

Winnipeg Walk Bike Projects
West Alexander Pedestrian and Cycling Corridor

Prepared for:
The City of Winnipeg

Submitted by:
MMM Group Limited

June 2016

5515081-000

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Public Engagement Summary – Phase 2

1. Summary of Events

This phase of public engagement presented two design options for the West Alexander Pedestrian and Cycling Corridor and collected feedback on what people liked and disliked about each option. Winnipeggers were engaged in-person and online. In-person engagement activities included a meeting with locally impacted stakeholders and two pop-up public engagement events. Online engagement included information posted 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 47 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: 6
- Pop-up Engagement Interactions (over 2 events): 83
- Survey Responses: 99 (Appendix B)
- Website Discussion Page Comments: 12 (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. Participants included representatives from CancerCare Manitoba, Health Sciences Centre and the University of Manitoba.

Stakeholders were generally in support of upgraded cycling infrastructure on McDermot Avenue and there were no major concerns with either option. Common themes resulting from the meeting discussion are summarized below:

- It was noted that many pedestrians, including hospital patients, frequent the area and any speed bumps or other traffic calming measures must be designed to accommodate people on stretchers and those with mobility issues.
- There was concern that the neighbourhood greenway (Option 2) might be problematic for cyclists due to all of the activity on the street including pedestrians, cars, trucks, buses and ambulances.
- The importance of snow removal and storage in the two-way protected bike lane (Option 1) was raised as a key to the success of this option.

3. Pop-up Engagement

Pop-up engagements included three 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 to those following the project.

Two public pop-up engagement events were held:

- Health Sciences Centre – Tuesday, March 15th, 2016 from 12:00 PM – 1:30 PM
- University of Manitoba, Bannatyne Campus, Brodie Centre – Tuesday, March 15th, 2016 from 2:30 PM – 4:00 PM

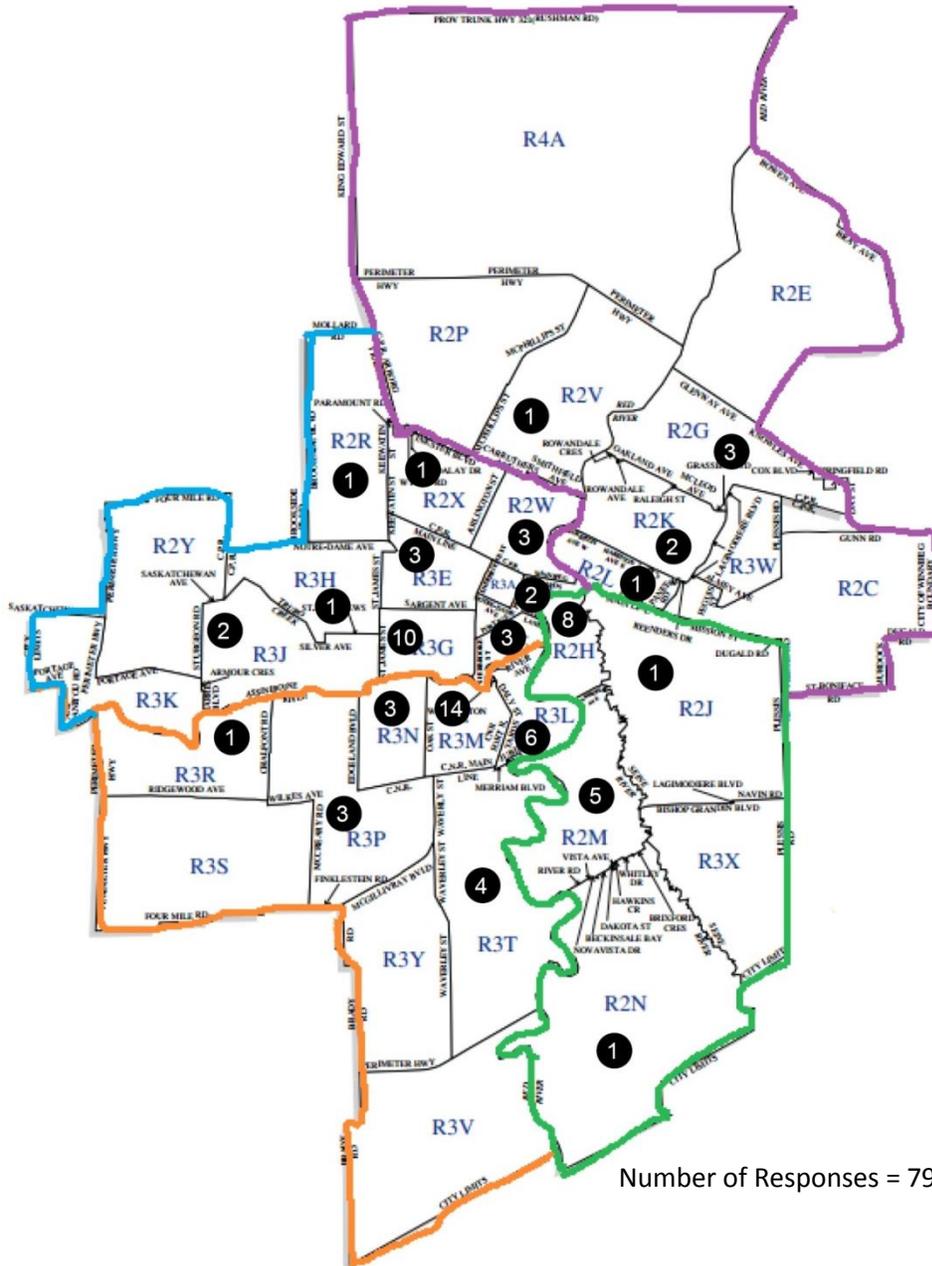
Participants were encouraged to visit the project website to provide their feedback through a discussion page and online survey. Hard copy versions of the survey were available for those who wanted them. Brochures showing the options and a link to the online survey were distributed during the events.

The majority of respondents were in favour of the two-way protected bike lane. Participants indicated it was important for the designs to consider the safety of pedestrians crossing McDermot Avenue. 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 and which option would most accommodate winter riding. The survey received strong support overall for improving the pedestrian and cycling environment on McDermot Avenue. Survey responses are summarized below and verbatim comments are attached in Appendix B.

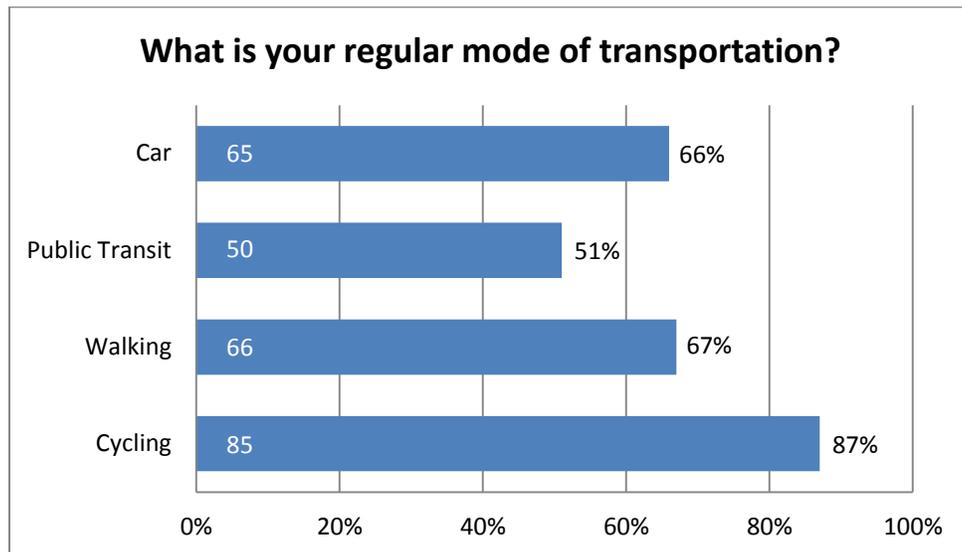
Location of Respondents by Postal Code



Postal Code	Percentage of Respondents
R2G	3.8%
R2H	10.1%
R2J	1.3%
R2K	2.5%
R2L	1.3%
R2M	6.3%
R2N	1.3%
R2R	1.3%
R2V	1.3%
R2W	3.8%
R2X	1.3%
R3B	2.5%
R3C	3.8%
R3E	3.8%
R3G	12.7%
R3H	1.3%
R3J	2.5%
R3L	7.6%
R3M	17.7%
R3N	3.8%
R3P	3.8%
R3R	1.3%
R3T	5.1%

Mode of Transportation

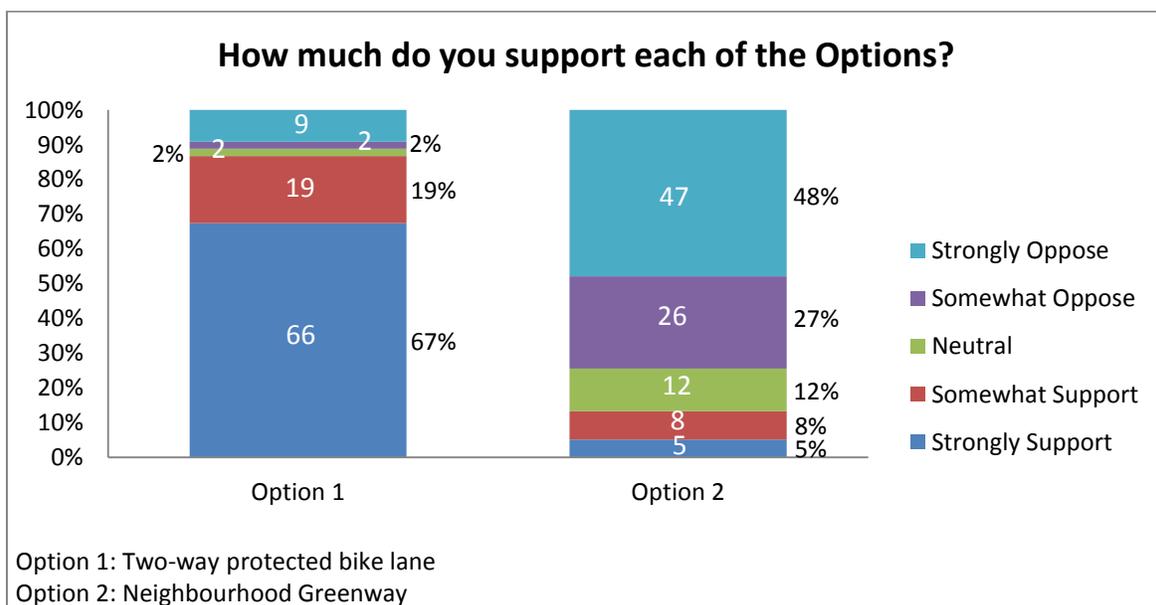
The survey asked what modes of transportation people use on a regular basis. Most respondents indicated they use multiple modes of transportation regularly. Some combination of driving and walking and/or cycling were the most common responses, with multiple people indicating they use all four modes.



Number of Responses = 98 (multiple choices per response)

Level of Support

The two-way protected bike lane (Option 1) had very strong support with 87% of respondents strongly or somewhat supportive of the option. The neighbourhood greenway (Option 2) had the least support, with 75% of respondents strongly or somewhat opposed to the option.



