists or worse hit them. Further the connections in the exchange would be a bit confusing.</p>
<p>I worry the lane reduction will have an impact on traffic flow which will be felt by motor vehicles who then blame cyclists.</p>
<p>The people that ride bikes need to start paying for some of this as well. The people that drive pay for these roads. If they want change then maybe they need to kick a little forward. It can't all be one sided.</p>
<p>The loss of far too much vehicle space is simply unacceptable.</p>
<p>EVERYTHING</p>
<p>Vehicular traffic down to one lane may cause traffic delays.</p>
<p>Wide automobile lanes will encourage drivers to drive faster, diminishing the safety gains to cyclists and pedestrians. Once again, one-way bike lanes are inappropriate for cyclists. On Sherbrook, people just end up biking in both directions.</p>
<p>The length of time needed to work on both streets</p> <p>Impact on emergency vehicles due to only 1 travel lane</p> <p>Should not have 2 parking lanes (build a nearby large multilevel parking lot instead of street parking)</p>
<p>4.00 Meter Travel Lane Width, and 3.5 meter parking/loading space is too wide. Narrow all lanes to give more space to the pedestrians and provide an adequate zone for tree planting.</p> <p>Where are the street trees?</p> <p>Would like to see two way bikes lanes on both streets.</p>
<p>Stop wasting money</p>
<p>Too much space devoted to cyclists</p>
<p>same issues with left handed lane. makes connectivity to non protected lane streets difficult.</p>
<p>Less beneficial to emergency vehicles, but I don't know how often they end up on these streets?</p>
<p>One less driving lane could slow down bus service in heavy traffic</p>
<p>Bump-outs at intersections.</p>
<p>Removing a lane of traffic would create friction with the car community.</p>
<p>worst use and allocation of space available unless..... if the eventual goal is to have downtown Winnipeg a "pedestrian only" space, this is a nice beginning to that transition.</p>

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Only one travel lane isn't enough. Don't need two parking/loading lanes.
All
too few lanes for drivers
Less desirable for emergency services
Maybe too wide? Is it necessary?
Raised curb would make it difficult for cyclists to change lanes (such as to turn east or to merge from the east) and present a challenge for snow clearing.
If the city is going to invest in this infrastructure, I'd much rather see a bidirectional flow of cycling traffic.
Without knowing average number of cyclists (and projections with new lanes taken into account) it is hard to quantify if the loss of vehicle traffic efficiency would be worthwhile.
Vehicular traffic flow seems to be cramped by this plan, and I vastly prefer two-way bike infrastructure to one-way bike infrastructure.
Snow clearing concern - cynical of timely snow clearing even though this area is top priority in winter plowing schedule
Worry about car drivers being upset about fewer lanes for traffic
Least feasible- restrictive for emergency traffic and construction time
Not enough lanes for vehicle travels
Left side lanes are confusing for both new and experienced cyclists alike. Example: Princess street which eventually ends and the cyclist is forced to lane change over 4 lanes or risk hostilities from drivers.
Absolutely nothing at all. This would be a dream come true!
- It is unnatural for bikes to ride on the left. They should be as close as practicable to the right side of the road. - Protected bike lanes cause more trouble for cyclists. Just give us a wide curb lane.
Lacking trees, shrubbery.
I'm not sure how much traffic flows down these 2 streets during rush hour but creating one travel lane sounds like we would be creating more car congestion
While better for cyclists, it's more of a pain for motorists.
Most opposition due to reduced motor vehicle volume
As a cyclist it is hard to remember which road is in which direction.
Nothing
Motorists will complain about 'their rights' being infringed upon more, translating to less public support for protected bike lanes in general.
Nothing
inconvenience to traffic
Is there any public transportation in this option (or option 2 for the matter as well)??
that you have to go a block east or west to find the bike lane going in your direction
Too much parking rather than car lanes for movement.
No complaints.
What will maintenance in winter be like. How will the raised protection curbs be maintained, how high will the snowbanks get? How congested with traffic will it get? Are there certain blocks that people are more likely needing to drive down in their cars that would need 2 lanes of traffic? Could there be parking only on parts of the streets?
4m wide travel lane leads to increased speeding.
The loss of vehicle traffic lanes and on street parking spaces
Good for Winter - will ease the problem where lack of proper snow clearing reduces lanes by quarter (or

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more) of the normal size.
It makes no sense to eliminate a lane of traffic that thousands of cars use on a daily basis in all seasons, so that a dozen bicycles can use it in a practical manner for only a few months of the year.
too much lost capacity to primary transportation mode on those streets.
Emergency vehicle access
The single travel lane on each street seems potentially very problematic and not worth the extra sidewalk space.
Only one travel lane on both streets. Bike lane on east side of Garry.
As with all of these options, ideally there should not be parking adjacent to the protected bike lane -- it makes it difficult for cars to see cyclists before cutting across the bike lane, and car passengers/drivers seldom look for cyclists when exiting their vehicles and crossing the bike lane and often congregate in the middle of the bike lane near their car.
Less convenient for drivers (I also drive downtown). But it'd prioritize cycling on these two streets since all other d/t cross-streets (and pretty much all city streets) prioritize drivers.
Still has the problem of how to enter the lane on a right turn onto Fort or Garry, presumably crossing multiple traffic lanes.
I speculate this is a more costly option than option 1.  I worry that this option only offers one vehicle travel lanes. I work at York/Garry in the Manitoba Lotteries building, and when I park in that parkade it's often difficult to exit onto Garry Street. Especially when traffic is turning right from Garry onto Broadway (counter-intuitive, I know.. but people turning onto Broadway often need to get in line to turn left at Donald St., and there's always a backed-up lineup of cars. As a result, people turning from Garry onto Broadway often block the green light while they wait to get in line to turn left onto Donald St to cross the river). This would cause Garry St. to basically be a parking-lot during rush-hour, and would make exiting the MB Lotteries/Ceridian parkade very difficult.  A solution might be better light timing along Broadway, so the line-up to turn left onto Donald from Broadway isn't a mile long... and doesn't cause Garry to plug up.  Go watch the parkade at 430 - 530pm. It's really annoying already.  Still - I like this option more than option 1. Option 1 is more dangerous in my opinion, while this is just inconveniencing.
Sidewalks are a missed opportunity. Other than that it's great.
- One lane of car traffic I don't think would be adequate for emergency vehicular traffic, and regular everyday traffic. I think it also limits future development of those streets
1. The buffer separation removes the dooring issue, but makes it more difficult to changes / cross traffic when necessary.
I definitely prefer two-direction bike lanes to two separate one-direction lanes
I dislike the less direct link to Albert from the left side of Notre Dame - this would be very inconvenient - and I'm not sure how risky that crossing would feel with vehicle speeding around the corner here coming from Portage and Fort. The fact that as a north bound cyclist you need to go a block west out of your way if you are destined for a more eastern destination/route in the exchange. Also dislike that there are two crossings required for the north bound cyclists, especially if the wait time for each is anywhere near what I experience most times at Osborne now.

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It is unclear how turns are being facilitated at York. What other pedestrian amenities are made possible on both Fort and Garry in terms of trees, benches etc. to respond to this public input? what opportunities are achieved to add bike parking in the ROW? how are turns at York accommodated?
Cars exiting parking will block bike lane while waiting for opening. Only one lane of traffic for travel.
1 travel lane is insufficient
option 1 looks the best to me.
No parking lanes for bikes.
May be more difficult for emergency vehicles -- perhaps parking could be reduced.
Cuts off parking on Fort St.
Concern there is not enough lanes for vehicle flow during rush hour
N/A
I don't think it's a good idea to take so many travel lanes away.
too much parking, swap bike lane with right side parking lane, 2 lanes traffic
Bump outs should not intrude into the bike lane like they do on Grosvenor Ave and Fleet Ave in River Heights. Again, what happens to the the cycle path at Portage Ave and Fort St?
In the description it says that single travel lane is undesirable for emergency services, but this option is pretty similar in layout to Option 1. I think one parking lane on one street (maybe both) could be changed to a travel lane. After all, one reason for creating safe, separated, cycling infrastructure is to make it easier for people to choose to cycle downtown and as that happens parking demands will lessen.
loss of travel lanes
I don't like the one travel lane vs. two lanes of parking and loading. Think this will jam up the downtown, create a lot of initial fuss from drivers.
Again, the intersections could probably be better, but It's not something I feel really strongly about (unless Bike Winnipeg -- who really knows its stuff -- feels strongly about it).
Nothing!
Nothing
Single traffic lane, I would propose a single parking lane and 2 travel lanes instead
Taking away a travel lane will piss a lot of people off and make rush hour terrible.
This is the worst option going down to a single lane of travel would make traffic a nightmare.
only one lane for traffic
Any solution that removes an entire lane will cause more public backlash
I do not like only having one moving lane.
Not enough parking.
Gary and Fort are the WRONG streets. Why were cyclists who currently ride to/from the Exchange via the Forks & Assiniboine not asked for input. Waterfront is the appropriate street.
Nothing.
One less travel lane. too much sidewalk, maybe. Do we need parking on both sides of the street? Make the left car lane a travel lane?
car people are going to pitch a fit about losing a lane, i think if you go down to three lanes you should get rid of parking on the left side
More expensive than Option 1, longer build time than Option 1, harder for the city to maintain than Option 1, prefer two-way bike lanes like the one on Assiniboine Avenue (e.g., can change direction more easily if I need to turn around, and it's easy to pass slower bikes)
Not sure how this will affect traffic flow when there are large events downtown, but for 99% of the time this option would probably be excellent.

## Downtown Bike Lane System Online Survey Responses

The larger sidewalks is nice, but I walk along these routes quite often, and never see "pedestrian congestion" so I'm not sure the extra space being used on the sidewalk is the best was to use the space.
- I really don't think people want to, nor have I ever seen, people cycling side by side down a business street on the way to work - As for passing, as long as cyclists are practicing common courtesously (such as calling "on your left"), passing should not be too much of an issue and therefore the wider paths not necessary. - Cuts down the flow of traffic (from two to one lane); could become an issue especially with transit buses (pulling into stops or making turns)
Same as option 2
it creates traffic congestion, not enough lanes for cars
I don't like that one lane of parking is removed on Gary and Fort. There is a lack of parking short and long term parking in this area. (south of Broadway)
I still wonder about left turning cars not being aware of cyclists.
The same concerns as were raised for Option 2 are present with this design as well.
No bus route, 2 parking lanes, single lane for emergency vehicles
Bikes zipping through loading zones. I've almost been hit by 'speeding' cyclists while crossing the street with the lanes we already have and it's not pleasant for either.
As a sometimes driver, reduced lanes lead to more traffic congestion. As a cyclist, concerned that frustrated motorists may retaliate once protected bike lane ends/on other routes in the area.
Single lane traffic proves difficult during peak times and for emergency services.
Bike lane on Fort St. south of Broadway is not protected.
The raised curb is a stupid idea. It takes up valuable space on the roadway that is needed by vehicular traffic. We live in a winter city. How much use will this bike lane receive between the end of October and the middle of April? Count the cars, then count the bikes. Monday to Friday rush hour, twelve months of the year.
You'll end up with jerk cyclists going the wrong way on the sidewalks
Less desirable for emergency services and it seems the most costly and time consuming to implement of the options proposed thus far. Excessive
Wide lane is unnecessary, a narrow lane is fine.
The buffer between the protected bike lane and the parking lane is too narrow (NACTO Urban Bikeway Design Guide says minimum of 3 feet or 0.91m or separation between parking lane and cycle track. The centre vehicle lane is a spacious 4 metres. Having the centre lane be an acceptable 3.5m could provide the space to widen the buffer between the bikeway and the parking lane. If the vehicle lane must be 4 metres given its the only travel lane, we could trim down the parking lanes (previous designs show parking lanes at 2.95 or 3.15 metres) to create the space to widen the buffer to standard.
who thinks we need all this parking? more space for parking than actually driving? who parks here and for what reasons? really, do we know the answer? for loading? because they live here? are there shops they are shopping in? visiting? at the forks? the parks? mostly when I am in this area, it seems to me drivers are using, especially southbound Garry street as a shortcut from the north of Broadway to Main Street during evening rush hour! Perhaps with just one lane of traffic, they would stay on Portage or Broadway until Main Street. that would be good. so, as I write this my thoughts seem a bit ambivalent.... parking vs driving! I just want a safe space for cyclists.
Nine
Separation curb may be too narrow
Not as desirable for emergency services
Widen the bike lane to at least 2.5m so the lanes would be easier to plow to match the anticipated/desired capacity. People riding bikes travel at different speeds. Add bike storage space for

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right turn onto Albert to speed up flow. For both option 1 and option 3 the signal needs to be much more responsive than the signal on Osbourne at the Legislature building. That light really holds people up unnecessarily.
Prefer option 2 if investing the money on both streets. Otherwise, prefer option 1.
Loss of travel lane in each direction is going to upset a lot of non-cyclists. You could address this with parking bans during rush hour, but on Jets and other MTS Centre event nights it's inevitably going to cause a headache for motorists. Given that when the MTS Centre is busy, there is typically fewer cyclists on the road I think it will result in a lot of public grumbling about road use priorities.
None
Maybe that cyclists can only travel one direction but since these streets are one way I does make sense. So nothing then. This is the best option!!
Restrictive of car traffic flow and cyclists directional choice. Bump outs force cyclists and cars into 1 lane jeopardizing cyclist safety.
I don't like having 2 parking lanes. Traffic would become congested.
This option has more room to be able to pass other bikers, however, it is still a situation where the bikers come second to the cars (also in option 2). The only option that seems to bring the bikers to a similar level of the other traffic participants is option 1.
Not enough travel lanes on Gary.
A bit more awkward re navigating through downtown.
Left side
No extra Main St crossing
Not 2 way for cyclists
See why I like #1
I would like to see more separation.
I'm not sure how connection to York and & St Mary
Nothing. One less lane of vehicles through on one or 2 downtown streets likely won't be such a big deal.
Would want to make sure the Portage crossings are as safe as possible and avoid being turned into
Works better to meet up with 2 way streets when on right side
Cutting down traffic to 1 travel lane will compromise traffic flow far too much.
Could we combine elements from options 2 and 3? (E.G. narrower sidewalks, to allow two narrower travel lanes) I attended the public session on March 10 where someone suggested that the wider sidewalks could allow for more patios. However, if we build the bike lane to be level with the sidewalk, then the city could "shut down" the sidewalk-bikeway for special events (like Canada Day) to allow for outdoor seating or special events.
Parking loss
- bikes can only go one direction - left side is awkward. For example, connection to Albert is terrible; we need to cross Portage from the right hand side. In this case, the left side makes absolutely no sense. - assuming the infrastructure would actually connect to the Exchange, and continue north of Portage?
None.
single lane vehicle traffic / one way bike lanes not as nice as two way
This is DANGEROUS at Fort and Portage. Having the bike lane there would present a serious hazzard to cyclists as there is a considerable amount of traffic that turns left from Fort onto Portage because you can't do so at Portage and Main. Even with a "separation" and a "cyclist crossing" drivers will get impatient and cut off the cyclists or worse hit them. Further the connections in the exchange would be a bit confusing.

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I worry the lane reduction will have an impact on traffic flow which will be felt by motor vehicles who then blame cyclists.
The people that ride bikes need to start paying for some of this as well. The people that drive pay for these roads. If they want change then maybe they need to kick a little forward. It can't all be one sided.
The loss of far too much vehicle space is simply unacceptable.
EVERYTHING
Vehicular traffic down to one lane may cause traffic delays.
Wide automobile lanes will encourage drivers to drive faster, diminishing the safety gains to cyclists and pedestrians. Once again, one-way bike lanes are inappropriate for cyclists. On Sherbrook, people just end up biking in both directions.
The length of time needed to work on both streets Impact on emergency vehicles due to only 1 travel lane Should not have 2 parking lanes (build a nearby large multilevel parking lot instead of street parking)
4.00 Meter Travel Lane Width, and 3.5 meter parking/loading space is too wide. Narrow all lanes to give more space to the pedestrians and provide an adequate zone for tree planting.
Where are the street trees?
Would like to see two way bikes lanes on both streets.
Stop wasting money
Too much space devoted to cyclists
same issues with left handed lane. makes connectivity to non-protected lane streets difficult.
Less beneficial to emergency vehicles, but I don't know how often they end up on these streets?
One less driving lane could slow down bus service in heavy traffic
Bump-outs at intersections.
Removing a lane of traffic would create friction with the car community.
worst use and allocation of space available unless..... if the eventual goal is to have downtown Winnipeg a "pedestrian only" space, this is a nice beginning to that transition.
Only one travel lane isn't enough. Don't need two parking/loading lanes.
All
too few lanes for drivers
Less desirable for emergency services
Maybe too wide? Is it necessary?
Raised curb would make it difficult for cyclists to change lanes (such as to turn east or to merge from the east) and present a challenge for snow clearing.
If the city is going to invest in this infrastructure, I'd much rather see a bidirectional flow of cycling traffic.
Without knowing average number of cyclists (and projections with new lanes taken into account) it is hard to quantify if the loss of vehicle traffic efficiency would be worthwhile.
Vehicular traffic flow seems to be cramped by this plan, and I vastly prefer two-way bike infrastructure to one-way bike infrastructure.
Snow clearing concern - cynical of timely snow clearing even though this area is top priority in winter plowing schedule ..
Worry about car drivers being upset about fewer lanes for traffic
Least feasible- restrictive for emergency traffic and construction time
Not enough lanes for vehicle travels
Left side lanes are confusing for both new and experienced cyclists alike. Example: Princess street which



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eventually ends and the cyclist is forced to lane change over 4 lanes or risk hostilities from drivers.
Absolutely nothing at all. This would be a dream come true!
- It is unnatural for bikes to ride on the left. They should be as close as practicable to the right side of the road.
- Protected bike lanes cause more trouble for cyclists. Just give us a wide curb lane.
Lacking trees, shrubbery.
I'm not sure how much traffic flows down these 2 streets during rush hour but creating one travel lane sounds like we would be creating more car congestion
While better for cyclists, it's more of a pain for motorists.
Most opposition due to to reduced motor vehicle volume
As a cyclist it is hard to remember which road is in which direction.
Nothing
Motorists will complain about 'their rights' being infringed upon more, translating to less public support for protected bike lanes in general.
Nothing
inconvenience to traffic
Is there any public transportation in this option (or option 2 for the matter as well)??
that you have to go a block east or west to find the bike lane going in your direction
Too much parking rather than car lanes for movement.
No complaints.
What will maintenance in winter be like. How will the raised protection curbs be maintained, how high will the snowbanks get? How congested with traffic will it get? Are there certain blocks that people are more likely needing to drive down in their cars that would need 2 lanes of traffic? Could there be parking only on parts of the streets?
4m wide travel lane leads to increased speeding.
The loss of vehicle traffic lanes and on street parking spaces
Good for Winter - will ease ease the problem where lack of proper snow clearing reduces lanes by quarter (or more) of the normal size.
It makes no sense to eliminate a lane of traffic that thousands of cars use on a daily basis in all seasons, so that a dozen bicycles can use it in a practical manner for only a few months of the year.
too much lost capacity to primary transportation mode on those streets.
Emergency vehicle access
The single travel lane on each street seems potentially very problematic and not worth the extra sidewalk space.
Only one travel lane on both streets. Bike lane on east side of Garry.
As with all of these options, ideally there should not be parking adjacent to the protected bike lane -- it makes it difficult for cars to see cyclists before cutting across the bike lane, and car passengers/drivers seldom look for cyclists when exiting their vehicles and crossing the bike lane and often congregate in the middle of the bike lane near their car.
Less convenient for drivers (I also drive downtown). But it'd prioritize cycling on these two streets since all other d/t cross-streets (and pretty much all city streets) prioritize drivers.
Still has the problem of how to enter the lane on a right turn onto Fort or Garry, presumably crossing multiple traffic lanes.
I speculate this is a more costly option than option 1.
I worry that this option only offers one vehicle travel lanes. I work at York/Garry in the Manitoba

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<p>Lotteries building, and when I park in that parkade it's often difficult to exit onto Garry Street. Especially when traffic is turning right from Garry onto Broadway (counter-intuitive, I know.. but people turning onto Broadway often need to get in line to turn left at Donald St., and there's always a backed-up lineup of cars. As a result, people turning from Garry onto Broadway often block the green light while they wait to get in line to turn left onto Donald St to cross the river). This would cause Garry St. to basically be a parking-lot during rush-hour, and would make exiting the MB Lotteries/Ceridian parkade very difficult.</p> <p>A solution might be better light timing along Broadway, so the line-up to turn left onto Donald from Broadway isn't a mile long... and doesn't cause Garry to plug up.</p> <p>Go watch the parkade at 430 - 530pm. It's really annoying already.</p> <p>Still - I like this option more than option 1. Option 1 is more dangerous in my opinion, while this is just inconveniencing.</p>
<p>Sidewalks are a missed opportunity. Other than that it's great.</p>
<p>- One lane of car traffic I don't think would be adequate for emergency vehicular traffic, and regular everyday traffic. I think it also limits future development of those streets wrt vehicular traffic.</p>
<p>1. The buffer separation removes the dooring issue, but makes it more difficult to changes / cross traffic when necessary.</p>
<p>I definitely prefer two-direction bike lanes to two separate one-direction lanes</p>
<p>I dislike the less direct link to Albert from the left side of Notre Dame - this would be very inconvenient - and I'm not sure how risky that crossing would feel with vehicle speeding around the corner here coming from Portage and Fort. The fact that as a north bound cyclist you need to go a block west out of your way if you are destined for a more eastern destination/route in the exchange. Also dislike that there are two crossings required for the north bound cyclists, especially if the wait time for each is anywhere near what I experience most times at Osborne now.</p> <p>It is unclear how turns are being facilitated at York. What other pedestrian amenities are made possible on both fort and Garry in terms of trees, benches etc. to respond to this public input? what opportunities are achieved to add bike parking in the ROW? how are turns at York accommodated?</p>
<p>Cars exiting parking will block bike lane while waiting for opening. Only one lane of traffic for travel.</p>
<p>1 travel lane is insufficient</p>
<p>option 1 looks the best to me.</p>
<p>No pawing lanes for bikes.</p>
<p>May be more difficult for emergency vehicles -- perhaps parking could be reduced.</p>
<p>Cuts off parking on Fort St.</p>
<p>Concern there is not enough lanes for vehicle flow during rush hour</p>
<p>N/A</p>
<p>I don't think it's a good idea to take so many travel lanes away.</p>
<p>too much parking, swap bike lane with right side parking lane, 2 lanes traffic</p>
<p>Bump outs should not intrude into the bike lane like they do on Grosvenor Ave and Fleet Ave in River Heights. Again, what happens to the cycle path at Portage Ave and Fort St?</p>
<p>In the description it says that single travel lane is undesirable for emergency services, but this option is pretty similar in layout to Option 1. I think one parking lane on one street (maybe both) could be changed to a travel lane. After all, one reason for creating safe, separated, cycling infrastructure is to make it easier for people to choose to cycle downtown and as that happens parking demands will lessen.</p>

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loss of travel lanes
I don't like the one travel lane vs. two lanes of parking and loading. Think this will jam up the downtown, create a lot of initial fuss from drivers.
Again, the intersections could probably be better, but It's not something I feel really strongly about (unless Bike Winnipeg -- who really knows its stuff -- feels strongly about it).
Nothing!
Nothing
Single traffic lane, I would propose a single parking lane and 2 travel lanes instead
Taking away a travel lane will piss a lot of people off and make rush hour terrible.
This is the worst option going down to a single lane of travel would make traffic a nightmare.
only one lane for traffic
Any solution that removes an entire lane will cause more public backlash
I do not like only having one moving lane.
Not enough parking.
Gary and Fort are the WRONG streets. Why were cyclists who currently ride to/from the Exchange via the Forks & Assiniboine not asked for input. Waterfront is the appropriate street.
Nothing.
One less travel lane. too much sidewalk, maybe. Do we need parking on both sides of the street? Make the left car lane a travel lane?
car people are going to pitch a fit about losing a lane, i think if you go down to three lanes you should get rid of parking on the left side
More expensive than Option 1, longer build time than Option 1, harder for the city to maintain than Option 1, prefer two-way bike lanes like the one on Assiniboine Avenue (e.g., can change direction more easily if I need to turn around, and it's easy to pass slower bikes)
Not sure how this will affect traffic flow when there are large events downtown, but for 99% of the time this option would probably be excellent. The larger sidewalks is nice, but I walk along these routes quite often, and never see "pedestrian congestion" so I'm not sure the extra space being used on the sidewalk is the best was to use the space.
- I really don't think people want to, nor have I ever seen, people cycling side by side down a business street on the way to work - As for passing, as long as cyclists are practicing common courtesously (such as calling "on your left"), passing should not be too much of an issue and therefore the wider paths not necessary. - Cuts down the flow of traffic (from two to one lane); could become an issue especially with transit buses (pulling into stops or making turns)
Same as option 2
it creates traffic congestion, not enough lanes for cars
I don't like that one lane of parking is removed on Gary and Fort. There is a lack of parking short and long term parking in this area. (south of Broadway)
I still wonder about left turning cars not being aware of cyclists.
The same concerns as were raised for Option 2 are present with this design as well.
No bus route, 2 parking lanes, single lane for emergency vehicles
Bikes zipping through loading zones. I've almost been hit by 'speeding' cyclists while crossing the street with the lanes we already have and it's not pleasant for either.
As a sometimes driver, reduced lanes lead to more traffic congestion. As a cyclist, concerned that frustrated motorists may retaliate once protected bike lane ends/on other routes in the area.
Single lane traffic proves difficult during peak times and for emergency services.

