

Winnipeg Walk Bike Projects

Downtown Bike Lane System and the West Alexander Pedestrian and Cycling Corridor

Prepared for:

The City of Winnipeg

Submitted by:

MMM Group Limited

August 2016

5515081-000

Table of Contents

1.0	Summary of Events	3
2.0	Pop-up Engagement.....	3
3.0	Survey	4

APPENDICES

Appendix A - Survey Questions

Appendix B - Survey Responses

Public Engagement Summary – Phase 5

1.0 Summary of Events

The final phase of the public engagement presented the recommended design for a two-way protected bike lane on Garry Street, the recommended Main Street half-signal design, and a two-way protected bike lane on McDermot Avenue. Winnipeggers were engaged in-person and online and comments were collected on the recommended designs. The in-person engagement activity was a pop-up public engagement event at The Forks, which presented the recommended designs for both the Downtown and West Alexander projects. Online engagement included information postings on the project website and online surveys (one for Downtown and one for West Alexander). The pop-up event and online survey were advertised in a City of Winnipeg press release and on social media. A mass email was sent on June 10, 2016, to approximately 152 recipients. Newspaper ads were placed in the Metro on June 10, 2016, and the Winnipeg Free Press on June 11, 2016.

Summary of Participation:

- Pop-up Engagement Interactions: 77
- Total Survey Responses: 71

2.0 Pop-up Engagement

The pop-up engagement event was held at The Forks in the South Atrium on Thursday, June 23, 2016, from 4:00 – 6:00 PM. The event included five presentation boards and two large format table maps to present the recommended designs and public feedback received to date. The event attracted people who were interested in the project and also caught the attention of those who happened to walk past. The event was publically advertised and invitations were sent out to stakeholders and those following the project.

Participants were encouraged to visit the project website to provide their feedback through an online survey. Hard copy versions of the survey were available for those who wanted them, but most participants were provided with a flyer that included the link to the project website and online surveys.

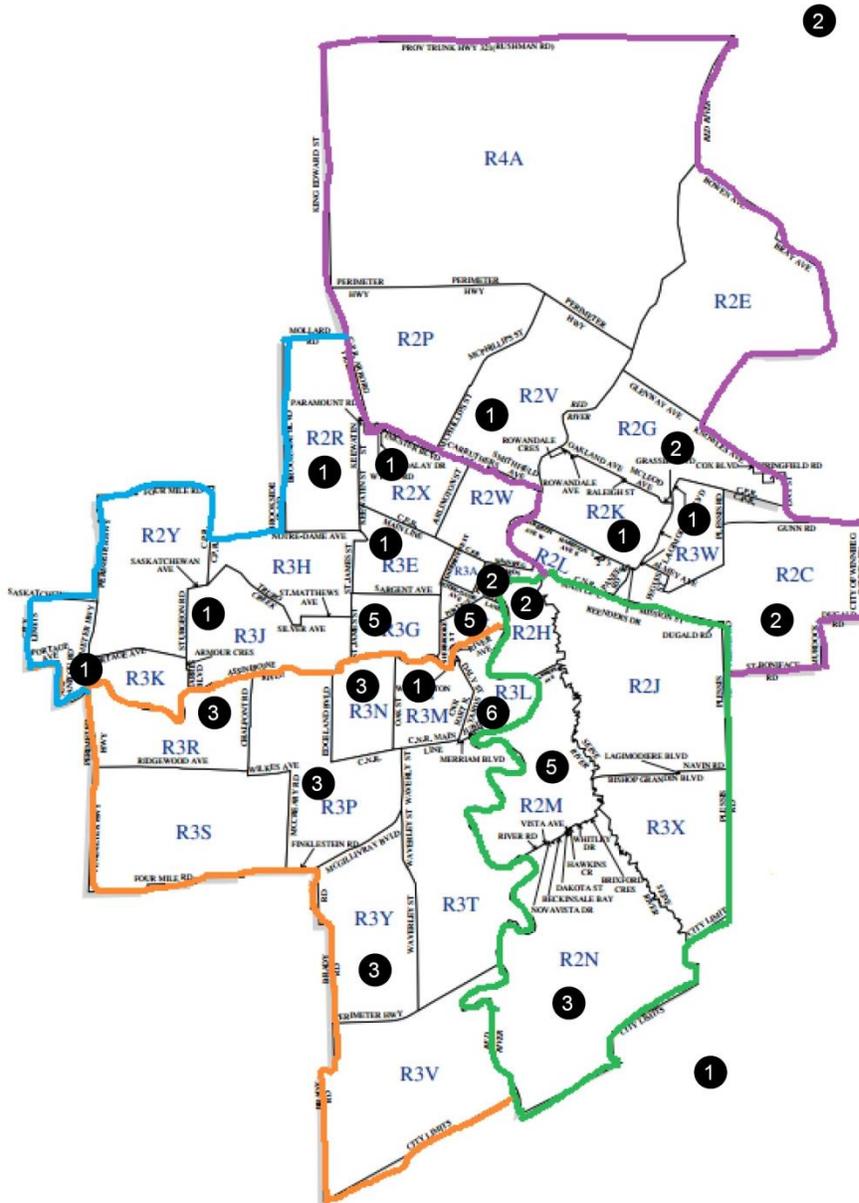
Most attendees were in support of the recommended designs and protected cycling lanes in general and were happy to see the projects moving forward. Some were concerned with how the two-way cycling facilities would function. They indicated there was a concern with cyclists traveling in the opposite direction of automobile traffic and that motorists at intersections and driveway approaches might not be able to see cyclists. These respondents indicated they

preferred one-way cycling lanes. Some attendees were concerned about traffic disruptions, parking/loading, cost and snow clearing.