Option 1: Two-way protected bike lane
Option 2: Neighbourhood Greenway

Number of Responses = 98 (for each option)

Option Likes and Dislikes

When choosing which option was supported or opposed, respondents were also 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 Protected Bike Lane (Option 1)	Neighbourhood Greenway (Option 2)
<ul style="list-style-type: none"> » The bike lane is separated and protected from vehicles. » The bike lane is wide enough for faster cyclists to pass slower ones. » This option will allow for easy snow clearing and maintenance using existing equipment. » Separated bike lanes create a feeling of safety. » The two-way bike lane would create a concentration of cyclists on the street, providing increased visibility of cyclists to drivers. » The design best accommodates all modes of transportation. 	<ul style="list-style-type: none"> » Existing two-way traffic is maintained. » Provides easier and more access options for vehicles to Health Sciences Centre and University of Manitoba. » Street calming in place to slow vehicle traffic and create a complete street is a key consideration for this option. » Maintaining two-way traffic wouldn't create spillover traffic on other nearby streets. » This option accommodates more vehicles and does not prioritize one mode of travel over another. » This option provides additional green space and opportunities for street beautification.
Verbatim comments can be found in Appendix B, starting on page 18.	Verbatim comments can be found in Appendix B, starting on page 26.

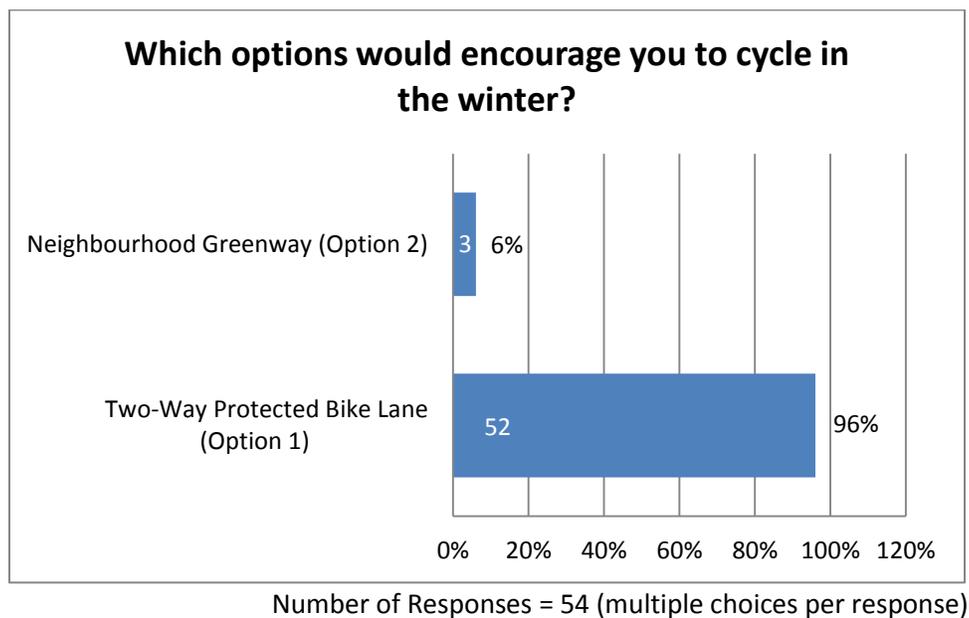
Common Themes – Dislikes

Two-Way Protected Bike Lane (Option 1)	Neighbourhood Greenway (Option 2)
<ul style="list-style-type: none"> » Concerns about the potential confusion and safety issues for cyclists going against the direction of traffic. » Vehicles transporting wheelchairs often use the right side of the vehicles for drop-offs, using this side of the vehicle would not be possible on the one-way street. » Changing the vehicular traffic to one-way disrupts vehicular access and could increase congestion. » The bike lane may be used by emergency vehicles. » Design focuses on moving cyclists and vehicles, but not on creating a shared, safe street. » May be challenging to maintain (clearing snow) the separated bike lane. 	<ul style="list-style-type: none"> » Concerns about cyclist safety on a shared street as there is no separated lane for cyclists. » The proposed design does not appear to be much of a change from the current design of the street.
Verbatim comments can be found in Appendix B, starting on page 22.	Verbatim comments can be found in Appendix B, starting on page 28.

Number of Winter Cyclists



Which Options Encourage Winter Cycling

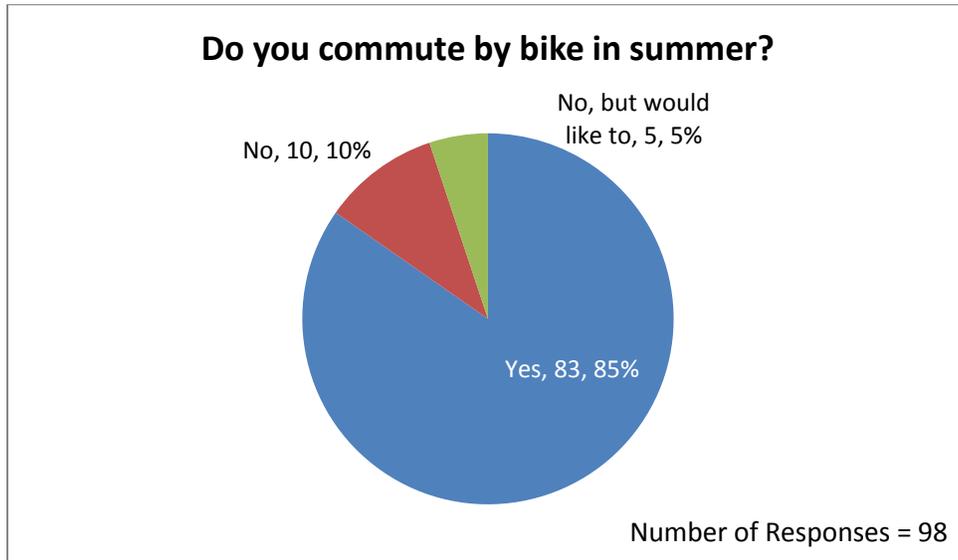


Winter Cycling Comments

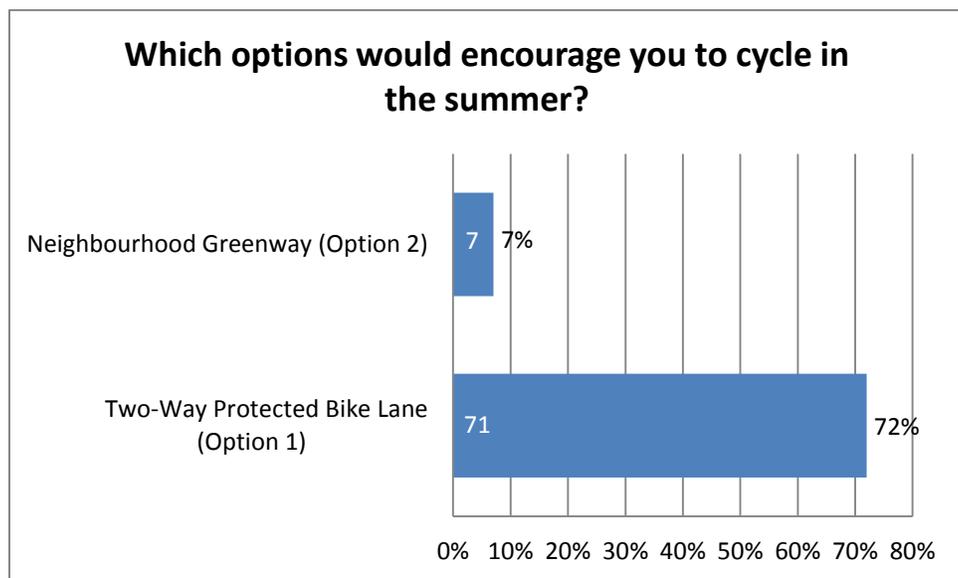
Respondents indicated that a protected bike lane would encourage them to bike in the winter. A common concern was the need for proper maintenance of the bike lanes including regular snow clearing, as well as better connections to a larger protected cycling network.

Verbatim comments can be found in Appendix B, starting on page 32.

Number of Summer Cyclists



Which Options Encourage Summer Cycling



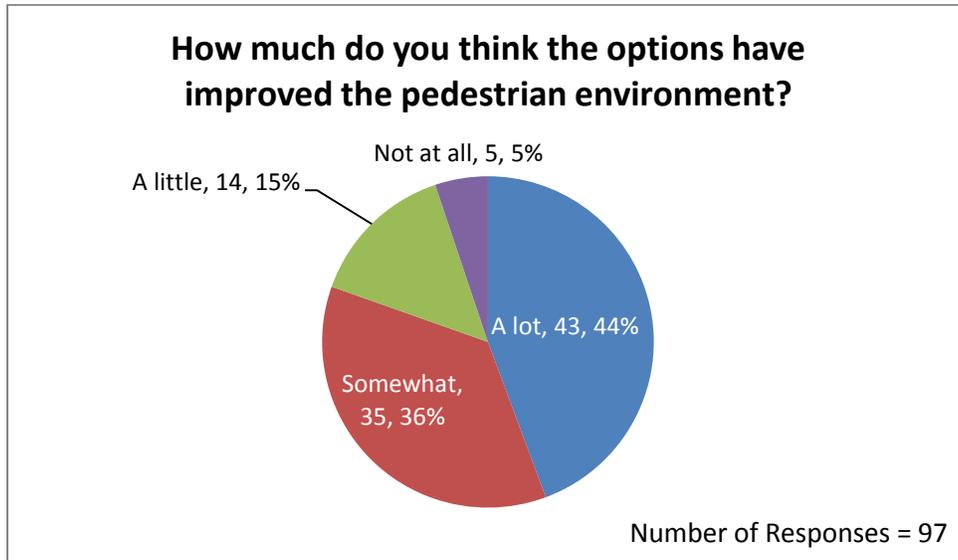
Number of Responses = 72 (multiple choices per response)

Summer Cycling Comments

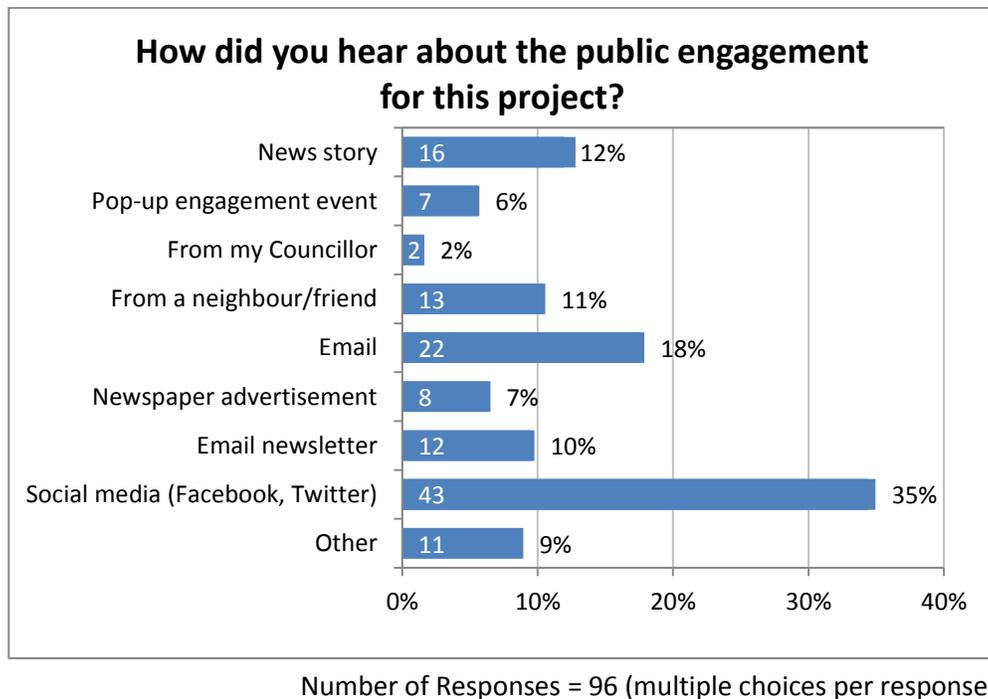
Respondents indicated protected cycling lanes are safer than cycling in mixed traffic and would encourage them to cycle more. They also indicated the two-way protected bike lane (Option 1) was preferred over the neighbourhood greenway (Option 2).