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Bike lane on Fort St. south of Broadway is not protected.
The raised curb is a stupid idea. It takes up valuable space on the roadway that is needed by vehicular traffic. We live in a winter city. How much use will this bike lane receive between the end of October and the middle of April? Count the cars, then count the bikes. Monday to Friday rush hour, twelve months of the year.
You'll end up with jerk cyclists going the wrong way on the sidewalks
Less desirable for emergency services and it seems the most costly and time consuming to implement of the options proposed thus far. Excessive
Wide lane is unnecessary, a narrow lane is fine.
The buffer between the protected bike lane and the parking lane is too narrow (NACTO Urban Bikeway Design Guide says minimum of 3 feet or 0.91m or separation between parking lane and cycle track. The centre vehicle lane is a spacious 4 metres. Having the centre lane be an acceptable 3.5m could provide the space to widen the buffer between the bikeway and the parking lane. If the vehicle lane must be 4 metres given its the only travel lane, we could trim down the parking lanes (previous designs show parking lanes at 2.95 or 3.15 metres) to create the space to widen the buffer to standard.
who thinks we need all this parking? more space for parking than actually driving? who parks here and for what reasons? really, do we know the answer? for loading? because they live here? are there shops they are shopping in? visiting? at the forks? the parks? mostly when I am in this area, it seems to me drivers are using, especially southbound Garry street as a shortcut from the north of Broadway to Main Street during evening rush hour! Perhaps with just one lane of traffic, they would stay on Portage or Broadway until Main Street. that would be good. so, as I write this my thoughts seem a bit ambivalent.... parking vs driving! I just want a safe space for cyclists.
Nine
Separation curb may be too narrow
Not as desirable for emergency services
Widen the bike lane to at least 2.5m so the lanes would be easier to plow to match the anticipated/desired capacity. People riding bikes travel at different speeds. Add bike storage space for right turn onto Albert to speed up flow. For both option 1 and option 3 the signal needs to be much more responsive than the signal on Osbourne at the Legislature building. That light really holds people up unnecessarily.
Prefer option 2 if investing the money on both streets. Otherwise, prefer option 1.
Loss of travel lane in each direction is going to upset a lot of non-cyclists. You could address this with parking bans during rush hour, but on Jets and other MTS Centre event nights it's inevitably going to cause a headache for motorists. Given that when the MTS Centre is busy, there is typically fewer cyclists on the road I think it will result in a lot of public grumbling about road use priorities.
None
Maybe that cyclists can only travel one direction but since these streets are one way I does make sense. So nothing then. This is the best option!!
Restrictive of car traffic flow and cyclists directional choice. Bump outs force cyclists and cars into 1 lane jeopardizing cyclist safety.
I don't like having 2 parking lanes. Traffic would become congested.
This option has more room to be able to pass other bikers, however, it is still a situation where the bikers come second to the cars (also in option 2). The only option that seems to bring the bikers to a similar level of the other traffic participants is option 1.
Not enough travel lanes on Gary.
A bit more awkward re navigating through downtown.
Left side

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No extra Main St crossing
Not 2 way for cyclists
See why I like #1
I would like to see more separation. I'm not sure how connection to York and & St Mary
Nothing. One less lane of vehicles through on one or 2 downtown streets likely won't be such a big deal.
Would want to make sure the Portage crossings are as safe as possible and avoid being turned into
Works better to meet up with 2 way streets when on right side
As a technician that stops at several buildings on these streets, by vehicle, it may impede my ability to find parking during rush hours due to possible restrictions imposed if traffic flows require more than the one travel lane.
I just worry about the area itself and the fact that this plan makes it "less desirable for Emergency Services" and less room for traffic flow; but I don't know enough about what's needed here.
Will almost certainly raise the ire of vehicle commuters. I don't want to be riding around angry people in cars. While I wish less people commute in single occupancy vehicles to work, they do. I'd prefer to meet them in the middle and show them that cycling is a viable, positive option.
the lane is narrow for passing and snow clearing. Vehicles turning left and right are always a problem for cyclists.
However, due to reduced traffic flow for emergency vehicles and other cars, it makes me hesitant. I don't ever want to see emergency vehicles being delayed because of traffic.
Unfortunate that it's less desirable for emergency vehicles- maybe taking the parking out? I know that's not ideal for a lot of businesses, but maybe this will encourage more bike ridership throughout the year.
The single vehicular travel lane is less desirable for Emergency Services
I dislike the wider lanes, thus the reduction in lanes. Maintaining traffic levels on these two streets is important because cycling infrastructure upgrades are less likely to be supported if drivers are significantly impacted. Furthermore, the wider sidewalks are not really warranted at this point as the structures along the street do not support that level of pedestrian traffic. In future years, if the streets have a higher pedestrian count, then option three could be implemented.
The bottle necking of motor vehicular traffic will not be good for emergency vehicles and will likely frustrate motorists with the inability to pass each other.
Single travel lane is a poor sacrifice, why not one parking lane and two travel lanes?
Not much.
Wide car lanes encourage traffic to travel faster.
Wider lane may tempt "non-conformists" to pedal against the flow and/or one-way travel may cause them to ride down the sidewalk.
- Lane in door zone on Fort south of Broadway. - The ideal plan in my mind would be bidirectional on both streets.
one rear end, rush hour traffic, dead bus, and were all screwed Again, bikes will go in both directions, no matter what you tell them
All the thing I dislike about #2
Looks very congested for rush hour, special events, etc.
unclear about curb or not. Needs to have a curb. paint means nothing to cyclists, they do not respect it!
Riskier navigation for cyclists travelling from the bike lane to the rightmost lane.
Reduced traffic flow for cars; vehicles parallel parking would bring street to a stand-still.
unprotected bike lane on Fort south of Broadway, expect awkward transition to westbound Assiniboine from Garry

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Single travel lane for automobiles will create traffic congestion for cars. No access for emergency vehicles. Slow moving, idling motor vehicle traffic will force cyclists to breathe more car exhaust. Parking lane on the left side of the street will increase occurrence of drivers having to cross bike paths to reach the side walk. Triple the pedestrian traffic when those left side parking drivers have to pay for parking and then return to their cars to put the paper on their dashboard, before finally leaving.
The city clearly supports option 1.
parked cars door opening
Might be more frustrating for motorists.
What I dislike about number 2+3 is the one way narrow bike lanes. There is no way to enforce that the cyclists travel in the proper direction.
Same comments as option 2.
only one travel lane for vehicles
Loss of parking any bikes on roads
I don't think one travel lane on Garry north of Broadway is feasible
Less desirable for Emergency services-This is a big negative for me.
construction on two streets
Bicycle lane should be wider.
Spend more time selling us on the place making and downtown revitalization benefits of this project!!!
Public realm improvements act a catalyst for downtown revitalization by making the exterior environments more attractive and functional as people oriented places.
Consideration should be given to both hard and soft place making infrastructure. - What design elements and material choices will make these streets unique environments? - Hard infrastructure - outdoor seating, art, lighting, paving / ground surface materials - Soft Infrastructure - seasonal plant installations (removable planters), and urban nature; especially street trees. -Street trees enhance public opinion on the visual quality of cities. - Ensure minimum soil volumes and continuous root zones to support healthy long-lived street-trees as a component in the creation of healthy human habitat. - Additional benefits including: storm water management, mitigation of the heat island effect, psychological benefits of soft infrastructure on people's perception of place and mental health/well-being.
losing a traffic lane.
Less driving lanes, think about rush hour, the horrible traffic flow of this poorly designed city, not to mention emergency personnel trying to get through here at any time of day.
Raising bike lane to sidewalk height would be a good idea. ***Snow storage needs to be considered for year round use.****
In current below sidewalk grade setup, sidewalks will be shoveled onto bike lane.
Reduced traffic flow due to single lane.
Vehicles will creep into and block bike lane while waiting to merge into traffic.
Takes up too much road space which means potentially more traffic problems and potentially anger at cyclists.
- hard to travel Fort/Garry St. in car, increasing stress on other routes.
-Are two parking/loading lanes required on both streets? Why not two travel lanes and one

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parking/loading lane?

-Risky to reduce motor vehicle capacity on Garry

-Right-turn connection on Albert is wise - please add a left-turn bike box to facilitate this connection

-Very awkward connection for cyclists traveling northwest-bound on Notre Dame wanting to turn or continue straight

-Very awkward connection for cyclists traveling eastbound on Ellice - vehicles turning right and cyclists trying to reach cycle track; consider bicycle activated signal that gives cyclists a jump-start (please don't forget that Ellice is an important cycling/walking corridor for low income and commuting people)

-Please be careful of concrete bump-outs and other rigid separation, as it minimizes opportunities to tweak designs

As a former driver (including taxis), I don't think I'd enjoy being behind someone pokey if there was only one travelling lane. But I'm wondering why you are proposing only one travel lane for vehicles (out of three) under Option 3, rather than the two out of three travel lanes (for Garry St.) under Option 1?

reduced number of travelling lanes for vehicles

Will cyclists respect the one-way nature of this lane? This proposal takes away a lot of road. Could try Option 2 first, then easily convert Garry Street for Option 3 if Option 2 is too crowded.

## What type of cycling separation do you prefer?

Bollards	Bollards would be the easiest to install in the summer and then removed during the winter months.
Bollards	Bollards seem cheaper than planter boxes, (which will get beat up pretty quickly I imagine) and have the advantage of being more visible due to their height. They are not as nice looking, but they are the most visible. Curbs are too low, they 'disappear' in the winter, and cars just drive over them. Raised lanes seem OK, but also seem like a lot of work and cost to build and maintain.
Bollards	Cheapest option??
Bollards	Cheapest and quickest to implement. Gives cyclists greater flexibility with lane changes and passing. Might pose less of a challenge to snow clearing equipment than a raised curb or planter boxes. Less likely to cause a cyclist to fall when crossing the line (such as changing lanes or turning in the winter, when snow might be hiding a grade separation or a raised curb).
Bollards	Cost effective, prefer planters esthetic appeal but find the bollards installed on Kingston Row a very effective separation tool.
Bollards	I would prefer NO separation. Bollards seem the least intrusive. At least you sort of feel like you are part of traffic still.
Bollards	Bollards allow me to switch to the left turning lane to functionally engage with traffic and my need to turn. Expecting bicycles to only turn with pedestrians is nonsense and completely destroys the efficiency of cycling as a mode of transport.
Bollards	Easy to see in Winter, where others may be covered with Snow
Bollards	Easier to remove later
Bollards	Seems the most flexible and makes it easier for cyclists to merge with traffic when necessary.
Bollards	easier to get in and out of the lane
Bollards	cheaper and easier to maintain/.repair
Bollards	Gives good visibility but still allows for winter plowing
Bollards	I feel that this would be the cheapest and cleanest to maintain. Curbs are nice, but deteriorate quickly, while grass/planters require a good amount of upkeep to look nice.
Bollards	Cyclists will need to transfer to the street to make left turns. If we don't allow them a way to change onto the street they will stop dead in the bike lane.
Bollards	It clearly separates what area of road is for cyclists vs vehicles, and keeps the cycling lane separate from the sidewalk. It also still gives the cyclist freedom to move onto the road if they need to for whatever reason, and requires less maintenance than planters.
Bollards	safer?
Bollards	Planters and a raised lane could create accessibility issues for pedestrians. Bollards offer cyclists protection and could be structured to minimize pedestrian impact.
Bollards	you can easily exit the bike lane. feels more spacious
Bollards	Inexpensive and easily bypassed.
Bollards	Bike lanes need to be cleared of snow in winter, something that hasn't happened on the Sherbrook lane. Sherbrook also has bollards but from these options it still seems that bollards offer the best chance to accommodate snow removal. Also bollards offers cyclists an emergency "exit" should the need arise.



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Bollards	It would allow me to merge with regular traffic when I want to make a turn in the direction opposite from the side I'm travelling on. Also will allow riders entering bike paths from motor vehicle lanes after they've turned onto Fort or Garry from one of the east/west streets.
Bollards	Clear separation
Bollards	Cyclists can merge into traffic if there is a blockage up the street. cyclists are more visible to motorists, no interference from/with pedestrians
Combination	two way lanes are preferable to me. either raised or curb separated is good. planter boxes could be used occasionally, such as right before and after intersections to make the separation stand out to vehicle drivers.
Combination	Raised, with curbs, are what is needed. Simply to "keep them over there" and not enter traffic unexpectedly, as well as to separate "their lane" from vehicles lanes.
Combination	I like to see a physical barrier between the vehicle lanes and the bike lanes.
Combination	A combination of raised cycling lanes and curbs. Consider full curbs at locations where vehicles are likely to enter onto the raised cycling lanes. Provide space for planters as a bonus, but the system should function without them.  I like the idea of raised lanes for snow clearing, and to ensure that the space for bicycling remain dry and free of puddles after precipitation events.
Combination	Curbs and raised lanes would increase safety for cyclist. Planter boxes would contribute to a more attractive urban landscape.
Combination	None of these options look ideal to me, individually. Concrete bollards are better, with no curbs anywhere.
Combination	Planter boxes would provide the sense of safety while being aesthetically pleasing however the cost of upkeep could add up. Combination of planters and bollards/curbs would be nice.
Combination	I think planters or raised lanes are the best way to keep cars out of the lane, but this may not be practical for every bike lane. Planters obviously look the nicest too, if you're worried about something like that.
Combination	better movement of cyclist being able to go both ways!
Combination	The more psychological and physical protection, the better. Additionally, two way lanes are far superior for neighbourhood and community building (as the lanes will end up being used two-way regardless). Planters should be used both for streetscaping, reducing car speeds (via tighter feeling streets), and providing maximum protection
Combination	Planters are more aesthetically pleasing and more permanent than bollards (which just get knocked over).  The raised lane would be nice to increase visibility VERY clearly define where you should cycle.
Combination	As long as there is a physical barrier to prevent taxis from dropping people off in the bike lane, or parking, etc. Planter boxes can add visual appeal and a strong buffer but may be more likely to be removed in the winter or after a few years. the raised lane is good and permanent - though it should also have a physical barrier between it and traffic. Why not a raised lane with vegetation between it and the

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	cars?
Combination	less maintenance problems
Combination	Want something permanent to separate lane, more than bollards. Planters could be seasonally combined.
Combination	Cyclists need a large physical barrier so that cars will not use the lane. Bollards can easily get damaged (during winter) and don't deter drivers too much. A raised curb is a good step, but they can easily be driven over without even noticing (on Assiniboine Ave this happens all the time, a car driving in the bike lane). The larger the physical barrier is for the car, the less likely they are to impede it. This also gives cyclists the impression that they are protected from traffic which is a positive.
Combination	As Winnipeg drivers get used to having cyclist on the ROW with them, I think something that has a visual presence at eye level will be useful.
Combination	Even within short stretches of roadway, conditions can warrant various types of separation. It is best to let the specific section dictate the type of separation instead of being dedicated to a one-size fits all solution.
Combination	prefer all 4 separations in one installation to provide best streetscape & most protection for cyclists and pedestrians
Combination	Most of the options are great, but bollards are often knocked down. (no option for "everything but bollards") - I am also concerned that planter boxes will only be there in the summer.
Combination	It would be a visual reminder to automobile operators if there was the occasional bollard or sign
Combination	I think the ideal separation would be a combination of raised lanes and planter boxes to maximize the protection of cyclists and the aesthetic appeal of the street.
Combination	I really like planter boxes, but there should be some spaces in between them.
Combination	I like the look of planter boxes best but I don't know if that would be conducive to plowing in the winter. Maybe combine with bollards?
Combination	I prefer the options that impart some green space and physical separation from the vehicle lane and the bike lane. For example, the bollards in use along Pembina highway are fugly and, in my opinion relatively ineffectual, so I strongly dislike the option of 'bollards' if that is what the above example is demonstrating. The planter boxes offer some green space, or better yet, why not incorporate some green-scaped storm water drainage? <a href="https://vimeo.com/68037407">https://vimeo.com/68037407</a>  I really also like the raised cycle lane, so I would say my preference would be for a raised cycle lane separated by some kind of greenery - planters or bioswales serving also for storm water management.
Combination	I like that fact that planters can be filled with greenery but I understand the associated cost with maintenance and would understand where other options such as raised makes more sense - especially during snow removal, so a combination that suits the area at the time.
Combination	By using a combination of bollards and curbs, and pre-planning where the next set of lanes would merge or be built, there is opportunity to save labor cost for the city in future implementations. In other words, figure out where other lanes would be merging or expanded and put bollards there. Areas that will not require any infrastructure upgrades any time soon (probably most of that area will require updates within 15-20 years) put in permanent barriers. Another good alternative is

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	recycled rubber curbs. Eco-points + functionality and practicality. Easy on errant doors and hubs, also easier to maintain.
Combination	Tangible separation with some aesthetically pleasing options as well. Still serves the purpose.
Combination	Both for esthetic reasons, and because you can increase the level of bike/car separation depending on vehicle traffic/visibility on that part of the roadway
Combination	I see myself as a traveler on the city streets, just like cars. I want my ride to be smooth and continuous. I don't know if I would like raised surfaces. they would have to be sufficiently wide and not be starting and stopping. I enjoyed the different heights I experienced in Amsterdam but that is an entire city constructed with cyclists in mind. I don't have that kind of confidence with civic officials here to get it right. separate us from the cars first of all. Maybe in the future you can raise the lanes.
Combination	Either Planter Boxes or Curbs. Bollards don't prohibit cars from impinging on cycling lanes enough
Combination	I like raised, curbs or planter boxes. Separation from traffic is important as it provides a rider with a greater sense of security.
Combination	Whatever is cost efficient. But don't see the need to raise the bike lane. Should consider snow clearance ease of course and ensure that the bike lanes does not get used as a place to dump snow.
Combination	To decrease congestion for the cyclists going in opposite directions.
Combination	Planter boxes are a very nice way of making the bike path look inviting and safe. In combination with a two-way separation path for cyclists, this would give bikers much deserved and desired space to feel safe in their commute.
Combination	Planter boxes could look a lot better than Bollards. Raising the path would be fine too.
Combination	Different situations call for different levels of protectionism
Combination	As long as it's a clear separation the method doesn't matter to me.
Combination	These are all great options. I do prefer one that offers a more physical separation from traffic, so the bollards are my least favorite. Planters could be beautiful, but there is extra maintenance to plant greenery in the planters! Curbs are effective and simplistic, though I do recognize they are costly. Raised separation is interesting but I haven't personally experienced it to fairly comment.
Combination	I like planters as they would provide a bit of green on an otherwise grey streetscape. However, raised cycling lanes would also be fine. Bollards, depending on the type, might too easily be damaged by cars, snow clearing machines, mean people, etc.
Combination	I like the beautification of planters, raised curbs provide good distinction between road and bike lane as well.
Combination	I like the beautification of planter boxes, but cyclists are sort of trapped in the lane, making it difficult to turn off, say, at a mid-street address across the street from the lane. Mix planters with raised lanes, and there's a recipe for success!
Combination	There is no "no bike lane" choice. Bikes don't belong on roads
Combination	I'm not too focused on the type of separation as long it's clearly marked
Combination	-Raised sidewalks allows for the cyclist to see and be seen better. Some cyclists might use the sidewalk as opportunity to pass slower cyclists. -Planters and bollards help protect (prevent or ameliorate) impact by a vehicle

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	<p>-The curbs above do not do much to protect the cyclist.</p> <p>-Some cyclists might use the bollards as opportunity to move in and out of vehicular traffic to pass slower cyclists.</p> <p>-Planters would be lovely in good weather- cost?... what would they look like in cold weather?</p> <p>-Separation of 2 way cycling is nice.</p>
Combination	It does not seem logical to treat each street the same.
Combination	<p>Raised with planters in summer.</p> <p>Snow clearing,</p> <p>Time spent in Copenhagen is proof of concept.</p>
Combination	planters nice but wasteful to maintain every year. bollards provide easy visual separation and great safety. i think it areas deemed more high risk for accidents this is a good solution.
Combination	A combination of raised cycling lanes and planters could improve snow clearing and issue of snow storage.
Combination	I think all of them will assist the safety of the biker. The Bollards may be overkill.
Combination	I think as long as traffic is separated from bikes and the bikes are protected the means that do that can be different depending on what fits in the area.
Combination	<p>Simply using buffer and bollards is no better than what we currently have.</p> <p>Consider using a combination of moveable curbs, planters (let's make it pretty), and bollards. A raised facility is the Cadillac that we could shoot for in a few years (perhaps consider something similar in other locations, including Pembina).</p>
Combination	Would like whatever would be best suited to protecting cyclists from cars
Curbs	Separation from traffic, easier maintenance (planters will get destroyed in winter)
Curbs	<p>They seem easier to maintain (and least likely to get vandalized) than planters</p> <p>They look nicer than bollards</p> <p>The cyclist does not have to go up and down at intersections/alleys/driveways. (I frequently ride with kids and/or groceries)</p> <p>But basically, I'd go with "anything that's easiest to clear in the wintertime", as I ride all year round.</p>
Curbs	permanent separation
Curbs	Use more sidewalk
Curbs	bollards don't work. knocked over by parking cars etc and not fixed by anyone. i suspect planter boxes will become garbage dumps unless maintenance is planned.
Curbs	More distinct separation of traffic types, safer for cyclists (seems so), without requiring additional funds for planter upkeep. HOWEVER planters might also beautify the city. Bollards offer no protection, and the combination/raised lanes seem like they could pose more of a risk for pedestrians on the sidewalk.
Curbs	It seems to be the quickest to implement and still offers a distinct division that cars will not be able to interfere with.
Curbs	Bike will stay in it
Curbs	Easier to clear snow and access bike lane should it be necessary
Curbs	Safety
Curbs	Curbs separate the bike lanes from the motor lanes without taking up as much space as planter boxes. Planter boxes would do a better job of protecting and designating bike lanes, however I feel they would take up too much space -

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	encroaching on possible bike lane width. If we were designing downtown from scratch then planters would be the obvious choice, however a re-fitment calls for curbs.
Curbs	Provides greatest protection. Bollards are a close second.
Curbs	I feel most protected when having a curb as a divider.
Curbs	I think having a 0.3-0.5m raised curb separating the bikes from vehicles is a more permanent and robust solution than say bollards and planter boxes, and I think would be less obtrusive than planters (and to some degree bollards) for access into/out of parked vehicles. Maybe planter boxes every 20-40m can be added for aesthetics.
Curbs	adds a level of visual interest to the streetscape, and provides better protection from parking cars.
Curbs	Definitive separation will ensure cars and cyclists follow the rules of the road -- no parking in bike lanes, no cutting of cyclists to make a turn, no cyclists cutting across lanes, no cyclists confused about where they should be.
Curbs	Physical barrier
Curbs	In my experience cars do not respect anything other than curbs or raised lanes. I'm guilty too. Bollards in particular are a problem. They are rarely spaced close enough together, and are easily breached by cars. They also don't age well. Bollards are pretty much a waste of money although I'm sure they are cheaper than building a curb. Winnipeg is still developing its cycling culture and for bikes to be safe either a raised lane or a curb would be best.
Curbs	Good protection by also doesn't hinder snow clearing.
Curbs	Visually separates bikers from vehicle traffic. The curb for pedestrian sidewalks looks nice and works well and I think it would do the same thing in this situation.
Curbs	Helps deter vehicles from entering bike lanes.
Curbs	Rounded curbs like the ones on Assiniboine Avenue are easiest for a cyclist to enter and exit, won't hurt you if you run into them or fall onto them (I'm a really clumsy cyclist), and seem like they'd be the easiest and cheapest to install and maintain. Also, if a motorist accidentally veers into it, the car wouldn't be damaged.
Curbs	<ul style="list-style-type: none"> <li>- I prefer the CURBS option as this allows the cyclist to pass other cyclists or move into/across the road for whatever reason without major blockades (or drop off).</li> <li>- If also provides a visual and physical barrier for drivers, but still allows for accessibility by both vehicles in certain cases.</li> <li>- They're less expensive, easily repairable, can be driven over by road sweepers and hopefully not a major issue for sidewalk snow removal vehicles.</li> <li>**** Perhaps reflectors (or reflector tape) could be used on the top of the curb as an added visual aide for both drivers and cyclists****</li> <li>- I very much like the planter boxes, however, this seems somewhat impractical for our environment with the issue of snow and sand removal and could be a barricade problem (ie: emergency vehicles). They could also visually impair both cyclists and drivers.</li> <li>- The bollards would seem to be impractical for our road conditions (snow and sand removal)</li> </ul>
Curbs	More confident that motorists will not veer into lanes, less likely to accidentally strike a knee or foot on a bollard when passing another cyclist.

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Curbs	I prefer a taller physical barrier between myself (a cyclist) and a car
Curbs	Use of space
Curbs	It is a better physical barrier
Curbs	Although I prefer the raised option, it confuses pedestrians, who often think that they can walk on the bike path. I think this makes it more clear. Likely a cheaper option as well.
Curbs	Cheap option. No amount of planting is going to improve downtown air quality or the aesthetic of the concrete nature of the roadway in my opinion. Plus we're talking about limited space.
Curbs	I like a physical barrier separating cyclists from pedestrians and vehicles.
Curbs	better separation, aesthetics
Curbs	Curbs will be easier. Planters would look better than bollards, but they need to be maintained. Raised lanes will invite the cyclists onto the sidewalks.
Curbs	less visually intrusive
Curbs	Safer and visible during winter months
Curbs	It's a physical separation that can still be cleaned and cleared. One way, not two- unless it's totally separate from the road- eg Bishop Grandin greenway.
Curbs	This seems to be safest because it provides a physical barrier to cars.
Curbs	Feel safer
Curbs	Minimal, but provides sufficient separation. Bikes are cross this barrier if ever necessary. Cars should still be able to notice a significant bump if they accidentally cross into bike lane.
Curbs	Curbs appear simple (inexpensive?), effective, and easiest to maintain.
Planter Boxes	Planter boxes will add life, vitality, and beauty to the area. The planter boxes also provide a safety curb just like the other elements.
Planter Boxes	I think planter boxes (or maybe even other types of sculptures / metal work) makes the view more pleasant. The planters are much more visible than the "raised" option, especially in the winter.  Idea / suggestion: could lampposts be used as the separator? We could remove the lampposts from the sidewalk and move them to the lane separators. They'd be like really tall bollards. This would illuminate the bike lane, the road and the sidewalk.
Planter Boxes	They're prettier!
Planter Boxes	Look nice
Planter Boxes	The are higher than a curb and provide a better feel of separation between cyclists and traffic. Curbs may be difficult to see in the winter time for vehicles. All bollards I have seen in Winnipeg are breakaway and don't actually provide any safety for the cyclists. Planter boxes also have nice visuals.
Planter Boxes	Seems inexpensive and safe
Planter Boxes	I think this would add an element of beauty for the divider. I have seen this in Toronto and they were very well done! Further, the slight grade separation that is used on Assiniboine still has cars driving across it and not respecting the cycling lane.
Planter Boxes	Helps to bring warmth and greenery to an otherwise fairly concrete-filled downtown.
Planter Boxes	I like the enhancement to the streetscape with planter boxes. Planter boxes also

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	<p>feel like they offer more protection to cyclists, especially compared to bollards.</p> <p>I do not like bollards. They look cheap and do not feel like they offer much protection.</p> <p>While planter boxes are preferred, I can see a combination being used, especially when adjacent parked cars that may require just a curb for driver/passenger unloading.</p> <p>Look at Vancouver for examples that also include bike racks to be used as protection dividers.</p>
Planter Boxes	more visual separation
Planter Boxes	This is the downtown core of our city - we should focus on relatively economical ways to improve streetscapes to make them more esthetically pleasing - a combination of planters, and curbs would accomplish this - bollards will not.
Planter Boxes	<p>Opportunity for greening of street-scape; serves dual purpose.</p> <p>Bollards are by far worst option; not just ugly, but not nearly as protected or safe as other, dedicated separation options.</p>
Planter Boxes	Clearly demonstrates that bike lanes are not for cars or pedestrians. Planters are pretty. Bollards are useless; they don't prevent vehicle intrusion. Raised lanes are probably the most comfortable for cyclists, but they create the risk of pedestrian intrusion if pedestrians don't understand that bike lanes are for bikes.
Planter Boxes	mix between curb and planter. Assuming they would be well maintained would be only for aesthetic value. For pure utility, curb or bollard whichever is cheaper...
Planter Boxes	More aesthetically pleasing especially considering the little green space downtown
Planter Boxes	Seems like a more solid barrier, no mistaking it for a bike lane.
Planter Boxes	"Green space". If, however, the planter boxes will not be maintained (if someone will eventually decide to just stop maintaining the plants because it is too expensive and, instead, fill in the planters with concrete then do the Bollards but no curbs).
Planter Boxes	Increase our green space, Winnipeg!
Planter Boxes	Aesthetics; also feel that planter boxes are more visible than bollards/raised paths
Planter Boxes	I love green !
Planter Boxes	As cyclists, we need a strong physical infrastructure to separate us safely from cars, and if we can green the city at the same time with planter boxes this is the best option
Planter Boxes	<p>Planter boxes are not only prettier from a city beautification standpoint, but they create a very definitive barrier between the bike lane and the car lane... definitely not as easy to ride up onto in the winter.</p> <p>Curbs are a fine second option.</p>
Planter Boxes	Visual, pleasing to eye, distinctive separation for drivers
Planter Boxes	<p>Because they add visual beauty as well as water retention and oxygen and ecologic diversity to the built environment.</p> <p>I like that it is PERMANENT unlike the bollards.</p>
Planter Boxes	Adds life to the street. Should be combined with planted trees on either side of

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	the street to restore urban canopy downtown.
Planter Boxes	I prefer any of these four options over just painted lines, especially in winter. Planter boxes provide the best physical protection but it also costs the most. Perhaps it would be best to start with a rolled curb as Phase 1 to get more "quantity" on all the routes with plans to do "Phase 2" planters later.  Planters also beautify the city which is always a benefit.
Planter Boxes	esthetically pleasing
Planter Boxes	More protection from cars
Planter Boxes	Allows for more green space while providing clear separation.
Planter Boxes	They add beauty to the city, but additionally, I believe they are a "stronger" barrier in the sense that the presence of planter boxes is a stronger deterrent to drivers who may swerve/intentionally block part of the lane than the bollards.
Planter Boxes	seems to provide more protection from traffic
Planter Boxes	Plantings offer increased height, noise and fume filtration from cars for cyclists, are also pleasant for people in cars and walking on the opposite side of street. They reduce impermeable surfaces; if parked vehicles are not present, and they are not meant to be crossed, they are an excellent venue for rain-gardens, which may help reduce puddles on surfaces, reducing splashing on cyclists.
Planter Boxes	Planter boxes add greater security for cyclist, but provides greenery for an infrastructure heavy environment. Win-win.
Planter Boxes	Maximum separation from cars. Strong/solid separation exists, otherwise cars tend to drive in bike lanes. Safety for bikes.
Planter Boxes	provides more vertical and visible separation, also provides enhanced street aesthetics
Planter Boxes	They allow for attractive streetscaping (in the summer) and reinforce that the cycling lane is indeed separate from the car lanes and not something for cars to drift into. I DO NOT support raising the cycling lane to sidewalk height as this will encourage pedestrians to drift into the bike lane and vice versa.
Planter Boxes	Aesthetics - besides infrastructural improvements, adds beautification and makes the neighbourhood more pedestrian friendly. (second vote would be two-way with curbs)
Planter Boxes	Planter boxes are nice. I like greenery. Some sort of physical separation (or raised area) is best.
Planter Boxes	Planter boxes are attractive, a little more difficult to drive a car over and ignore, green-space is a benefit to downtown, businesses are likely to appreciate the green/flowers, and I imagine they'll help prevent doors from entering the space much better than other options. Also, as a cyclist, I have seen all kinds of obstructions in dedicated bike lanes (like in Wolsely area), particularly from deliveries being made to local businesses - pallets of stuff, boxes, all kinds of hazards. A planter would manage that very effectively.
Planter Boxes	More greenery downtown (where there is so little) is always very nice to see. Plus the smaller options risk cars not respecting them.
Planter Boxes	Planter boxes feel the most protective, especially when they're tall and combined curbs and/or a parking lane (see Horby St @ Robson St, Vancouver). They also add more vegetation to the city and make it feel less sweltering in the summer. Bollards are flimsy and feel less safe and permanent.



