Winnipeg Walk Bike Studies

West Alexander Pedestrian and Cycling Corridor
Public Engagement Summary – Phase #1

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Appendices

1.0 Introduction

In September 2015, the City of Winnipeg initiated a public engagement process to receive input on the West Alexander Pedestrian and Cycling Corridor. The study will create a design for an east-west pedestrian and cycling connection through the West Alexander neighbourhood and is scheduled to be completed in May 2016 (See **Figure 1**).

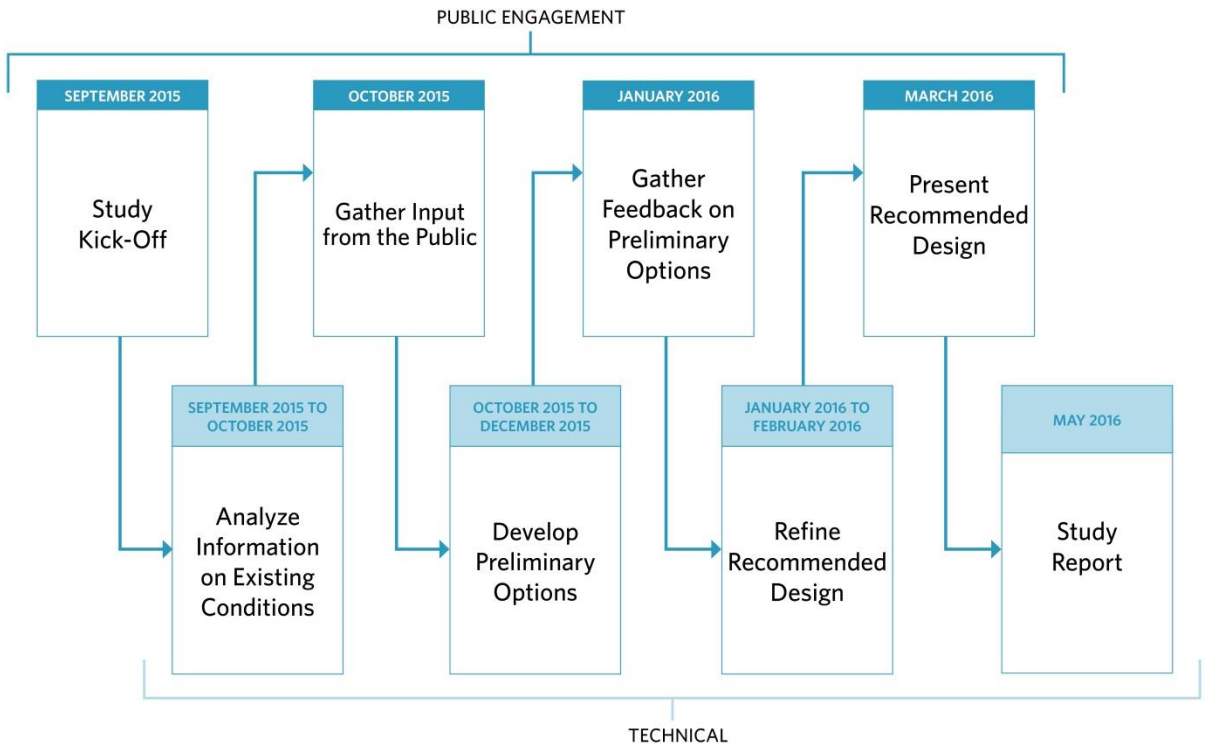

Figure 1 – Study Schedule

The goal of this study is to:

- Develop a plan to upgrade the existing pedestrian and cycling facilities while renewing the roads.
- Enable people of all ages and abilities to feel safe and comfortable walking and cycling.
- Contribute to quality of life and community well-being through an enhanced pedestrian realm.
- Improve connectivity between the West Alexander community and the Exchange District.
- Represent an important connection for the many daily visitors and commuters to the Health Sciences Centre (HSC) and University of Manitoba (U of M) Bannatyne Campus.
- Engage citizens and receive input that will be considered in the final design.