3.0 Survey

Online surveys were hosted on the project website and hard copies were available at the pop-up engagement event to gather feedback on the recommended designs. There were individual surveys for both the Downtown Bike Lane System and the West Alexander Pedestrian and Cycling Corridor. Survey question topics (Appendix A) included respondent's location, preferred mode of transportation, comments on the preferred designs, how they heard about the project, how satisfied they were with the public engagement process, their participation in previous phases of public engagement, how public engagement could be improved in the future, their relationship to the project study area and their age. The survey responses are presented below, with closed ended question responses shown as graphs and open ended question responses summarized with verbatim comments attached as Appendix B.

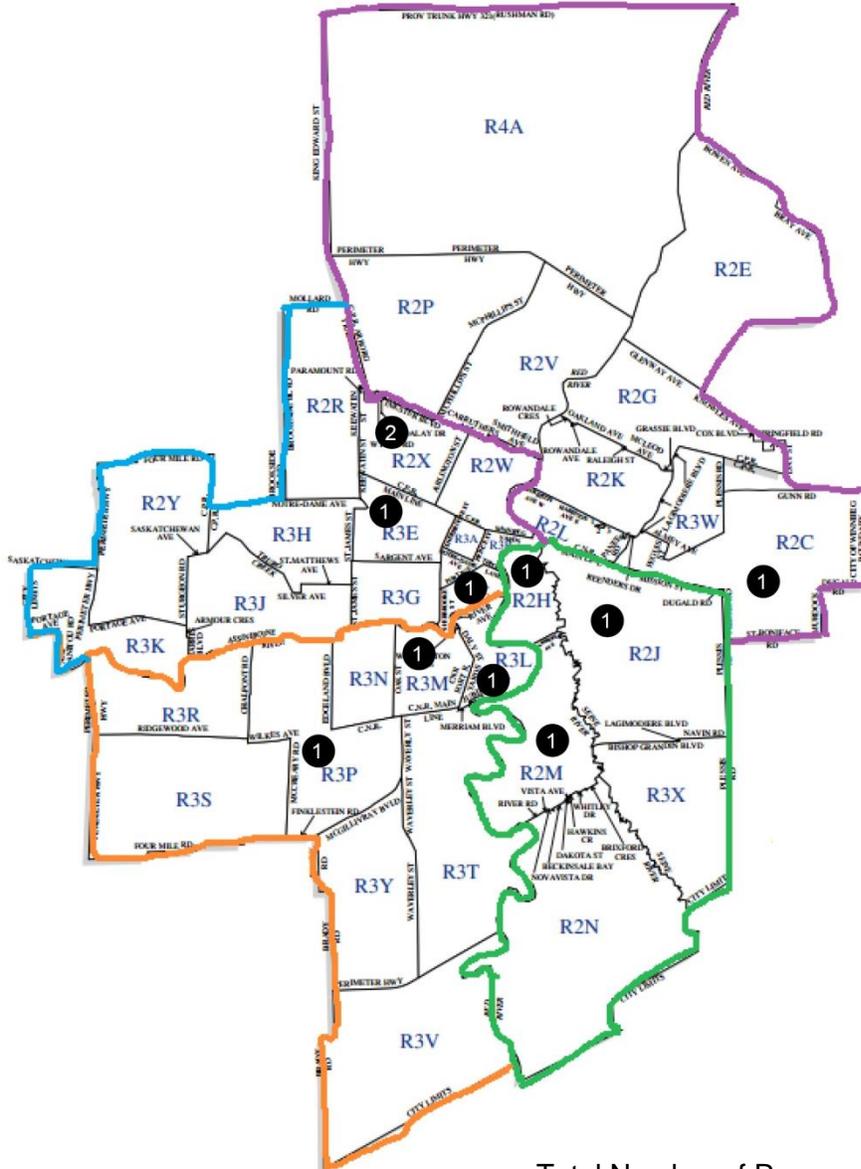
Location of Respondents by Postal Code (Downtown Bike Lane System)



Total Number of Responses = 56

Postal Code	Percentage of Respondents
R0A	2%
R0E	2%
R1A	2%
R2C	4%
R2G	4%
R2H	4%
R2K	2%
R2M	9%
R2N	5%
R2R	2%
R2V	2%
R2X	2%
R3B	4%
R3C	9%
R3E	2%
R3G	9%
R3J	2%
R3K	2%
R3L	11%
R3M	2%
R3N	5%
R3P	5%
R3R	5%
R3W	2%
R3Y	5%