Verbatim comments can be found in Appendix B, starting on page 35.

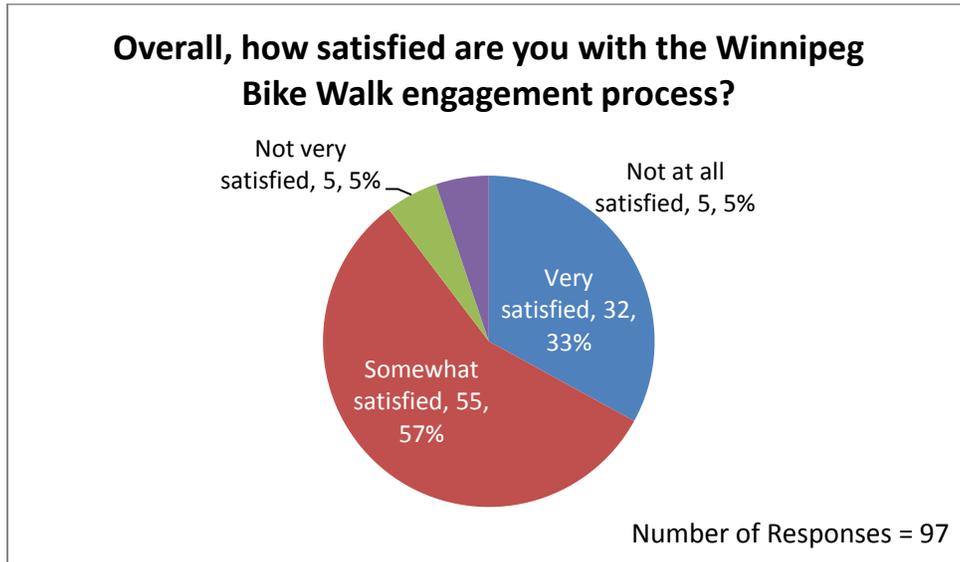
Pedestrian Environment



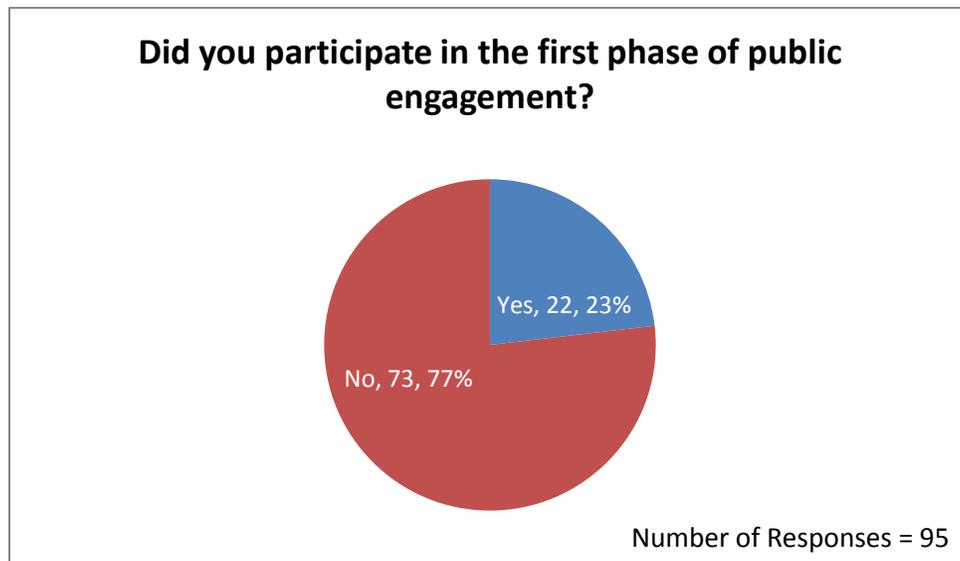
Public Engagement Promotion



Satisfaction with Public Engagement Process



Participation in First Phase of Public Engagement



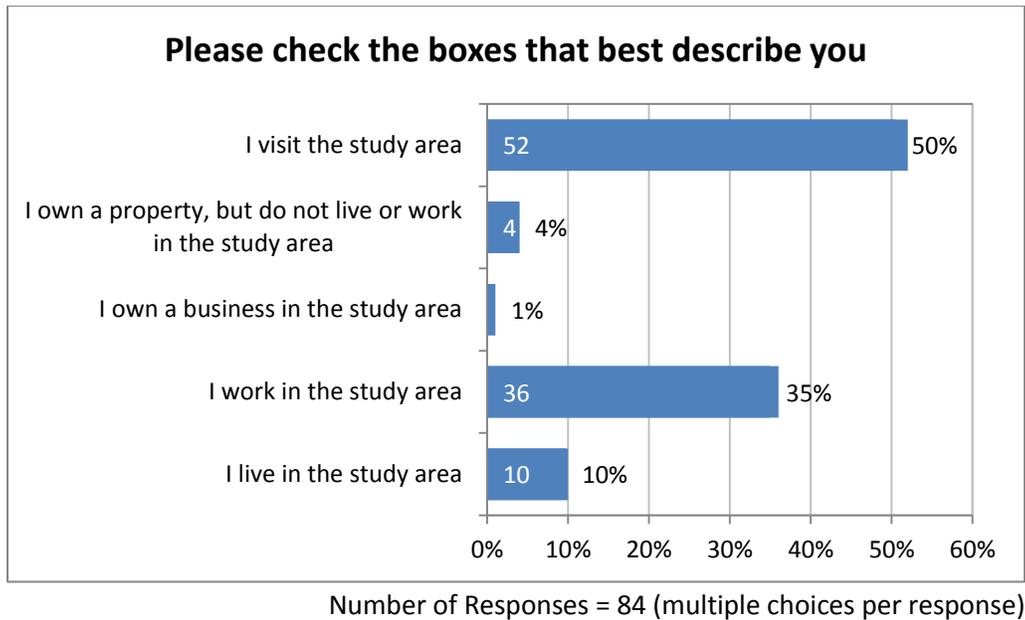
Positive Outcomes and Improving Public Engagement

Verbatim comments attached in Appendix B, starting on page 37.

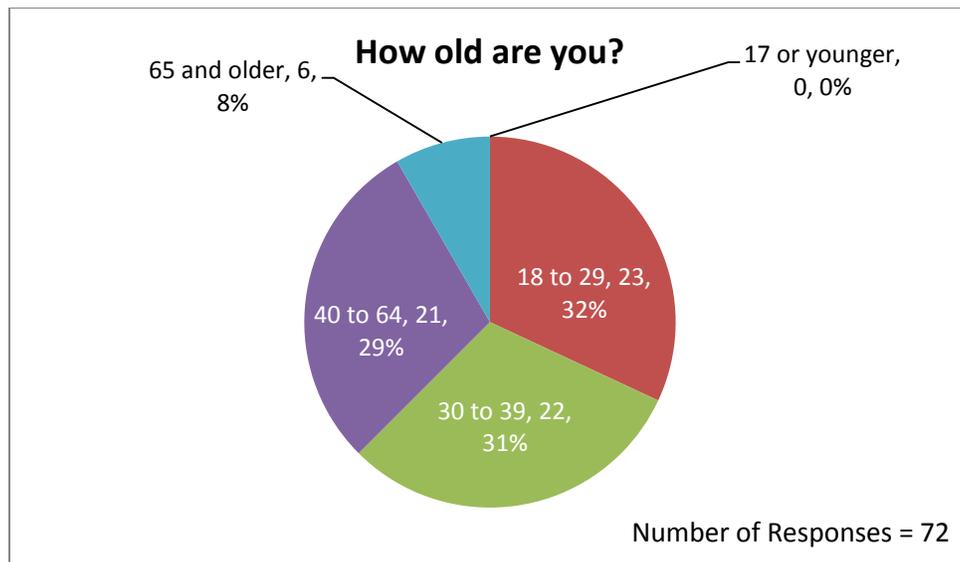
Encouraging Future Participation

Verbatim comments attached in Appendix B, starting on page 39.

Relationship to Project Study Area



Age of Respondents



Other Considerations

Verbatim comments attached in Appendix B, starting on page 41.

5. Appendix

Appendix A – Survey Questions

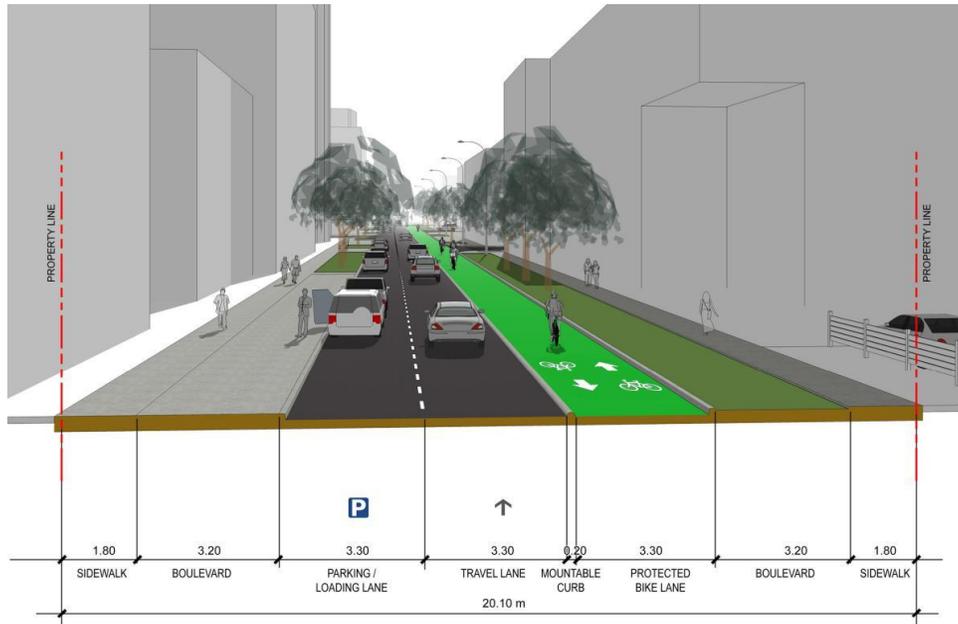
CITY OF WINNIPEG
WEST ALEXANDER PEDESTRIAN AND CYCLING CORRIDOR STUDY
DESIGN OPTIONS SURVEY

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 WITH ONE-WAY TRAFFIC



3a. How much do you support Option 1?