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

2.0 Promotion

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

- 23 individuals and organizations were directly invited to the stakeholder meetings via mail, phone, and email.
- 2,093 Public Open House invitations were mailed to businesses, land owners and residents in the study area.
- Public Open House email invites were sent to 21 stakeholders and were asked to share with their networks.
- A public engagement news email advertising the Public Open House was sent out to 3,794 email recipients on October 9, 2015, and 3,806 email recipients on October 19, 2015.
- The Public Open House was advertised in the October 9-12, 2015 Metro newspaper.
- Approximately 100 handouts advertising the Public Open House were distributed at the Tire Talks events.
- All events and activities were promoted through a press release, the City of Winnipeg website, the external project website and the City of Winnipeg's social media accounts.

3.0 Public Engagement Activities

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

Table 1: Public Engagement Activities

Activity	Date	Time	Location	# of Participants
Ciclovia	September 13, 2015	11:00 am – 5:00 pm	Ciclovia Bike Zone (Broadway between Osborne St. and Memorial Ave.)	65 visitors to the booth, and additional handouts distributed
Public Open House	October 21, 2015	4:00 – 7:00 p.m.	Brodie Centre Atrium, U of M Bannatyne Campus	68 attendees
Tire Talk #1	October 20, 2015	7:00 – 9:00 am	In front of the Brodie Centre on McDermot Avenue	Nine recorded conversations 100 flyers distributes
Tire Talk #2	October 30, 2015	2:00 – 4:00 pm	In front of the Brodie Centre on McDermot Avenue	16 recorded conversations 100 flyers distributed
Stakeholder Meeting	October 14, 2015	2:00 – 4:00 pm 6:00 – 8:00 pm	204 Brodie Centre, U of M Bannatyne Campus	11 attendees
MetroQuest Survey	October 19 – November 10, 2015	n/a	Online	134 respondents 58 comments 347 map markers
External Website – Discussion Board	Ongoing	n/a	Online	Three comments (as of Dec. 17, 2015)
Personal Communication	Ongoing	n/a	n/a	Three general emails received

Ciclovia

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

Stakeholder Meetings

Two Stakeholder Meetings were held on October 14, 2015. This meeting provided an opportunity for participants to have an open discussion about the West Alexander Pedestrian and Cycling Corridor. Participants were encouraged to express their ideas and perspectives on the existing conditions of the area, and opportunities for future improvements. This meeting was an opportunity for stakeholders to provide information on their needs and desires for improvements on the entire right-of-way for consideration by the design team.

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

Public Open House

A Public Open House was held on Wednesday, October 21, 2015. The Public Open House was part of the beginning of the public engagement process for the study. The Public Open House provided an opportunity for the public to meet with the study team and for the study team to learn about what is important to the public, before any specific plans are designed.

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

Tire Talks

Tire Talks events were held on October 20, 2015, and October 30, 2015, in front of the Brodie Centre on McDermot Avenue. The project team set up a tent, table and sign. The event was intended to provide the opportunity for existing users of pedestrian and cycling facilities to discuss the project. Passers-by were offered refreshments and engaged in informal discussions about the project. Upon completion of a conversation the project team member recorded the conversation highlights that were transcribed later. See **Appendix C** for a list of the comments received at the Tire Talks.

MetroQuest Survey

A digital MetroQuest survey, active from October 19, 2015 to November 10, 2015, was used to collect input from the public as part of a greater public engagement process. The input received from the public will be considered in the design options for the West Alexander Pedestrian and Cycling Corridor. The survey was available on an external website accessed through the City of Winnipeg website. In addition to being available online through web or mobile browser, the survey was available on laptops at the Public Open House on October 21, 2015.

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

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

See the separate West Alexander MetroQuest survey summary for more information.

Free-form Comments

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

4.0 Overall Key Themes

Enhance Pedestrian Safety

- Respondents felt that a pedestrian corridor would encourage people to use the street outside, rather than the indoor walking system, and create safe crosswalk locations.
- The highest volume of pedestrian and automobile traffic occurs at the start and end of work shifts at HSC. Respondents are concerned about safety as the area is highly congested during these times.
- The intersection of McDermot Avenue and Emily Street has a high volume of pedestrian crossings. A crosswalk or other measures was suggested to improve safety.