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	Raised lanes are also great as they make cyclists more related to pedestrians than cars, better reflecting their vulnerability. This is almost as good as planter boxes and way less costly to maintain.
Planter Boxes	Planter boxes can contribute to green environment in a concrete downtown. They also represent a very clear barrier for cars to not drive on or through the barrier (which happens currently).Also, maybe we can grow food in them and solve the downtown grocery store issues? I also like raised lanes because: Rain and snow can more easily fall off to the side, protecting cyclists.
Planter Boxes	Green space and bees!
Planter Boxes	planter boxes, curbs or raised -- look nice and provide real definition between cycline and traffic lanes. bollards are functional but kinda ugly.
Planter Boxes	I feel that having a solid separation from the vehicles gives me more security.
Planter Boxes	Adds nature to the city which is really good for people.
Planter Boxes	Greening our city should include plants. It is more work and upkeep, understandably but it makes all our commutes better.
Planter Boxes	Look nice. But I don't know if snow clearing is impeded. Basically anything that creates a barrier between cars and active transport is great with me. Not paint
Planter Boxes	Planter boxes would add to the streetscape. Raised could be good, but I have concern that it would not be a smooth ride with all of the approaches.
Planter Boxes	Such a physical separation would feel most comfortable. Raised to sidewalk height gives pedestrians the opportunity to walk on the bike lane, causing problems. Bollards would second choice. Two-way is less comfortable than one way.
Planter Boxes	I like the durability of the raised cycling lanes, but think that to effectively be protected from drivers in a vehicle-centric city, there needs to be a physical barrier between cars and bikes. I'm also worried about the difference in height between road and cycle track may cause problems for snow plows in the winter - will the track just become a place to deposit snow?  The planter boxes or curbs will create more of a distinct separation, and therefore more protection. I also like the aesthetics of the planter boxes.
Planter Boxes	Better separation, aesthetics
Planter Boxes	Adds more green space downtown, next best option would be a curb. Bollards are useless/can be driven through.
Planter Boxes	They provide more separation from the cars as they are raised. They also would look nice. It would be ideal if plants that didn't require a lot of up keep were placed there, so not flowers.
Planter Boxes	Really defines the separation of the cycling lane, will hopefully prevent cyclists just using road/improve safety with such a strong barrier
Planter Boxes	Safer and looks nicer, but higher maintenance. Will still separate biking lane in winter when all the lanes go to hell. Bollards look like crap. Raised would be easier for maintenance/winter clearing, but offers less protection (plenty of morons who park/drive on sidewalks in this city, especially in winter).
Planter Boxes	Whatever is considered safest to keep cars out.
Planter Boxes	Any method that provides a clear separation for the cyclists that cars could accidentally drive down is the best option.

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Planter Boxes	Planter Boxes are more protective and more esthetic. A car (courier, etc.) can always get thru a Bollard or try to get through. Also, Planters prevent pedestrians from crossing into the "protected" bike lanes.
Planter Boxes	It will create a physical year-round barrier between the bike lane and the vehicle traffic. This will greatly help ensure safety for all, and prevent poor parking or ignorant utility of a lane meant for bikes.
Planter Boxes	Seems that this option would provide the most protection from a vehicle. Bollards look like they would be taken out by a plow, and then your bike lane is lost.
Planter Boxes	There is the potential for the planter boxes to add to the experience. I would say that the plant boxes would only be viable in Option 3 since there would be lower traffic volumes which would result in less salt-spray. I would also hope that the plant boxes would be planted with shrubs or perennial grasses rather than being added to the list of seasonal planters looked after by city gardeners. Annuals are expensive and temporary while grasses and shrubs could last through the winter
Planter Boxes	Adds greenery. Not much info about this though. Are all separation types available for two way lanes as well?
Planter Boxes	Planter boxes could help air quality, as well as beautify Fort and Garry streets, which are currently quite barren. Softscaping the road environment is definitely a better option than the other options, and it definitely improves safety by creating a definite barrier between the cycletrack and the street
Planter Boxes	Esthetics
Planter Boxes	Planter boxes would add some nice greenery to downtown streets and provide a physical barrier between lanes.
Planter Boxes	Keeps motorists at bay and contributes to the city's beautification projects
Planter Boxes	aesthetically pleasing
Planter Boxes	In addition to providing a significant barrier, it greens the street and could have some effect on stormwater management.
Planter Boxes	planter boxes would be ideal in a more mild climate but for Winnipeg, i think curbs would work best.
Planter Boxes	More protection from being doored. More aesthetically appealing. Could include sponsorship/advertising opportunities.
Planter Boxes	They are solid protective separation.
Planter Boxes	Does the same job, but brightens the street. But all that physical separate cars and cyclists are fine.
Planter Boxes	It incorporates plants, adding beauty to the space
Planter Boxes	I loved the planters in Boulder, with tall grasses growing.
Planter Boxes	Greenery is both beautiful and better for insects and birds. I recognize the work it requires however it would make downtown so much more beautiful. Also absolutely prevents cars from driving in the diamond lanes which raised curbs won't.
Planter Boxes	Always nice to have some greenery (conifers so it's year round?) and the height of the planters provides more of a psychological and visible buffer whether you're in a car or on a bike.
Planter Boxes	Planter boxes offer more coverage than bollards and raised curbs and allows for beautification of the neighbourhood
Planter Boxes	It requires that pedestrians leaving vehicles to cross the bike lane at certain spots

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	rather than anywhere which makes predicting pedestrian crossing more consistent. As well, it prevents parking motor vehicles from accidentally jutting out into the bicycle lane while parking and potentially hitting someone or requiring a cyclist to swerve.
Planter Boxes	Planter boxes limit the areas of access to the cycling lane to pedestrians who may have parked and are trying to cut across to access something. This means more predictable areas of increased attention for cyclists.
Planter Boxes	It provides a physical separation from vehicular traffic, thus avoiding accidents from people opening car doors, or from cars entering bike lane. Raised cycling lanes would be my 2nd choice. Two-way cycling lanes are a recipe for disaster: Have you ever cycled on one? I lived many years in Montreal and witnessed many near-accidents on the 2-way cycling lane there on Rachel Street.
Planter Boxes	I think some more green downtown is never a bad thing.
Planter Boxes	Visual cue and adding plants to an industrial space.
Planter Boxes	Most effective (safest) for physical vehicle/bicycle separation. Flowers, etc., would add some color to downtown.
Planter Boxes	The more defined separation there can be between bikes and cars the lower the risk of accidents.
Planter Boxes	Planters look nicer, and provide physical protection from traffic and car doors. But access for snow clearing is also important.
Planter Boxes	bikes cant physically jump the barrier, unlike the raised curb.
Planter Boxes	Less likely to be doored or have someone step out of their car into your path
Planter Boxes	they can't jump out of their lane at random! it's sooooo dangerous but cyclists do it all the time. If there's puddles on their half they can't just jump onto traffic. Keeps them sheltered and protected on their own roadway!
Planter Boxes	It's a physical division that serves another purpose.
Planter Boxes	safest
Planter Boxes	Visual appeal of the greenery. Could combine with bollards to get some height if needed for visibility.
Planter Boxes	Because they are utilitarian - AND look pretty. Better for our city. Makes Cycling look fun, will encourage more to join.
Planter Boxes	To physically separate bikes from vehicles as well as increase aesthetics of the area. NOTE: How will snow clearing work for the bike lanes. When I have biked in the winter down town this year, there was no snow clearing on bike lanes that were not physically separated from the road, and therefore should be the easiest the clear. Adding a physical separation between car/bike will make it more difficult to clear.
Planter Boxes	I think curbs or planters are the best option, as there is a more obvious physical barrier between traffic and cyclists. I prefer planters over curbs as I feel that planters help to beautify the city, especially downtown where there isn't a ton of greenery.
Planter Boxes	Just not Bollards. They look terrible. It gives it the feel of constant construction.
Planter Boxes	- less paint to wash away - more opportunity for green plantings - better vehicle separation than a raised lane
Raised Cycling	Plastic marker posts are not solid bollards, and do not provide protection. I will

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Lanes	<p>distrust anyone who proposes solutions that don't clearly differentiate the two.</p> <p>I'd love to see well-maintained planters, but we have seen how ugly these turn out in narrow Winnipeg medians on Pembina Hwy and Main Street. I think the plants will dry out and the planters will fall apart. But please prove me wrong.</p> <p>We've also seen what happens to street-level bike lanes on Pembina Highway: traffic self-clears all of the snow into a 6-inch deep layer of impassable slush in the bike lane that stays there for a week and a half. Snow clearing for cycling infrastructure is inadequate, merely incidental to roadway clearing, and not meant to make bike lanes practical transportation. A raised cycleway stands a chance in winter.</p>
Raised Cycling Lanes	Provides instant physical feedback to drivers who may inadvertently veer into bike lane
Raised Cycling Lanes	Greater feeling of separation from traffic. Looks nicer for longer time-span - durable (bollards, etc. get damaged, planter boxes don't look as nice in the winter, etc.)
Raised Cycling Lanes	Separates Cars from bicycles
Raised Cycling Lanes	Curbs get in the way of snow clearing and will be destroyed in a few years. Did the people who designed this ever live in Winnipeg in the winter?
Raised Cycling Lanes	Much more safer for the cyclist
Raised Cycling Lanes	<p>A raised lane still keeps a curb for separation it drains water to a lower level Less debris pushed over from car traffic = more rideable. Harrow and Pembina are good examples of bike lanes that cannot be used most of the year due to Snow, Water, Leaves, Sand. doing it cheap sometimes turns out to be more expensive is it is a waste of money. The round curb allows for a cyclist to transition in and out of the bike lane as needed to get to their destination.</p>
Raised Cycling Lanes	<p>Seems the most durable option. Bollards on Sherbrook are getting taken out by cars.</p> <p>I would support planters as well, more greenery is always good. They would make for good physical barriers.</p>
Raised Cycling Lanes	Provides physical separation between car and bike lines without posing safety hazard to cyclists in the effect of a fall.
Raised Cycling Lanes	Easier for maintenance. Separation without a barrier, better field of view. Less confusion of flow of traffic, if there were various curb types, planters etc. Consistency and simplicity.
Raised Cycling Lanes	<p>Better drainage separation. Easier snow clearing and we could likely provide a wider bike lane. Different colored asphalt would be preferred.</p>
Raised Cycling Lanes	lowest maintenance
Raised Cycling	None of these options are good. All of these options affect the means of travel

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Lanes	that the streets were designed around; the motor vehicle. It is the most used form of "public transportation" in North America. The expense of integrating bicycles that are only used by a few individuals is senseless. Raised cycling lanes would at least allow vehicles to get around obstacles without further affecting traffic.
Raised Cycling Lanes	Cars won't go there.
Raised Cycling Lanes	<b>**OR bollards**</b> Seem most appropriate for urban cycling.  Cycling lane separations should be mindful of the surroundings and contexts of the specific street. I can see different separation types being more appropriate in different areas.
Raised Cycling Lanes	safer for cyclists
Raised Cycling Lanes	easy to plow in the winter
Raised Cycling Lanes	it is more obvious to cars that it is a bike lane.
Raised Cycling Lanes	Can be cleaned easier as planters and bollards prevent street sweepers and winter plows. Gravel is a real problem. The raised height can still allow for street cleaning while clearly marking the vehicle/bicycle boundary. In winter a painted line boundary gets lost when covered with snow making it difficult for cyclists. Once cars start driving on the line (because it is under snow), they tend to stay in their ruts and as the snow clears lines are quickly worn off by traffic. See St Mary's avenue as a good example of how this happened.
Raised Cycling Lanes	Identifies cycling path and provides 'bump' to warn vehicle drivers of cycling path. Makes snow clearing easier.
Raised Cycling Lanes	If it's raised, people will be less likely to drive over a barrier and stay there, like they currently do on Assiniboine.  Overall, I prefer the cheapest option which still provides an obvious physical and visual barrier - planter boxes would also be good, but could be ugly outside of summer
Raised Cycling Lanes	I think raised cycling lanes will help motorists be aware of where the cycling lane is, especially in winter when painted lines are difficult to see. I think they might have lower maintenance costs, i.e. not having to repaint as many lines, maintaining planters, and/or replacing bollards. They will also make it easier for cyclists to transition between cycling and pedestrian modes of travel without inconveniencing others traveling behind them.
Raised Cycling Lanes	Feels safer
Raised Cycling Lanes	Easiest for snow clearing, while still providing a physical separation from traffic.
Raised Cycling Lanes	Safer, harder to ignore but with saved space.
Raised Cycling	Better protection from cars.

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Lanes	It should make snow clearing easier. Then planters or bollards. I personally don't like bollards - a cyclist can run into them.
Raised Cycling Lanes	I think the raised will be easier to maintain in the winter. It separates cyclists enough from traffic/pedestrians. It doesn't impede emergency vehicles. On the down side delivery vehicles and construct will park in it, like they do now, no parking in the bike lanes need to be enforced.
Raised Cycling Lanes	I think it would be the best way to discourage the motorist that don't understand road rules to stay out of the bike lane
Raised Cycling Lanes	because we already have sidewalks that have nearly no pedestrians, thats where bike lanes should be painted instead of taking lanes from cars that need it
Raised Cycling Lanes	Seems most likely to be cleared properly in winter. Sherbrook lane is a mess most of the time.
Raised Cycling Lanes	The raised lane feels like being on a different plane than motor vehicles, like being a pedestrian on the sidewalk. Creates a psychological separation and feels less trapped than being between planters and sidewalk. Also easier to see over traffic. Seems like there would be better drainage and less problems with ice/litter in the gutter on a raised lane.
Raised Cycling Lanes	because pedestrians and bikers will be safer together on a separate level from vehicle traffic...
Raised Cycling Lanes	I have used these it Toronto. They feel safe providing the bike lane is generous. Need sloped curbs to avoid accidents.
Raised Cycling Lanes	Looks to be the most practical option. In the event of an emergency, a first responder can still infringe on the cycling lane.
Raised Cycling Lanes	I would prefer a combination of planter boxes and raised lanes. This will ensure it is clearly visible as a bike lane and not a road lane, even in the winter and increase the aesthetics of downtown.
Raised Cycling Lanes	water gathers in current bike lanes. Elevated bike lanes would nullify that problem.
Raised Cycling Lanes	Raised curb provides a physical barrier to cars. They will immediately know they have crossed into the bike lane when they hit the curb.
Raised Cycling Lanes	Would aid in year round use as it is easier to clear snow.
Raised Cycling Lanes	They'll likely be in better condition than the roads, there is more of a separation between cyclists and traffic. Also, just putting in an extra curb (between the cycling lane and traffic would work), and not having the entire lane risen.

## Would any of the options encourage you to ride your bike in the winter? Why or why not?

Too dangerous.
Real separated cycleways are what we need for winter cycling. (And we also need real snow clearing for them.)
These would only be practical if they were reliably clear of snow every day. If they were maintained like the Pembina buffered bike lanes, then forget it.
I need my vehicle for work.
Just too cold and bikeways are not sufficiently plowed
I' m mostly a year-round pedestrian commuter.
the width of the lane would allow some space to move around frozen/thawed puddles, slush, slippery spots, etc. As noted on the previous page, snow clearing is super important to encourage people to continue riding in the winter; you do a good job with Assiniboine Ave, so hopefully that would continue with Garry and/or Fort.
I walk to work. Don't feel comfortable
It's a death wish
my commute doesn't go downtown, option 1 would be most preferable for getting to exchange district.
The biggest challenge for me is if the bike lanes aren't kept clear and i feel that the first options would be easier and quicker to maintain
Do not want to subject bike to salt/sand. Routes not adequately cleared. Unpredictable conditions - don't know if routes will be icy, cleared, etc.
health issues
Too unsafe mixing with motor traffic
Winter riding is ridiculous, for both the rider and any vehicle around. Too many unsafe factors come into play.
There simply isn't enough dedicated cycle tracks to make that mode of transport a safe option in winter.
Too dangerous
BIKES BELONG IN THE GARAGE IN WINTER NOT ON ROADS
I don't feel that I have the necessary skills, and I don't think it is safe enough.
Can't wear a helmet and touque at the same time. Also, my bike lock freezes up.
My ride is too far and there is far too much ice and snow for a bike to be on the road (limited bike paths on my route)
Option 2 is too narrow.
Really?
I don't commute by bike but if I did I wouldn't in the winter. Mostly comfort but conditions are sketchy enough in a vehicle with lanes being obscured, ice / snow accumulation, etc.
curbs are not cleared of snow. cars don't give distance and in winter more likely to accidentally slide.
The distance I have to commute each day is too far for me to physically cycle.
Narrower lanes caused by snow build-up makes cycling in the winter scary
I have a home office, no need to commute.
Yes, all would provide a place on the road in Winter, which currently is a problem as the painted lanes disappear.

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The roads are insufficiently cleared. I already see too many cyclists on Pembina Highway driving in the curb-side traffic lane because th bicycle "path" is an obstacle course - especially at bus stops.
I currently use side streets to get to my destination. My route is more efficient that the main roadways even though I need to stop at intersections more frequently.
There is not enough space on the winter roads for both cars and cyclists. If dedicated bike lanes were cleared of snow regularly I would be interesting in winter cycling.
Too cold
weather too cold. No cleared ice free route. sidewalks not sufficiently cleared, no place to store bike (summer bike cage is used) Riding on street to dangerous
Temperature, ice conditions on roads
Unless I am mistaken, Option 1 is the only one where the bike lane is wide enough for regular snow clearing equipment. All of the options would work in the winter on condition of there being regular snow removal.
I commute to University of Winnipeg - back and forth - and having a dedicated route to and from home would be very beneficial. Furthermore, a proper physical barrier between cars and cyclists is reassuring, and would be an incentive for me to get on this route.
Also, a double wide bike line presumably makes it easier to get equipment onto the lane to clear it from snow, which is very useful. It's crucial that there be a budget associated with snow removal on winter bike lines, otherwise I'd rather ride on the road, where it's less slippery and properly maintained.
There is too much prep to get geared up.
Protected infrastructure would make me feel safer in case I slip or take a fall, and I hope that it would be attended to regularly by the city. I'm imagining that option 1, being wider and concentrated along one street, would be easier to take care of.
Did for many years but preferred the simplicity of walking .
As I mentioned, I've found painted bike lanes are not practical for our winters. Both options 2 and 3 have protected bike lanes, which appeal to me!
My route does not involve riding on streets except in the downtown area (along this route). Riding on streets in the winter is scary - mostly because of the cars.
Because I don't feel like I have a safe place to leave my bike.
Not safe to icy
As long as they are plowed (Not like the horrible job of the Pembina lane) they would all be equivalently useful in the winter
My number one fear of cycling in winter is a collision with a car. Both bicycles and cars have less traction in winter. If they were completely separated then this would be much less of an issue and I'd be much more likely to ride.
Wider bike lane affords greater protection and navigation area.
Routes are no plowed.
Properly cleared pathways are needed to ride safely in the winter. Separation from cars is also sorely needed downtown to allow safer commutes.
That is just dangerous and stupid as well. Cost must equal usage .
Too cold!
Option 1 is better than nothing but the biggest challenge when cycling is dealing with frustrated motorists. The more clearly the areas are defined, the better for all. Option 2 or 3 would encourage many, many more to ride year round.



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In the winter the travel lanes get narrowed and sometimes ruts appear. having a raised separated path that is clear of snow give me good options for safety and efficiency.
Easier to plow I bet, and the bike lanes not being plowed it the worst part of winter cycling in Winipeg
Winnipeg drivers don't show consideration for other drivers never mind cyclists.
too cold
A separate lane would ensure safety from traffic in icy conditions
I would ride more even on very snowy days, I would feel safer.
Not on my commute route.
The sidewalks/bike paths are not plowed often enough. Also I use Taylor ave westbound from harrow and it is in poor condition.
Having seperated lanes would make cycling in winter MUCH more desirable / safer feeling. The painted on lanes simply do not work in winter.
lack of snow clearing on paths and roads
Primarily, because lanes are poorly plowed. Usable width of lanes is reduced; a double-wide lanes has a larger surface likely to be open for actual use.
Yes because the ample room seems to give a sense of priority (or en par with travel lanes) for snow plowing.
If it is plowed down to the road surface and some sand spread it would be perfect.
I do not live close enough to bike.
If option 1 was well maintained I could consider it but if not id be afraid of bike bike collisions. Option 2 or 3 would absolutely help motivate me to winter ride by providing a safe seperation between people driving and people biking.
I don't commute by bike at all
Better protection from cars.
Unsafe
Its hard enough to get around the city in a car due to the terrible snow clearing that Winnipeg has. One only has to look at other cities like Halifax for proper snow clearing.
I have done some winter recreational cycling but given how weather conditions can change during the day, poor road traction during inclement weather, and poor driver behaviour, I do not believe winter commuting is the safest option.
Protected bike lanes would increase my sense of security in winter, but the bike lanes would need to be cleared effectively and regularly.
TOO dangerous with the conditions of our streets and the way they are maintained.
unsafe on streets - the snow causes already-narrow lanes to be narrower or disappear; conditions cause vehicles to slip which can be dangerous with even minor slips.
Any of them would. In slippery weather I would want to be physically separated from motor vehicles.
Option 1 makes me fear for my safety. Drivers turning onto 1-way streets are not going to consistently check both ways for bikes before turning. On snow, I'll have even more difficulty seeing and being seen by cars (due to snow piles, or when it's snowing and reducing visibility), and I'll have less traction for stopping when I'm inevitably cut-off and need to brake hard. Options 2 and 3 strike me as the safest.
Any dedicated cycling infrastructure that separates cyclists from cars is safer and feels safer (as long as it's ploughed).
I've had some bad experiences (ex, bad fall on ice & I think I broke some bones)
No, I don't think it would impact my choice given the amount of time I'd spend on these routes.
I used to, but I work too far away now. Also its very dangerous without lanes because you end up having to ride in the ruts which angers car traffic and increases chances of them speeding by you and too close.

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Only if the lanes are ploughed.
no, because i have to ride on more than just one tiny side road to get to my destination. a bike lane on portage avenue would help me ride in winter.
Will help as snow will likely take away lane width.
I used to, but now I have moved and am closer to work. I run all winter and it is easier than configuring my bike to a winter set up. My old route was straight down Main street, which was always plowed, it was never a problem getting in.
Too much trouble.
I think two-way lanes would be more likely to get maintained (plowed) regularly.
wider space, separation throughout
I would be willing to try to ride to work in the winter if there were protected bike lanes. Right now, I feel too vulnerable to bike on a shared roadway in winter because of traction issues.
Icy conditions and cold weather.
retired in suburbs
roads are not safe especially side roads - ice, large piles of snow blocking intersections.
anything would be better than what we have at this point.
It's too cold.
Feels dangerous and so complicated to dress for it.
I do not feel safe on road that have become more narrow, and I also would need more education on proper equipment -- unsure I could afford/store more than one bike.
I will bike no matter what...
Biking saves money and where there is infrastructure to support it I will ride
Far too dangerous on icy roads and difficult drivers.
I don't really go down that far East because of where I work.
better than what is there now. most concerned about my safety as cyclist
Only if they were subject to proper snow removal
I am a senior and the wind chill would be too great. I walk, bus, and drive in winter.
Narrow lanes too close to traffic make it feel less safe to travel in the winter. The wider single direction lanes would help. I have ridden on the Assiniboine bikeway when there was so much snow that there was really only a single track to ride in and it was difficult to have oncoming traffic pass.
Can't handle the cold!
Don't have winter tires, proper outerwear, and the weather and snow clearing is too unpredictable.
I have commuted by bike, but generally I walk everywhere in the winter, or take public transit when need be. Reasons for not winter cycling are in part the start-up costs of winterizing a bike/acquiring a separate winter bike and appropriate clothing.
Increased safety.
If there were bike routes to my work I would bike but I feel like it would be unsafe for me to bike currently
If the lanes were cleared and dedicated so that there was room and automobile drivers knew they were there I would feel safer. It all comes down to my safety and the feeling that I am secure.
option 1 is best for winter, as the widest path, would be the easiest to keep clear of snow. Narrow paths like the Pembina Bikeway, are completely forgotten about, by the city snow clearing operations.
too far
Generally roads are bad with snow/not cleared enough for bikes, better chance of slipping; with separation and wide lanes better chances of not falling into traffic!
It is currently not safe to bike in the winter. Bike lanes disappear and cars tend to take up more space in

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the winter, especially if the roads aren't completely cleared of snow
I can't bike well through the slush that is constantly on the roads. If the roads were maintained and cleared better, cycling in slush wouldn't be an issue.
I currently use the painted lanes on both Fort and Garry street in the winter, but the usefulness of these lanes is diminished greatly in the winter when the paint wears off and snow affects lane width on the roadway. Any of the above options would provide a more obvious and permanent separation from vehicle traffic and make these routes more viable in the winter.
Cold and with the drivers in this city, dangerous as hell.
Too cold
Too far to work (south st. vital to downtown) and I need to drop off my child at daycare off route
Mostly plowing related to commute from windsor park
Car is more convenient for my family.
Too much faff. I commute SOMETIMES but I stay on the sidewalk which doesn't get plowed enough.
Because I would feel a lot safer having a barrier between myself and vehicles when it's icy.
No. Its the wrong two streets. Over or UnderPasses would make more sense. Also a dedicated "No CAR zone", like Calgary has and European countries like Sweden & Finland would make more sense.
It's not safe at the moment. When roads clear up I believe it is a viable option for much of winter, but right now it is not safe in most of the city.
I generally don't commute in December, Jan or February. It's a combination of weather, pour route from my place, our roads are hard enough to drive on in the winter, never mind cycle. A lot less room with snow banks. Mutliuse paths aren't always plowed. I need to follow a patch work of paths and roads. I go through a park. None of these is easy in the winter.
I will continue to bike to work in the winter either way.
A wide enough lane to allow me to slip and slide a little.
These streets are about 2% of my overall route. I have much larger pain points on my commute St. Vital Bridge bike path disconnect, ride on sidewalk or on bridge which is narrowed by snow. Bike path on Dakota/Dunkirk poorly maintained. Lots of snow, or bumpy due to pedestrian traffic can make riding slow or painful. Day Street bike route can go for weeks without being cleared and be challenging. Best option is often to ride on Osborne with heavy traffic.
- It's too cold haha!
To cold. Time to bundle up. Sweaty clothes etc.
I would rather take the bus in winter
because its cold and slippery, thats why we have other options: cars, transit
I would possibly If I had a separated bike route from my home to work. currently the only way to commute by bike is to ride on a busy street with traffic.
Any kind of separated facility downtown that gives cyclists their own lane separate from traffic would encourage me to bring my bike downtown. As long as it's adequately cleared of snow.
Depends on the snow clearing of course. In winter, space is at a premium -- even more than in summer. Also, hostility from motorists seems worse in winter -- the separation would be nice.
Having improved cycle facilities is something that I tailor my cycling route to for safety and comfort of my commute. Improved infrastructure could help improve safety in the winter by having a defined bicycle lane that drivers aren't likely to encroach on.
Too much snow, streets are not kept clean.

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Having protected bike lanes are much more important due to road conditions and the lack of protected bike lanes is an issue in winnipeg.
It would give me a clearer route to work.
I work outside the city near Stony Mountain
Never, it's dangerous, for everyone.
My route typically includes a section of portage with no transit lane. Motorists are scary in summer, never mind when there is reduced visibility.
unsafe
Poor options and too cold.
Lack of maintenance and road clearing in winter makes it feel unsafe. Having to ride in traffic on slippery roads feels a lot scarier in the winter.
Riding a bicycle in the winter with our icy road conditions is not a safe thing to be doing.
It's cold and the roads are miserable
Dont feel safe driving with the motorists with the snow and ice, especially without dedicated bike lanes.
Concerns about safety.
Separation in winter is great, but the facility needs to be maintained. It seems a wider track would provide greater flexibility in the equipment that can be used to maintain these facilities. As a hot tip, the City of Minneapolis is using rotary brush attachments on bob-cats and tool cats to clear their separated cycling facilities.
I am 65 years old. I have been riding my bike all seasons except winter since I came to the is city in 1986. I have grown old waiting for some decent cycling infrastructure, and applauding the baby steps the city is taking. I think it might be too late for me. A broken hip could take me out of commission permanently.
too cold too slippey
Because it's crazy
Cars are tough enough to avoid when there is no snow and ice
No. I am 15 km away and the trails are not all open for me to safely get down town.
I think that option 2 would be hard to keep clear in the winter time. The wider the lane, the easier it will be to clean during the winter. As a winter cyclist, it would be helpful to know when the paths are going to be cleared and that they would be done promptly so that I could ride every day.
More safety on the road, which I think is a huge issue in the winter time. People do not accommodate cyclists.
I don't feel safe riding in the winter on shared streets. One slip and you could be dead.
Ice
Dangerous (paths/bike lanes not shovelled, cars splashing snow on you, active transportation network missing huge sections).
Not safe.
I don't own a bike but even if I did its not safe for cyclists or motorists.
Only option 1 would convince me. Because at least then I would know that there is a stretch of road out there in Winnipeg that is dedicated to bikers and their safety.
The cold. I tend to bus in the winter.
Too dark and cold. Infrastructure is not well maintained (ie plowed)
I don't regularly ride in this area.
Safety in the winter is a plus
Again 2 way is beneficial
Only if the city was completely networked with bike paths. Any disruption means I would not.
More space to accommodate snow pile up, maneuver away from ice and puddles.