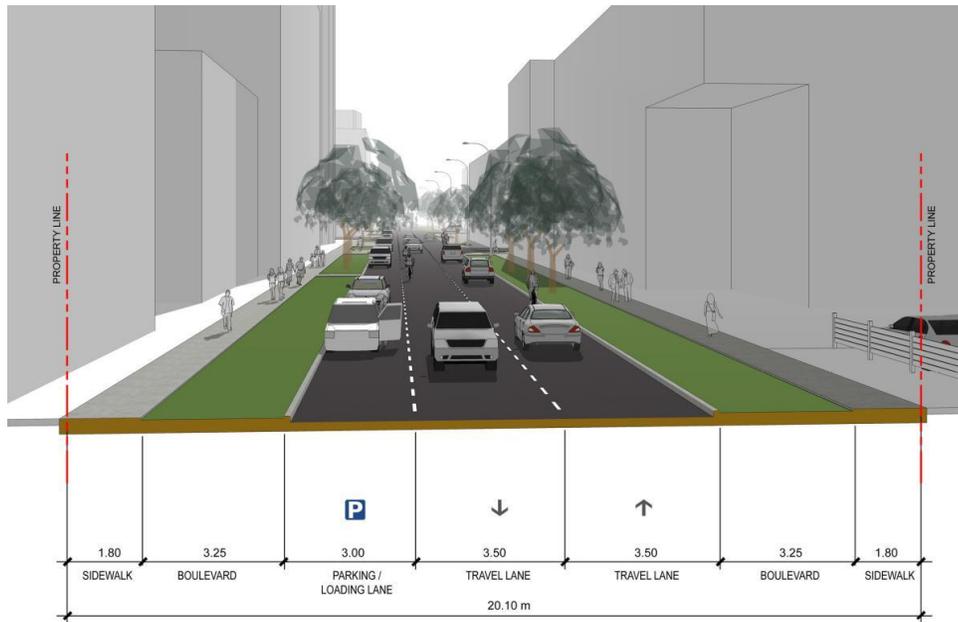
- Strongly support Somewhat support Neutral Somewhat oppose Strongly oppose

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

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

CITY OF WINNIPEG
WEST ALEXANDER PEDESTRIAN AND CYCLING CORRIDOR STUDY
DESIGN OPTIONS SURVEY

OPTION 2 – NEIGHBOURHOOD GREENWAY



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?

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

CITY OF WINNIPEG
WEST ALEXANDER PEDESTRIAN AND CYCLING CORRIDOR STUDY
DESIGN OPTIONS SURVEY

5a. Do you commute by bike in the winter?

- Yes No No, but would like to

5b. Would any of these options encourage you to start/continue riding your bike in the winter?

- Option 1 Option 2

5c. Why or why not?

6a. Do you commute by bike in the summer?

- Yes No No, but would like to

6b. Would any of these options encourage you to start/continue riding your bike in the summer?

- Option 1 Option 2

6c. Why or why not?

7. How much do you think the options have improved the pedestrian environment?

- A lot
 Somewhat
 A little
 Not at all

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

- Social media (Facebook, Twitter)
 Email newsletter
 Newspaper advertisement
 Email
 From a neighbour/friend
 From my Councillor
 Pop-up engagement event
 News story
 Other: _____

CITY OF WINNIPEG
WEST ALEXANDER PEDESTRIAN AND CYCLING CORRIDOR STUDY
DESIGN OPTIONS SURVEY

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

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

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

- Yes No

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

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

13. 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:
 I own a property, but do not live or work in the study area
 I visit the study area

14. How old are you?

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

15. Is there anything else the project team should consider?

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



Appendix B – Survey Responses

What elements do you like about Option 1?

I think if we really want to increase the number of cyclists and reduce car traffic, we need this type of separated bike lane.
1. Protected separation between cyclists, pedestrians and vehicles. 2. Separating parking from cycling.
Separated cycling infrastructure from cars, parked cars, and pedestrians.
protected bike line
bike path, barriers between bike lane and traffic
I like the separation and the fact that the bike lanes will allow people on bikes to maintain their mobility when vehicles back up (as they do now). I also like that the bike lane will be on the south side, which could provide access to Sherbrook and Maryland via Olivia.
Protected Bike Lane, Sidewalk, safety for all active modes of transportation.
Increased safety for people on bikes, mainly provided thru separation from regular traffic. Provides quicker travel times by separating modes of transportation. It ensures cyclist aren't stuck behind bumper to bumper traffic or illegally passing on the right.
Secured lines
Dedicated bike lane for safety (decreased risk of dooring), and one way flow of vehicles will decrease vehicle traffic without limiting access- and will add to pedestrian appeal of area.
The bike lane, providing protected bike traffic to HSC
I would definitely change my commute route to take advantage of a protected bike lane like this one. I usually go over the Salter Bridge to get downtown, but I would switch to the Arlington bridge to take this route, as it would be much safer. One of the keys would be that it would need to be cleared in the winter, for it to be useful year-round.
I like that the cyclists are separated from traffic and also transitioning
Protected bike lane. Priority for cyclists. Traffic calming through lane reductions.
Protected bike lane. One way traffic will make for safer pedestrian crossing (there are large numbers students and employees of U of M and HSC crossing McDermot every day and its only a matter of time before there is a bad accident).
The all ages and ability option! Will attract the 'interested but concerned' group of people.
Wide, protected, two-way lane. Greening of street-scape.
NOTHING
Welcoming to all forms of transport, protects cyclists and pedestrians from each other, and from vehicular traffic while also beautifying the area with greenery.
Dedicated separated bike lane.
Like the designated two way bike lane
There is a bike lane, 2 way cycle track is efficient.
Can't think of anything.
The physical separation of bicycles from motor vehicles, the bi-directional quality (which creates even more separation, more efficiently).
Potentially better safety from separation from motorized vehicles.
Protected bike that connects downtown lanes to major employer, HSC campus.
TIOTALLY USELESS AND UNNECESSARY
Protected bikelane, you really can't beat the safety and permanence. I also like the trees.
Two-way cycle lane with signals and bike boxes are much safer. Room for cyclists to pass one another. Wide boulevard with planted trees will bring life to the corridor. One way automotive traffic and calming solutions will make area much safer overall.

West Alexander Pedestrian and Cycling Corridor Online Survey Responses

Makes it easier and safer for cyclists traveling both ways. Keeps cyclists clear of opening car doors. Half signal at Arlington will help cyclists. Traffic calming should slow down drivers and make it better for pedestrians & cyclists.
I like that I would feel safe riding my bike to school at the Bannatyne campus of U of M, at least for those sections being changed. I currently have been very hesitant use a bike as my mode of transportation, but this would highly encourage it as the busiest parts of my commute are right before I reach school.
Separate lane for bicycles is what a bike lane is by definition. That's great.
The physical separation of cyclists and vehicles, and the double-width of the bike lane allowing for passing.
Good balance between modes.
A dedicated lane for cyclists
protected bike lane. Two way on McDermot.
I like that the bike lane is completely separated from vehicles. It would feel much safer biking down this kind of path.
Protected bike lane separated from pedestrians and cars
a) The separation of parked vehicles and cyclists and b) Bike signals at major intersections.
Protected bike lane and traffic calming. the bike lane can be used by emergency vehicles when necessary.
protected bike lane
I like the separation of the bicycle land from both the road and the sidewalk. The green space between the bicycle path and the sidewalk is a great way to offer green space and a buffer.
It's always safer to separate cyclists from vehicles and pedestrians.
The dedicated bicycle path.
Curb separates bikers from cars, two way bike path
Projected bike lake for cyclists. Bike lane can act as a lane for Emergency Vehicles (after all we next to the hospital). McDermot is very busy, with many staff and patients crossing the road from one building to the next. By making one direction traffic it will be safer for all. Consistent traffic direction (as it is currently one way on McDermot starting at Sherbrook towards downtown). Good balance between green space, active transportation, vehicle and pedestrian access. This is a congested area with many commuters (University and Hospital). Need to promote healthy living in our Universities and Hospitals through demonstrated active transport options right outside the hospital doors.
Offers options for everyone. Cars, bikes, and pedestrians. Safer roads as only 1 direction of traffic.
I like the separation of cars/bikes, as well as the boulevard.
Protected bike lane
protected bike lane; traffic in one direction--safer
Separation of cyclists and motorists and pedestrians. Looks like a wider pedestrian walkway on left (north) side.
the increase in infrastructure which, if continued to include all of Route 70, might make cycling to work a safe option.
Bike lanes are great!
I like that we have made improvements for pedestrians and cyclists while preserving the existing character of the street (not widening / carving up a pretty street).

West Alexander Pedestrian and Cycling Corridor Online Survey Responses

It is also really encouraging to see the City committing to fairly comprehensive / challenging retrofits to accommodate cycle tracks. Also it's nice to see a more robust / permanent form of separation (mountable curb).
The two way bike lane works well on a street with low vehicle volumes
Any biking addition is useful and worthwhile, in my opinion.
I like the two direction lane because I find that many times you'll have people biking the wrong way down a street because it's more convenient for them. I also like the dedicated bike lane. I think it's pointless to do any road renewal/improvements without considering a dedicated bike lane. Painted lanes or shared lanes really should only be a last resort.
A legitimately separated bike lane, instead of the half measure we see in most places in Winnipeg. Even with the pillars on the bike lane down Pembina, there are still cars that pull in to use it as a parking lane at times, creating havoc for bikes and cars alike.
It provides a proper space for bikes on a road with a mix of drivers; some are trying to get through, others are trying to figure out where they are going, or where to park. Without the designated bike space, this road feels unsafe.
The fact that the bike lane is physically separated from motorized traffic. It's important because there is so much going on in the first couple of blocks of McDermot next to HSC with pedestrians trying to cross, motorists looking for parking (distracted), and the bus stop right there.
It's protected! It's a bike lane through a busy corridor. Lots to like about this!
Protected bike lane, emphasizing healthy commuting options in and around a hospital.
Protected separate bike lane is definitely the way to go.
bike lanes are great and needed to improve/promote alternative forms of transportation
Separated and protected bike lanes. Bike lanes that are wide enough for two-way traffic and passing.
Separated bicycle infrastructure is needed in many places in Winnipeg and this is a very welcome design!
Separating bikes from both cars and parked car doors. The emergency vehicle option will likely help ambulances get to HSC as well. The green bike path serves as a reminder to motor vehicle drivers that they are not meant to be on it. Drivers can get in and out of their cars on the curb side, reducing risk.
Possible conflicts with buses and right turning vehicles.
Safety for cycling and access for emergency vehicles --would not be trapped behind vehicles that don't move...easier to move a bicycle out of the way. A way to encourage biking instead of using a car.
Maintaining wide boulevards and trees; traffic calming elements; cycling lane is designated and protected by a curb.
The street doesn't need to be a one way. There is ample space to make the boulevard smaller to facilitate two way traffic. Two way traffic will move slower, creating an even safer option for cyclists and pedestrians. The bike lane should be protected by some sort of divider to increase safety, a mountable curb is not enough. Using parked cars as the barrier is the safest, so long as there is ample space for doors to open without hitting cyclists.
Separated bike lanes are a MUST
The separated bike lane. Currently there is not a lot of traffic on eastbound McDermot; bike/pedestrian/vehicle. However, if it is anticipated that the exchange/downtown areas will become more densified, then if the construction is going to be done one way or another, bike lane or not, you may as well put it in to handle future growth.
Bike lane
Seperation between motorists and cyclists will become a lot more safe for cyclists and the large boulevards create more safety for pedestrians.

West Alexander Pedestrian and Cycling Corridor Online Survey Responses

Protected lanes
The protected bike lane is key and the boulevards are really nice
Brilliant design. I like the added green space and the two-way cycling facility. A two-way facility makes sense here, as there land uses that cyclists access on both sides.
Protected walking and cycling path

What elements do you dislike about Option 1?