Promote Cyclist Safety

- There was a concern for the safety of cyclists along the roads and at intersections in and throughout the study area. Cyclists felt that pedestrians and vehicles are not attentive, the traffic on Notre Dame Avenue is fast, and that cars turn right at the same time as pedestrians crossing and that is dangerous.

- There is a perception that the area is not safe for pedestrians and cyclists, especially after hours. Suggestions to improve personal safety included lighting and wayfinding. Theft was cited as an issue, with more secure bike parking needed. Some cyclists are currently riding on the sidewalks, and rules are not being enforced.

Address Cycling Connections to the Study Area

- Currently there are gaps in the cycling network in the surrounding area and to existing facilities. There was an overall issue with the poor connections for cyclists in to and out of the HSC and U of M Bannatyne campus area. Connections to HSC and the U of M are important to bicycle commuters. Bike lanes dead end and the connections to downtown need to be improved to be safer and more effective.
- Areas of concern connecting the study area are Sherbrook Street, Maryland Street and Notre Dame Avenue. Respondents felt that while new infrastructure on McDermot Avenue was a good thing, there were more dangerous and important areas of concern. Having a proper connection to Arlington was cited as a priority over connectivity to McPhillips Street. A proper north-south connection is important.

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

- There are currently poor pavement conditions, poor/broken curbs, poor drainage, uneven sidewalks, illegal dumping and garbage issues and gutters full of leaves throughout the site.
- Respondents recognized that snow clearing, snow storage and maintenance of protected bike lanes may be challenging. However, year round use is important, and infrastructure must be maintained to support use.

Driver and Cyclist Education is Important

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

Parking, Loading and Access

- Concerns about impact on emergency vehicle access to the hospital on McDermot Avenue. Access points for private vehicles could be reduced on McDermot Avenue.
- Maintaining or increasing drop off locations for patients and clients, including CancerCare, the HSC taxi loop, and Society for Manitobans with Disabilities. In some cases, people have to cross busy streets to access facilities due to loading area locations.
- Increased bike cage parking and on-street student parking is desirable, as there is a lack of affordable student parking and safe parking locations on campus. Parking for the hotel, HSC and U of M is spilling over into the surrounding neighbourhood.
- There was a desire for more bike parking. Specifically, the Emily Street parkade and in front of the Brodie Centre were mentioned as needing more spaces. Also, there was a desire for secure indoor bike parking and aesthetically pleasing bike racks for when the racks are not in use.

Consider Traffic Demands

- Traffic congestion is a main concern for all modes of transportation, especially during the HSC shift change and when classes begin and end. Although McDermot Avenue was commonly referred to, all major routes and intersections were identified as being congested. Reducing speed limits and adding traffic calming to make a safer pedestrian and cycling environment. The respondents identified the Brodie Centre area as very busy during peak periods and traffic escalates during shift changes. In addition to private automobiles, taxis and trucks also use surrounding streets. Some drivers use McDermot Avenue as a short cut from McPhillips Street to Sherbrook Street.
- Access to transit is considered good, and important for campus and local residents. Respondents had concerns about fumes and noise from busses, and impacts on the neighbourhood.

Aesthetics

- Trees and green space enhancements were suggested. Notre Dame was specifically identified as not being aesthetically pleasing, especially the surface parking and lack of trees.

Support for Cycling Infrastructure

- Respondents felt separating bicycles and automobiles is important as this will increase safety for cyclists. There is a desire for permanent separated cycling infrastructure. Respondents stated that bike lanes would work best on one-way streets, and a two-lane bike lane would work on McDermot Avenue. William Avenue and Notre Dame Avenue should remain automobile streets, as Notre Dame Avenue needs more substantial separation for cyclists due to higher traffic volumes.
- Respondents said that separating cyclists and automobiles will increase safety. A protected lane on McDermot Avenue is important to respondents along with protected lanes on major connections to the area.