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The more protected areas the better
Wider lane = safer if you wipe out on your bike
It is too dangerous and uncomfortable.
I don't work downtown so the answer is for the designs that would entice me to ride my bike to work if it existed where I needed it to.
Not on my route.
with a connection to Assiniboine ave and the Exchange it makes easier to connect to more destinations
Only if it was kept clear of snow and ice
In the winter we need all the help (infrastructure) we can get. The most dangerous for us cyclists is ice and snow in the curb lane. IF we have a more physically separate bike lane that helps us be protected from traffic.
I walk in winter because I am not confident in my winter biking skills.
I actually would be using Carlton / Hargrave, so I likely will wait until that corridor is converted.
They're great once you get downtown but right now my summer route (which goes through parks and residential streets) is not plowed in winter. My only option is to bike on Main St which is out of the question in winter without a protected bike lane. It's scary enough in the diamond lane on Main St. in summer.
I currently don't commute by bike in the winter because I'm concerned about icy/slippery surfaces on roads, especially in the middle of vehicular traffic. I would be good with any of these options as long as they are maintained to ensure cyclist safety.
I used to but the destinations I now frequent are too far (over 10 km).
Separated bike lanes are great. They need to be cleared of snow though or riding on the road becomes safer.
Being separated from traffic as a safety feature during winter is a big thing for me. I usually hold my breath until I can get to Assiniboine Ave just trying to get away from vehicles.
Infrastructure poor, driver education poor, safety poor. Rapid Transit makes winter cycling unnecessary.
They would make cycling safer, it's as simple as that.
Mostly I don't have the gear and an appropriate bike.
More protection.
Urban commutes are hazardous enough in the summer! Otherwise, Winnipeg winter temperatures are typically not favourable to do so plus, roads are typically too icy.
(this survey would be better if i could reference the 3 options when asked which i prefer)
As long as infrastructure is kept clear of snow.
I've seen too many bikes skid, fall, and pose a danger to motorists.
Higher likelihood to be maintained to a useful level
Because it is a hazard to everyone on the road.
Last year i saw 2 cyclists on separate occasions slip on the ice. They slid underneath cars! It was very scary, and tied up major routes.
A driver should not have to worry about running over a cyclist who is driving unsafely! They need to be insured if want to do such crazy things - which government should really mandate!
The two way bike lane would make it easier to get to and from downtown without having to worry as much about changing lanes.
I have little confidence in the city's snow-clearing.
sometimes, road conditions, weather are still issues, conditions on bike paths are a big issue
Winnipeg drivers are hostile enough toward bike riders in good weather, let alone rainy weather. I don't

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want to risk facing them when conditions are icy. If paths and streets were plowed adequately, I might reconsider.
A protected and, hopefully, plowed bike lane to the downtown area that connects to the Forks and Churchill Parkway.
retired
The separated lanes are essential to winter safety for cyclists and motorists.
While I do ride in the winter I don't commute to work by bike. It's only because I ride an expensive winter bike that I won't leave locked up all day.
Wind chill to hard to bear and snow clearing is pathetic at best.
Because we live in Winnipeg and only assholes ride a bike in winter
Concern about cars on icy roads Not fond of riding in cold weather
I'm not sure-to date I've been a fair weather cyclist.
Riding in winter is terrifying. Need a buffer between bikes and cars. Need to keep bike infrastructure clean, with high priority.
dangerous cold
If they are all physically separated from the vehicles and are cleared of snow, then I am more likely to commute in the winter. But the method of snow clearing remains unknown and would be an important factor in my winter commute.
too dangerous.
I don't commute in the winter because have you seen the drivers here? Or the fact that the roads are not always clear in time for rush hour, that spells out disaster and accidents to me.
Unsafe when ice and vehicles are combined.
Dangerous, no cleared roads, drivers yell at you.
A physical barrier and a wide surface would definitely make it safer to bike in winter. The wider surface might be easier to clean. Currently the Sherbrooke bike path is not adequately cleared in winter. I don't actually bike on the bike path in winter because it isn't cleaned properly, so I'm actually worse off on Sherbrooke in winter than before the bike lane was created.
My job is too far and I am a baby when it comes to the cold.
The only reason I have ridden through past winters is because i had a safe route (along a trail or protected path most of the way).
Because it's insane and does not feel safe at all. We didn't get much snow this year, but ruts are terrifying.
weather, bike lanes usually snow covered, bike lock areas removed during winter
Need car for work, but would bike most of year if had an option.
I don't ride in the winter because riding on the snow packed street with ice patches in the middle of car traffic is absolutely terrifying.
Better separation from traffic
Not practical because roads/trails are icy. Better sanding would help. High risk (safety wise) with other negative effects (cold weather, etc.), and no/marginal positive effects when balanced with the negatives.
No, it's more a matter of getting a suitable/old/studded-tire bike. I walk in the winter.
Years ago I road in the winter, but I think it's too cold, too dangerous and too messy (hard on the bike). (I'm also riding a skinny-tired road bike at this time).
too cold, dangerous conditions, don't want to ruin my hair/makeup

## Would any of the options encourage you to ride your bike in the summer? Why or why not?

Safety is encouraged in option 2.
I live and work downtown, so biking would be add an "unpractical-ness". It's easy to go by foot.
I would always choose real separated cycleways. Driving in traffic and bike lanes imposes a constant state of tension which is, or should be, completely unnecessary.
I need my vehicle for work
wider lanes are just more comforting to cyclists (even if 2 way)
I love the buffers. Any improvements in cycling infrastructure will only make people feel safer and encourage more people to ride!
Feel safer
All of them would encourage more cycling in our city.
my commute doesn't go downtown, option 1 would be most preferable for getting to exchange district.
I think that the first options would provide the easiest access to the exchange and the safest option
I already travel up Fort in the morning daily connecting from Queen Elizabeth II Way to work at Portage and Main. A protected bike lane on Fort would greatly enhance my ride through downtown.
I use Garry on the way home as well. A protected bike lane on Garry would enhance this portion of the ride.
health issues
Great way to get exercise - segregating from motor traffic will provide a safe means to get to and from destination.
I ride my bike, sure, but I know better than to ride on the roads of Winnipeg. First, the condition of the roads causes me to have to repair/maintain my bike far too much, and second, with the small roads and heavy traffic already, it is simply suicidal to think of riding my bike in a "commuter" manner.
If there were a separate, dedicated, paved, and innocuous riding lane alongside the many miles of train-tracks in this city, to which there is plenty of clearance alongside (both sides), then it can be a SAFE and MAINTAINED and UNOBSTRUCTED manner for transportation.
Feel way more protected and safe.
HAVE YOU TRIED DRIVING ON OUR ROADS IN A CAR??? FIX THE STREETS!!!
I don't feel that I have the necessary skills, and I don't think it is safe enough.
I'm the kind of person who already rides my bike in the summer, but this would improve the experience and solidify my choices, discouraging me from switching to car for appropriate bike trips (which is a mode of transportation I also use).
Not having to worry about traffic and easily making it through the core of downtown
Way too far
Any would make me feel safe biking in traffic
anything would be better than what we have now but generally I dont like left sided lanes because of the complicated intersections, unless we have a much larger network where everyone is educated on how these work.
The distance I have to commute each day is too far for me to physically cycle.
Separation from car traffic would make me feel more comfortable. Right now, the painted bike lanes

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wear off and aren't very visible, particularly to vehicles, and the streets in question are in poor condition.
I have a home office, no need to commute.
All are improvements over the current painted lanes.
Um, check previous descriptions on options.
I am a very cautious cyclist and I believe each of these options afford some degree of lowered risk than my current experience.
It's a fast and enjoyable way to get to work.
Dangerous
No the streets in question are not conducive to allow me to access work. I use Assinaboine Ave and then Hargrave as I work on the west end of downtown
I commute by bike with a friend in the summer, and am also not the fastest cyclist, so wider bike lanes would make me feel more comfortable, and the proposed lanes would give good access to places I go
Option 3 is my favourite, but all 3 would encourage greater ridership.
Again, same reasons...
I don't currently feel safe riding on busy downtown streets which is stressful. With protected bike lanes it would remove a lot of the anxiety that comes with being so close to traffic
Protected infrastructure would make me feel much safer and would make biking downtown a much more pleasant experience.
Whether any of the proposed options are implemented I am a firm believer that cyclists have a legal right to use the road and cyclists of all abilities can learn the skills to safely use our streets without separation from traffic . Can - Bike courses are living proof of that .
The more bike lanes the better. Many of my coworkers think I'm crazy to bike downtown at all, but the better the infrastructure I think the easier it would be to convert these people into cyclists.
It will certainly make my ride nicer.
Any protected bike lanes are desirable.
Because I don't feel like I have a safe place to leave my bike.
Too dangerous. Should go back to pedestrians and cyclists sharing the sidewalk. If a pedestrian and a cyclist have an accident chances are no one is going to die, If a car and a bicycle have an accident chances are the cyclist is going to be badly injured or die.
Protected two-way lanes is the only worthwhile option
Separation by curb or planters give me a sense of security.
As noted above.
No. in fact all these ad hoc treatments are turning me off cycling in Winnipeg. Sherbrook used to be a nice until you put in the separated lane. Just give me a wide curb lane; Everybody knows the rules; The sight-lines are good so almost nobody gets injured; Slower cyclists do not get in my way.
Better links to these neighbourhoods by bike can only be a benefit.
No just a waste of tax payers money. Not in use 6 months of the year. I cycle every day and do not need any extra lane.
I don't work downtown but if I did, this option would definitely encourage me to ride.
Option 1 is better than nothing but the biggest challenge when cycling is dealing with frustrated motorists. The more clearly the areas are defined, the better for all. Option 2 or 3 would encourage many, many more to ride year round.
I must say, personally I just take a lane when ever I need to, so fast narrow roads are my only obstacles. However, I am a clear minority in the cycling world. The safer, more intuitive and efficient we make the



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<p>routes, the more #ButtsOnBikes we are going to see. If you paint a line my daughter will not ride, but raise a dedicated lane or put it of road and she is happy to be on her bike.</p>
<p>Yay bike lanes</p>
<p>Would feel much safer riding downtown on my bike</p>
<p>Any type of bike lane is always beneficial as it sets the expectation that bikes share the road</p>
<p>I will ride anyways.</p>
<p>I pleasure ride in the summer and would make an effort to cycle these lanes downtown on my rides.</p>
<p>I'd love the protection of a bike lane with a curb!</p>
<p>Not having a buffer from the traffic or no bike lane seems dangerous</p>
<p>Option one would increase distance from cars appreciable. The main reason I do not bike a given route, or to a given destination (downtown) is based on the amount of time I have to be in close proximity/sharing a lane with cars.</p>
<p>My own lane would allow me travel faster to get to my destination, considering I live in East Kildonan and need to go to University of Manitoba. It's a quick way to get in and out of downtown if I am heading South or to Osbourne.</p>
<p>If these options still allow cyclists to merge and turn left while moving through traffic this will enhance commuter cycling. If bike lanes are made to box in cyclists, I will still use the road, because I need to left turn.</p>
<p>Preference and ease of transport. Cannot afford car and parking fees, and do not want the expense even if I could.</p>
<p>These would in either case help me choose to bike more.</p>
<p>To long of a ride</p>
<p>Better protection. Would attract more cyclists to commute.</p>
<p>Unsafe, especially on the potholed roads that we must drive on, I almost got killed when my bike hit one of the potholes on a major road near my home.</p>
<p>I have been cycling for decades and have never considered that the handful of bicycles on the streets need their own lane. Special interest groups have got to be dealt with accordingly and government officials need to do what makes sense, not what special interest groups a promoting.</p>
<p>I need a vehicle during the day for work duties, plus I often car pool one direction, sometimes both directions.</p>
<p>The addition of more protected bike lanes would encourage me to bike much more often. Most drivers do not seem to understand that bikes and cars must share the road, and in their frustration they act in ways that I'm sure do not make bikers feel safe.</p>
<p>More connected, protected bike lanes would probably mean I would bike more and walk less in the downtown during rush hour times.</p>
<p>Same as above - but add ALL the potholes.</p>
<p>I intend to ride regardless - but the improvements would impact my route. I'd prefer option 3, 2, or 1 (in that order) but intend to ride regardless.</p>
<p>Physical separation and better traffic flow are great.</p>
<p>All options would encourage me to ride in the summer, but option 1 would scare me every time I approach a lane, parking lot, etc.</p>
<p>Cycling infrastructure would make it a lot easier to get around in higher traffic areas.</p>
<p>No, I don't think it would impact my choice given the amount of time I'd spend on these routes.</p>
<p>Protected bike lanes will always increase ridership because you feel safer and the city/traffic is recognizing that you actually exist.</p>

Downtown Bike Lane System Online Survey Responses

It wouldn't affect my willingness to cycle.
All of them would improve the cycling in downtown Winnipeg. The network is slowly coming along, but there are still major gaps in it. Any new construction for active transportation is a good thing.
I am comfortable on the roads the way they are.
Any of these options would be an improvement.
hard to say, maybe 3, but maybe retain the bike lane on Fort as an alternate route even with this option, to allow more direct access to the heart of the exchange
Any of these options with separated bike lanes would make cycling to work feel like a safer option for commuting. I have heard too many stories of people who have had cycling accidents and feel like I am putting myself at risk every time I cycle down a road that is shared with cars.
For the exercise, save on transportation costs, avoid being stuck in traffic, and enjoy the summer weather more.
same
the bike lane in general makes me feel more safe on the roads.
Anything that makes it safer is good.
All options would improve my cycling experience. As a cyclist currently riding to work, I seek out bike lanes as I feel safer and "entitled" to be there, mitigating any conflicts with drivers. Bike laned streets also seem to be in better condition = less potholes and puddles.
Again, I have biked to work for the past 15 years.
N/A
Nice, large, clean areas.
I have to wait until no longer pregnant.
These bike lanes won't affect my commute at the moment.
most concerned about my safety as a cyclist
I would be more likely to ride downtown, as I currently take a massive detour through the forks (narrow street, paint gone from bike lanes most of the year)
They make cycling safer by eliminating transportation conflicts.
Clear bike lanes, less chance of interacting with traffic
Option 1 or 3 (along with the new connection to the Forks) would both encourage me to take my entire family out to the Forks more often and to allow my kids to ride their own bikes. I would be concerned with inconveniencing too many other cyclists if we were to ride on the narrower lanes of Option 2.
They are not a part of my commute, but I would support any option.
The proposed bike lanes are not in areas that I usually bike in.
All of the options would encourage me to keep riding. I'm comfortable and confident on streets with no protection, so this would be a great bonus. I would definitely make use of any of the options for tracks.
Increased safety.
Yes because it would be great to be able to go biking downtown without the same traffic struggles as there are now.
I feel very safe with all of the dedicated lanes downtown. The only time I use the sidewalks is if the curb lanes are in disrepair and have more potholes than Beirut has mortar-shell holes
They are all good for summer.
I work in the exchange and spend lots of time there with friends, extra wide lanes are nice for going in groups, and more routes in/out of the exchange is always great!
All three are good options that provide more safety for cyclists (although I prefer options 1 and 3)
Because the roads don't have slush on them, they're clear, and it's easier to get around.

Downtown Bike Lane System Online Survey Responses

<p>I find the current painted lanes very useful in the summer, but the proposals for protected lanes would make these routes safer and more appealing for cyclists with higher connectivity to other infrastructure. My ride would be less stressful with protected lanes and I believe they would encourage more people to cycle downtown.</p>
<p>I bike cause it's healthier and more enjoyable. Also I don't need to find parking.</p>
<p>These options wouldn't encourage me to stop or start biking as it's not on the route I need to take. But were they to be implemented on my route, options 1 or 2 would be favorable.</p>
<p>It would make the commute safer.</p>
<p>see above</p>
<p>In combination with the left from main I'd likely use fort as opposed to my current difficult turn at st. mary</p>
<p>Car is more convenient for my family.</p>
<p>I don't feel safe.</p>
<p>I honestly think it's a foregone conclusion that I will one day be hit by a car. Whether or not I die is up for debate.</p>
<p>Because I would feel a lot safer having a barrier between myself and vehicles.</p>
<p>Not they way they are being proposed. Fully Protected Barriers w/ Dedicated Lanes going to/from Exchange to/from Forks via Bannatyne makes more sense; Less vehicular traffic and reduced speeds.</p>
<p>I can travel safely (usually) and it allows me to be active.</p>
<p>I don't commute down Fort or Garry.</p>
<p>I will continue to bike to work either way</p>
<p>Faster than the route I usually take to and from work.</p>
<p>This is all positive changes. Hopefully in the near future we can focus on getting people from other areas of the city to downtown. I have to either ride on St. Mary's rd or Dakota, and either take the bike path on Dakota (which is a glorified sidewalk) because cars are not looking for bikes and treat it like a sidewalk, or I have to ride on St. Mary's with heavy traffic, or Dakota/Dunkirk which has heavy traffic and a 70km speed limit.</p>
<p>I've participated in the ride your bike to work week and very much enjoy it. The increased bike traffic makes me feel more comfortable and "visible" to drivers.</p> <p>Option 2 would be my preferred option as this is the route I normally walk to work and very much enjoy the use of Fort Street and feel that the increased cyclist activity would not be a concern with the narrower paths. The current cyclist path (although not very visible) works quite well and would keep drivers and the residents/business owners happy too.</p>
<p>I will ride my bike regardless of city implemented safety measures but I do feel more at ease and tend to travel where safety measures are implemented</p>
<p>I don't feel safe on the road when driving a car for the most part, when watching other drivers disrespect the current bike lanes and my commute is not short enough for me to feel consistently safe on those specific routes.</p>
<p>no because there isnt a problem biking right now, there is no need for bike lanes, there are many places for cyclists already to ride</p>
<p>I would if I had a separated bike route from my home to work. currently the only way to commute by bike is to ride on a busy street with traffic.</p>
<p>Same as the above - I would love a separated cycle lane downtown</p>
<p>Any of these options would. I'd be more willing to use this route if there were improved cycling facilities on this route, as I currently tend to use Hargrave/Carlton more as there is less heavy traffic and transit</p>

Downtown Bike Lane System Online Survey Responses

mixing
I don't feel safe on the downtown roads right now.
I work outside the city near Stony Mountain
No. I walk. Bikes get stolen.
Any protected lane encourages me to travel via bike. At the moment, this route is not part of my normal commute, so the global effect is neutral. Looking forward to these types of barriers extending to routes like Portage, Broadway, Ellice that connect to protected lanes.
Mostly bike for exercise or leisure, work is too far or poor access by bike.
Live within walking distance to work.
All of the options would provide a more comfortable ride to and from work in the summer.
Safer
A physically separated and protected lane would encourage me to cycle more. I have personally have been hit by a car while cycle as has my sister. My father, who cycled to work for 20 years was hit on four occasions by vehicles.
I assume one of the questions was intended to be about encouraging riding in the winter (they both say summer) but I honestly don't think any of the options would encourage me to ride in the winter - too much of my route includes streets that do not have a dedicated bike lane and I personally don't feel that our climate is suited to winter bike riding - especially mornings with a fresh snowfall or icy conditions - dedicated bike lanes or not.
I would cycle much more if roads were more accessible.
Because its the most comfortable, highest quality design that gives equal priority to all transportation modes...it really is a complete street.
Of course, any and all improvements are warmly welcomed. However, I have been riding all these years because of the sheer joy of being on a bicycle. that will continue as long as I am able to ride.
I liked option 1 for garry st and option 3 for fort st...
Safer commute
Not a great question. I did until last September. Until a truck driver changed lanes into the bike lane I was in, without shoulder checking or signalling, pushed me into traffic and caused another truck to drive over me. Not keen on dying on the streets of Winnipeg.
I ride regardless of these options, but any of the options would certainly help!
I ride pretty quickly and the narrow lanes of option 2 would slow me down so I would be less inclined to use them at times when they are congested with slower riders.
Same as above, safety. Winnipeg is not considered a bike friendly city, and since this is such an up and coming city right now, we should be moving forward on modernizing. Transportation is a huge outlet for that.
As a part of a larger network absolutely I would ride my bike more if there's more dedicated cycling infrastructure. I rarely rode by bike outside my own neighbourhood before the Disraeli active transportation bridge was built. Now I ride from East Kildonan to downtown or Osborne village once or twice per week in the summer.
Safety
Having my car is a requirement for my summer job. But anyday I don't need it I cycle, and I'll cycle through downtown to get to other areas of the city.
It's the most efficient plan out of all 3.
Basically any new bike paths would be helpful. These wouldn't necessarily encourage me to bike more or continue riding my bike because I will bike regardless. However, I will feel safer on the road if such paths are installed.

## Downtown Bike Lane System Online Survey Responses

All the options would increase bikeability
Easier to access Exchange District.
If more people commute to downtown, Winnipeg will become more vibrant and also safe!
2 way lanes - time management
I bike always but #1 would make it more enjoyable.
Better access to downtown and the Exchange from Assiniboine.
I would feel safer on my bike, not having to drive beside cars
Fantastic to have more protected cycling infrastructure downtown
All would help Still prefer #2
Loving the wide lane. It shows that biking is encouraged and a viable option to people passing by in their cars
We need better options all over the city to entice people to ride bikes to school, work, and play. I think finding ways to pair up pedestrian sidewalks with bike corridors is far less of a challenge in some areas then re-inventing the roads. A cyclist having a run in with a pedestrian is far less dangerous then a cyclist having a run in with a car or truck.
Not on my route.
Option 1 makes it easier to connect more downtown destinations
These would be like the cherry on top of the cake. Any would be welcomed! I'm even lucky when I get on to a road with a diamond lane.
Any visible and clearly marked bike lane would encourage me to continue riding.
Not a fan of 2-way bike traffic on a one-way street. But I do like the space that #3 gives us.
I love riding in protected bike lanes. I can actually relax and enjoy the ride instead of worrying about being sideswiped or cut off.
I would be good with any of these options provided they link me to the Exchange District in an easy, safe way.
The separation from traffic is positive but more importantly, the definition and recognition of cyclists is wonderful.
Bike lanes are great.
Biking in the summer is usually a safe bet even without protected bike lanes, but usually motorists drive faster in the summer. That combined with lack of protected bike lanes can create a false sense of security. If there were protected bike lanes, the safety and comfortablility would be stellar!
Any effort to buffer the bike lanes from the traffic is a massive step forward. Downtown can be quite dangerous, even in cycling lanes, due to motorists distracted by looking for parking, businesses, or other traffic to turn.
They would make cycling safer, it's as simple as that.
It would not affect my commute because I don't pass through downtown to/from work, but downtown bike lines would definitely make me more likely to visit downtown in the evening or weekends.
More protected lanes is the best way forward!
Clearly marked/dedicated cycling route(s). Physical separation is particularly favourable.
physical separation from pedestrians and bikes, same route both ways.
Quicker than transit, cheaper than driving, I'm much happier after a day on the bike!
I don't typically cycle to those areas in particular
It would make me feel quite a bit safer as I wouldn't have vehicles honking at me or abruptly and narrowly passing me.

Downtown Bike Lane System Online Survey Responses

All improvements to our active transportation network are a plus!
will ride regardless but better separation is important
Fewer road rage incidents between riders and motorists if traffic flows smoothly and separately. I would also like to see similar options for the west side of downtown. The Fort & Garry options would be a great benefit when I'm coming downtown from St Vital. But Osborne needs similar consideration as there would be just many riders coming in from Pembina and even west St Vital, as I do.
A protected bike lane to the downtown area that connects to the Forks and Churchill Parkway.
retired
Same reasons mentioned above.
While I do ride on the path on Assiniboine, I have no destination I would travel to on the Fort/Garry paths.
Safer than what is there now.
no, because they're not on my route to work. But a route that would benefit me would be extending the Sherbrook bike lane North to Ellice, and creating one on Ellice East to the Exchange.
I'm too fat
Too far home to work
Would feel safer with the above options in place
I'm not sure at this point. 1. Work: The most direct route between my apartment and work is directly down Hargrave. I do not feel safe on this route. There is no real protection for cyclists. Safety is further hampered by construction. Construction impacts my bike route in 3 areas. Between between St. Mary's and Graham it narrows to 2 lanes. Between Portage and Ellice ALL traffic shares 1 lane. And lastly at the construction for the Hydro station between Notre Dame and McDermott. My return trip down Carlton is no better. 2. Concern re having my bike stolen. I have a relatively safe place to store my bike at work in a bike cage. We are working on a safe place to store my bike in my apt. I had one bike stolen already from our underground parking already (as have many other tenants - they took the entire bike rack with bikes chained to it!) 3. Pleasure - I would likely use the bike access to the Forks and the Exchange if I was assured there was a safe place to leave my bike.
I already love biking - but only to specific places that are accommodating/ easy to bike to. And with buffered bike lanes, I would likely go to places I normally don't.
Unfortunately I have to travel some distance before reaching these routes
I currently commute by bike on busy roads with no bike lanes. Having separated bike lanes will make me feel more safe and would encourage others who are less likely to commute by bike to start.
too dangerous. please make cycling on henderson hwy and over disraelli bridge safe and convenient.
I normally stick to residential, as I have had a couple close calls with motorists, even if I'm within two feet of the curb. Moving here from the country is so much of an adjustment; I have biked on Number 1 highway next to semis doing 100 km/h and I felt safer there than on the road in Winnipeg. Having a physical separation between myself and cars would make me more likely to cycle in non-residential areas, alone and with my family.
Protected lanes on the street are the ideal type of bike infrastructure.
I'll ride my bike regardless of this change. There is already a separated lane on Garry which I have found sufficient. I would much rather time and money be put into driver education, and into making the one

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meter law final.
A bike lane with a barrier to cars will improve safety and make commuting less stressful .
I would feel much safer and less afraid of vehicular traffic if there were special one-way lanes for my bike.
Because feeling safer is always going to encourage me to ride more. The wide protected lanes means I'll be willing to ride in more inclement weather than I currently feel safe doing.
I enjoy cycling
wider lanes and better connectivity
Need car for work. I have biked on occasion when I knew I didn't need my car, but very rarely.
I think it's important for us as a society to move away from fossil fuel heavy vehicles and move to a more sustainable transportation
Keeps traffic moving and cyclists safe
Healthy, enjoyable, environmentally friendly.
I'll bike whether or not you do anything.
I don't need any encouragement to ride a bike. I've been riding in Winnipeg since 1960 - even when I had the option of taking a car.
all three options are an improvement to the current situation, making it a safer, easier, less stressful ride to work
I'm coming from the opposite direction between home and work but it would help me commuter around downtown during my lunch hours/evenings/weekends
These options increase safety. I still have issues of getting dirty or sweaty on the way and needing a secure place to put my bike. Would skateboards or scooters be tolerated on the bike lane?

## What effect would improving the pedestrian and cycling environment on Fort Street and Garry Street have on commuters, local businesses and the downtown as a whole?