<p>While I would put pedestrian priorities in the downtown and neighbourhood areas as paramount, it seems odd to me that here there is 6.4 m of boulevard space plus another 3.6m sidewalk space (a total of 10m almost half the entire space) that neither bikes nor cars are using. If those who do not like Option 1 and prefer Option 2 do so mainly because Option 1 requires re-routing traffic, and making McDermott one way (something I think is worth it but I can see why drivers may balk), I don't see why all that boulevard space couldn't be used as some parking (perhaps less than the entire lane).</p>
<p>Bike lanes to be used by emergency vehicles - open to abuse.</p>
<p>Bike lanes as emergency vehicle parking: this seems to be an area where this would be somewhat frequent, and having two-way bike traffic go around these vehicles would be especially challenging. Two-way cycling on a one-way street seems to encourage bad cycling behaviour and will likely increase vehicle frustration with the changes. Even on Assiniboine two-way cycling seems tight, here it appears that it would be worse.</p>
<p>one way streets. do away with them. there is so much published research about how unsafe they are comparatively.</p>
<p>One way vehicular traffic</p>
<p>why such a big boulevard? seems like it could have another lane for traffic instead of a giant boulevard. i also don't like that the bike lanes will be used for emergency traffic as that seems dangerous especially since bikes can be slow to get out of the way</p>
<p>I would like to see wider separation between the travel lane and the bike lane, and would rather see a wider bike lane. Could the parking lane width not be reduced.</p>
<p>It appears as though boulevards are taking up more space than needed. I would suggest rather that "paved" areas become parking/loading zones, or deciding not to have any greenway at all on one side. Consider placing trees between cyclists & cars?</p>
<p>Mountable Curb Detail.</p>
<p>Raised cycle track would likely provide easier winter maintenance and enhanced cycletrack drainage.</p>
<p>none</p>
<p>The limited extent of the bike lane eastward. How is this bike route connected - what bike accessible route feeds to this? It's great to have bike-friendly access, but the "biking zone" seem very disconnected and there doesn't seem to be any contiguous flow (e.g. if I'm coming from the North/East - what is the flow from the only two entry points - Disraeli or Redwood Bridge? Disraeli has a bike bridge but what is the feeder route from there? Main street has a diamond lane but this ends at Higgins and then what?).</p>
<p>I couldn't see it on the maps, but connecting to this coming Northbound on Sherbrook, would there be a lane continuing on Sherbrook past Cumberland and Notre Dame up to McDermot? That would be helpful. Currently, Sherbrook is quite narrow there, and the other option is to cross over two lanes to the left, to get onto Notre Dame.</p>
<p>I don't like the transition west of Arlington towards McPhillips and having the cyclists have to transition awkwardly. I think it would be best to maintain a bike lane on one side of the road the entire way to McPhillips. Also I think since there is a significant pedestrian element in front of the Brody Centre entrance at HSC, it would make more sense to have the lane on the North Side of the street to allow easy transition for students into the bike lock area in front of the campus.</p>
<p>Worry about impact on community access and access to HSC facilities by conversion of McDermot to one-way. I would want to know how this impacts people who live, work, and access this area regularly.</p>
<p>Bike corridor will be disconnected from other corridors until something is done on north part of Sherbrook</p>
<p>EVERYTHING</p>

West Alexander Pedestrian and Cycling Corridor Online Survey Responses

Narrows roads in an already busy area.
Dislike the change to traffic direction.
Motorists are going to hate a reduction to a one way.
The area is low volume enough that a bike lane doesn't address any problems. On the other side, traffic has to be able to get to and from HSC and parking there. This would increase congestion and reduce options to access parking. The area around HSC is confusing enough to navigate as it is. A lot of people travelling around there are seniors. Anyone can be confused by non-traditional traffic modes, but seniors would be even more vulnerable to that. The proposal reminds me of Assiniboine Ave. I have done bike counts there several years in a row, meaning I have sat there and observed traffic for hours on end. There are regularly vehicles going against the flow of the one-way sections. Also, if I am informed correctly HSC is going to have a fair bit of construction in that area in the next few years. If that is allowed to impinge on traffic in similar ways to how it was done on Assiniboine then any problems with this solution would be exacerbated further than with option 2.
Emergency vehicles in the bike lane, but this does make it more politically doable. Just as long as they aren't stopping in the bike lane, and only passing through.
The shared lane with emergency vehicles is on the right hand side of the traffic flow which could be confusing.
Everything
Create a bottleneck with traffic backing up. Bike Lane too big considering it only being used roughly 6 months of the year.
Two way cycle path may make intersections more difficult for cyclists & drivers.
If I did need to bring the car that day, it may slow down commute times.
There needs more physical separation between cars and bikes. Especially on such a busy street for cars using CancerCare drop off, they will now have to loop around.
McDermot Ave. becomes one-way eastbound for vehicles and transit with westbound traffic re-routed to William Ave. or Notre Dame Ave.
However, I'm worried in the winter, it won't be plowed properly with cars potentially driving on the curb destroying it. Plows would most likely destroy the curbs too.
reduced capacity for vehicles
I think it increases the chances of cyclists injuring each other.
N/A
Ideally would like to close McDermot to all motorized traffic (except Emergency Vehicles). However, likely difficult to do given all stakeholders involved.
There are none.
Two-way cycle track can sometimes not be ideal, but it's preferred to sharing the road with motorists two way bike traffic, risk of ambulance traffic and bike traffic conflicting.
I get nervous with one way streets that are pedestrian / cycling friendly. One way streets tend to increase vehicle speeds and decrease driver attention given there are less interactions that happen on one ways. If the street uses high quality traffic calming techniques it could work. Also we should work towards having 30 km/h speed limits. We can do this in school zones, the University is a school and this is also a hospital with lots of patients who may have mobility impairments. This street needs to be slow, safe and welcoming for these reasons. Given the one way traffic and a separated facility, this design seems to focus on the movement of people through this street quickly. This is a campus main street, we shouldn't forget that this should be a livable, enjoyable streetscape in addition to a transportation route.
eliminate the boulevard on the right side of the street freeing up one extra lane for traffic and one lane for parking on the left... no need for a boulevard on the right side... plant more trees on the left

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boulevard to compensate for the elimination of the boulevard on the right...
McDermot should be one way all the way to McPhillips with a traffic control at McPhillips to aid cyclists and pedestrian crossing the intersection
This option is good but would be better if the buffer were wider and the bike lane were wider. My suggestion would be to reduce the width of the parking lane.
No vehicles should use dedicated cycle tracks. If there is an emergency vehicle concern then the on-street parking should be abolished, rather than needlessly endangering the lives of cyclists.
I feel like this would not be cleared in winter, causing winter bikers to use the normal traffic lanes, and cause significant congestion. Also, based on current snow clearing policies, I feel like this curb would get destroyed by maintenance equipment during the winter months.
It says it's the minimum width for a two-way bike lane. Does it allow for the possibility of double trailers for children pulled behind? Would like to suggest, however, that that protected bike lane would need snow clearing to make it useable year round.
Nothing
Why McDermot? McPhillips is bicycle hell, why build a bike lane that takes you there? It would be better to build a protected bike system along Notre Dame itself. What is needed is routes across the city, not nice little paths through neighbourhoods. If the idea is to use McDermot because it parallels Notre Dame, it would be essential to have very clear signage indicating the way to the bike lane (missing for many bike routes in Winnipeg!)
There will be enormous difficulty having one-way traffic streets around the hospital. It will make it very hard to navigate for patients/families who have to come to the hospital who are unfamiliar with the area.
Protection of cyclists, which is the only way to ensure injuries are minimized.
two way bike traffic is not ideal.
None.
Not sure how well the two-way bicycle traffic will work, but it works quite well on Assiniboine, so long as cyclists pay attention and traffic signals are accommodating for against-traffic cyclists.
Perhaps some of the 3.2m boulevard could be used to widen the cycling lane to allow for safer 2-way traffic.
Defined roadway for cyclists separating vehicles, cyclists and pedestrians.
Some people are ignorant about sharing space. roads or bike pathways. Will there be a speed limit? Some people may ride at excessive speeds putting others at risk (but they do it now...riding fast between parked and moving vehicles).
Parking and travelling lanes could be reduced to 3.0, since I don't believe this is a truck or transit route.
That it is one way. One ways only exist to make traffic go faster! We want traffic to go slower.
The boulevards on either side seem too wide, could be halved perhaps to allow for another car lane?
Westbound traffic diverted to William or Notre Dame. However, McDermot is a one way west of Rory, so you as well continue the full length as a one way.
The boulevard is a waste of space, put the bike lane there and have two lanes of traffic. The bike lane should be one way only, with traffic. I do not like how emergency vehicles will use the bike lane, where are the cyclists supposed to go? This would slow down response times.
The second boulevard next to the bike lane seems a bit redundant. There could be opportunity to add a second motor vehicle lane and eliminate the requirement for emergency vehicles to go down the bike lane (but still could if need be).
I sat on the Provincial Advisory Board for Active Transportation, representing the seniors and disability communities.

Totally inaccessible parking lane for individuals arriving in vehicles adapted for wheelchair users. The side-loading vehicles usually discharge wheelchair passengers on the passenger side of the vehicle, which in this option would mean dropping the ramp into the oncoming traffic lane. This is an area near medical facilities accessed by wheelchair users. Often such passengers cannot be left alone at the entrances to the hospital/medical facilities such as the Health Sciences Centre, the Rehab Centre, the Manitoba Clinic and SMD, so parking after discharging passengers is not an option..

What elements do you like about Option 2?

There is not much to like about this option, esp. from the perspective of a biker. It will not encourage more bike usage. And is unsafe. While ideally, if there is lots of pedestrian traffic this option may be nice in creating more green space, the reality of Winnipeg in this area, is that the 6.5m of 'boulevard' will be empty, as will much of the side-walk.
None.
Two-way traffic and cycling makes it easier to navigate than option 1.
trees, two way traffic
nothing, its awful
Two way traffic for vehicles is a plus.
Nothing. Offers no obvious change to what is currently existing.
none
Additional green space is nice and having two way traffic makes access better
Nothing really
Traffic calming. Better pedestrian crossings.
Traffic calming measures
Does not provide separate facilities to protect vulnerable road users.
Greening of street-scape.
NOTHING
Wider traffic roads. Beautification.
Keeping traffic direction as is
Nothing.
It seems the best compromise to accommodate access to HSC for all types of traffic. Yet, slows down traffic and provides crossing points. It would be good if some sort of crossing or turn lane was put in for cyclists to turn north into the U of M bike racks, just to diffuse one more point of traffic conflict.
Have they thought about a roundabout on Arlington and McDermot?
traffic calming
It wouldn't cause spill out of the other direction of motorized vehicle traffic onto Notre Dame or another route.
Green space.
Waste of money
Trees
better traffic movements
Traffic calming measures are good and should make it better for pedestrians and cyclists. Allows drivers to go both ways. Half signal at Arlington will help cyclists. Traffic movement at Intersections, including for cyclists, may be clearer to everybody if there is a good educational campaign.
It's better than what we currently have and would calm traffic at least. I guess driving isn't hindered as much.
None
Minimal change from current situation.
no real benefit to current set up.
Maintains both eastbound and westbound travel lanes for vehicles.
Big trees and boulevards are nice!