5.0 Word Cloud

All of the raw comments from the public engagement activities are depicted as a word cloud where frequently repeated words appear larger.

Appendix A – Stakeholder Meeting Discussion Notes

- Theft is an issue
- Bike cage at University of Manitoba has limited space
- Need to integrate safe and secure bike parking with new facilities
- University of Manitoba Transportation Demand Management survey to be conducted in Winter 2016
- WRHA Active Transportation Demand Management Survey is almost done
- Connectivity – logical connections to existing facilities
- Slow vehicle traffic
- McDermot would be a more direct route
- Notre Dame would require more substantial separation
- 30 km/h at school on Furby
- Safety for students and drivers
  - McDermot is very busy with pedestrians, drivers and cyclists
  - Drop off
  - Street parking cheaper than parkade
- Planting trees is important
- "Last Mile" connectivity
- McDermot west of Tecumseh/Arlington is very different than campus/HSC area
- 3:30-4:00 pm, 11:00 pm, 7:30 am shift changes at HSC
- Important connection pedestrian corridor at Tecumseh through park to Wellington
- Regional traffic vs. local community (all modes)
- Consider wider network connectivity
- Student parking on street is important
  - Lack of parking for students
- McDermot/Tecumseh free student lot
- Local residents would like a safer street
- Stranded disadvantaged population in area and on McDermot and Bannatyne – people parking and drop off on these streets not part of local community
- Bombers have shown that people do take other modes
- Bike boulevards
  - Traffic calming
  - Reduces number of autos
- Prioritize streets for pedestrians
  - Consider the siting/design of new buildings
- Students indicate pedestrian safety is a concern on McDermot
- McDermot – good bones for campus main street
  - Central
  - No surface lots fronting Street
  - Trees
  - Sidewalks

- Wayfinding an issue – how to create a campus feel that doesn't negatively impact local residents
- Soften the "wall" effect of campus vs. neighbourhood

- Irregular pavement conditions – poor curbs
- Gutter full of leaves – dangerous
- Safety at night – lights, wayfinding
- Under McDermot tunnels are convoluted and long – people tend to cross street to Brodie
- Encourage people to use street outside
- Convenient transit access is important - current on McDermot
- New bridge on Arlington will increase transit
- McDermot at Arlington pedestrian corridor busy
- McDermot at McPhillips – where future connection?
- McPhillips at Notre Dame – Intersection busy, mainly turning lanes
- Arlington south might be better future connection
- Consider emergency routes and ambulance access to HSC on William
- Sherbrook at McDermot corner dangerous for cyclists
- MB Society for Manitobans with Disabilities (SMD) people cross Sherbrook at HSC
- Taxi busy at HSC loop
- Two-lane bike lane on McDermot makes sense
  - Works on one-way streets
  - Protect pedestrian area on McDermot
- Strategies – prioritize this project
  - Demographics
  - Gap in network
  - Pedestrian/cycling "hot spot"
- Why West Alexander?
  - Strategies "hot spots" map / data (public engagement (PE) process)
- Local residents
  - Transit good access, but bad for noise, fumes
- Complete Street important all modes and components
- Personal safety – perception of area not being safe
  - Potential to deter cyclists/pedestrian at night
- Students park cars outside safe walk boundary
- What do we need to talk about?
- Parking
- Traffic Calming
  - Infrastructure
  - Speed limit people won't like
- Lower speed limit would benefit all users
- Cycling connection to Maryland is dangerous
- Corner of Notre Dame and Maryland dangerous for cyclists
- Consult with emergency services
- Important distinction – cyclist vs. sometimes bike – ages 8 - 80 crucial!
- Connectivity – gaps are major barrier for the sometimes cyclists