I think overall improvement to downtown and local business may see an increase in cyclist customers
It will add vitality, reduce pollution, and increase a feeling of liveliness in the area.
I love the feel of many European cities, where you could casually walk or bike down the street. I think improving the area in this project would give downtown a more gentle kind of atmosphere.
People perceive the crime rate to be higher than it actually is in downtown Winnipeg because ones sees are few people living their lives in the area. I think that this increase in foot and bike traffic will change this perception in a positive way.
It just opens up so many more options.
It would make life a lot safer and easier for all. Having dedicated bikeways keeps cyclists OFF sidewalks, and away from cars. Not sure it would have much impact on businesses. Might bring more cyclists downtown and reduce traffic.
Better connection with streetscape. I notice and pop into small new businesses a lot more as a pedestrian commuter than I did as a vehicle commuter.
I think it would be amazing. People could get to the Exchange so quickly and safely; if this is done well, I would be incredibly happy and would absolutely use it all the time; I work downtown by Garry Street and run errands pretty much every lunch hour, so this would open up a number of new options for me.
I used to bike to the exchange often in summer. Now with a child I do not. With a protected lane, I would feel safe cycling there with a child.
It's relatively cheap to turn our downtown into cycling and pedestrian friendly place. Greater cycling and pedestrian traffic give local businesses an edge as shops and restaurants will actually lure customers as people are there to notice them. Commuting vehicles tend to speed through downtown, not taking the time to take in local businesses.
More bike commuters = less vehicle commuters. More people riding bikes leads to increased sales for local businesses. More people downtown is a good thing, keeps area vibrant and busy and safer.
I think it would encourage more people to cycle between Osborne and the exchange district and generally be more open to commuting to work by bike if they felt safe. Having a more pedestrian friendly downtown and cycle friend also gives local businesses more exposure.
Improved walking/cycling combined with ongoing development in the downtown will help encourage local residents to travel through downtown using alternative transport.
It is a step forward in showing that Winnipeg is moving forward as a progressive City. That cyclists and pedestrians have priority over motor vehicles in our downtown.
I think improved pedestrian and cycling streets will bring slower moving traffic to those streets which will be a boon to the businesses.
Your just jamming things up more
Drastically improve for all stakeholders - suggest that if bike lanes were segregated that this would be a net improvement for motorists as well alleviating frustrations of being 'caught behind a cyclist'
Nothing but congestion, frustration, lack of business due to ~25% parking loss, loss of incomes, and higher mortality rate of the "revered cyclists" whom, by capita, really aren't significant enough to



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entertain the thoughts of all these changes.
Obviously, as has been the case in other jurisdictions, an improvement in the overall environment.
More foot traffic, I would hope it would feel more like a community, people out in the street, safer.
NEGATIVE EFFECT AS THERE WILL BE LOST PARKING LANES
Huge. Drivers who just drive down streets don't contribute to the local neighbourhood unless they can be induced to park and get out, which means putting in more parking spaces, which reduces the amount of land that can be used for the things that make a neighbourhood vibrant - attractive destination businesses, patios, sidewalks teeming with people, parks, public art, etc. Increasing the concentration of cyclists (especially if option 1 is chosen) as well as pedestrians will change the character of these streets from automobile thoroughfares to neighbourhood destination streets. I expect to see boutique shops, cafes, residential developments, and the like popping up as this change sets in.
It could make downtown more lively and a place people would like to visit or at least ride through.
It would improve the quality of life for citizens living downtown, while providing sustainable commuting options for those who do not. Businesses would benefit from the bicycle traffic, as it is very easy to jump on and off a bike to visit a destination.
Great first project to enable the transformation of Winnipeg into a bike friendly City.
Waste of taxpayers dollars , stop this and BRT
improve overall
I could be a good solution and help to encourage people to use more environmentally friendly options for their commute. All too often, bike lanes, etc are put into place and ignored and cyclists still continue to use the sidewalks. I walk to/from work everyday and in the summer it is ridiculous the number of times I have had to dodge cyclists on the sidewalk. This occurs regularly even on those streets with dedicated bike lanes. I think the city really needs to enforce the laws to ensure bikes aren't using the sidewalk AT ALL. Bike lanes may help but not if they are not clearly marked and if cyclists aren't ticketed for not using the lanes (ie using the sidewalks) then the cycling plan won't work.
currently difficult to take kids downtown as no protected lanes and traffic often chaotic. this would make it somewhat easier but still need more network as this only takes you to a connecting street which will still be not protected.
I think it would make the downtown feel more welcoming to cyclists commuting and having to travel through downtown. It would feel safer, it would contribute to a greener image for the city so have positive 'feel' effects as well. It might result in more people ending up downtown, because they could cycle and not have to worry about driving/finding traffic.
It may help get more people out of their cars and onto the street. This would increase foot traffic for local businesses, more streets safer, and potentially decrease the number of cars on the road. Overall, it would increase the quality of life downtown.
Very positive, provided on-street parking is not reduced. Local businesses need on-street customer parking to survive. Ideally, the change of infrastructure should increase on-street parking. Traffic, on the other hand, can be made slower without effecting business and would improve the commute and downtown as a whole.
I think it would bring more people who actually interact with their surroundings downtown.
I suspect that businesses and "the downtown" would not be greatly affected by this type of improvement. All that would happen is that pedestrians and cyclists would be happier in their choice of locomotion..... but isn't that what this is all about: ensuring safer transportation spaces to ensure

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fewer problems and greater overall satisfaction? What better way to spend tax dollars than with enhancements to the city that will make its citizens happier and more comfortable living in Winnipeg?
Increase beauty of space, efficiency of traffic flow, less assaults on cyclists with vehicular weapons.
It would drastically improve the well-being of our downtown area. When people bike or walk to work they get physical exercise and reduce fuel costs. They also free up more parking downtown. The more our city encourages pedestrian and cycling lifestyles the healthier our city will be.
Gives everyone more options, promotes healthy active living, promotes accessibility of downtown and lack of need to park your car and search for parking. More bike racks at popular destinations would be a good compliment to the infrastructure.
Slows traffic
Allow easier access to commuters going to Portage and Main business district
I strongly feel that encouraging pedestrian and cycling traffic in downtown will boost the popularity of the downtown area, and encourage more commuting by bike
The city as a whole needs to move away from using personal cars. Downtown may get more traffic as options for travelling there improve. The more bike lanes the city creates the more likely i am to bike.
Businesses might be concerned about losing customers, but the opposite is more likely. Reducing the number of cars in favour of slower forms of transportation (walking and cycling, in this case) increases the exposure time per traveler of each storefront and its signage. Having a street become more pedestrian and cyclist-friendly also makes it more attractive to non-commuter traffic, and that kind of exposure benefits business at least as much as commuter traffic, if not more. It also creates a crucial pedestrian and cyclist-friendly space in the core downtown area, which is a key element of urban revitalization. Fostering uptake of commuting by bike will also reduce demand for motorist infrastructure, which will reduce congestion and slow the rise in cost of parking.
Hands down, getting people moving around by bicycle in the downtown is a good decision economically, socially and from a health perspective. The pace of cycling creates intimacy with place, individuals become aware of their local businesses, and the downtown area as a whole. People get to know each other, saying hi while biking by, and increasing their socially, cultural and physical well being.
It would allow for an environment that feels more people-friendly. It would encourage people to use their cars less (better for environment and health) and would allow for more people to pay more attention to what businesses are around as access would be easier.
I believe people would be more willing to cycle downtown, which would free up parking and traffic. It would also funnel commuters (and potential consumers) into areas (and in front of business) they might not ride through otherwise.
Not sure if data from other jurisdictions showing increased cycling improvements will show the same here . All we can surmise at this point is hopefully the mantra " build it and they will come " results in more patronage of downtown businesses . Time will tell .
I think the benefits would be completely positive. Aside from when the Jets are playing, I have never had to look for a parking spot longer than five minutes. There is ample parking downtown. That being said, there is even more bike parking! It's easier for me to ride than bike (in the summer) and biking in the winter takes about as long as the bus ride.
I remember hearing reservations form the owner of Oscar's Deli about losing parking. This is certainly an opinion some people have, but I don't think he (or others) are always necessarily aware of how someone arrived at their restaurant. I work downtown and most of the lunch traffic arrives by foot,

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where cars are parked in surface lots or underground.
Win, Win, WIN!
More likely to stop at locations along that stretch, as it will feel safer, calmer, nicer (but still active).
Increased slower traffic always is good for business.
better movement of traffic during rush hour!
Not much I don't think this is the reason people aren't going downtown.
Bicycle lanes on Fort and Garry would significantly reshape the neighbourhood of South Portage by helping to scale the streets to pedestrians, drastically improving the comfort and desirability to work, live, and play downtown.
By narrowing the car travel lanes and installing protected bicycle infrastructure, driver psychology is affected producing lower speeds and safer streets.
Two-way protected bike lanes will make short trips to and around downtown significantly more comfortable to accomplish on a bike than in a car, reducing the amount of surface parking required and improving access to small businesses/shops.
Protected bike lanes, as well as sidewalk widening and tree-planting on Kennedy, Edmonton, Carlton, and Hargrave, would transform South Portage into a comfortable, vibrant, livable neighborhood at a public cost effectively free compared to subsidizing mega-developments like True North Square. In my opinion simple streetscaping is ESSENTIAL for downtown revitalization and would be so, so easy.
I think it would only be positive. I understand some motorists would be unhappy but overall a focus on active transportation is so important for our environment, health, etc.
Create a better, safer environment for all. More people equals more business.
It would assist in linking the exchange district to the forks, making the communities more walkable and safer.
I think none ,except when the road is closed to build the lane. Then all would suffer for no gain.
Creating cycling and pedestrian infrastructure in other cities has shown in increase in commuters and those choosing a healthier lifestyle. I work by the airport and have been able to find a route that is mostly safe away from most traffic that I feel safe and not risky my life during many intersections. When the structure is there, more people will start to use it creating a better and healthier environment.
The more people that choose cycling as a viable option for transportation, the less wear and tear on our infrastructure. Less cars, less traffic congestion, easier parking (better for business), more people in better physical shape, better for the environment ... need I go on? It ticks all the boxes for a better city. It's practicing what gets preached about the environment in the most practical way.
Stats have shown that the more bike traffic we can get, the more revenue that stays in that area. If we can strike a balance between bike lanes and parking our businesses will be happy. Slowing traffic down is not going to keep people out of Downtown, have you ever been to San Francisco? Making such a clean connection into the Exchange makes it so safe and inviting for cyclists Reduces the cars in the Downtown making it safer to be a pedestrian or cyclist as well as safer for the ambulatory challenged Creates a warmer more inclusive culture
Hopefully reduce traffic and parked cars, which might make parking easier for people who can't bike.

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Hopefully it would also stimulate more ground floor businesses in downtown.
I think it will increase frustration among drivers, because it will reduce lanes for driving. On Sherbrook, where a dedicated cycling lane already exists, I see cyclists using the lanes meant for cars, which means only 1/5 lanes are available for cars. Will cyclists be ticketed for driving in a vehicle lane?
More cyclists feeling safe
I hope it would help people feel more safe and confident when commuting via walk or bike.
People will feel safer to ride, people will see that bike lanes improve quality of life, even if they are not cyclists themselves.
Positive. Increased foot traffic equals increased numbers downtown for restaurants and businesses. Additionally, downtown businesses may be inspired to set up more patios/outdoor areas for the increased pedestrian presence downtown
More people walking and biking through a neighbourhood brings more people able to stop and have food/drink or spend money at places of business. This would actually revitalize downtown, and would be something my kids could enjoy as they grow up.
More / better integrated cycling infrastructure could be a huge help in making the downtown easier / more friendly to navigate as a cyclist or even pedestrian.
Downtown is large, spread out and fairly sparse and making it easier to travel by bike 'shrinks' the size of it immensely. But cycling infrastructure can't exist in a vacuum! It HAS to connect to existing infrastructure (Assiniboine / the forks) and make it easier to actually get from place to place, not just a path to bike for biking sake.
hopefully more people would bike especially in the summer, lowering the value of parking due to decreased demand and having a positive environmental impact
there are literally hundreds of pieces of evidence to support this, listen to people that study these things for a living, not suburban commuters
The effects are well-noted, and universally beneficial to all metrics save parking spaces available. At this specific location, the improvements and increased presence of cyclists would make car-drivers more aware of them generally, creating a safer environment for all people sharing the road, and raise awareness of the extant cycling infrastructure, encouraging more people to take up bike-riding as a means of transportation.
It would not be as disjointed if there was a priority on cars only.
It would be great for local business - cyclist commuters are more likely to stop at a business that catches their eye along their route than someone in a car is. This would do so much to encourage more sustainable forms of transportation in the city, and would have ripple effects on mode shares beyond the downtown area. As a car commuter, I would love for cyclists to have their own lane so we don't have to share one. It may improve traffic even. In Toronto, the Richmond and Adelaide bike lanes took lanes away from cars and gave them to bikes - and car commute times decreased.
It would be an excellent addition to make the city more dynamic.
I cannot say for sure but I hope it would encourage more alternative transportation and less reliance on cars for daily transport. A more connected and accessible community would help enable people to switch to other modes of transport like bikes by reducing the initial difficulties and hazards present in cycling currently.
Creating a more pedestrian focused downtown would absolutely help tourism and local businesses. The Fort and Garry bike lanes are on a route I use almost daily in the summer to eat or shop in the Exchange.
It would make me feel a lot safer and encourage me to take my kids in a trailer instead of drive.

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<p>Lots of negative affects such as fewer street parking spaces, more difficult access due to more traffic congestion due to reduced traffic lanes.</p>
<p>More people would ride to work and to downtown which would increase drop in traffic to local business. People in cars do not to drop in.</p>
<p>None, this is a pipe dream by people who should know better. Please work with all levels of Governments to obtain funding to fix our roads. Stop wasting money on overpasses that serve a few, and fancy bike lanes that serve fewer, and fix the roads that many of us use to support our livelihoods. Wasting a entire day off work to fix a pot-hole broken vehicle is not productive use of my time.</p>
<p>Improves conditions for those that commute, impacts local businesses due to 25 percent "conversion", i.e., loss of parking and loading. makes the downtown easier to access, travel trough for cyclists.</p>
<p>Safer = more fun= more economic growth</p>
<p>It would improve safety and convenience for active commuters, which would no doubt encourage more to pursue active transportation into and around the downtown. However, this will require more than a few blocks of nice lanes on one or two streets, a connected network of protected downtown bike lanes is needed. Pedestrians and cyclists are more likely to stop and patronize local businesses as they are less likely to see the downtown as something to be gotten through and more likely to see it as a destination, and parking is much less of an issue than for cars.</p>
<p>encourages more riders, esp. those more reluctant to ride on busy streets. more pedestrian friendly, if aesthetics and beautification are also considered. encourages better driver habits, since the commitment to fixed infrastructure makes more of a statement about respecting cyclists than a painted lane.</p>
<p>It makes having my office in the Exchange a lot more appealing.</p>
<p>It would bring more traffic down Garry/Fort. Those streets are largely abandoned by pedestrians - my window faces north down these streets from Broadway, and no one travels them outside pedestrians working directly on the street. Having them become a cycling route would bring new visitors to businesses, beautify the street with planters, and make the underground/Winnipeg Square and the food-courts an easier destination.</p> <p>Ideally, businesses will support this by providing bicycle lock-up cages (theft is such a problem in this city.. I've had at least 6 bikes stolen, so now I just carry mine into the store/business.. yes, a little extreme, but bikes aren't cheap).</p>
<p>Would route more leisurely traffic from the south to the Exchange, improving access to local businesses there and making it more of a destination for cyclists.</p>
<p>An improved environment for pedestrians and cyclists would lead to a more lively downtown. It is a dense area and there's just no way to provide enough parking for everyone who has a car and wants to go downtown. Make it easier and more feasible to get downtown by alternative transportation and improve the experience at a human scale, and people will come.</p>
<p>As mentioned, better downtown connectivity &amp; safety for cyclists.</p>
<p>I think it is a step in the right direction as it would improving cyclist and pedestrian traffic on these streets, which would likely increase traffic for businesses in the area.</p>
<p>It would make more people ride bikes, especially as a way to commute to work downtown or to visit and hang out downtown in the evening/weekend. This will have a greater effect on people's health and wellbeing (save healthcare costs), as well as increase available parking downtown (because less people will be driving and those that will still need to will be able to park). Local business would increase because more people can easily pop in and off their bike then they can when they are driving. Finally, it will make people proud to live in Winnipeg.</p>

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would rather have actual bike lanes on other streets than fixing up those ones that already exist and i already use regularly. but the more bike lanes the better in general.
These streets are ugly and this would greatly enhance the area!
It has been shown that cyclists spend more money at businesses that they commute by. Having better lanes and ways of commuting will impact the businesses by having more customers in there stores. As for commuters, the more present cyclists are in traffic, the more likely drivers will treat them as having a right on the road. When there are specific lanes and areas for cyclists, this will improve traffic flow as well.
minimal impact
Initially there could be some frustration with the changes among some business and drivers, but over time it will provide net benefit by reducing traffic wear, and diversifying travel options. Active transportation is on the rise and needs to be accommodated, and growth will be best served by encouraging those on the fence with safer feeling facilities.
I think it would bring more people downtown by bike if cycle routes were clearly laid out. I think my friends who complain about the lack vehicular parking and the cost of parking downtown would be more likely to come downtown if cycle routes were easier.
if done with other pedestrian environment improvements (TREES), it would create a more pleasant environment for walking, and lingering (patios, etc)
This is a great step in the right direction. Encouraging active transportation like cycling will bring more people downtown. I've heard people from other provinces ask what the cycling infrastructure is like in Winnipeg. Adding more separated bike lanes would open up new possibilities for "cycling tourism."
Healthier population due to exercise and avoid spreading of sickness via public transportation. Greater awareness of local businesses due to slower travel speed.
orderly flow of bicycles
very easy to park a bike, no meters.
I think it would remove be some of the anger that can drivers feel about cyclists and vice versa. I think it will help pedestrians feel safer because cyclists have their own areas. I think more people might use bikes because it is safer.
MANY cyclists travel these bike routes daily and I believe we would see even more who are currently hesitant of riding in close proximity to motor vehicles. Garry could certainly becoming a happening street, as it is already seeing a number of new businesses open up. I would love to see Garry and Fort become strips with restaurants, shops, etc. They are great gateways to the Exchange but I think target a younger crowd.
I have been biking from South Osborne along the river path since they've started cleaning it in winter and noticed a steady increase in all season commuters especially since the path has been cleared regularly...I'm also surprised by how many people walk this path. I've noticed people are much friendlier walking/biking past each other as opposed to driving. More bikes mean less parking issues and for me, more shopping/eating downtown because a bike does not have parking issues. This winter my commute has often included using the Forks river path and has greatly increased my enjoyment of the downtown resulting in convincing people to do more things with me downtown rather than the suburbs.
Bikers spend more time in the area, while cars drive right through. Bikers are more likely to stop in a new business that's along their route and spend money.
It would be a good model for the rest of the city.
It would keep city current and people healthy
I think it would encourage people to go downtown more in non-work hours particularly in the

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<p>summer. My usual bike lane has been down smith so far and I go there a lot on my way to the exchange on the weekends. I think it should be a major goal for Winnipeg to make our downtown more lively after work hours. Having more people around would make it safer too. As it is downtown is kind of a dead zone after 5pm.</p>
<p>it would be awesome. extend it throughout the entire downtown &amp; city, including new developments please &amp; thanks. make mandatory for developers</p>
<p>I would be more likely to visit local businesses in general, as I prefer to go places I feel comfortable to go by bike. It would also make it feel a lot safer to commute in various conditions.</p>
<p>I would gravitate to the cycling routes. The added parking of Option 3 would keep street parking. Commuting would be safer for all and still maintain access to businesses.</p>
<p>Providing a safe north-south route through downtown would definitely increase the amount of people willing to commute by bike. As a cyclist, I tend to frequent restaurants and amenities that are easy for me to bike too, particularly in the summer.</p>
<p>Positive - there needs to be more designated cycling areas to increase cycling downtown.</p>
<p>I think the overall effect would be beneficial. There have been studies showing the overall economic and health benefits of increasing cycling. There may be an initial negative effect on vehicle commuters if the number of vehicular lanes are reduced. But I think that would be offset by the increasing number of people who choose to cycle, or take transit and walk because of a better pedestrian environment.</p>
<p>It is much easier to "park" a bicycle and enter a business in the area than find a parking spot for a vehicle, so I'd expect business to increase.</p>
<p>It would improve the physical health of the cyclists, as well as all others in the area due to decreased smog. It would also be a more enjoyable area to be, knowing that healthy living is encouraged.</p>
<p>I think it would be a boon for businesses downtown, drawing more people past their store-fronts at a more accessible level. I think it'd be great for tourism as well, since the best way to experience a city is at a level closer to the street - walking or biking.</p>
<p>Studies are virtually unanimous that when there are more people on a street, everything on the street is better -- business, happiness, etc. (People in cars are not "people on the streets".)</p>
<p>Hopefully less vehicle traffic as people will feel empowered to get active and try out their bikes!</p>
<p>That answer is so obvious that I won't even qualify it with an answer</p>
<p>Getting more cyclists will lessen car traffic, and improve vehicle flow through downtown.</p>
<p>Lots of evidence that bike facilities improve business</p>
<p>More people downtown! More cyclists and pedestrians in the exchange. I imagine business will do more business with more people around. Downtown will be friendlier, nicer to see more people active there.</p>
<p>Would encourage more people to cycle which would reduce congestion on the roads and lead to a happier, healthier community</p>
<p>It would encourage more people to cycle downtown, which would decrease the commuter vehicle traffic.</p>
<p>These improvements would have a very positive impact for Fort and Garry streets and the downtown as a whole. They would make Fort and Garry streets more aesthetically appealing with a calmer, less hostile environment for cyclists and pedestrians that will encourage more people to walk and cycle past local business. This will also encourage more people to bike downtown, especially those who are not comfortable sharing lanes with vehicle traffic. This will help reduce demand for parking, noise and pollution in the downtown.</p>
<p>It would make the commute to work safer and less stressful. It would encourage people to come downtown more.</p>

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I have a lot of co-workers and friends that cycle to work and I think more would if the streets were more conducive to cycling. It would also improve traffic during rush hour a bit which can't hurt.
Would make it better: green stripe is easy to see, protected lanes from cars, look pretty with planter boxes and flowers. Traffic flow easier.
Hopefully more casual cycling, I doubt it would have a strong impact on commuters as getting towards downtown is still harrowing on a good day
I imagine it would either have no impact or may increase business. I cannot fathom this having any negative aspects to it. Safety increases, the driving experience would improve downtown, and you would encourage additional traffic downtown via alternative modes (eg. bus).
Driver education. Undercover cops on bikes charging drivers who act aggressive towards cyclists.
Less vehicle traffic by commuters, less downtown pollution, easier access to downtown.
If you don't have a business justification for this already, and you are relying on the public to provide you that info, then you should stop the project right now and review better alternative routes. Fort and Gary are the WRONG streets.
It would increase safety simply by increasing overall foot traffic downtown as opposed to only vehicles. It would also inspire businesses to cater to that foot traffic and create more walkable spaces downtown. It could also result in an overall lowering of vehicle traffic downtown as more people may start using cycling to get to work.
There has been quite a few studies that show that pedestrian and cyclists spend more at their destination than motorists
Increased business from cyclists. I called a business on Carlton today to say I was planning to be in their building on Saturday, and was there a place to park my bike. They were surprised by the question, and suggested I lock my bike to their access ramp for disabled people, something I'm always reluctant to do. I think the city's doing a great job of responding to the needs of cyclists, but that it may take a while for businesses to recognize the potential for increased visits by cyclists.
Effects would be positive.
Having cycle infrastructure on these streets would direct cyclists down them, and would have a great positive impact on local businesses. More people downtown using active transit makes for a safer and more enjoyable environment
I believe it would encourage people to participate in more active and environmentally friendly modes of transportation into and from the downtown area. This would in turn remove the amount of vehicles for the roads decreasing the effects of "rush hour" (reducing vehicle ideal time and increasing the flow of traffic), reduce our carbon foot print, increase human presence which helps to decrease crime (thereby creating a vibrancy and life to the downtown area, making it feel safer), as well as, become more of a positive deciding factor for those who are thinking of living in the downtown area. As for local businesses, I'm not sure. To be honest, if I'm walking or riding my bike to/from work, I don't really have any desire to stop somewhere. There's not a whole lot of "visible" bike racks and I'm not fond of being down town after the rush hour due to safety reasons (unless there's an event on and thereby an increase in people in the area).
Hopefully more people walking/biking = more fit society, Less dependent on fossil fuels, greener cities
Hopefully less vehicle traffic and more cycle traffic maybe even to the point where downtown could reduce civilian vehicles to and have it strictly bike, foot traffic and transit in a lot of parts.
it would make it harder for people parking to find spots that will be eliminated because of this, harder for couriers to unload, businesses will lose customers who can't find parking, it will create gridlock, all for bike lanes no one really uses. bad idea. Paint lanes on sidewalks instead, that would bypass all these problems. There are very few pedestrians on sidewalks in Winnipeg except few places like portage between main and memorial, and Osborne in the village



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it is great if you live and work downtown and it is a start if you live and or work somewhere else but the remaining of the connections need to be made to really make it work well.
I believe it will only make our downtown more vibrant, encouraging more people to come downtown so would have a positive benefit to local businesses.
Based on other cities, it would likely have a positive effect on businesses. I suspect that cycle traffic would increase.
More people walking means more people browsing in businesses! More people also means safety in numbers so instead of having to heavily police this area of South Portage, more people being willing to walk during the day and at night because of a more people-friendly street design could help the area's perception of having a lack of safety (mostly stemming from it being so devoid of life during most of the day)
More people on the street means a better atmosphere downtown, more foot traffic for the smaller businesses (you don't drive to the "hole in the wall" restaurant, you discover it by walking/biking by), it would also increase cyclist awareness in the city in general.
It would allow for me to bike downtown, which I cannot due to my concerns over traffic. I will stop at the forks and then walk from there so it would expose more options to me.
It would effect the parking, where there is already a shortage. Leave it the way it is or make sure to keep the same amount of parking.
The more infrastructure in place, the more cyclists will use it, driving down motor traffic during rush hour (=win). More foot and bike traffic encourages browsing behaviours and more convenient stopping for shopping, a win for business.
give us room on the road Keep cars away from us
First of all, there are worse cities to bike in. Cycling during summer in Winnipeg has a definite appeal in terms of creating community and also in terms of practicality. For families or individuals living in the downtown and surrounding neighbourhoods, cycling can in some cases, be the fastest mode of transport, while also being the cheapest. Any project that makes the routes around Winnipeg more efficient and therefore has more savings in terms of time and money will serve to promote cycling as a viable mode of transportation. Additionally, local businesses will have immediate "foot traffic" in the form of bikes that are headed directly by their businesses. The only requirement to ensure adoption is making sure to have ample and well lit bike racks.
It will cost taxpayer money for infrastructure to support a minor mode of transportation. Are there not more pressing infrastructure issues to deal with?
I really like the Sherbrook street bike lane because street parking stays the same and potential customers aren't deterred from visiting the area. Encouraging a thriving cycling community downtown would bring more people to the area and improve the vibrancy of the area.
I think it would have a positive effect on all 3.
Bring more people to the area.
It will bring it life. Cars don't buy things, cars don't make for vibrant attractive places, people do. The more we support and design for people and less for cars the better our urban environments will become. Sherbrook street has become the best street in our city, in my opinion, because it is beginning to cater to people who use all modes of transportation. Getting people downtown, on bikes, on foot, will energize our city. Numerous studies have shown that installation of cycling facilities on streets is good for business, and nothing is worse for business than high speed, blast through streets with abundant, cheap, long term parking where people are scared to walk and bike.
it would certainly encourage me to go there more often. and take my grandchildren...