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Separate lanes for cyclists and b) It has the potential to connect to other cycling routes.
I like the idea of traffic calming but it doesn't protect cyclists or increase their safety.
best for area
I like the greenspace on both sides of the street. This option is definitely attractive, but safety is a concern.
More green space as opposed to cement.
Wider sidewalks
Not much. Extra green space.
What is there to like about this option?
Green area, traffic calming
Traffic calming, if done well.
I can't imagine re-doing a street and not including an active transport corridor.
Looks like nice wide green space on boulevard.
more green space?
Greenways are always nice.
I love the ideas of a slow, calmed, complete street that re-prioritizes users, that re-adjusts the transportation hierarchy, holding pedestrians and cyclists equal with cars. Greenways can improve the overall quality of streets which would be a great thing on this street as lots of people spend the day here (U of M, HSC). A Greenway would also benefit the community, as the improved street environment will be felt most by those who live there.
none
Green space is nice.
Will deter non-confident cyclists from using this as there are so many people who refuse to ride on the road with cars (for good reason). If it's the only option affordable, it's better than nothing.
Lack of a bike lane.
if you fixed the monster potholes and gaping crevasses on McDermot in front of the hospital, that would be a plus! It is about the worst street to bike on in all of Winnipeg.
None.
I like the wide boulevards, but not sure on the usefulness of them.
An extra 0.1m of green-space? I don't like much about this at all.
Do not like.
Don't
Traffic calming elements; maintaining boulevards and trees.
Why no cycling at all? This is a terrible option.
N/A
The large green boulevard and trees. The two way vehicle traffic.
two lanes of traffic
The boulevards create more walkability for pedestrians.
It's still a bike lane
Added green space is nice.
More suitable for unloading wheelchair passengers.

What elements do you dislike about Option 2?

This option will not encourage bike usage. While I feel relatively safe cycling in traffic usually, this option seems very unsafe to me, with the dooring from parked cars being an issue added to having to compete with cars for road space.
Cyclists must share street with vehicles
There isn't even a painted bike lane, never mind a protected lane. I fail to see how this would be a 'green way.'
parking lane, no dedicated cycling infrastructure
No protected bike lane
not safe for bikes! a bike takes up a whole lane which means angry cars, unsafe passing. if i ride a meter from a parked car (as i am supposed to) and the car needs to be a meter away from me (like they are supposed to) that means CONSTANT unsafe passing and angry dangerous cars. i can't believe this is even an option since it doesn't remotely support active transport.
I don't think that this would provide much of a change. When traffic backs up, bikes would be stuck in traffic, and many people would be tempted to bike past queued vehicles on the right, which is dangerous.
No protection for cyclists and the boulevards could be converted to semi parking and loading zones.
Dooring danger for drivers and cyclists. Cyclists get stuck in a bumper to bumper scenario during rush hour and get dangerously passed by impatient drivers. Bump outs like what was done on St. Matthews keeps cyclists in danger zone between parked cars and moving traffic.
none secured lanes
No real improvements in bike safety notable and volumes of traffic will remain high on the street- still a safety concern for high pedestrian traffic in area.
there is no accommodation for bike traffic; loss of parking in an area where parking is already at a premium seems unwise
What does this change from the current system? I would not use this route if I were still required to ride with traffic.
Too much interaction with traffic and no enhancement of safety features
No real improvement for cyclists.
Make sure to discuss adding traffic humps/bumps with the various health facilities in area. Some health conditions leave people very sensitive to bumps when driving and an entire street of them leading to the front door of where they see their doctor could be very frustrating.
Lack of protected, dedicated cycle lanes. Without them, it simply isn't safe to use this corridor.
EVERYTHING
No unique cycling area, does not encourage cyclists in the area. Does not protect cyclists from vehicles.
No accommodation for bikes
No designated bike lane
There is no bike lane or any change for cyclists from the current situation. This isn't an option, the choice is option 1 or nothing.
Could the travel lane on the parking side be slightly wider than the one on the non-parking side? Would allow cyclists space to avoid being doored, and yet leave room for cars to pass.
sharing space with motor vehicles
There may be no improvement in four season roadway maintenance, especially accommodating /

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making safe for bicyclists.
No protected lane.
everything
no bike lane
No separation of bicycle and automotive traffic. No notable improvements for cyclists.
Cyclists will encounter dooring issues and may be discouraged by having to share road with cars. Drivers and cyclists will need education/guidance about how to deal with intersections.
Not enough traffic calming for me to want to cycle to school everyday, but would consider it during non-peak times
This is a joke that you would even ask for feedback. This isn't even a bike lane. It's a normal street. WTF?
How about some traffic calming measures areas being used in progressive cities?
A 3.25 boulevard, on either side of the road, would be dusty, and under-cared for. It doesn't seem like a good tradeoff, if it forces cyclists and cars to share a lane.
Not much of a change from today, limited enhancement for cyclists.
Doesn't make it more convenient for cyclists
Minor conversion of parking on McDermot Ave. between Arlington St. and Sherbrook St. is required to accommodate traffic calming.
Not enough separation from vehicles and bikes.
Bikes must share lanes with cars :(
a) No cycling improvements on McDermot west of McPhillips.
Doesn't protect cyclist and some traffic calming measures actually make it more dangerous for cyclists.
traffic calming measures do not work, the one in river heights slows the cars down but it forces bike right into the path of oncoming cars.
Bikes and cars sharing the road is not the best idea. To me this equation equals danger. Cars have blind spots, and the elements such as icy roads, or a downpour but the biker at risk.
It's pretty much what we have now, and it's not working well.
The 3 lanes dedicated to cars, without a dedicated bicycle lane.
Vehicles don't 'share' with cyclists.
This is a busy street both with pedestrians and active transport. Two way traffic. We don't need to encourage more motorized vehicles in this area. No encouragement for healthy living (active transport) right outside our hospital doors.
Seems to be no different than what we have already.
Sharing the road with cars fails to improve cycling infrastructure/safety
No protected bike lane.
This is exactly what we have now, with all the same problems. There's no active transport corridor, and it's scary to cross the street.
Sharing the road with two-way traffic
no protected bicycle lane
No bike lanes
The current rendering does not depict a true neighbourhood greenway. Pavement markings need to be highly visible and in the centre of the lane (bike stencils) to show that bikes have equal right to the lane as cars. Speed limits should be posted at 30 km / h. Traffic calming measures must be frequent (raised crosswalks, bulb outs, signage). If legislation does not permit there design interventions, Greenways in MB will not be effective. Given the Pedestrian and Cycling Strategies calls for the development of many Neighbourhood Greenways, if we are to implement this facility type in Winnipeg, we must be able to use the appropriate design interventions (pavement markings in the centre of the lane, 30 km / h speed

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limits).
we all know two way streets are much more dangerous than one way street... distractions could cause bad accidents on this option...
Sharing lanes with vehicles does not work well and is unsafe for everyone
This option is problematic because people on bikes would resort to passing on the right during periods of traffic congestion because one of the points of riding a bike is to avoid having to sit in traffic. Right hand passing is both illegal and dangerous and this option invites that sort of behavior.
No bike lane added.
Cyclists on street. And what are the large green spaces? Grass?
Cyclists and vehicles are not meant to be using the same infrastructure. Downtown you could get away with it, but isn't the whole point to attract more cyclists? You won't get that without dedicated lanes.
Bikes & cars don't mix. "Share the Lane" means "move out of my way, cyclists."
So far, Winnipeg (both bikers and motorists) have not shown the ability to truly "share the road" in high traffic areas.
This doesn't look like it would make the biking experience safer or more pleasant. Don't want to miss the opportunity to make this a good bike route.
Too busy on the first couple of blocks of McDermot next to Sherbrook to just be mixed in with the motorized traffic with distracted drivers trying to find parking and pedestrians trying to cross the street at different spots and the buses from U of M.
Will only be used by those who are currently cycling on roadways and feel comfortable sharing with roads (or committed enough to cycling that they do so).
In and around the most significant health care facility in Manitoba, healthy commuting options should be a priority - both to encourage bicycling as an alternative to driving and to serve as an example to patients.
I don't see how this differs in any important way from what is already there: a crappy street with no bike lane. At least to the East on McDermot there is a painted lane.
Vehicles never really share street with cyclists. This option is a non-solution waste of money and resources.
Seems like a poor option for both motorists and cyclists, as the shared driving space is not very friendly for either.
Looks considerably more dangerous for people on bikes and cars. More "door danger". No provision for emergency vehicles to navigate in bumper-to-bumper traffic. Reduced parking. Traffic "calming" doesn't always work (and what would that be - more roundabouts and speed bumps?)
Too many chances of a vehicle/cyclist conflict/collision.
Bikes and vehicles are still using the same space increasing risk for serious accidents. Doors can open as a cycling person is passing.
3.5 travel lanes encourage speeding.
No Cycling options at all!!
If the street is being redeveloped, you may as well create a dedicated and separate bike lane.
Bikes sharing the road.
Two boulevards, why not have a protected bike lane instead?
Having McDermot remain a 2 way seems silly and unsafe for cyclists when you factor in cyclists having to share a single lane with motor vehicle traffic.
drivers often ignore painted on bike lanes, there is nothing protecting cyclists from sudden right turns
If you don't have protected bike lanes then there really is no point in fixing up the street. Unless you

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have protected bike lanes, or even a bike lane in this case, people will not come out and use it.
Let's do something great, and this isn't great.
Cyclists having to share roadway with vehicles. Cannot the boulevards be made narrower and eliminate one sidewalk to accommodate a buffered cycling and walking path on one side?

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

Option 2 would have cyclists competing with cars through the slush and snow, and would be very dangerous, esp. in the winter. Option 1 would still provide space for the snow plows to clear the snow, but as long as the bike path portion was cleared would be much safer.
Lack of snow clearing; no clear, definable bike lanes accessible in winter.
A protected lane, but only if it has snow clearing.
separated from traffic
one safe road isnt enough to make me ride in winter, if i had a network of safe bike paths linked together i would ride my bike. The biggest most important street to put a bike lane on is portage avenue since it has constant bikes on it and joins much of the city. if there was a bike lane down portage i would ride my bike in winter.
I like the separated bike lane on Assiniboine, and this would be similar to that. I don't think that option 2 offers enough of a change to influence my habits,
Little to no cleared paths, drivers seem to be more aggressive and dangerous in Winter.
Option 1 would absolutely convince me to ride my bike in the winter when it connects to existing dedicated cycling infrastructure. Main reason I don't bike in the winter is safety. Drivers are too aggressive, curb lanes are always covered with snowbanks, pot holes and ice. No consistent or continuous cycling infrastructure to get me to work, school or the store.
That's just crazy dangerous.
Protected lanes would make me feel much safer in the winter, especially if they are cleared of snow. It makes the commute much more enjoyable to be in a protected lane, and to not have to ride so defensively all of the time.
safer options given the clogging of the streets with snow
Plowing of routes. Salt/sand wear on bike.
Unsafe without dedicated lanes.
BECAUSE BIKES BELONG IN THE GARAGE IN THE WINTER NOT ON THE ROADS
Physically incapable/live too far from where I work.
Too cold.
Wherever bike lanes are segregated in Winnipeg they don't seem to be cleared well in the winter. I ride mostly main roads, better clearing and also traffic clears them even when plows have not been there yet.
If option 1 is maintained (same-day snow-clearing) then Option 1 would do much to support winter cycling in this area.
I bike in winter because I enjoy it, but for most riders there needs to be improved maintenance and added infrastructure that is separated from motor vehicles.
More limited bicycle commuting in the winter, but the prospect of option 1 (one) becoming a reality would increase my interest.
It should be against the law because it is too dangerous
Because I don't feel like I have a safe place to leave my bike.
I commute to a limited extent in winter, depending on how difficult conditions are. Sharing an icy street with cars is definitely discouraging.