- Residents likely welcome cycling on McDermot/Bannatyne
- Keep William/Notre Dame more autos
- Lanes could provide access to McDermot lots
- Reduce access points (vehicles) on McDermot
- Can we tap into local community opposed to invite them to open house
- Might not attend
- Rossbrook house/Burton Cummings – tap into events
- "Strava heat map"
- App – shows where people cycling – AT
- Consider residents needs
- Loads etc. at HSC/U of M
- Streets – broken curbs, drainage poor, requires update, sidewalks uneven, pavement
- Illegal dumping an issue
- What component of the street is lost to bike lane?
  - Don't remove trees
  - Cyclists use sidewalks
- Drivers must respect cyclists – MPI
  - Better educational component
- Cyclists must also respect other road users
- Bike facilities would remove cyclists from street
- Enforcement of rules for all users
- Cyclists on sidewalk is dangerous for them and pedestrians
- Intersections/turning autos dangerous for cyclists
- McDermot – Brodie area very busy with pedestrians/cars in peak periods
  - CancerCare drop off busy
- Traffic calming – close McDermot to cars
- McDermot – 1 way – short cuts (autos) from McPhillips to Sherbrook
- Less through traffic the safer the street is for cyclists/pedestrians
- Project a good thing but need to balance the needs of road users
- Bike lane is inside parked cars
  - Door conflicts a major issue
- Sherbrook bike lane – snow clearing is an issue
  - City needs to be able to maintain and clear snow
- Soil conditions cause problems with heaving of sidewalks
- Right turning autos through Sherbrook type bike lane block the lane when waiting to turn
  - Good signage can help for all users
- Cyclists on sidewalks is a big issue
- Left turns dangerous for cyclists – 2 stage vs weave
- Educate – change the culture of cycling in Winnipeg
- Arlington might be a better N/S route than McPhillips
- Parking
  - Lack of
  - Cost
  - Infiltration in surrounding neighbourhoods

    - Hotel has insufficient parking
- Sherbrook high traffic
    - Specifically at peak hours
    - Same with Notre Dame but it has median – pedestrian refuge
- Notre Dame and Maryland is dangerous for pedestrians/ cyclists
- 'Daytime residents' – employees of U of M /HSC
- Turns onto Notre Dame from side Streets difficult – McPhillips as well
- Cycling facilities need to bring people where they need to know
- McDermot / Bannatyne – cyclists ride the wrong way in bike lanes
    - Convenience?
    - Children
- Neighbourhood – many new Canadians and many children
- New grocery store is a major destination for neighbourhood
- North-South connection Arlington at Tecumseh
- Flexi-posts on Sherbrook destroyed
    - Don't use! – something more permanent
- Lighting is good for personal safety
- Bannatyne at Sherbrook is dangerous – HSC turn around
- Connection could be north of Sherbrook area
- Year round use important
- Build something maintainable
    - Snow removal – consider plow tendencies for error
    - Snow storage
- Learn from other cities
- Consideration of facilities important
- Safety paramount – cyclists!
- Garbage issue east of shady area
- Posters bulletin boards

Map Comments

- Taxis [Bannatyne and Sherbrook]
- Raised crosswalk [McDermot and Emily]
- New building [McDermot west of Apotex Centre (west of Emily)]
- Future greenspace (demolish building) [Across the road from the Apotex Centre and west of Brodie]
- CancerCare Drop off [McDermot and Olivia]
- Cancer Care loading [On Olivia north of McDermot]
- Issue corner [Sherbrook and McDermot]
- Emergency access [William at Olivia and HSC Entrance on William]
- Crazy corner [McDermot and Emily]
    - Raised intersection
- Truck users [Along Alexander]
- Transit, pedestrian, and cyclists [arrow pointing North on Arlington]

- Connections - not only to McPhillips/Arlington, etc.), some are confused – why McPhillips?
- Bike connection [Pearl at Notre Dame to Maryland]
  - Maryland to Sherbrook
- Little set back – need for pedestrians [William at Sherbrook]
- Previous road connection might be good for ped/bike [Ross Ave. adjacent to west side of Pinkham Park]
- Issue [left turn from McPhillips to McDermot]
- [Line connecting Arlington across Notre Dame]

Appendix B – Public Open House Presentation Board and Map Comments

The following comments were noted on the following presentation boards:

Examples of Protected Cycling Infrastructure (Board 8)

- I like having a separate "roadway" for bikes (not level with the street)
- Looks like an interesting plan for cyclists
- This is great most of the time, but can be really dangerous when cars turn right because they often don't shoulder check/forget there's a bike lane. Broadway and Sherbrook, when the lane crosses the right-turn lane, is the worst

Examples of Buffered Cycling Infrastructure (Board 9)

- Green is so good! It reminds the cars that we exist
- Have a parking space for buses not on the road
- More bicycle parking space required
- Make protected paths wider so we can pass each other. We should reduce car lanes (Oslo is banning them altogether!)
- Nice plan but will the road be smaller for motorists to give way for bicycle lane
- Need more physical barriers and prevent driver/vehicle induced cyclist injuries

Examples of Intersections (Board 11)

- Bike Boxes
  - Like this. Saw this in Oxford and helps to clear intersection of bikes
  - Motorists will never go for this. Is there an intermediate stage or compromise?
  - This is great and works in London and to turn left
  - Love this!
  - Love it. Especially good for left turns.
  - Love this. Cars don't seem to understand how much more energy it takes for bikes to start from stopped
  - Like the bike box
    - would there be a cyclist ""green light"
    - because proper cyclists follow traffic rules
  - I like the green road sections for cyclists in bigger cities like Calgary, Vancouver and Toronto
- Cycling signals
  - Also really like this!
- Half signal crossings
  - We need this [arrow pointing to image]
  - We can do this now

Observations (Board 18)

- Notre Dame and McPhillips is a terrible intersection for bikes and peds. Needs improvements especially turning north from Notre Dame on to McPhillips
- Lots of bike (and peds) rely on this intersection to get up to McDermot bike lane
- Many peds use Notre Dame - could benefit from trees, shrubs, other street beautification
- Hard to cross Arlington on McDermot as cyclist
- More bikes mean more aesthetically and practically appropriate bike racks/locks needed

- Quality secured indoor bike parking similar to a bike station should be included in campus planning
- Traffic is quite busy on McDermot. Protected bike lanes seem to be warranted unless you can reduce traffic quite a bit
- Emily parkade bike room is great but needs more racks
- As it is right now, McDermot (between Emily and Sherbrook) is really frustrating to cycle during the “after work/school” period
  - Traffic issue
  - Yes!
  - Agree
  - Yes
- Sherbrook and Maryland need the greatest attention. The cars are unregulated in speed and the cyclists are dangerously exposed
- Continue a bike lane on Sherbrook. It ends on a turn and bikers get cut off. There's no good way getting to HSC from Sherbrook without crossing three lanes of cars
- Need more bike parking in front of Brodie. It would also be nice to have a bike lane that helps us get from Sherbrook onto McDermot

Existing Parking Utilization (Board 19)

- Reduce or remove vehicular traffic from Emily/McDermot

Study Area Map

- Safety
  - Peds and vehicles not attentive [Olivia and McDermot]
  - Fast traffic on Notre Dame
  - Sherbrook→Notre Dame
    - three lanes at Sherbrook to four lanes at Cumberland divides [also identified as a condition]
  - Cars turn right going north very quickly at the same time as peds crossing east/west. Dangerous
  - Safety sticker [sw Cumberland and Sherbrook]
  - Safety sticker [east side Sherbrook and Notre Dame]
  - Delivery bay [east of Emily on McDermot]
  - Taxis/drop-off [Cancer Care on McDermot]
- Aesthetics
  - Surface parking and no trees make Notre Dame not a destination/route for people
  - Not very aesthetically appealing as a ped [along Notre Dame near 791 Notre Dame]
- Amenities
  - More park benches
    - walkways to go for exercise breaks
    - mingle areas - outside
  - Unmetered on-street parking 9-3:30 [Arlington between Bannatyne and McDermot]
  - Green space planned [north side McDermot, west of Emily - JA Hiles Northern Medical Unit]
- Connections
  - Link to downtown safely and effectively please (light timing) [Sherbrook and McDermot]