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likely many more bikers around that area between late spring and late fall. that could also decrease vehicle traffic which is safer for pedestrians and bikers...
cyclists would feel more safe and at ease
Two way traffic, planter box or raised cycling lanes would actually make the area LESS safe for pedestrians
I would assume positive, as it isn't currently a good street for vehicle parking. So bike lanes wouldn't be taking away from that.
Any attempt to make it safer for cyclists and reduce the number and concentrations of vehicles improves the quality of life for everyone!
less traffic, more desirable for downtown appearance
More cyclists!!
My wife commutes by bike from Norwood to Downtown every day and had to stop during the winter due to the infrastructure being clogged with snow almost all of the time and the lack of visible bike lanes during the winter.
Improve it in every way. A big thing is people's perception of the city, and this will help with that. Please continue spending money on this, regardless of what some people will say.
options 2 and 3 maintain the amount of parking but 3 reduces the lanes of traffic. I think one lane of Traffic is sufficient on these streets. Sharing the road will bring more cyclists and help revitalize downtown
I think it will encourage people to go downtown more often in the evenings and create an environment that feels safer for everyone.
More safety=more traffic= more business
Commuters: More would take their bike. Being stuck in traffic there would negatively extrinsically motivate those ppl to cycle more often.
Businesses: More foot traffic (if you supply secure bike storage), street parking spaces aren't your businesses draw right now anyway.
Downtown: We look to European cities for inspiration but then ignore what they tell us. Their roads are much narrower, streets are pedestrian and cycle friendly, we love old market square but need to invest in having ppl downtown (walking/cycling) rather than in their car.
It would encourage more people to cycle to work during summer months.
Each commuter is in their designated lane so hopefully less congestion and accidents.
The whole idea of living close or in the downtown area is being in close proximity to what you need. Installing anything to help pedestrian and cycling transportation would be beneficial to all kinds of businesses and the downtown area as a whole.
Cycling all over the city lacks connectedness, which is a huge factor in whether I'll bike places. I'll often not bike because I dislike going down major roads that do not have dedicated lanes. Downtown is relatively easy compared to other streets, but creating dedicated (ie curbed, raised, etc) lanes that aren't simply painted on would be best for bike safety.
It would give easier access by bike to the Exchange. It would connect some current infrastructure.
Move people going into the area because parking would be less of a problem (for the cyclists)
More cyclists and pedestrian access will make downtown safer, so more people will visit. This will attract even more visitors to a safe downtown and is the only option to attract new business and weekend business.
More organized for all 3

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It would bring more people downtown, new businesses will open, safer downtown if more people around
It is only a tiny bit of the solution but it is something.
Increased cyclist and pedestrian traffic, and thus business for local stores. More people downtown.
Better for everyone and if you allow for placemaking, you can improve coverage and commerce. Does not happen at 50 km/hr
This would be fantastic -- renew some life on Fort and Garry, support slower pace and patios
Improve active transportation Reduce health costs More attractive city
With adequate bike parking implemented into this plan, it will BENEFIT local businesses by allowing a way for cyclists to do business by commuting on a bike, and stop at businesses they want to get to.
An increase in bike activity anywhere in the city is a step in the right direction for The Pegs health.
We cycle downtown all of the time, instead of in our suburban neighborhood so I guess I would say ... It brings us downtown! We eat, shop, and enjoy much of what downtown has to offer. Build it and they will come!
It promotes a healthy community, helps reduce individual stress and slows the world down a little bit. May encourage boutiques, restaurant business which would compliment the entertainment areas in place (MTS Centre, Convention Centre) and in development (True North's new towers).
more cyclists and pedestrians help businesses by bringing more people to the area making it a safer environment
Increase cycling and pedestrian traffic may interest street front businesses which are very rare on Garry and Fort at the Present
Slower traffic means better safety for vulnerable road users. More beautifying and progressive for our city. More people out of their cars and on to their bicycles. Hopefully businesses would experience more foot traffic as less people on cars and more likely to lock up their bike and pop in for a quick shop.
It would promote more active commuters, increasing the health and productivity of people working downtown and easing the traffic/parking burdens that come with downtown events/sports/concerts. If anything it will increase local business because people will become more aware of their surroundings and the businesses that are located on their route.
So much. There is evidence that more bike/foot traffic increases commerce for small street-front businesses. Improves our health, reduces wear and tear on the roads, normalizes cycling in a car-crazy city. I love this work, well done.
It would be fantastic! If the project includes enhancing the streets for pedestrians and cyclists, then the whole atmosphere will be better for people to hang around and shop more or people watch. It will certainly be more attractive and safer to walk and bike on Fort and Garry.
More people hopefully visiting different parts of downtown, such as the Exchange District, south of Portage Avenue and Broadway-Assiniboine
It certainly would increase bicycle traffic along that street; that's the most immediate benefit.
I'm not downtown enough to speak to this specific example.
Commuters: A happy, healthier, and safer commute to work.  Businesses: They would likely flourish as the more people who are biking and walking past your store are more likely to stop and come in. Motorists don't pull over as soon as they see a store they (might) want to go in. They'll likely drive by to go where they intended to go or if they Fox they have to park which is usually stressful for motorists and creates a negative experience.

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Downtown: would likely flourish even more. People wanna bike and walk downtown already, but do to safety issues, it deters people from exploring. With better safety, people will be more likely to explore and enjoy the space more.
Better access to the exchange means more use of downtown cycling lanes. Cyclists feel safer in bike lanes, but can be intimidated by having to ride on streets without in order to get to areas of the City with cycling lanes.
Having more people cycling and walking downtown improves public safety, encourages more people to frequent local businesses, and improves the overall quality of life downtown for all citizens.
People commuting on bikes typically spend more money per trip than motorists and are better for local businesses in that way. Improving the pedestrian and cycling environment downtown would make the area more livable, accessible and vibrant than before.
Linking popular destinations and protected bike lanes. Let's get it done!
The routes would hopefully encourage more people to commute and/or serve as case studies for similar projects throughout Winnipeg.
active transit is the future. everyone is smarter/healthier/happier
The connection to the Exchange is nice, but infrastructure on Ellice would be nice as well.
will inconvenience users of fort Garry hotel (formal events, heavily rely on limos, busses, parking for special events). Might get people using the new fort park. seldom used streets might be a little more safe. OR, people will steal bikes and use them because not that high traffic anyways.
A much safer path through downtown own would help increase cycling numbers, particularly to/from the exchange district. Businesses with patios would probably see more business as there'd be less car traffic.
Keep them safer, reduce accidents, alleviate driver frustrations *IFFF (Ie: IF and ONLY IF) you can make them stay in their lane!) and accelerate paths for emergency vehicles
A positive one overall, I would think. People will feel encouraged to tranverse downtown because it is more clearly and safely provided to them.
More cyclists/pedestrians will improve the general feeling of vibrancy/safety.
it would be a big improvement to the lives of all of the citizens whether they know it or not, it would create a better environment and allow more people to appreciate cycling in the city
Visiting local businesses and downtown offices would become more convenient by bike as we wouldn't have to watch the time limit on our parking meters and allow us to make a second or third side trip while already downtown. Using a car forces us to either leave downtown or move the car and find another spot to park in, and so more likely to just leave and postpone the possible side trips because of the inconvenience.
Making a small part downtown bike and pedestrian friendly will make it easier and safer for people to get downtown. When other cities have done this the amount of people visiting their downtown area increases. More people = more business. A car centric downtown is a hostile and unfriendly environment for pedestrians and cyclists. That is the real reason people don't like being downtown. As well, if you want a safer downtown you want more people on the streets. Other cities have shown that the more people they have on the street the safer it is. More people = more eyes watching.
bring more people downtown. more people = feeling safer
What's great about cycling or walking is that the businesses receive more notice and it gets more people downtown, seeing faces and activity that boosts morale and behaviour.

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For anyone that travels to the Exchange District this would make for easy access to Assiniboine which opens up even more cycle routes.
I would use those routes over other non-routes in the area.
More livability, more people downtown, more customers for local businesses.
None
Much easier to access local businesses by bike Less car congestion Provides more of a "people feel" to downtown as opposed to a bunch of card just driving through
Commuters-less congestion, less pollution, more exercise-healthier citizens Pedestrians- no (less)sharing of the sidewalks with nervous cyclists Businesses- less parking in some options but maybe more business if people are walking/cycling by that's how we discovered so many business in our new neighborhood. Downtown- more foot and cycle traffic makes for a friendlier city where we actually can see other citizens-we love the "pedestrian" Winnipeg we now live in compared to our previous life in the suburbs! Keep up the great work...
Positive. Will encourage more to bike - making it safer for all of us. Will hopefully get some people out of cars and using bikes. Will be good for local businesses, will make downtown more vibrant and safe, will encourage more opportunities, will raise property values
positive absolutely
It would encourage more sustainable and active commuting, reducing traffic emissions and congestion. This would increase air quality. It would increase physical activity reducing health care costs. It would make Winnipeg a better city bringing more people downtown. It would help small businesses by bringing people easier access to their businesses.
This will improve many aspects of downtown for the better.
Poorly worded question. It is not about 'effect' but about design.  What design considerations would improve the pedestrian and....  Spend more time selling us on the placemaking and downtown revitalization benefits of this projects.  Public realm improvements act a catalyst for downtown revitalization by making the exterior environments more attractive and functional as people oriented places.  Consideration should be given to both hard and soft place making infrastructure.  - What design elements and material choices will make these streets unique environments? - Hard infrastructure - outdoor seating, art, lighting, paving / ground surface materials - Soft Infrastructure - seasonal plant installations (removable planters), and urban nature; especially street trees. -Street trees enhance public opinion on the visual quality of cities. -Ensure minimum soil volumes and continuous root zones to support healthy long-lived street-trees as a component in the creation of healthy human habitat. - Additional benefits including: storm water management, mitigation of the heat island effect, psychological benefits of soft infrastructure on people's perception of place and mental health/well-being.

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minimal i think. but i don't know much. i'd say making major traffic routes safer is more important to getting people to cycle to work.
I think it would improve business for businesses as there is not a lot of parking in downtown, especially affordable parking. More people would commute via walking or cycling, as it is safer and it would improve traffic flow for everyone (motorists included), resulting in better commute times and less accidents.
More foot traffic will theoretically increase retail/restaurant traffic
Will spur development and create a people friendly environment.
It's part of the big picture- making our city more accessible to pedestrians and cyclists. That's what's important.
I believe it would benefit everyone. It would certainly make me want to come downtown more often.
I think it would bring a lot more casual visitors downtown, and would make it easier for people not used to biking in traffic to get downtown.
I see bike lanes in a similar light as rapid transit; if done properly, in the right place, they can encourage transportation oriented development. If biking allows your family to operate with one car (or no car) instead of two think about all the disposable income available for shopping, eating out, etc...Make my life cheaper, I'll just spend the money elsewhere.
I believe that for Winnipeg and Manitoba to thrive, improvements are required to encourage and support the flow of pedestrians and cyclists downtown. In particular, I believe that making it easier and safer for people to travel between The Forks and The Exchange without driving, will significantly improve life in Winnipeg for locals, visitors and businesses.
I work at the new police building and bike lanes would improve my morning commute.
more cyclists and pedestrians will encourage more on street activity for businesses. They will make the area look more vibrant and populated and will attract more people.
It would get congested during rush hour. Personally I would just have the two way bike traffic on either Fort or Garry. Do it right in one location, will minimize impact to car traffic and will be more cost effective.
It would make the areas more inviting for non-car traffic, bikes and walkers, it would invite them to slow down their travel and be more able to take in the local businesses. That has been seen on Sherbrook Street between Wolseley and Westminster.
More people riding means it is easier to get projects like started. There aren't many business that I see that would benefit.
Commuters would put more stock into considering cycling . Local businesses would have an increase in business as it is easier to stop by on a bike, versus parking a car. Downtown would become a more vibrant and active community, improving the general atmosphere/mood.
Pedestrians and cyclists are great for local businesses, and the same is true vice versa. Consider adding patio space and prioritizing vegetation in key opportunity locations.
Any improvement to cycling ability is good for every citizen.
commuters: improve safety for both cyclists and vehicles because traffic is segregated and rules are transparent. local business: improving cycling would make the downtown more dynamic and attractive, both as a place to live and as a destination. Connecting downtown with the forks via active transportation will make the special events at the forks more accessible and I would not need to drive as much for personal visits to the area.

## What went well and how could public engagement be improved in the future?

I liked having the comment options and the maps that people could annotate themselves - very useful.
Can't really comment; I didn't live in Winnipeg during the initial process.
I saw a notice on Twitter. Well done. Public engagement can be improved by placing signage downtown, say the skywalk system and notices at street level.
was well done, provided good options and good rationale for developing each option. needs to be advertised multiple times to let people know this exists.
Having the online survey option is preferable to me as it allows for more input
A better feeling that these engagements will actually result in change. City Council still too disconnected--even at odds--with this process.
Better timing - I usually can't make events before 6pm.
The illustrations and designs are easy to follow and should be present in the future. Improvement: include a compare feature, where each options features can be compared on a grid
Cancel these projects
I think the city needs to listen to not only cyclists but pedestrians and motorists as well. Cyclists seem to be the only part of the population being considered here.
N/A
Participating in the first phase.
Get the word out. Ask for time on news shows to talk about the engagement process, billboards, etc. There are worse things the city spends money on than advertising for citizen feedback.
More media coverage. Have municipality advocate for greater public engagement.
I've only heard about this through a CBC article. I love cycling in the summer and many people I know cycle yet I hadn't heard about this till today.
I love it. Maybe more people need to know about it?
It's difficult to meaningfully involve the public in multiple phases of consultation on a project right from an initial brainstorming activity. Perhaps the best way to motivate people to participate continually and to get the most out of the consultations would be to spend time carefully designing a series of brief surveys, starting with one fostering brainstorming for ideas, then moving to evaluating options, then finally refining the preferred strategy. If each phase of consultation is concise and focused, you get more people who can find the time to participate and you are more likely to get clear, meaningful feedback.
I will be going to one of the sessions but haven't participated yet.
Create a downtown area cycling tour to promote downtown .
I like the opportunity to share thoughts online, as it is hard to make it to the events.
Too early to make any calls, need to see some infrastructure actually installed
Not t sure.
More people that do not bike but will foot the tax bill should get involved.
Send information through universities and colleges.
You're doing a good job.
Surveys and online questionnaires should be simpler / easier to engage with.
Seeing the city wanted feedback on CBC News on facebook had me very interested, especially on an issue i'm interested in.
Thorough on options.

Downtown Bike Lane System Online Survey Responses

Great job moving some of this process online to reach a wider audience!
not sure
Nothing, this is a huge waste of taxpayer dollars when our roads and infrastructure are crumbling.
Better than Sammy's bike murals
I thought it was well done as is.
Being able to view options being considered and to provide feedback in a variety of ways, both online and in person, is a good thing. It is difficult to do, but having opportunities to provide input before specific options are on the table would be ideal. In the initial engagement opportunity (at least the first I was aware of) there were already certain constraints in place that placed some limits on what could be suggested; however, this engagement has been much better than most of what the city has done in the past.
Less weight should be given to the opinions of people who ONLY drive. They don't understand what everyone else has to deal with and they don't understand that their experience will improve too because with more people cycling/walking/taking transit and less cars on the road, traffic congestion will improve.
I like that CBC is promoting it and that there are options to go in person and on-line to provide input. I also like the design options drawn out in details.
Really liked the tire talks.
Radio ads, and put up posters all over downtown.
a number of opportunities were provided to seek input from folks, while the focus seemed on establishing new bike infrastructure, the City also needs to focus on improving pedestrian facilities and environment, in particular in the downtown. the level of engagement of this was limited, and likely needs other more direct reach out to transit users for example.
The visuals are clear, the questions are simple, and the options feel meaningful. Well done!
Biking to the University of Manitoba, I noticed significant improvements to safety and felt much more comfortable biking on Pembina after improvements were made there. Made biking much more enjoyable and less stressful.
provide advantages of increased use of bicycles - health, air quality, etc
I wanted to attend at the Forks but was busy at that time.
More information to the public. I thought it was a really good idea this summer to have people on the path providing information about the projects.
More images are always useful
better marketing. tv commercials providing info & education
Wasn't aware of the first phase when it was happening
3 well thought out options were presented. I appreciated receiving the e-mail notices. I believe there was also advertising through radio and television. The location of the popouts needs some investigation and thought. The AT network is not just used by the local neighbourhood, but used by the whole city, just as major roads are not just used by the local neighbourhood. I also appreciated the well thought out rationals for the various options.
no comment
There needs to be more bike lanes in more areas of the city. Also education about how both drivers and cyclists can share the road is needed.
Surveys are perfect because everyone can complete on their own time
Get the word out more! I only heard about this today. Post on Reddit, more news outlets need to post about this kind of stuff.



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Lots of cycles of feedback and information sharing in the process.
Greater marketing. Thankfully I noticed this online, however many people I know will not see this, and/or not care to participate.
Spend less time arguing with "FIX DA RODES MAH TAZXES" types and more time educating people who may be on the fence.
Organize a "Proof of Concept drive bye" led by the Wpg Police Bike Patrol. Actually DRIVE THRU the route w/ temporary barriers and see what DRIVERS think. Then ask the Cyclists what they think.  You will get immediate feedback from both DRIVERS and Cyclists that both FORT & GARRY are horrible choices due to entrances to Parkades, speeding vehicular traffic congestion during rush hour, and pedestrians leaping in and out from everywhere.
It was good to see the pop up engagement down town at lunch time, the people there were friendly and took time to explain the options.
Clear and informative material distributed in a high-traffic area I frequent at lunchtime (Winnipeg Square), with well-informed staff to answer questions.
I believe the Metro ad elicited an amazing amount of public response and was a great way to get non-cyclists feedback. The pit-stops are very important as well to get feedback from actual users and also extremely important and valuable input. I think multiple engagement points, use of mass media (radio, tv, newspapers) is the best way. Overall, from what I've read, you've done an amazing job of reaching out to the public. I very much appreciated the displays in the concourse of Main & Portage Ave. To be honest, I don't keep abreast of the news, so email and surprise encounters (ie like the displays in my work area) are very much appreciated. - I really like MPI commercials that give driver tips. I realize these are expensive, but I do believe they are helpful and received well by the general public. Perhaps working with MPI, or creating your own commercials (or YOUTUBE videos) would be helpful.
What was the first phase? This?
Winnipeggers that are not cyclists need to quite being so uptight about the city spending money for the ones that would like to get fit.
everything you're doing is wrong. priorities 1st. most traffic is cars, they should be a priority, then pedestrians, and the fewest traffic participants are cyclists. drivers increase with time, cars need more and more space naturally, now you're taking away space and giving it to a tiny minority who hardly ever use it and doesn't contribute to the cost as drivers do at the cost of taxpayers
Find a way to engage children and youth in projects that directly affect their neighbourhoods
It needs to get out there more, I only found this by a random post by a friend on Facebook.
Website is an excellent idea - I don't receive a lot of local news through traditional media so campaigns on social media help since a friend who watches those can point me in the right direction.
I was provided information and had a chance to have a say this time.
More visibility on public transit, particularly during seasons where cyclists are more likely to choose other methods of transit!
Consider the overall transportation needs to Winnipeggers. How many people bike as their primary mode of transportation year around? How many people have motor vehicles? How many people use Winnipeg transit? Put the City's efforts and taxpayer funded resources where they will provide the most benefit for the most people.
Great, friendly, open facilitators. Improvements: Provide more info, links to resources, background on Ped / Bike Strat and the rationale / recommendations for this projects.

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we could have more public information I think. It would be nice if our local newspaper for instance, did a feature on the "pop up engagement" before the actual event, outlying some of the issues,etc. getting various opinions. talk to the local shop keepers who need all that parking. or drivers stuck in gridlock on Broadway at 5:00 pm. etc.
Media coverage
Not sure
Continue asking for input. I think it will become abundantly clear how desired this is amongst young people, in particular.
More outreach opportunities to speak with city and consultant staff. Get the mayor to show up to these events and show a political commitment by city hall to make our city more AT friendly.
It was ok.
Not sure, currently injured so can't attend.
Public engagement is good but maximizing the amount of cycle lanes per financial resources available is also important. COWTOWING to minority groups like visibly and mobility disabled at the expense of the other 99% of population makes no sense.
Promote it more
This whole concept needs to be brought to the attention of the general public of Winnipeg! It needs to be something people are talking about and advertised for. It is so important but not many people know about it or are talking about it.
Wider outreach, especially university campuses and schools.
I think it is good. Try to get news coverage on CBC.
I'm glad you are here. If the public could see the plans and fill out surveys without coming out during the few hours you pop up you would get more feedback.
Planners on hand to answer questions
These pop ups are great, informal setting, not a big lecture, informed presenters, willing and able to answer questions
Informed people giving information
I think there was good opportunity to discuss option with project team Could have used better signage outside and on street to increase visibility
Like the pop up idea and location. Good staff. More clarity on the intersections (Crossing of) would have been helpful.
On-line interactive maps work well for getting specific feed back
Get a "citizens committee" so that it's not a city planners working in a silo. Get cycling advocates as part of an ongoing engagement and design team.
the multiple locations and dates worked well. the internet information is appreciated.The information boards on location have people to help understand the big picture. Locations with heavy people traffic help attracting more participation i.e.Portage and Main rotunda and the Forks had good turnout.
Could the downtown Underground Square pop-up have been for longer than two hours or been open for a second day to provide better timing options? Have a longer-term (ie: 1 week, 2 week) set up in the MB Hydro atrium for people to stop by?
Through contacting residents and employees working downtown. I am the converted because I already use active transportation and will continue to do so however the input you need is not only from current commuters but also potential future commuters. You could also engage organizations that support the built environment to get them to promote engagement opportunities through their network as well... organizations such as PACM (and each of their membering organizations) or green action center.

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I like the pop-up consultation idea. Looked pretty busy to me when I went to the Wpg Square location.
I don't recall hearing anything in mainstream media about the proposed design options. Not that it's necessarily a horrible thing but it kind of surprised me that there wasn't really much talk about it.
Doing more to promote electronic means of participating, such as this online survey.
Maybe increased publicity? I cannot remember if I heard about the first phase.
Based on this survey, the layout is very simple and straight forward which helps to display your thoughts.
More online engagement to supplement in person events. Very few are willing to take time out of their day to attend in person public engagement sessions but far more will answer simple surveys like this.
I very much appreciate the opportunity to give feedback on this plan. Thank you. It would be great to publicize it more, have city councillors hold public hearings, maybe go into high schools to get feedback from youth, have ads on TV and in newspapers to publicize the process, get well-known personalities to endorse the consultation campaign.
More communication from urban planners and project managers.
It's hard to get people out with their busy schedules. More videos that can be easily shared would be a great way to inform the public!
Surveys as such are a good start.
It's hard, I get that. Your not going to get the greatest feedback no matter what you do, your going to get people who show up at events and like responding to surveys. Still I think shifting the pop-up engagement to actually talking to people using the Fort and Garry in various modes as they are doing it, might be helpful. Thanks for your sincere efforts.
Didn't hear about public engagement the first time. They need to use social media more, and not just sources like the free press (pay to read = no one reads) or radio ads (young people buy podcasts)
Visit other bike/walk hubs, U of M would be a good example.
i had no idea there was one - poorly marketed didn't realise i could provide feedback
It was easy to do an online survey.
Following the Winnipeg city facebook page, I would have expected to get the notification through that page, but I got it when a friend re-posted it. I don't know how she heard about the survey.
Well publicized public forums.
n/a
I went to The Forks to see this display and spoke to a knowledgeable woman who took the time to answer all my questions.  When I went to this display I was under the impression that I would see information on more than one route.
While the improvements are in the area where you held your physical displays, the users come from all parts of the city. You pop-ups could be held in the 4 quarters of the city outside the core area close to bus routes and where parking is not a premium, especially in winter.
better visibility to reach people who do not currently commute by bike/walking and who might be more likely to do so if these proposals are enacted. I am already active and enthusiastic on this topic and so it is more likely that I will participate and more likely that I would see the survey.
Have public engagement feedback during non-business hours, because even I find it difficult to get away from work or school to participate.
The pop up engagement idea worked for me, but I would like to see more information distributed through social media.
Not enough Tim Bits...I went to an open house and they had veggie trays. That's a little insulting imo

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I think the information presented is detailed in such a way that I could visualize how effective this would be.
Be careful not to waste so much money. Engagement is important, but I believe you could have effectively done this in one round of engagements.
The fact that there's any consultation is good; advertising in the Free Press is good; the central meeting places are good. Ask people what specific improvements could be made to their immediate neighbourhoods or the routes they commonly take.
in-person events are difficult to attend because of busy schedules. This online survey is a very good tool!
show options in context of city as a whole

## What would encourage you to participate as we continue to engage with you?

The poster for this event was placed long in advance, which was good. I don't recall such a poster regarding the Assiniboine bike lane a few years ago, and was surprised when construction started one day. (So, I think the heads-up notice is great!)
Create a Twitter account for City of Winnipeg Active Transportation. (I won't follow @cityofwinnipeg or my councillor because too much noise.)
More surveys online
I appreciate the ways the City reaches out to me to let me know when new topics come up.
The promise that this project can actually get done!
notices via my councillor
continue doing the online surveys!
some confidence that non cyclists are accepting of the need for this.
For us to be actually informed beforehand of impending devastation, destruction, and mayhem that you (as "the city") plans to thrust upon us, charge us to pay for, and force us to adapt to second-rate "special-interest" placating delusions.
That this process won't result in a compromised, substandard outcome, but will actually deliver the best possible option for pedestrians and cyclists.
CANCELLING USELESS BIKE INFRASTRUCTURE AND CONCENTRATING ON OUR BILLIONS OF DOLLARS WORTH OF STREET REPAIRS WHILE KEEPING TAX INCREASES TO THE RATE OF INFLATION AS WAS THE PLATFORM OUR MAYOR RAN ON. AND LEAVE THE WATER RATE MONEY IN THE WATER AND WASTE DEPARTMENT TO FIX THE BILLIONS IN COMBINED PIPE REPLACEMENTS THAT ARE NEEDED TO STOP DUMPING RAW SEWAGE IN OUR RIVERS
Just keep it up.
Regular updates and information Some incentive (eg. discount on Winnipeg Transit fare for a monthly pass)
Stop wasting money
unsure if this is just a feel-good exercise and the choice is already made or if broader public opinion / opinion of road users is truly heard. Dont forget that vehicle traffic and bus fares provide funding for infrastructure, I don't know if it's fair that costs are being incurred for a segment that has no financial stake. Maybe figure out a way to license / insure cyclists - and start holding them accountable to traffic laws!
More safety consideration for pedestrians not just cyclists
Special invitations, as was provided in the second phase.
Again, more communication. One news story and an otherwise hidden web site are not enough.
Addressing issues of provincial legislation ESPECIALLY making it law that motorists must keep 1 m distance between their vehicle and cyclists. This is regardless of what infrastructure changes are implemented.
Continue to hear the public's opinion.
When bikes pay a license fee and provide liability insurance the same as cars have to . The license fee will pay for the lanes
continued engagement with the city in active transportation infrastructure and continued communication by bike advocacy groups. KEEP IT UP
Just keep asking!

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Keep doing what you're doing...I'd also like to see a proper bike lane on Portage Avenue...it's so dangerous...yet a major place where cyclists are engaging with vehicles.
Knowing that the survey exists.
Strong design and communications principles that show me that Winnipeg is serious about engaging the public in an easy and meaningful way.
Don't need encouragement to participate lol... Appreciate the opportunity to offer my opinion . Thanks ...!
More stuff like this as it's hard for me to attend meetings due to family commitments.
Continued opportunities to be engaged online
This and focus groups.
Have more consultations with car drivers to get their feedback on this strategy..
Show evidence of listening/making progress
If the results of these surveys was made public people could gauge how effective their participation or everyone's participation as a whole is. If you feel like you are making a difference or that your voice is being heard you are more likely to stay engaged. If you feel that City Council will ultimately make whatever decision they want regardless of the public's input you are much less likely to engage in such surveys in the future.
Nothing more than the opportunities provided thus far.
Continued detailed studies for the public to review.
The stats how many cyclists use these specific streets daily. The actual initial cost and plus the cost of continual repairs every year to repaint, repair curbs, upkeep is important.
I just did not make the time to get out for the Public Engagements, life just gets in the way sometimes.
Seeing my opinions turned into action.
Advertise website more on radio or newspapers
Have public engagements at/around lunch times as well.
Expedited timeline for these projects to break ground.
A t shirt? Just kidding.
Proof that ideas are being listened to and the city is actually making this a priority. Some actual long-term bike network plan ideas would be nice too.
Seeing the input of respondents valued and put into action will encourage (young people especially) respondents more than any prize.
HOWEVER, if there was the chance to win a bike from a local bike shop like White Pine Bicycle Co. I'd be willing to do a longer, more in-depth survey without clicking away
E-mails with open house dates, and more options to participate online.
more downtown re-designs with focus on people walking and biking.
Nothing
Knowing that we are being heard and that it will actually make a difference. ie. More bike infrastructure in the city. Encouraging people to commute to work and using bikes as a major source of transportation.
People get turned off when lip service is paid and everything is done only to support motor vehicle traffic.
By promising to use my tax dollars for better initiatives, and stop wasting the money on frivolous initiatives that we cannot afford now, much less maintain in the future.