Assuming that both options mean that the bike path and street are well plowed both options would be encouraging. The main issue in winter cycling is the amount of snow and ice on the road/path.
Don't feel safe cycling as a mode of commuting out of my area. It's also a bit too cold for me.
Clearing the roads and bike routes would encourage me to bike in winter.
Right now you dump snow on them. It's a joke.
Lack of good plowing/usable road surfaces.
not considered safe, especially during inclement days.
curb lanes not cleared enough. cars do not give enough space so potential for sliding of either car or bike and then collision
I will ride my bike to work year-round regardless of infrastructure. However, it is always easier when there are plans in place to keep everyone safe on the roads.
Afraid of accidents due to weather.
Not safe enough from cars.
I will not travel on an icy road with cars, too dangerous.
There's no protected bike path to get me across Main Street.
Protected lanes are needed to encourage the masses to cycle and this makes me want to bike in the area
Option 1 would absolutely encourage me and I would have a protected place to bike. Safety is number 1.
safer
If I had to go to that area, and I had an adequate safe route to get there I would definitely cycle in the winter.
protected lanes for bikes with no risk of hitting an open car door is the most attractive option.
Based on current experience physically separated bike facilities in Winnipeg are poorly maintained and often unusable in winter (Pembina is really bad, Assiniboine is mediocre as is Sherbrook in winter). Pragmatically, whatever facility can be maintained to a high quality given the City's capacity to maintain the facility influences my preference. Given the City plans to build increasing amounts of separated facilities (and other Cities such as Minneapolis currently maintain their separated facilities) we should develop a clear and effective approach to maintenance of this facility type. Also, when we get Capital funding to build a cycle track, we should also get corresponding operating budget \$ to maintain it, otherwise we will continue to have facilities that only work 6-8 months per year, and that's a poor return on investment.
too cold to slippery
option one is the safe way to cycle in contested streets
I don't want to share the road with cars. Neither does my father, my wife, my kids, our friends, etc...
Safety on the road.
It's too cold, so I tend to use public transit.
Winnipeg roads, with their potholes and completely uneven structure, are too dangerous to ride in winter
Roads get narrower and drivers less predictable in winter; dedicated bike space makes a big difference, when it is plowed.
It's only one section right now but it works towards a whole connected system of bike routes in the city. Problem is that until it's all connected and predictably kept clear in winter, I feel stuck.
But it becomes very dangerous and grooved with ruts if not getting snow clearance through winter (no heat from the passing-by cars to melt the snow underneath).

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Lack of a protected bike lane on slippery roads.
1. Too cold.
2. No time saving. In summer I can get to work faster by bike than bus, and as fast as a car. But in winter with the extra time to dress and undress, and with much slower riding speed, the bus is faster (and a lot warmer)
Safer road quality
Safe, protected, separated and plowed bike lanes will bring increased bike traffic. It's a simple and logical solution that has worked over and over other cities and our own.
Again, a separated lane is what's most important. My only concern is that some of our bicycle lanes were not cleared well this winter, and this is something that needs to change to accommodate winter cycling.
The danger is always motor vehicles. I have studded tires and have better traction and visibility than most cars. I would like to be as far from the cars as possible, but on a lane that is cleared of snow. Some bike lanes just become repositories of snow, making them worse than useless.
Snow clearing is very poor and creates too many dangerous situations.
Retired now with work related injury limitation.
Prefer transit and walking in cold and snow.
No. With one way traffic and no high dividers for the protected lane it is still not safe enough.
Lack of snow removal in curb area, only bare areas are ruts in middle of lanes, lack of lane markings means more conflicts with motorists.
Being separated from vehicle traffic makes biking safer, especially in the winter months when it is more difficult with slippery surfaces and snow banks.
Neither seem safe enough to me to commute in the winter; option one, with two way bike traffic and emergency personnel using the lane. Option two has no protected bike lane.
Safer with a seperated bike lane.
I walk.
Age

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

Option 2 is very dangers as bikes have to compete with cars for road space, plus the parked cars will door cyclists.
Physically separating vehicles from bikes is the number one thing that encourages me to bike more.
see above
if option 1 was included on a major bike route like portage or main it would help bikers more. Not all that many people need to travel the short distance of mcdermot! lets get real and connect the city with bike routes on major artery roads like portage and main!
Protection & lane allows for, hopefully, speedier travels.
Option 1 increases driver and cyclist safety enormously by ensuring drivers know where to expect cyclist. It removes bikes from the sidewalks.
Safer and more relaxing. Especially if they are connected to other cycling infrastructure (more protected lanes).
safer connection with HSC when I need to go there.
Any new protected bike lanes encourage more cycling.
Physically incapable/live too far from where I work.
The bike lane section between HSC and Main street on Bannatyne and McDermot are not ideal as they cut out randomly leaving the bike rider in no man's land.
I don't think it would make a difference, I already ride.
Option 2 is hardly bike infrastructure.
From both a safety and four seasons road maintenance standpoint, there may be greater need of a separate, maintained lane for bicyclists in the winter. Note that I haven't read in this presentation of ideas what the impact of transition from and/or onto adjacent (right angle) roadways (particularly option 1 (one)) may be.
Protected lane.
I NEED MY CAR FOR MY BUSINESS
Because I don't feel like I have a safe place to leave my bike.
Both options would be somewhat encouraging, but more so option 1.
I don't feel safe cycling outside of my area as a means of commuting. I would love to cycle in the summer though, hopefully option 1 works out.
Protected lane
Option two is not a bike route. It shouldn't even be considered.
It would be a more pleasant experience than option 2, and also easier to pass slower cyclists while not having to share a lane with cars.
Need a vehicle during the day, car pool many days.
prefer protected bike lane
I use my bike as my main method of transportation. Any change with bikes/pedestrians in mind is good as far as I am concerned.
This is a direct route between west and north end which I take every morning - I avoid this area as a cyclist because there is no room on the road for us. This will save my bike commute and increase my safety.

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I love bike paths. I can enjoy the ride rather than worry about being hit by a car.
I'm going to commute by bike regardless!
Protected lanes are needed to encourage the masses to cycle and this makes me want to bike in the area
Option 1 would absolutely encourage me and I would have a protected place to bike. Safety is number 1.
safer
I love riding my bike in the summer and would love to have routes all around the city where I have minimal interaction with traffic.
same reasons.
Bike lanes are more pleasant, less stressful, safer
In a perfect world, there is nothing more comfortable than riding down a well designed cycle track, especially if there is vehicle congestion and you can ride by a whole bunch of frustrated, single occupant, motor vehicle drivers.
i feel safe cycling in a environment where I am separate from vehicles
I don't want to share the road with cars. Neither does my father, my wife, my kids, our friends, etc...
Safety.
I cycle, but not as much as I'd like. The cycling routes that exist aren't connected as well as I'd like, which makes me decide to bus/walk because I don't want to be going back and forth between cycling among cars and then on dedicated lanes. It's stressful and often confusing for both cyclists and drivers.
I would like to see SOMETHING done by the city to encourage active transport. Any links in high traffic areas are progress, even if the option is a clear downgrade over what should happen.
Greater safety, greater comfort
I try to avoid that area right now which sometimes means going up on the sidewalk. A protected bike lane would make me feel comfortable enough to use the road.
Safe routes for my three kids to travel with me!
I don't go that way, I come from the South.
Safer road quality
Safe, protected and separated bike lanes will bring increased bike traffic. It's a simple and logical solution that has worked over and over other cities and our own.
Separated cycling lane is safer and friendlier for all people using the street.
As mentioned previously - this option seems like a marked safety improvement.
1 is an improvement over 2, but not the best.
Would feel safer separated from vehicles.
Traffic on regional streets are dangerous and have little cycling infrastructure.
I already ride quite a bit. A protected lane will be nice, but one way traffic will mean cars trying to go faster. Keep traffic slow!!
Dedicated bike lanes draw cyclists from busier parallel streets.
Separated bike lanes makes biking safer all year round.
bike lane
Safety. Being separate from motor vehicle traffic allows you to go at your own speed and makes for a more safe and enjoyable ride.
Age

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

I think we need a SYSTEM not a one street at a time planning process. To encourage people to walk, bike and take public transit we need to remember people make these choices about getting from A to B, and if one part of that trip is dangerous, cumbersome or unworkable, they will drive their car.
There are very detailed questions, which work well for people with time and a lot of information and knowledge about each area and existing infrastructure.
surveys are good because more people access them, think about which routes have bikers and plan bike paths there, not just which are easiest! Look at the streets that have tons of bikers despite the danger! stop building bike paths that end abruptly and unsafely or dont connect to other safe bike routes.
I think it would have been good to have photos of peak hour traffic at the open houses.
The engagement is sufficient.
I like the online engagement and interactivity.
That people are actually being consulted. But it is hard to have faith in process when the outcome could be vetoed by a City Council still at odds with the purpose and vision of this strategy.
I missed the first round, so maybe this actually happened, but I would have liked to see the survey start with a question like what are the actual problem spots in the area.
No opinions.
The timing of the open houses doesn't work for me, so I'm glad to have the online survey available.
Done well now.
This was not advertised well and holding the meetings during the day when people are at work does not allow for proper consultation.
Good promotion, but two provide input on all three projects has taken me almost an hour.
Why don't you set up some bikes with your display? Offer a draw to participants?
Better channels dedicated to active transport
I really liked seeing the displays and being able to talk with the planners about the designs being proposed.
I missed the last meeting in October 2015 despite working around the hospital. There needs to be better local promotion (local advertising in HSC and UofM of these events).
More publicity--I almost didn't know about it and I care a lot about active transport.
I think its so vastly improved from what it was... I really appreciate having this forum online to offer input in a clear way.
I would attend a community club coffee & dessert information sharing event if offered
Get the word out more, barely knew about this
First the good: Friendly professionals, very willing to listen and discuss, open minded and willing to consider a multitude of perspectives which is awesome, thanks! Improvements: share more data from the get go (traffic counts etc), provide citizens with links to resources that have been used to shape designs (NACTO bike design manual, complete streets policies, TAC standards etc.) that can empower citizens and help them understand the rules / constraints that you are working with. Also provide more back story on policy that guides this process, specifically what does the Ped and Cycling Strategies say about this project. A more informed discussion will yield better input.
the internet access to the information is very helpful
Accessible surveys, public involvement.