- Broken link! Bannatyne bike lane ends in heavy traffic by HSC
- Connection [Banning to McPhillips]
- Make sure to plan for connections to Cumberland and Wellington, McDermot and Bannatyne, plus N/S on Arlington and Langside Sherbrook/Maryland, Furby
- Connect [arrow pointing to Wellington]
- Connection needed [Sherbrook at Notre Dame]
  - Yes
- Preferred route [arrow drawn down Bannatyne from Arlington]
- Roundabout - is there enough space? Make sure to consider bike connection [Emily and McDermot]
- Essentially the end of the bike route. Can be hard to cross McPhillips [McPhillips and McDermot]
- Bikes! [Arlington crossing Notre Dame]
- Bike paths end at Notre Dame, going down Sherbrook - needs to continue

➢ Pedestrian
- Ped crossing [Cumberland and Notre Dame]
- Ped crossing [Sherbrook south of Notre Dame]

➢ Other
- Shift change congestion
- Busy intersection for vehicles [Notre Dame at Tecumseh]
- New building (Faculty of Nursing [South side of McDermot east of Tecumseh]
- Need vehicle access maintained here for patients [Cancer Care - NW McDermot and Olivia]
- Will this [assuming it is the ped cross walk] stay after redevelopment? [Pearl and Notre Dame]
- Future connection to airport and Polo Park. Regional mixed use centre if a grade separation is allowed over rail tracks at Garbage Hill
- Protected bike lanes on Arlington would provide a high quality north/south route to the St. Matthews/ Daniel McIntyre Neighbourhoods
- Garbage pick-up creates conflicts - bins rolled out between [McDermot and Notre Dame and Arlington and Tecumseh]
- Roundabout?
- Vehicle congestion [Emily St.]
- William has good width bike lane
- No space on McDermot for bikes and very busy
- Pedestrian/Traffic control issues [Bannatyne near 771 Bannatyne entrance]
- Circle with X through it at McDermot and Emily intersection
- Idea for McDermot - bike box at Sherbrook and McDermot; two-way bike lane on south side of McDermot to avoid loading bay/drop off areas (bonus points if it's divided from traffic somehow) then roundabout or pedestrian light or something at Emily and McDermot
- Coming up Sherbrook, it's really dangerous to get to McDermot.
- Current Options:

    - Bad
        - Get across two lanes of traffic on Sherbrook before making a left turn on Notre Dame
        - Go up Sherbrook to McDermot, cut a lane over, then turn left when you don't have any sort of turn/advanced green
- Ideas:
    - Better?
        - Bike box at Cumberland and Sherbrook to let bikes get over to turn left on to Notre Dame
        - Continue bike lane up Sherbrook, put bike box at Sherbrook and McDermot
        - Split sidewalk along Notre Dame
- Intersection - McDermot/Emily
    - Generally bad. Cars don't see bikes coming out of bike parking, pedestrians don't stop, underground walkways often locked/people don't know they exist."