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I would whole heartedly support anyone against this unneeded special interest group expenditure. Fix the roads which 99% of citizens use.
Seeing that input from the public has had a meaningful impact on project choices and design is key, without it the public will soon grow cynical and regard this as yet another public relations charade in the guise of public engagement. It is also important to see that there is some "rational winnowing" of public input, i.e. that crackpot ideas (such as banning bikes from some streets, which I have heard suggested) are discounted while ones with true merit are highlighted.
Publicize harder. Only one of my friends shared this and I would have missed it otherwise.
I am participating already.
Show up where I cycle.
i don't need encouragement. I am part of your captive audience :) I like that you are having pop up events in various locations this time around - other key destinations along routes would also be good targets (In this case, Winnipeg Square, the corner of Albert and Notre Dame)
Continuing to see positive improvements that work and make biking more enjoyable.
Shorter surveys. Easier explanation of options. More visibility letting us know about it. Also ask us what we like and don't like me about bike lanes that already exist.
I am so impressed with the effort being made. Way to go!
Positive and insightful changes...creating an interlocking system without gaps. The current problem is getting from Assiniboine Ave to the river path safely and efficiently. That one block over the river requiring riding on the sidewalk is not good.
Better social media channels dedicated to active transport
More advertising in newspaper.
Email
real world results
More coverage of the process
As you provide the more detailed designs, also show the 'big' picture outlining how the detailed option(s) connect to the overall network.
outdoor events in the area
Keep the city updated on developments
Continued progress
I only haven't attended as they always happen when I'm working.
advertise more
Knowing when you want more input from the public!
Seeing the results from the public engagement come to fruition.
Excellent pop-up event discussion
Email reminders.
I'm already interested, let's get people who don't care interested.
Lowering my property taxes for every mile that I cycle to work.
I don't think i need any encouragement, being a cyclist I have an interest in this already.
Blinky lights.
Just keep up the great work!
I will be engaged when you are talking about bike routes that affect me directly, even though I support the process in other areas of the city.
Emails with updates on the progress and any other information or call for input.
Seeing quick implementation of proposed plans

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Knowing that the city plans to follow throw with bike lanes.
listen to common sense, instead of creating gridlock. paint bike lanes on sidewalk. I use all forms of transport, this process is biased by listening to the selfish bike lobby that I dont support even though I am also a cyclist. The common guide should be smooth traffic flow for all. Your plan will inconvenience thousands for the benefit of very few
Keep me informed about the upcoming openhouses!
Nothing. Seems fine.
Events that are a bit more accessible. I would have visited the event in the Portage and Main Concourse, but I was working during the day when it was set up, and by the time I left work it had closed. I will try to attend the event this weekend in Portage Place, but I would have liked to attend today's event.
Feedback from surveys like this
Staying informed.
Seeing results! I'm passionate about seeing this process move forward, and visible incremental wins will encourage me to stay involved.
Keep the public informed via press release and social media of the projects as they come online. Work to show that the design and implementation are moving along rapidly. Show conceptual drawings at the actual sites so citizens can envision the impact ahead of time. Set clear deadlines in terms of construction and push hard to meet them. Find ways of communicating the successes to all City of Winnipeg citizens via social, mail and media.
The whole "alternative transportation" strategy is a farce in a winter city with crumbling roads. The curbs on the residential streets in our neighbourhood are in extremely poor condition, missing completely in some places. What is the use of spending money to build a curb to block the street to vehicular traffic when we cannot even seem to properly maintain the roads we have.
Keep doing what you're doing
I am frustrated that every public engagement I go to, I am talking to another group of professional young men and women in suits.... I keep having the same conversations over and over. Are we building a pool of expertise on these issues or do we start over every time a new tendering contract is handed out? I try my best to make it to public meetings but often the timeline notices are pretty short.
I would always and bike around downtown regardless of this project, especially since we also have the downtown spirit bus which I use lots in winter
be informed
I am concerned this change is ONLY focused on cycling even though walking is clearly in scope. Many of the proposals are so cycling focused they actually make things worse for pedestrians by forcing them to walk long blocks to get to parked cars or doubling the number of possible vehicle dircections.
Surveys like this
Seeing barriers be set between cyclists and vehicles. If you can manage that on this section, then I will see this as a worthwhile exercise.
I will continue to be involved and look forward to these projects being completed asap. It is 2016 and cyclists should have safe options to get around Winnipeg year round.
Easy to access online surveys like this one.
I want to see how each project fits into the big plan. This is a good project but ultimately it will only be successful if the rest of the network is also built. There are still some significant gaps in the city where it feels very dangerous to ride. Getting from the west exchange district to St. Matthews so that you can cycle west as an example.
Action from the city.
Often updates so we know what the process is and where it's going.



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email newsletter, Forks location.
More chances to see the plans
Seeing the actual physical progress of the plan on Garry/Fort Street. Hearing about progress of the plan in the media, etc.
If these plans actually get completed and the city doesn't give in to opposition.
Promote the engagement opportunities. My engagement is dependent on the location of the bike facility - whether I use/cycle in the area.
If I feel safer on my bicycle in the coming year, I will continue to come out and encourage other downtown cyclists to do so as well.
Another meeting(s)
More needs to be done. I am 60 year old and cycle in 100% in the summer.
Prizes and incentives. Keep up what you're doing. Be out and about where the people are.
Snacks :)
I will search for opportunities because I am interested.
Invite me. And listen to all the positive feedback you get from citizens.
Keep engaging us! We need more things in our city that represent healthy living & quality of life!. For example ... I live in Mission Gardens (towards Transcona) and I feel like we live in the middle of retail/industrial hell ! Whoever "planned" Regent Ave and St. Boniface Industrial Park with us smack in the middle of the madness with no community type services is ridiculous! Try riding a bike around here ! If the pot holes don't get you, the vehicles will (especially during the Plessis Rd construction project!!) All I'm saying is ... Think about the best interest of the human beings living and moving through the space. & The Beauty of Nature should always be a big part of your consideration; it makes for a happier, healthier population eh.
More of the same.
Twitter, personal newsletter emails with updates.
I'll keep participating as long as I hear about it- news, newspapers, email, word of mouth, websites, etc.
Like everyone, I find it hard to get out to the displays so I'm happy there's an opportunity to participate online. That's the easiest way whether it's through online videos, surveys or whatever.
Nothing that I can think of.
Continue with online surveys
Probably an email or newsletter sent to me on a weekly basis to keep it on my mind.
Tangible results from consultation feedback.
A firmer engagement from the city to build more bike lanes, and to listen to feedback from cyclists.
Email communication.
Love these surveys!
Advertisements and/or social media posts.
Free lunch! ;)
Not much, I'm very interested in improving AT in Winnipeg
visibility that you are looking for feedback. more radio and tv ads. facebook promos.
Meet-ups/events with local active transportation groups.
Public forums for question and answer sessions, notified well in advance, via the City facebook page.
More well publicized public forums.
More public notices of these proposals.
I saw that some meetings were held during business hours. This makes it difficult for people working regular day jobs to attend.
Outline the feedback from a previous engagement at a current engagement.

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Elimination of supporting winter bicycle riding in our winter city
Updates on developments
I signed up to be on the email so that should keep me in the loop
My own passion for sustainable living and winnipeg development.
Seeing actual change and improvements in this city. I have lived in Winnipeg for five years this summer, and I can honestly say I am not enjoying my time here and seeing improvements would make my life easier and more likely to stick around after I graduate post-secondary studies.
Having a larger discussion about the big vision for active transit in winnipeg- not just for one street. Tie it to the election. Would be great to hear the priorities of each party.
Receiving email updates, social media releases, information sent to schools
DONUTS< COOKIES < MAYBE EVEN PARTY SANDWICHES!
Continued online participation abilities
I got the info late, but may have went.
Getting the word out there, I only found out a day before the surveys were over
Being assured that this will materialize in a timely manner. "Process for sake of following process" is all too common in Winnipeg, without projects actually beginning.
Coffee and donuts :-) Making projects like this a physical reality.
online content/engagement

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

Please consider adding these biking lanes down St. Mary's road. I must take St. Mary's road to get to Fort and Gary. As many others do as well. I would definitely cycle downtown if there were safe cyclist lanes down St. Mary's as provided here.

I know this project isn't about parking specifically, but we've lost a number of parking spots when the Assiniboine bike lane opened, and now we're about to lose more.

As I mentioned earlier, I believe I'm "being green" and contributing to the city's betterment by living downtown. However, I feel like it's difficult to invite friends / family to visit because they have to pay for a parking spot or move every 2 hours. (Compare to living in suburbs where we can often park indefinitely for free or on a driveway.) It's like the city is "punishing" me for living downtown -- sorry to sound dramatic, these are the best words I could think of.

If the city wants to increase downtown living (with the 300 Assiniboine building, the d-Condo also on Assiniboine, the SHED), we also need space to bring our friends and family down now and then.

Please use specific terminology.

A bike lane and a cycleway are different things. It's not a "separated bike lane," because it is not a lane in motor traffic. And a buffered bike lane is still a lane, not protected infrastructure.

A plastic marker post is not a bollard. One is a hard barrier and the other is nothing to a two-tonne car. Don't call one the other, and don't pretend they're the same. Don't offer us "bollards" when your drawing shows what might be strips of plastic.

Please consider maintenance. This whole survey, and any designs, are undermined without some indication of snow clearing plans. For example, the buffered bike lanes on Pembina are great for a confident cyclist in summer. They could be great in winter too, but are useless much of the time, because they are full of snow, deep slush, and windrows, as well as sand and trash in spring and early summer. Anecdotally, I count more cyclists using the sidewalk and curb traffic lane than the buffered bike lanes in winter, because the snow clearing is inadequate. And forget about attracting more new commuters to infrastructure that may or may not be usable on any given day.

I don't want to sound negative, just pushing for more improvements, and improvements that are really useful. I really feel things have been getting better for cycling in Winnipeg every year, too slowly but steadily, and I've been biking more than ever because of it.

Thanks.

I do hope you have experienced cyclists on your project team, and people who have walked and ridden around a lot. I know you folks are engineering marvels, but even the best-engineered design may not actually be the best for people who walk or bike.

For example, I looked on your map on the project site and am worried you might remove the pedestrian crossing on Main Street, from Assiniboine Ave to the Forks, and replace it with a timed light signal. Although these signals are a good idea and much appreciated, and although the connectivity is great, I'd still rather use the pedestrian crosswalk, as it would involve way less wait time. In the winter especially, any time that I have to wait at a light (e.g. Osborne), is time that makes

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me cold. Waiting time is so much different when you're in a warm car...
Please consider the big picture and future of this project. From what I've heard, the entire cost of this project costs around \$7 million. Think of how much the city has wasted on huge spending projects for traffic that don't actually result in less emissions or ease traffic pains, This project actually gives thought that we can be a pedestrian and bike friendly city. This project will actually reduce stress on our existing infrastructure. One of my best vacations was biking in and around downtown Minneapolis. I would love for the citizens of Winnipeg to have the same opportunities.
benchmark with other cities that have similar weather conditions we have
the bike lanes need ongoing maintenance and snow clearing in winter to be viable all year round. the design should take snow clearing equipment into account.
Please strongly reconsider the option on Fort because that intersection at Portage will be a death zone if either of those options are considered.
People who ride bikes need to pay for roads as well if they want these changes. And like the license plates they used to have years ago, bring them back and enforce it. All's fair is fair.
More of the same - keep expanding this program!
First and Foremost, ALL cyclists who plan to use the roads of Winnipeg should be licensed. The bicycles themselves should be registered, licensed, and plated. Just like they used to be here in Winnipeg. I remember having a license plate on my bike as a child, and I wasn't "commuting" then.  These citizens of the city plan to use the city's roads and infrastructure (they're going to be demanding that "their lane" be plowed in the winter too, right? And swept in the summer too, right? As well as pavement maintained throughout too, right?) then they should surely be paying for the 'privilege' of doing so. Just like each and every law-abiding citizen who owns and operates a motor-vehicle.  If one were to really get down to it, the discussion of having all commuter cyclists have one form of "road insurance" or another is quite prudent, as well.
GETTING A JOB IN A USEFULL DEPARTMENT
Getting the Mayor and City Councilors out on their bikes when this opens (and our friends at the Provincial and Federal Government levels). Have them experience this new infrastructure, and then use it as a conversation starter on what is possible in Winnipeg with additional funding.
Stop wasting our tax dollars on massive projects for the minority of people
Lots of 'pro bike' initiatives are popping up. Maybe consider some 'bike restriction' initiatives. Slow moving bikes don't mix with traffic on high volume routes.....if Garry / Fort are being considered for bike lanes maybe bike traffic on main street should be forbidden especially during rush hours.
The city needs to look also at the ways the cyclists are linking into the system. There are signs on the Osborne Street bridge indicating bikes should be walked and not ridden over the bridge. The Donald Street bridge which is considerably narrower has no such signs posted. Cyclists frequently ride over this bridge using the sidewalks making is very dangerous for pedestrians. A number of people in our Osborne Village neighbourhood have written to Jenny Gerbasi and have also contact the Winnipeg Police Community Relations area to ask for some help. To date absolutely nothing has been done and it is only a matter of time before some is hurt.
Increased on-street parking is good for small business which in turn is good for the downtown experience. A 50% increase in on-street parking in the Downtown BIZ zone equates to an additional \$10M in City revenues per year. Strategies have been forward to do this. On-street parking can protect cyclists, pedestrians and property too, if positioned effectively.

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In addition to everything that was said at the presentations, it would be great if the City would acknowledge that if they truly want downtown to become a destination they'll have to accept that it won't be an effective through-route.
A weather machine to control winter precipitation.
It should be user pay the same as cars. If they cause an accident who pays?
Again, similar street designs at the west end of downtown. Really like the curbed road divide on Assiniboine Ave
With this, the downtown will be well connected to North St-Boniface, the East Exchange, the West Exchange, and Osborne-Roslyn. Much still needs to be done to safely connect the downtown to Osborne Village East, South Osborne, South St-Boniface, Wolseley, and the entire West and North Ends.
The City has made great strides to improve bicycle infrastructure and safety in Winnipeg - congrats!  I bike year round, every day, and I can tell you from personal experience that it remains quite dangerous, especially in the winter months. I constantly have people in cars harassing me, yelling out their windows, and worse yet threatening to run me over - literally. This past winter, there's been at least 6 people that have threatened physical assault, either to get out of their car and hurt me, or use their car as a weapon. I'm not kidding. Creating a safe and separate physical space for cyclists needs to be expanded across the city. We need more cyclists feeling safe and engaging year round. But, importantly, we also need public education letting motorists know that cyclists have a "RIGHT TO BE ON THE ROAD". A month back, I got started yelling at me, saying "you're acting like a motor vehicle". By law, I'm supposed to, my heart just happens to be the motor!
Creating a downtown cycling tour with restaurant and rest stops at local parks or other themes : historic sites etc during the warmer months . Seriously worth considering in my view.
Bicycle parking
Consider not wasting a whole lot of money on a small minority of and fix the actual road that these bike lanes will be running down.
To reiterate: Simple streetscaping including side-walk widening, tree planting, and protected bike lanes on the 6 north/south downtown feeder streets would be the simplest and most cost-effective way to transform South Portage into a walkable, bikeable, livable, vibrant neighborhood.
The only way to get more people cycling downtown and around the city is to make it easier and safer!
Education of motorists about the rights of cyclists to share the road.
All these ad hoc treatments are super confusing. Motorists and cyclists alike do not know the rules for how they are supposed to operate. PLEASE, just go back to making room on the road with wide curb lanes. Everybody then knows what to expect from each other and cyclists can feel like they are part of traffic instead of being coddled like preschoolers.
Please use bike boxes to ease directional changes between routes at intersections. Signals should be incorporated to allow cyclists to turn safely before or after vehicular traffic has passed.
The continual cost of upkeep due to snow clearing. These projects work in cities where they are in use year round. Not for 6 months. Some of us who cycle daily do not need them at all and never have.
I commute over the Disraeli freeway and am always so frustrated that the pedestrian bridge costing who knows how much connects to... literally nothing. I have to take the narrow sidewalk on the Disraeli overpass to get downtown and on the other side there is no bike lane on Henderson. The pedestrian bridge screams of "politics" but is nearly useless from a practical standpoint and

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connecting to other cycling corridors. Bottom line, Henderson desperately needs a cycle path, at least up to Kildonan Drive.
Can it be kept clean and usable every day so we can count on it? Dunkirk MUP, BGGW MUP, McGillivray MUP, Sterling Lion MUP and on and on, you cannot count on these at all. whenever you plan on taking these is the winter you always need (and mostly use) a backup plan of taking a lane.
Solar freaking roadways!
Cyclists should be held accountable to their behaviour on the road. Drivers get the blame when cyclists behave aggressively and ignore the rules of the road.
A protected bike lane on Portage Avenue from the Perimeter to downtown
Put those bike lanes on the right side of the road
Extending a comprehensive network into the Exchange from McDermot. Would be a natural flow. And from the exchange a direct connection* to both the new Elmwood pedestrian bridge using Waterfront (North) and into the Forks.  *The connection to the Elmwood pedestrian bridge from Waterfront is not easy for people unfamiliar with the area to get to. Additionally, it is not particularly safe to maintain the route through the gravel path that is parallel to the river nearing Higgins as that area tends to be "populated" at all times of the day and especially night.
Winter cycling and making it easier to do that. The uselessness of 'sharrows' and painted on lanes, and the idea that many people WON'T cycle unless they feel safe doing it and that means major , separated , comprehensive bike network! Not just a few lanes here and there.
The impacts of out of project factors and future events on the usability of the bike lanes. Construction (as currently affecting the bike lane on Assiniboine Avenue) reduces usable pathways, and forces pedestrians and cyclists to merge. Poor plowing in the winter will always be a factor.
Disability accessibility including wheelchair, scooter and walker accommodations are a requirement. Any bike lane improvements must accommodate accessibility rather than introducing another barrier.
Showing connections to these bike lanes from all directions.
Stop now. For a city that has no money, this is a very irresponsible endeavour.
It's a good start but lots more needs to be done.
What is the target population of actual users? Is it worth doing, can we afford it now, and what is the ongoing cost to maintain in the future, and how can we reduce damage - especially by large vehicles and snow clearing bulldozers.
spend time and money on community projects that actually help the majority of the community.
Winnipeg has aggressive drivers
another route besides Fort & Garry
Ensure that whatever is done keeps the continual improvement and expansion of cycling infrastructure in mind. We should be moving toward a truly connected network of safe cycling infrastructure throughout our city such that cycling becomes a viable commuter option for all who wish to do so.  Do not forget to include resurfacing as part of the plan. Right now many of the bike lanes in the city are filled with cracks and potholes and dips for storm drains and other pavement problems that create hazards for cyclists. As well, painted lines need very regular re-painting as cars quickly ignore lanes that are not very clearly marked.
Yes - bring back licenses for bicycles.

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<p>I propose a flat fee of \$20.00 to \$25.00 which would be transferable for new owners of the bike.</p> <p>This would eliminate the volume of lost and stolen bikes at the police auction every year, and like vehicles owners would be helping pay for the infrastructure they are using instead of leaving it all on the taxpayers - most of which do not use it.</p> <p>Also STOP narrowing streets and removing drive lanes for vehicles.</p>
<p>Monitored bike cages and prosecution of bike thieves. Theft will dissuade cyclists from being patrons of businesses along the route.</p>
<p>Connectivity. More cycling infrastructure is great but if there are still really difficult crossings or the bike lane just suddenly ends, it makes it very difficult to get where you're going safely.</p>
<p>Is there any effort in this project to synchronize the traffic lights on Fort and Garry to match the average speed of cyclists? That's one thing I found aggravating using those current bike lanes on those streets - I believe that would encourage more cyclists to use those bike lanes (this can also apply to Harrow and other streets with dedicated bike lanes in the city).</p>
<p>I just did this survey and I noticed a detail I missed: Garry and Fort Street south of Broadway on Option 2 (my preferred option) should still have parking on both sides of the street and therefore have the same street profile as north of Broadway. That's always a hard place to find parking - during the day and in the evenings/weekends.</p>
<p>Please get the most minimal setup working on all the major downtown streets and make it consistent for cyclists and driver. As a regular cyclist downtown I often don't use the bike lanes cause I forget they're there.</p>
<p>bike lanes down portage! !!! !!!!!</p>
<p>The focus has been heavy on cycling. I would like more emphasis on the way cycling and pedestrian infrastructure improvements can work together to transform a street. It is the quality of the pedestrian environment, not cycle traffic, that will drive economic growth in the downtown.</p>
<p>Whatever design is selected, please ensure that it connects to an existing future cycle network. There are far too many dead-ends to the existing cycle network.</p>
<p>yes - this survey did not ask about the Main Street crossing. I really like it - the alignment of the route, and the installation of a half signal that provides distinct paths for peds and cyclists. However, I would greatly encourage you to look at the timing of the light. As a number of comments you received indicates, the wait time at Osborne is often too long. I understand that it is synchronized with other signals. Please consider reducing the signal cycle (if that is relevant) to better align with NACTO's guidance for signal timing in urban areas. It is true - I witness ped and cyclists crossing against the light on Osborne when the wait is too long - which can be relatively risky.</p>
<p>fix the poor bike lanes we have now, the pavement and potholes make it very dangerous to ride, the holes are always full of water for most of the year.</p>
<p>Keep at it. We need more safe bike lanes all over the city.</p>
<p>Absolutely love the proposed box lane for turning at intersections. The Main St. crossing that connects with Assiniboine and the Forks is pivotal, but in development please consider the high number of cyclists who travel on Main St. and will need to either cross through that intersection (going N or S) or turn on to the crossing to get onto/off of Main St. There needs to be infrastructure to make this a smooth transition. Currently it is really awkward getting off Assiniboine and onto Main and I am concerned it will be bike mayhem if this is not planned appropriately.</p>
<p>Making a good/efficient commuter connection to the red river path south along Osborne. I don't like biking on a sidewalk, and can't find a safe and efficient way through the Forks to the path.</p>

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Bike racks for parking bikes along the route
Yes, please consider all of the rest of the city. It's great work that we need to implement everywhere in Winnipeg.
lockable bike storage garages downtown
I'd really like to know more about how snow removal will work with these lanes. Often they get neglected in early spring and are full of mud and sand (see corner of Gertrude and Nassau)
The design options should not only look at safety and access, but look at ease of maintenance and snow removal. Installed works should be durable, convenient, logical, and useful.
no
Any additional bike lanes is a positive development, though wide ones are especially nice.
Please consider any comments/input from Bike Winnipeg.
More biking lanes throughout the city please!
Visibility at intersections, is always suffering. Cars suck at looking at where they are going.
Where are the questions for Assiniboine Ave? the proposed configuration will endanger cyclists, snarl traffic and is not very well thought out. the heavy left turn to Assiniboine Ave and the heavy right turn from Assiniboine Ave seem to have been ignored. The crossing should be located on the north side of the intersection in conjunction with the pedestrian crossing. Trying to provide a direct connection on the south side should not be considered operationally acceptable.
Really great to see the city doing this and honestly, all options are a major improvement over what we already have! Option 3 is clearly superior in every way though!
Expanding this to all of downtown. Even though I do not bike anywhere, I see the value and importance of this type of project. Winnipeg always seems to lag behind other major cities with respect to downtown development, and projects like this encourage improvement.
ALTERNATIVE routes and organize a "bike drive-thru" of the area, supervised by police, and constructed w/ temporary barriers.
Ensuring there are plenty of safe locations for people to store their bikes when they are downtown. Rentable storage lockers, plenty of bike racks in open, traffic heavy areas, etc. People who spend money on bikes will not ride them downtown if they fear they are going to be stolen.
Some random thoughts I have on Winnipeg roads: I think cyclists might be treated better if motorists were happier. That might seem odd coming from a cyclist, but, You know you're in Winnipeg when you're stopped at a red light with no one coming the way! The jokes are all true. Traffic doesn't flow in Winnipeg. We don't need more roads we need to better use the ones we have.  Time the street lights.  Remove parking on both sides of the road. Parking on one side only perhaps.  Only allow parking from say 10am-2pm. Use less of the road for parking.  I don't personally need a protected bike lane. An extra wide curb lane perhaps. A permanent diamond lane perhaps.
Consider not painting the road green. My office overlooks the green road on Garry and it isn't holding up very well.
Consider flipping bike lane in Option 1 to the west side of Garry to provide summer shade during the late afternoon/early evening commute.



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<p>Please improve bike routes along either St. Mary's/Main or Dakota/Dunkirk/Osborne so that people in the south end can ride to downtown safely.</p>
<p>build option 3 and build it fast!</p>
<p>I think that no matter how amazing of a job the project team does, there will always be those that are critical of something. I got into a disagreement with a co-worker who was just dead set against cyclists, saying the taxes he pays from buying gasoline is what maintains our streets and essentially building these bike paths. Whether or not he's right, the point is, he failed to see the opportunity and benefits to him, the driver. At the end of the day, it's going to be about people's attitudes and beliefs that need to be "up-graded" and not just our bike lanes. What I'm getting at is, I would suggest that the project team also consider how they will educate and promote a healthy relationship between all those involved (cyclists, pedestrians, business owners, drivers, etc) and not just on how to co-exist with the bike lanes, but to have an understanding and respect for each other (ie: driver may live outside of the city and not practical to take alternate transportation, unfamiliar/inexperienced driving with cyclists (cyclists can do stupid crazy things sometimes!); cyclists are exercising, reducing pollution, reducing traffic congestion, etc)... I know, easier said than done lol!</p> <p>A huge thank you to the project team for everything. You're doing an amazing job and I'm very excited to see the project in completion and benefit from it! Thanks again!!</p>
<p>I don't know.</p>
<p>paint bike lanes on sidewalks, that will eliminate many problems you're creating in your current plan. Consider bicycle licensing to educate cyclists about rules of the road, create bike speed limit or restrictions on busier sidewalks and to cover some construction expenses by charging the users of the bike lanes for license instead of all taxpayers</p>
<p>I think the issue with Fort Street where there is heavy transit usage, especially with that left turn of most routes onto Portage presents a significant safety and comfort concern to Cyclists. On any other street pair, I would definitely prefer Option 3, but the idea of having to negotiate with significant transit traffic at all hours of the day, as well as having to dodge across multiple lanes of traffic immediately after crossing Portage Av. in order to turn right onto Albert Street, doesn't make me entirely comfortable with Options 2 and 3. The point of cycling infrastructure improvements is to improve cyclist safety but Fort Street isn't the ideal place to have a left-hand cycletrack. I'd prefer having a two-way cycletrack on Garry as well since Garry seems to be a little bit more up-and-coming, and it would be nice to be able to access the restaurants and services whether riding north or southbound.</p>
<p>Perhaps keeping the lanes on the right side of the road. Fort Garry Place has a lot of seniors who are slow moving and require the loading zones. They won't be able to dodge cyclists. Residents also need to load groceries, etc. in and out constantly. These first two plans inconvenience greatly, and we already have a shortage of parking. Nothing wrong with the way things are now in respect to that area. Please don't change it.</p>
<p>Keep up the good work.</p>
<p>The typical criticism of this type of project is the impact to automobile traffic in areas. The success of a project like this I believes rests in the ability of planners to think ahead in terms of not wasting city resources on any unnecessary construction, and to make sure that what is constructed is done in as eco-friendly of a fashion as possible. Get Universities involved in R&amp;D, get local manufacturing involved in creating new technologies that augment the plan. Communicate clearly wins on the project, and be transparent about challenges. Over budget.</p>
<p>This is a winter city. At any place where I have worked, there are hundreds of cars on the parking lot and a handful of bikes during the summer. How many people use a bicycle as their primary method of</p>

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transportation during the winter months?
Future projects that might jeopardize the bike lanes - Assiniboine avenue is so disappointing. Since the condo construction began a couple of years ago the beautiful bike lanes there were pulled up and have broken the flow of cyclist traffic. Very frustrating to see considering it wasted a lot of money and resources
These projects will be so much easier when the City follows through on recommendations in their plans (Transportation Master Plan and Pedestrian and Cycling Strategies) to develop a Complete Streets Policy and Design Guidelines for Ped and Bike facilities. There are lots of resources out there in the mean time that we can use to help designs be great in the interim. Also the maintenance / snow clearing team should go on a field trip to Minneapolis, we're very similar and they are doing amazing things despite a challenging climate.
forgot to mention that I really like the connection across Main Street to the Forks. hoping the signal on Main Street will be somewhat faster to give us cyclists a green light than the current signal on Osborne by the Legislature.
lots of easy to see signage by all especially by drivers, and especially on intersections; glossy clear durable and alternate color from the pavement lane and bike paintings...
Consider the total impact of the project. As much as cycling is given low importance downtown walking is an even bigger afterthought and this study did nothing about it.
No suggestion
ENFORCE Diamond lane auto jerks who insist on riding behind me, honking when they are trying to speed past all of the other vehicles! THAT would help. Also, take a look at getting from the Jubilee transit area to down town...it could be improved!
Funding. Tell the mayor and council that it is time to get on with completing the Active Transportation Network. There is a generation of cyclists and pedestrians that are rejecting the car and deserve to have access to safe infrastructure.
Keep investing in this!!!!
Painting green the whole way. A cost but worth it
Great work so far. Get the mayor more involved and work on finding champions for the ideas outside of the traditional cycling community to help win broader public support.
Not that I can think of.
Don't settle.
I would like to see more sharing of sidewalks between cyclists and pedestrians. Most sidewalks are under utilized. Draw a line down the middle and let them share it. When you consider how many deaths occur each year in car/cyclist collisions vs pedestrian/cyclist collisions, the answer becomes clear.
No
This needs to be talked about by the public, show them how much of a priority this really is for the citizens of Winnipeg.
Ignoring certain council members attempts to keep Winnipeg as a car city and stuck in the 1950s-1980s... But seriously, improving the connection of bike paths throughout all of Winnipeg is key. I'll n doing this, curbed/raised/etc bike lanes should be priority over painted bike lanes to increase comfort/safety of both drivers and cyclists.
The bike lanes need to be maintained well and avoid ending up like Winnipeg streets.
Install bike parking facilities at key points along the routes and at the destination areas.
There will be a huge learning curve for cyclists and motorists when seeing a cyclist on the left side of the street. You should make the lanes run North on Garry and South on Fort?