<p>Try to connect to more people through outreach programs. Focusing on universities and schools around the city would be a great way to start.</p>
<p>I find the online views of the proposals are a bit limited; hard to make out what is going to change</p>
<p>You appear to have thought in silos. As an example, what about the future of Notre Dame, which is wide enough to accomodate traffic, yet cyclists are terrified to use it. it is also pedestrian unfriendly, which disourgaes foot traffic, which is turn discourages commercial acitivity.</p>
<p>Like all cities, the botoom line is the mighty dollar, and businesses flourish when places are accesible. Heaven forbid, there may even be tourists who come to Notre Dame!</p>
<p>Winnipeg, think big- this city is still rule by the automobile, which is a vasyf outdated and sad situation.</p>
<p>Well publicized public forums.</p>
<p>I wasn't there, but I think more notice should be given, including more public exposure as well as facts outlining the savings (taxes, road repairs, etc.) when cities invest in cycling infrastructure versus motorized vehicle infrastructure.</p>
<p>City Councillors could be asked to inform their constituents.</p>
<p>More pop up booths, design charettes, have conversations with cyclists and the general public.</p>
<p>The online surveys are a great way to get peoples opinion. Having short paper surveys at events such as folk fest or cyclovia or some of the spring gardening convections would be nice.</p>
<p>Consult with Judy Redmond (City of Winnipeg) and the disability community</p>

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

Make it seem less ad hoc and be a process aimed at the entire system of transport for a given region of the city, eg downtown, etc...
Some of the "pop-up" engagements are inconvenient in terms of timing or location. It would make sense to me to set-up in a location many cycling commuters pass, particularly for the area of study.
do something useful, like a plan of all the connected bike paths so i can see you are working towards something helpful! these piece meal things are frusturating and not very useful to my life. a bike lane on mcdermot doesnt help if i cant get my bike safely to mcdermot.
I think I'd like more ability to propose changes or alterations.
More AT infrastructure projects
advertisement of the time/location
If these engagements turn into actual improvements, I will continue to participate.
Keep doing the online engagement!
That our voices will result in meaningful change. And, more importantly, that the voice of those who actually use or want to use bicycles are weighted more heavily than those who do not or will not.
STOP SPENDING MONEY ON BIKE INFRASTRUCTURE WHEN WHAT IS CURRENTLY THERE IS NOT USED AND WE HAVE BILLIONS OF DOLLARS IN NEEDED ROAD REPAIRS.
If I hear about it, chances are you will hear from me. Usually I will hear about these things through Bike Winnipeg.
On the radar of larger city project impacts (e.g. CPR yards crossing, Chief Peguis extension) and connectivity therewith.
JUST SCRAP THE WHOLE THNG
More detail in the online graphics would be helpful, particularly showing how the intersections are expected to work. Also I have the impression that the traffic calming measures are still in flux. Maybe the different traffic calming options should be addressed in the survey.
E-mails from my school
Surveys on the Internet. Advertise on bike routes?????????
Surveys such as this, apart from open houses.
Send an actual letter to people who live in this area and use these streets with a copy of the actual plan options. Publish the options in the newspaper so people don't have to go looking for them on your website. They should not be so hard to find on your website. Why does the link http://www.winnipeg.ca/PublicWorks/pedestriansCycling/pdf/westAlexanderPopUpNewsletter2016-03-15.pdf not include the actual proposals? (I had to go looking for them).
Knowing that there would be concrete changes happening and that my support isn't for nothing.
Platforms like this which allow individuals to share ideas.
feedback
N/A
Listen to our feedback, and for the project to be carried out to completion.
regular email contact
Receiving good notice of upcoming events.
a better understanding of traffic flow implications and of the long term plan (i.e. will there be an uninterrupted, safe bike route from home to work?).

West Alexander Survey Data

Get the word out, cyclists want more infrastructure and will love to engage!
Continue to work towards improving the pedestrian and cycling environment in Winnipeg through meaningful engagement processes and I'll be there!
more detailed drawings of intersections as some Winnipeg crossings tend to bunch pedestrians and cyclists in a small space. Separating cyclists from pedestrians is the safest option.
We need to get on with building the infrastructure. It is desperately needed.
Keep doing this.
Good outcomes from this round of consultations
Direct emails? Protecting commenters/participants from nasty other comments by bitter car users. :)
Well publicized public forums.
Knowing that the mayor, city councillors, and other public service workers are in support of this movement by also cycling themselves to work so they can personally experience the pros and cons of cycling in Winnipeg to make adjustments and continue to build our cycling infrastructure.
My general concern for my own life/limb as one who rides a bike is enough encouragement! I also drive, but generally believe motorists' concerns are already well represented.
Increased notification of the participation process, and assurances that my voice would be heard.
Emails about future online surveys and public consultations. I thought I was signed up, but I did not receive any emails about the bike surveys specifically.
Maybe direct emails through Bike Winnipeg.
Listen more to the suggestions made.

Is there anything else the project team should consider?

Option 3 - two way vehicular traffic with protected bike lane, no on-street parking.
bike lanes on portage from polo park to u of w would change Winnipeg, imagine the press! imagine the university traffic! it would probably be the most used bike lane in Winnipeg in a day.
I think it would be good to provide pedestrian refuges between the bike lanes and vehicle travel lanes to improve pedestrian comfort and visibility and to provide a buffer between the travel lane and bike lane at intersections to improve right turn yielding behavior. I'd also like to see the parking lane narrowed in favour of a wider curb separating the bike lane and a wider bike lane.
Protected Intersection Designs seen in Denmark.
Get the Mayor and politicians out on their bikes!
TRY DRIVING ON OUR DONKEY PATH ROADS AND THEN JUSTIFYING WASTING MONEY ON BIKE INFRASTRUCTURE.
I hope you have engaged HSC and U of M...
No other opinions at this time.
There are a lot of cyclists who work and study on the HSC Campus. A bike lane down McDermot would encourage more commercial traffic from HSC to downtown during the day, especially in the summer.
Yes scrap the whole concept
Please add trees and shrubbery/planter boxes everywhere possible to green up the corridor. Signals and bike boxes are needed at major intersections for safety.
It would be helpful to include an overview or map showing how the study area connects to other current or planned bicycle routes.
My school, Bannatyne campus U of M, is right in this area. I am there usually everyday, including weekends, so it would be nice to have this.
More design research is needed regarding what other cities have done to employ traffic calming methods, create separate bike routes and car-free areas, and make bike routes useable in the winter months
Make it better. For example actual make a second option that isn't a normal street
This type of project should be voted on by the public in referendum if you really want to consult the entire populous.
Jut-outs on the road for calming traffic have actually made cycling safety much less safe because cyclists have to go in and out of car traffic.
repave the bike paths we have now, some of them feel like one big long unending puddle.
Aromatic shrubbery and flowers should be included in the greenspace for those walking/biking by.
How do we know car drivers are being consulted?
bike racks in the area
Connecting active transport corridors together. Separate motorized traffic from active transport with white posts at a minimum, curb is idea. Continue to expand network around the city. As I have recently moved from Ottawa where there is an extensive bike path system, I encourage you to continue these projects. Of course, there will be "nay sayers" but once a network of protected active transport paths are completed the next issue will be congestion on these paths (like in areas of Ottawa) which will be a wonderful problem for Winnipeg to have. Thank you for doing all this work.
Please consider option 1. It offers positive change. Promotes health (walking, biking).

West Alexander Pedestrian and Cycling Corridor Online Survey Responses

Just that you're doing a great job with limited resources and you should keep up the good work!
The long term health benefits to a community that facilitates a pollution-free method of transportation that happens at the same time to be a great way to exercise.
In general please start to consider some of the long ingrained assumptions around road design that favours motor vehicles, particularly lane widths and speed limits. If we can get down in lane width to 3.2m (Minneapolis uses 10 foot lanes often =3.03m) we have more room to work with on retrofits.
stretch it to McPhillips... use raised crosswalks not bump outs and good clear signage and alternate glossy color painting...
Probably better places to invest the money, such as Osborne, North St. Mary's or Main street -- areas where thousands of vehicles travel in relatively tight spaces every day to commute to work.

Appendix C – Online Discussion Comments

What do you think about the two-way protected bike lane on the south side of McDermot Avenue between Arlington Street and Furby Street or Kate Street?

Candace (not verified), Tue, 03/29/2016 - 1:27pm:

I cycle to work downtown and would use this route daily instead of my current route which is a few streets over just for the added comfort and protection of a two way protected bicycle lane. Having a bicycle lane the size of an actual lane would really enforce to drivers to pay attention to the traffic in that lane as well. The longer the bike lane, the better.

Paul Bell (not verified), Fri, 03/25/2016 - 8:41pm

I don't think the street needs to be one way, that only facilitates faster traffic. Faster traffic means increased dangers to cyclists and pedestrians, even if it is a protected corridor. I suspect the boulevard can be made a bit smaller on each side, allowing for two way traffic, and parking will remain on one side of the street. There are many options for protected cyclist lanes, this one seems to still focus mainly on cars and not so much on cyclist needs.

John Wilmot (not verified), Fri, 03/11/2016 - 6:31pm:

I like the idea of a protected bike lane and if it is as wide as a regular motorized vehicle lane then there may be a better prospect of it actually getting cleared of snow in the winter.

Dave Hall (not verified), Fri, 03/11/2016 - 10:58am:

We live near Langside and Cumberland and use these streets frequently, as cyclists, drivers and pedestrians. There is no question that the protected two way bike lane on McDermot would be make a huge differences for us as cyclists. We are seniors who's major concern with cycling is safety. A protected bike lane would make our frequent trips to the exchange district and even to the Forks qualitatively safer than they are now.

Please build this option - the sooner the better!

What are your thoughts about making McDermot Avenue one-way, eastbound between Arlington Street and Sherbrook Street?

Bryan (not verified), Fri, 04/01/2016 - 4:38pm:

After careful thought, making McDermot Ave one-way is the better of the two options. It will keep the handicap street parking at CancerCare available, and with some small changes to bus routes the 36 bus that currently stops at Emily should be able to work with a new stop on McDermot; have the bus turn at Tecumseh, perhaps. As long as signage is appropriate, I can see traffic flow working a lot better this way especially during rush hour. Right now we have some fairly long waits to turn left from McDermot Ave to the Manitoba Clinic, backing up Westbound traffic in the morning. This would eliminate westbound traffic entirely, while adding only a slight delay to head to Notre Dame -> Pearl -> McDermot. I think this would be more friendly to pedestrians moving between buildings as well as to drivers and cyclists.

David (not verified), Fri, 03/25/2016 - 8:06pm:

Making McDermot a one way street in that area will make it much more difficult for people to access

Cancer Care MB, typically elderly people. It is already difficult enough to access the buildings on the HSC and U of M Bannatyne campus, I suspect this will further the confusion of navigating this area. I agree with removing Street parking along this stretch where it is currently allowed.

James (not verified), Tue, 03/15/2016 - 9:01pm:

Making McDermot one way is an excellent idea. It makes traffic flow direction consistent with McDermot East Bound at Sherbrook which is already one way. There are many hospital/university staff and students and patients who cross McDermot to access another building and by having one way traffic it will be safer to cross. We need to promote healthy living with active transport at our hospital doors (literally) and option 1, with one way traffic will do this.

This will also give some priority access to Emergency vehicles as they can use the bike lane when required.

John Wilmot (not verified), Fri, 03/11/2016 - 6:26pm:

The idea of a full lane to accommodate two directions of bicycle traffic with only a single direction dynamic motorized vehicle lane is good. My main concern would be that right now motorized vehicle drivers are accustomed to pulling over to the right to permit passage of emergency vehicles (often the bane currently for cyclists who potentially get squeezed into the curb), and it's my belief that it's the law under the Highway traffic act to allow passage on the left), so if the illustration is correct, then that creates an education and law compliance problem. Also, in a related vein, emergency vehicles often hope to travel even faster than the adjacent dynamic motorized vehicle flow, potentially meaning less time to react to clear the lane (although sirens (for those bicyclists not being otherwise distracted) should increase the warning time to potential co-existence in the same space.)

Carl (not verified), Fri, 03/11/2016 - 4:06pm:

Making McDermot a one-way in my opinion is not a good option. This will force westbound traffic to use William Ave and Notre Dame Ave. William is already a bottleneck between Sherbrook and Tecumseh, and Notre Dame is already so busy.

Why not eliminate street parking along this stretch of McDermot and have two lanes for traffic as well as cycling?

West Alexander Pedestrian and Cycling Corridor Study Discussion

Dexter (not verified), Mon, 11/16/2015 - 8:48pm:

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, it's important to be able to see if there's anything in the way.

Lawrence (not verified), Sat, 11/07/2015 - 1:49pm:

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?

wilma sotas (not verified), Fri, 10/23/2015 - 12:28pm:

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/cycling is an ideal way to connect north with south.(With flowers and shrubs etc. along the way)

Let's make this happen.