Appendix C – Tire Talks Recorded Comments

- Traffic lights are important. Pedestrians just cross the street without fear of automobiles. Traffic calming would be good for McDermot Avenue, cycling connections to HSC important also.
- Crosswalks and more pedestrian safety measures would be good. Pedestrians and drivers are already used to a high volume of traffic. I am not sure there is enough room on the street to build a protected bike lane.
- I wouldn't ride on McPhillips Street because it is so dangerous. They should dedicate the sidewalk for bikes and pedestrians.
- Potholes are an issue.
- East-west is ok, it is already safe for cyclists. Sherbrook Street and Maryland Street are very bad and I would guess many people commute from that area.
- There are some people that ride in the winter and I cringe when I see them riding on the road. They will get clipped. We have a competition between cars and bikes. Cars think bikes should be on the sidewalk.
- I would like to see the connection to the Sherbrook Street bike lane improved.
- I would like to see a barrier between cyclists and vehicles.
- I would like to see the Sherbrook Street bike lane extended to HSC.
- Tough connecting from Maryland Street to Sherbrook Street.
- Congested at Notre Dame Avenue and Sherbrook Street. In the winter many people ride their bikes in the tire ruts and it makes vehicles only have one lane and drivers get mad.
- Make space for bikes not just cars. Cycling lanes are good.
- Crosswalk at McDermot Avenue and Emily Street would be good to see. Bike lanes are cool.
- It's scary riding on the roads. Bikes should be allowed to share the sidewalk. Protected lanes are a waste of money.
- Who uses on-street parking? Could it be used for a bike lane?
- I used to ride but it's too dangerous. I would consider riding if there were safe cycling lanes. The intersection of McDermot Avenue and Emily Street is super busy at peak times of the day. Improve safety for pedestrians.
- I posted this project on the Manitoba Medicine Facebook page.
- I don't ride a bike to the university because it is too dangerous. When I lived in Ottawa I rode ¾ of the year. Improving cycling infrastructure and lighting would encourage me to ride more.
- Bike lanes are important to protect cyclists in dangerous areas. Consider safety at intersections and areas where traffic weaves. Green ground treatment is good. The downtown project should result in one-way protected lanes on Fort Street and Garry Street.

- Crossing Notre Dame Avenue is a challenge to cyclists. Protected and buffered bike lanes are great and I really like the bike lanes on Pembina Highway.
- Driver education is important. Also, ensuring bikes lanes are maintained and useable (e.g., potholes, etc.). There are health benefits and economic benefits associated with cycling. I like the Sherbrook Street bike lane.
- I would like to see a protected bike lane; I was once hit by a car.
- I walk to and from school and find the entrance off the street to the underground parking lot dangerous.
- The intersection of Emily Street and McDermot Avenue is the most dangerous along McDermot Avenue in the study area. A bike lane is not needed on McDermot Avenue.
- I am a heavy user of cycling facilities and I am in favour of more protected lanes.

Appendix D – Free-form Comments Received

Date	Source	Comment
10/20/2015	Discussion Board	Welcome to the West Alexander Pedestrian and Cycling Corridor Study discussion!
10/23/2015	Discussion Board	This is fabulous. Finally, bike corridors into the North End. It seems to me that the Arlington Bridge is a perfect walking/pedestrian/biking bridge which can be connected to Burrows Avenue. Burrows Avenue has a beautiful treed boulevard which can have an easily placed biking corridor right from Main Street through to McPhillips. This would pass by Sisler H. S. And this would connect the overpass bridge to the William Ave. Sherbrook connector right down past the HSC right to the Maryland Bridge and beyond. This is a wonderful opportunity to cross those tracks. Possibly take out the tracks. As for the new Arlington Bridge, the underpass is a more economical way to go, if the tracks cannot be moved. To keep a historic bridge for pedestrian/cyling is an ideal way to connect north with south. (With flowers and shrubs etc. along the way) Let's make this happen.
11/7/2015	Discussion Board	Great idea. Security -- lighting -- will be key here to make the paths useful in evenings and winter. Which will only contribute to security for pedestrians too and walkability generally. A design competition of bike-oriented illumination?
11/16/2015	Discussion Board	This is a great idea and will encourage more active transportation. I think keeping the paths well lit will be the main concern for people. Especially in the winter when it gets darker sooner, its important to be able to see if there's anything in the way.
11/02/2015	Email	Hi! I am so encouraged to see what the city is doing for cycling now. I was away from Winnipeg for ten years and I am happy to see more cycling but also what seems to be a broader range of cyclists (apparent ability and pace, some kids in the morning cycling commute). I'd like to see it open to everyone, which means more and more safe and comfortable cycling for everyone, not just the sporty and strong. I'd like to think there are benefits to be had by businesses when traffic slows in the downtown. Cyclists and pedestrians can actually explore and stop to shop easier than the speeding motorists sometimes. Winnipeg doesn't always have that 'street culture' that larger cities enjoy and which seem to stimulate the business district. I don't know what's doable in Winnipeg but it would be nice to support positive opportunities for downtown businesses to make this a good thing for more than cyclists or pedestrians.

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