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<p>Access to Albert Street from ELLICE. Switch the lane running down Princess Street (not a major bus route) to the RIGHT SIDE and extend it all the way down Donald thru Portage. Add more ways to cross Portage Ave. Add more ways to cross Main St.</p>
<p>Fort Street south of Broadway - East side of road remove grass and even sidewalk (is a park) she measured.</p>
<p>It's difficult to keep everyone happy but I appreciate that you are trying. The most important thing is to protect our environment. Less gasoline use, less pollution, people need to be more active for better health!</p>
<p>I struggle with getting downtown. I adore the Sherbrooke bike lane but heading east on Portage is a nightmare. From River Heights it is more convenient to go north on Sherbrooke rather than using Assiniboine. There has to be more safe east/west bike corridors. Please try.</p>
<p>It would be good to see placemaking after</p>
<p>Please re consider use of expensive green paint. It does not last long over our winter. Try using stripe of it instead as Calgary has done. Love the proposed Main Street Crossing!</p>
<p>This quote from city planner Jan Gehl: "When you design a city or downtown around cars, you get more cars. When you design a city of downtown around people, pedestrians, bicycles and rapid transit, you get more people, pedestrians, bicycles and rapid transit. I believe people are more important than cars. And downtown should be build for people.</p>
<p>I'll be happy with any option. My hope is for an overall better awareness of cyclists on the road and there right to be there.</p>
<p>Consider natural aspects when possible. IMHO this city needs more forward thinking choices and this bike corridor is something that is long over due. I would like to see cycling corridors/paths become part of the norm in every part of this city so it opens up the downtown to everyone.</p>
<p>The Main street crossing at Assiniboine with a half light needs more input from cyclists and pedestrians. The wait time for cyclists in off hours is problematic. the half signal at Harrow and Academy is not bicycle friendly in off hours. The half signal at Osborne and the Leg is slow to react in off hours. the half signal on robin in the Assiniboine is also slow in reacting to cyclist in off hours. I have visited location in North America where the half signal gives priority to cyclists and pedestrians with an immediate response with no wait time.</p>
<p>Making sure the York and St. Mary are soon consider for bike lanes as well.</p>
<p>Thank you for looking in to these options and enhancing cycling infrastructure! Don't let Russ Wyatt win: he is a one-track, car-minded guy without enough of a forward-thinking vision for a healthier Winnipeg.</p>
<p>Really looking forward to a Hargrave / Carlton connection. I fully support the Fort / Gary one but it's far out of my way. I live in St James and it's really a difficult place to move around by bike, so getting connections there would be really excellent.</p>
<p>I forgot to mention this earlier as something I don't like about Option 2 – not only is the proposed width too narrow for cyclists to pass in summer, it will be way too narrow in winter when the bike lane is narrowed further by snow and ice.</p>
<p>Intersections. When bikes, cars, and people all come together, it's usually a delicate dance of safety and usually what people are worried about.</p>
<p>Expanding cycling access past HSC to Red River College through downtown</p>
<p>To encourage more winter cycling, have you thought of suggesting that the bike lanes be kept clear of snow in the wintertime?</p>

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Build more lanes city-wide.
Keep going!
Dialogue on these kind of projects is encouraging! Cheers.
You need control between bike lanes and pedestrians. Bikes ALWAYS jump into pedestrian walkways, which is dangerous (again, ive been rear ended TWICE) and annoying.
Thanks for the hard work and public engagement!
keep bike lanes to areas with low vehicular traffic and ENFORCE IT.
I regularly take Sherbrook/Maryland with designated bike zone and they are seldom used in rush hour - when are, the cyclists jump in and out of traffic and routinely run stop signs and traffic lights. it's a treacherous hazard and makes myself and others uneasy.
As mentioned earlier, similar options available to riders coming from Osborne Village which includes riders from Pembina, Grant, Corydon, Academy and western St Vital.
Look to what other cities have found: more people on the streets (not in cars) = friendlier and safer downtown. Our downtown will always be a car desert as long as design is focused on the car and not people.
Keep up the good work of informing the public
Many of these changes, I feel, are designed without consideration for practicality. Take the cross-over paths that were designed just north of the Osborne Bridge. Great to have separated cycling and pedestrian crossings, but forcing pedestrians and cyclists to take a route that isn't natural results in: a) Cyclists going west against traffic behind the Legislative building; b) Pedestrians walking in the bike lane to connect onto the sidewalk going south over the Osborne bridge; c) Pedestrians and cyclists crossing over each other, resulting in frustrations for all concerned. I'd like to know that the people designing these infrastructure projects actually use them too. Lastly, why does the Assiniboine bike path just end at Main street, forcing cyclists to share a side walk with pedestrians? Or, if taking Main Street south from that point on the actual street, why is there not a proper egress for cyclists to enter the separated lane that crosses over the Red River, never mind a proper egress for when they reach the end of the river, being forced to take the side walk again? Some things to consider.
I'm beginning to see more and more bike lanes opening, but it would be nice to eventually see them start to link together.
At the meeting I attended I brought up that I ride with a recumbent bike group. I brought up that there is the path that we sometimes ride along Bishop Grandin that has very tight turns after crossing the roads that are impossible to make on our longer bikes without riding on to the grass. I assume this is to control the cyclists speed as they cross but it would be nice to see future paths designed for more than just "regular" bikes.
The proposed Main Street crossing is a big improvement.
Bicycles do NOT belong on winter roads!
As I mentioned the Hargrave bike path is not very good at this point-to be honest I'm not even sure how to get back to my home from work Bike safety when we reach our destination Consider Bike rental as per Montreal Priority #1 safety-cyclists and Emergency services.
I believe reaching people who currently drive their commute but who may change to walking or biking as a result of this plan are the most valuable opinions and they should be engaged as much as possible.

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The snow clearing method/difficulty needs to be considered when enacting this proposal.
Cycling/pedestrian designs of cities where it has worked well.
Spend more time selling us on the placemaking and downtown revitalization benefits of this project.
Public realm improvements act a catalyst for downtown revitalization by making the exterior environments more attractive and functional as people oriented places.
Consideration should be given to both hard and soft place making infrastructure.
<ul style="list-style-type: none"> <li>- What design elements and material choices will make these streets unique environments?</li> <li>- Hard infrastructure</li> <li>- outdoor seating, art, lighting, paving / ground surface materials</li> <li>- Soft Infrastructure</li> <li>- seasonal plant installations (removable planters), and urban nature; especially street trees.</li> <li>-Street trees enhance public opinion on the visual quality of cities.</li> <li>-Ensure minimum soil volumes and continuous root zones to support healthy long-lived street-trees as a component in the creation of healthy human habitat.</li> <li>- Additional benefits including: storm water management, mitigation of the heat island effect, psychological benefits of soft infrastructure on people’s perception of place and mental health/well-being.</li> </ul>
Synchronizing traffic lights to aid in traffic/pedestrian/cyclist flow.
Winter visibility
Travel flows of all bike paths across the city
Get it done and then do some more.
1 meter! Let's make it a law!
Maintaining bike systems through the winter, and continuing to develop connections to other paths will be important
Think bigger. Expanding the project to improve pedestrian and cycling links in downtown Winnipeg, would create a better environment and experience for all.
I applaud the city for going this route. At the same time, I find our biking system understandably disjointed. Continued efforts should be able to minimize the disjoint ability.
Make a choice and get the project finished but without seriously impacting current cyclists since there are not alternatives to using these 2 streets.
More communication of open houses.
The no. 1 problem in Winnipeg is the brutal condition of the roads. For ex. when I was preparing my old 60s road bike for a trip to the Niagara peninsula in 2013, I was worried I would damage the bike just riding back and forth from my place to the U of W bike lab, before I got to take it on the train. Or, riding on Pembina anywhere is life-threatening. Re your specific project here, make sure the surface is smooth - like the new paths along the rail lines in Lord Roberts; some kind of asphalt that doesn't crack (like it does along the Assiniboine near the Rady Centre)
winter maintenance practices, driver education, more downtown bike parking
Engage with parkade owners to provide publicized and secure bicycle parking.

## Appendix C – Online Discussion Comments

## What are your thoughts about a two-way bike lane on Garry St.?

**Dustin Dilts (not verified), Sun, 03/27/2016 - 9:44pm:**

Repeating what Mikael Colville-Andersen has already said.

<http://www.copenhagenize.com/2014/06/explaining-bi-directional-cycle-tra...>

"In Denmark, the on-street, bi-directional facility was removed from Best Practice for bicycle infrastructure over two decades ago. That in itself might be an alarm bell to anyone paying attention. These two way cycle tracks were found to be more dangerous than one-way cycle tracks on each side of the roadway. There is a certain paradigm in cities... I'm not saying it's GOOD, but it's there. Traffic users all know which way to look when moving about the city. Having bicycles coming from two directions at once was an inferior design."

"There are bi-directional cycle tracks in Copenhagen. They are through parks and down greenways, separated from motorised traffic, and on occasion they are on streets with no cross streets on one side. At all times they are placed where they actually make sense, to eliminate the risk of collision with cars and trucks."

"Bi-directional cycle tracks have a much higher risk to the cyclists than two, one-directional ones. The difference on crossings is about a factor 2. So, especially in areas with lots of crossings (ie. Built up areas), one-directional lanes are preferred. Not all municipalities get this message, however." - Theo Zeegers at the Dutch national cycling organisation, Fietsersbond

**Dustin Dilts (not verified), Sun, 03/27/2016 - 9:10pm:**

<http://www.copenhagenize.com/2014/06/explaining-bi-directional-cycle-tra...>

"In Denmark, the on-street, bi-directional facility was removed from Best Practice for bicycle infrastructure over two decades ago. That in itself might be an alarm bell to anyone paying attention. These two way cycle tracks were found to be more dangerous than one-way cycle tracks on each side of the roadway. There is a certain paradigm in cities... I'm not saying it's GOOD, but it's there. Traffic users all know which way to look when moving about the city. Having bicycles coming from two directions at once was an inferior design."

"There are bi-directional cycle tracks in Copenhagen. They are through parks and down greenways, separated from motorised traffic, and on occasion they are on streets with no cross streets on one side. At all times they are placed where they actually make sense, to eliminate the risk of collision with cars and trucks."

"Bi-directional cycle tracks have a much higher risk to the cyclists than two, one-directional ones. The difference on crossings is about a factor 2. So, especially in areas with lots of crossings (ie. Built up areas), one-directional lanes are preferred. Not all municipalities get this message, however."

**Marc (not verified), Wed, 03/23/2016 - 11:09am:**

I like the two lane on Garry as it increases people on the street creating a more vibrant area. However, I feel like they could do that AND then have the Fort Street lane separated by parking, just as the Sherbrook lane is divided. This would then create a third separated lane, (the two lane on Garry divided by curb, and a third on Fort divided by parking) which helps negate the fear that biking into oncoming bike traffic can be dangerous. (In other words, choose Fort if the heavier bike traffic on Garry is scary.)

**Charles (not verified), Tue, 03/22/2016 - 11:36am:**

I prefer one way bike lanes where it is likely to be busy. I like the two way on Assiniboine, but I have ridden the two way on DeMaisonneuve in Montreal at rush hour, and I did not feel safe, there are people travelling different speeds, with different approaches to biking, and the passing into oncoming cyclists gets outright dangerous. The narrower the route, the scarier it is. Riding a two way bike track through an intersection is scary because drivers are thinking one way. The virtue of the Assiniboine route is that there are no intersections on the bike route side.

Also, turning off a two-way at an intersection is tricky when I find myself on the wrong side of the road.

Finally, when I go downtown my destination is often on Fort, so I would prefer the route follow Fort.

**James B (not verified), Sun, 03/20/2016 - 3:12pm:**

I have to disagree with David and Gabriel. I have often seen cyclists use routes that are most accessible and less safe, so a bike freeway idea may not work. You see this very



often with the Disraeli active transportation bridge. Even though it's completely separate from traffic and a great choice for cyclists, you still often see people riding over the main Disraeli overpass and bridge.

I also dislike that this option leaves the unprotected bike lane on Fort.

**Mike C (not verified), Thu, 03/17/2016 - 11:51pm:**

I don't mind option one but agree that more streets with lanes the better. One concern with this option is what happens to Garry st north of portage? Would lanes go all the way to Notre dame or Ellice? And what would be the natural flow northbound from there as Arthur st is one way south and difficult to access and albert st is also not an option. King is pretty busy as a main cycling entrance to the exchange...

**Brent Bellamy (not verified), Thu, 03/17/2016 - 3:58pm:**

I prefer one way lanes for greater safety and passing ability. I also prefer to have more streets with cycling infrastructure to heighten awareness for cyclists in the mind's of drivers. The greater presence the better, in my mind. Concentrating it into a few 'bike freeways' does not achieve this and really only accommodates people travelling through. What if I want to get to something on Fort? Two bike lanes increases connectivity within the downtown.

**Gabriel Tougas (not verified), Fri, 03/11/2016 - 5:42pm:**

I would tend to agree with David. A two-way route is more flexible and people will gravitate to it more. I don't imagine a lot of people would want to go a whole block over just to head back the way they came.

**David Van Den B... (not verified), Fri, 03/11/2016 - 12:37pm:**

I think this is the best option. I had the opportunity to use Calgary's 2 way protected cycle track network last summer and it was really convenient to get from one end of their downtown to the other.

I think it works better to concentrate bike routes/infrastructure like this as it creates a sort of "bike freeway" and cyclist's will naturally gravitate towards it.

## What are your thoughts about the one-way bike lanes on the left side of Fort St. and Garry St.?

**Brent Bellamy (not verified), Wed, 03/23/2016 - 12:25am:**

The more I think about this the more I think option three is best. Bike lanes are not just about getting people through downtown to their destination. They are about connectivity within the downtown. Having lanes on two streets achieves this more than on one. Ideally these lanes would exist on many streets but given the option of accessing two streets by bike or one, I choose two.

The bike freeway may be cheaper to build and maintain but it accesses only 50% of the streets as the two track option.

I don't believe money saved by building one lane as opposed to two will be used to build more lanes elsewhere.

Having a greater presence of cyclists in the downtown will also make it safer. The more cyclists are in the consciousness of drivers the more aware they will be. The safer cyclists will be. The bike freeway option reduces this visibility.

More bike lanes on more streets is the better option.

**charles (not verified), Tue, 03/22/2016 - 11:51am:**

I like option 3. A wider bike lane would be helpful. Timing the lights to facilitate the flow for cyclists would help promote active transportation as the preferred alternative, and would encourage full obedience to the lights. The lights should also manage cars turning across the lane in a manner that gives cyclists safety and priority (a yellow delayed turn signal for cars v. green through for bikes?)

It will help drivers and cyclists if the conflict zones are signed with clear instructions and noticeable paint on the pavement.

The section south of Broadway needs to be buffered so that bikes are out of range of opening doors and buffered from traffic lane. Otherwise riders who are uncomfortable riding among cars will not feel like using the facility.

Introducing more bikes and fewer cars will make these streets more friendly, so it is important that the streetscaping adds to the friendlier environment; rather than using too much concrete and ugly signs (like the little roundabouts in our residential area).

**rawb (not verified), Fri, 03/11/2016 - 7:59pm:**

this is a general observation. most streets: regent. Narin. Henderson , have pretty wide sidewalks. 2wide rectangle slabs. I propose re purposing these sidewalks. replace the sidewalk slabs or patio stone but leave the street facing curb to act as the physical barrier to the street. pave the sidewalks like the multiuse cycling paths. paint lines and make cycling directional with traffic because you can do this to both sides of the street. with some education we can re purpose the sidewalks that could use a refresh and have little impact to current roads.

## **What effect would improving the pedestrian and cycling environment on Fort Street and Garry Street have on commuters, local businesses and the downtown as a whole?**

**James B (not verified), Sun, 03/20/2016 - 4:09pm:**

I think this is a critical investment to making our downtown, and city as a whole, a better place to live and work. Socially, we have a serious health crisis on our hands due to inactivity, which is costing us billions of tax dollars. Dedicated bicycle infrastructure can and does encourage people to cycle more. The creation of new bicycle trails encouraged my own mother to get back on her bike after years of not using it because she was fearful of cycling with traffic and she got older.

**srussell (not verified), Sat, 03/19/2016 - 8:21am:**

I'm not convinced that protected lanes on Fort and Garry streets are needed. I see few cyclists on them. Many more cyclists are on Assiniboine Ave so getting that cycle lane re-opened seems a higher priority. Also, reducing on-street parking spots by 25% is not a great idea. The demand for those spots will increase dramatically when the apartment block at 300 Assiniboine is occupied.

**S Hochstetler (not verified), Wed, 03/16/2016 - 3:45pm:**

Investing in biking and walking infrastructure is a forward-thinking investment. A more bike-and-walk-friendly city in ALL SEASONS makes for better community, increased safety, decreased environmental impact, increased tourism, and more engaged citizens. I urge Winnipeg to continue to make biking and walking accessibility a top priority. This investment will see returns on investment in many areas of our life as a city and as a community.

**R Hodgson (not verified), Sat, 03/12/2016 - 7:27am:**

Great idea is some ways . Has anyone designing this measured the number of people actually cycling downtown? The usage in the winter or the cost to continually repaint the street taken into account. The cost involved for bike racks etc. for local businesses or will all tax payers foot the bill year after year? If we did live where they were in use 12

months of the year fine. But, in Winnipeg the cost for advantage has no merit for any area. I cycle every day in summer and I do not see any advantage here at all. Plus I never use these cycle painted areas at all. They are a waste of tax payer money.

## Post questions and comments about the Downtown Bike Lane System Study [here](#).

**Brent Bellamy (not verified), Fri, 03/18/2016 - 1:10am:**

Chatting on Twitter, I now understand that 4m wide lanes are demanded by EMS. My hope is that there is a better configuration to widen the door swing zone. Is reducing the opposite side parking lane to something like what is shown in option 1 feasible? The swing zone needs to be at least 1m and preferably 1.2m.

Narrowing the lanes and streets to promote pedestrian safety is another battle, but building bike specific lanes must place bike safety at its highest importance. Car doors are 1.2m wide. A .6m zone to get out of the car will necessarily require passengers to enter the bike lane to get out of their parked car. This is not acceptable. If one looks around the world, you will see true biking cities double the width of this zone.

Our roads are so wide this must be achievable, even with unreasonable space requirements for EMS.

The swing zone not only allows doors to open, but a place of refuge for those getting out of cars. At less than two feet this is not achieved and unnecessarily endangers drivers and cyclists. It sets a bad precedent for future lanes.

**Grant Rigby (not verified), Fri, 03/18/2016 - 1:08am:**

Elsewhere in the city, not in the Downtown Business Core, bike lanes should be at same height as sidewalk, with only a painted line separating bicyclists from pedestrians.

- Cheaper to build
- Easier to maintain, no need to dig snow-ice and litter out of a bicycle trench
- Safer as avoids risk of cyclist hitting a curb and catapulting onto cement, which would happen frequently
- Safer for pedestrians who wish to jaywalk across the street, instead of up and down two curbs, or balancing on a skinny curb between racing motor vehicles and cyclists. Fewer curbs everywhere possible means more accessible by wheelchairs.
- Allow a wide flat place for easy stockpiling of snow during a snow emergency, as few cyclists and few pedestrians on those days

- Indeed cyclists and pedestrians should share widened sidewalks everywhere on major streets, because it is simply too dangerous to expect motorized vehicles and human powered vehicles to share the same road, except in a slow speed residential neighborhood
- Very often, sidewalks are rarely used by pedestrians, especially on long stretches between residences on busy thoroughfares
- Risk of pedestrians being killed by contact with cyclists is extremely low
- Risk of cyclists being killed by contact with a powered vehicle is very high, so as policy we should always seek to keep them separated.
- The concept of painting a bike lane between parked cars and moving cars is recklessly hazardous, and will cause agonizing deaths of young people, as the paint becomes invisible for much of the year and there is confusion, and drivers have not cleaned their windows or are distracted or racing. Move that space to the side of the road, up on top of the curb where especially children have a chance of being safe from cars and trucks.
- Laws, new city fines, visible licenses on bikes that a cell phone camera can identify, would minimize the even now very rare likelihood of a cyclist and pedestrian colliding on a widened shared "sidebike/sidewalk". Ethics and courtesy will evolve to create more harmony there than is ever possible when cyclists and motor vehicles are put in the same trench.

The Downtown Business Core should ideally, within ten years, put all human powered vehicles and most pedestrians onto the second story level, above the powered vehicle traffic, where we can assure cleanliness, complete safety from death from automobile collision, cold protection, sun protection, wind protection, lighting, to enable efficient travel by human powered vehicle, by runners, by walkers, by wheelchairs, every day and night of the year. That will greatly reduce greenhouse gas emissions and greatly improve the health of citizens.

Portage and Main would install an overhead bridge for pedestrians and cyclists, instead of opening up pedestrian crossing in the muck and danger of high volume car and truck traffic. The connections would be continuous from there to Manitoba Legislature and University of Winnipeg and Red River College and The Forks, all at the second level.

Winnipeg is ideal for human powered vehicle transport development, because it is never too hot for exercise, and it is flat. Put in on the second level, creating a whole new world of retail opportunity in the safety and cleanliness of the second level. We can imagine new forms of human powered vehicles, such as pedal vehicles suspended under cables

instead on rolling on surfaces, or monorail cars or trains in which all power is from pedaling passengers. First raise our imagination up off the dirty dangerous ground level street.

**Brent Bellamy (not verified), Thu, 03/17/2016 - 4:03pm:**

I prefer option 3, but I don't understand the breakdown of the different lanes. If a 3.5m lane is acceptable, why is everything else pinched to create a luxury 4m lane?

The .5m or .6m door swing areas are not acceptable. Particularly in option 2 with a very narrow bike lane.

This is my proposal:

Option 3 with the following breakdown.

3.1m sidewalk---3.5m parking lane---3.5m travel lane---3.5m parking/rush hour travel lane---1.1m door swing zone---2.3m bike lane---3.1m sidewalk

if you really wanted, you could reduce the one permanent parking lane by 500mm and make each travel lane 3.75m wide.

**Jan Gagne (not verified), Mon, 03/14/2016 - 7:57am:**

I think the proposal as a whole makes a lot of sense and offers some protection for the cyclists in the downtown area and elsewhere in the City where designated bike paths are deployed. My concern however is that while the City planners and Council continue to look at ways to improve cycling and pedestrian traffic around the city, there are still many offenders out there (skateboarders, courier-cyclists and youth) who continue to push the limits of what is deemed reasonable, by using sidewalks and corridors intended for pedestrians and wheelchairs and race around because it is more convenient and/or offers shortcuts. We hardly or not see WPS bike patrols and I have yet to see enforcement for violators. While the City is trying to do good and improve, there are still many violators and people who generally exploit the vulnerabilities. While many cyclists complain about motorists, I also see and observe blatant disregard for safety and fair practices by some cyclists. Jan G.



**Annie (not verified), Sat, 03/12/2016 - 9:53am:**

I love the idea of more bike paths - and protected ones even more so. This was my first year of cycling year-round after two years of car-free and I can vouch that on my commutes, even on -30C days, there were people using them. Definitely feels safer, especially with my three kids. That said, some of the other comments got it right, that without maintenance, it renders the bikeways useless in the winter. In fact, it felt more dangerous having the protected pathway on Sherbrook as it developed deep ice ruts and it would have been far safer to use the roadway (though intolerable to cars that I'd choose to do that when a bike lane is right beside. We (sadly) laughed that until the recent thaw, the bike paths on Maryland and St. Matthews were non-existent or 3/4 full of snow/ice. In fact, the St. Matthews cycling lane was the regular car rut for the right tire of vehicles. There should be a commitment from the city that if they have bike lanes, they take the time to clear them just as they would roadways. More expenditure, but more usage by far more people . . .

It's often disheartening to read comments on biking proposals - to hear the anger directed toward cyclists or the feelings that cyclists are equally as bad or dangerous as drivers (need to get licensing, need to pay, make their own rules etc.). I can honestly say that many of us on bikes are long-term drivers, so know and try to obey the rules of the road. We get mocked for wearing neon or safety gear, I get harassed on the road (for example, when I come up a narrow street and it's my right of way to continue (as in the oncoming car should pull over into an opening of parked cars to let me pass first but the car will come quickly and miss me by a foot). I've been in a few dangerous situations - sometimes intentionally made so by drivers, sometimes by a driver's carelessness and on occasion, my own. I treat my cycling commute with seriousness and pay utmost attention. I feel badly for the fear I legitimately cause some drivers, I wish I didn't have to be on the road with those who like to go out of their way to intimate cyclists and let us know we're not welcome on the road. All that to say, maintained bike lanes of any form are welcomed by me, just a regular 40 something-year-old Mom, who'd like more viable, environmentally-friendlier transportation options for my family and others who for their own reasons (economic, health, lack of other options, community-building, etc.) choose to ride rather than walk, bus or drive.

**Audrey (not verified), Fri, 03/11/2016 - 2:18pm:**

I just wanted to comment about the bike lane on Assiniboine. The one problem with it is that cars still drive down it. Most by accident but the odd one intentionally. Maybe put a post or something. In the middle to make the entrance too small? I do like the protected

bike lane idea as I've almost been hit by a few cars failing to check the bike lane before driving through it.

**Michael Zed (not verified), Thu, 03/10/2016 - 10:32pm:**

This is great. But sexy capital projects can be useless without the operations to maintain them.

For example, regular, appropriate snow clearing and other maintenance can make the difference between cycling infrastructure being fantastic or being practically useless in winter.

Why is operations being ignored in this planning and consultation?

**Michael Zed (not verified), Thu, 03/10/2016 - 10:22pm:**

Famena, all three of the proposed designs have parking along the whole block next to the new police HQ. Also, these streets are lined with parking lots. Seriously, it's a sea of parking.

Adding a new mode of transportation can only be good for any business that relies on drop-in traffic.

**Kim Calder (not verified), Thu, 03/10/2016 - 3:50pm:**

It doesn't matter what anybody has to say. The City is going to do what it is going to do regardless of what residents or anyone else has to say. They did it on Assiniboine Ave. costing some businesses thousands of dollars within a week. They did it to the people on Roch who marched in protest. They promised they wouldn't do something in a Councillors ward if the Councillor objected. Well they did it anyone in Orlikow's ward. So this so called "consultation" is pointless and useless as they will simply do whatever the hell they please despite any objections or thoughts from anyone else because the bike lobby has their lips firmly attached to City Hall and the Active Transportation Committee who is comprised of only the bike community, no residents, no motorists. What a waste of time and resources.

**famena (not verified), Thu, 03/10/2016 - 12:57pm:**

I think a bike lane is not a good idea, with the new police headquarter relocating on Garry street the street will be too busy and taking up almost half of the street, where will customers for the small business park, most of the businesses will have to go out of business if customer do not have a place to park to pick up items from the business. I am not against the downtown bike lane maybe choose another street where there will be less traffic. Just hope you take this comment into consideration.

**Mark Golden (not verified), Sun, 03/06/2016 - 6:15pm:**

I used to commute to work downtown year round and still use my bicycle for most shopping and pleasure trips before the snow falls. The protected corridor on Sherbrook has been very welcome (and perhaps contributed to the rejuvenation of the street); I still use what's left of the one on Assiniboine too. PLEASE let's have more. And next time the city rips up Portage, for goodness sakes make use of the opportunity to make a bike lane -- the sidewalk between Arlington and U of W is wide and generally deserted.

**John Doe (not verified), Tue, 02/09/2016 - 9:37am:**

Change makes people uncomfortable, and people will fear it in all its forms. And if you ask average Joe or Frank, who commute by car in a car-dependent city with poorly-designed infrastructure, what they think of sharing the road with cycling infrastructure they have no intention of using, you'll get predictable results.

The advantages of a well-designed and established active transportation system are absolutely undeniable. Research in Europe and in some North American cities indicate strong correlations with positive public health and environmental outcomes and, yes, even reducing traffic congestion by taking motor vehicles off the road in high-density areas.

But you have to build it before they will come. You won't see the benefits until you've done it, and those same people who resist all change will continue to deny the benefits until they see them. So have a little vision, Winnipeg. Everyone knows it will work if we do it right, so let's just do it right!

**currie (not verified), Thu, 11/19/2015 - 1:40pm:**

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!

**Dexter (not verified), Mon, 11/16/2015 - 8:51pm:**

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.

**Marika P (not verified), Mon, 11/09/2015 - 8:14pm:**

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.

**Lawrence (not verified), Sat, 11/07/2015 - 1:44pm:**

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.

**Fabian (not verified), Fri, 11/06/2015 - 8:06pm:**

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.

Traffic concerns are, of course, relevant and should be 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.

**Kurt Schwarz (not verified), Fri, 10/30/2015 - 11:51am:**

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.

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.

**joe (not verified), Mon, 10/26/2015 - 12:43pm:**

No bike lanes. They slow down traffic. Get rid of them.

**susan (not verified), Wed, 10/21/2015 - 11:37am:**

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.

People must travel more, even in Canada, to see how booming other downtowns are as well as their access to shared bikes, etc... It makes all the difference in how our city looks and feels. I support this 100 %

**Frank (not verified), Wed, 10/21/2015 - 6:03am:**

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 too 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 recommend 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 everyone's concerns. The city before embarking on such a task 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