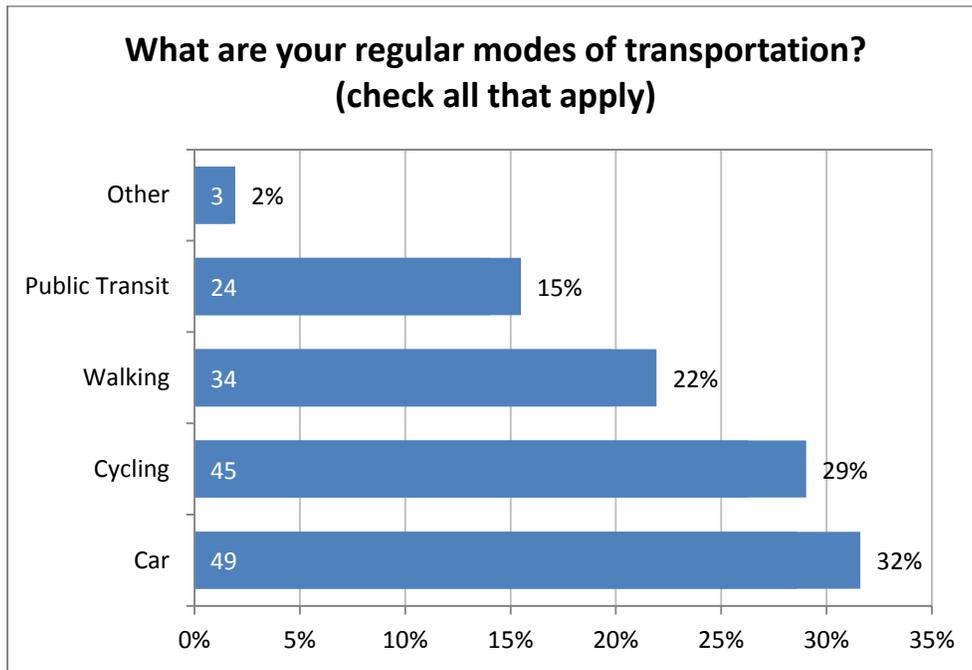
Location of Respondents by Postal Code (West Alexander Pedestrian and Cycling Corridor)



Postal Code	Percentage of Respondents
R2C	9%
R2H	9%
R2J	9%
R2M	9%
R2X	18%
R3C	9%
R3E	9%
R3L	9%
R3M	9%
R3P	9%

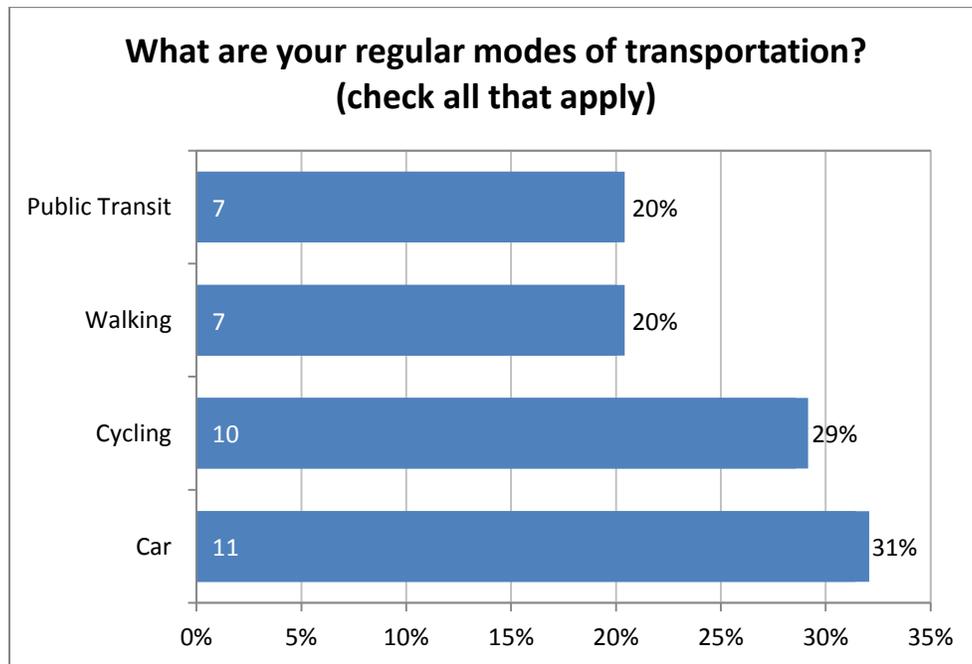
Total Number of Responses = 11

Regular Modes of Transportation (Downtown Bike Lane System)



Total Number of Responses = 62

Regular Modes of Transportation (West Alexander Pedestrian and Cycling Corridor)



Total Number of Responses = 12

Recommended Design (Downtown Bike Lane System)

Respondents were asked to comment openly on the recommended design. The following section highlights the common themes that arose from these comments. Verbatim comments can be found in Appendix B, starting on page 19.

Support for the recommended design and cyclist safety

- Respondents were in support of the recommended design indicating it would increase safety and they would use the facility.
- There was support for cycling infrastructure in general and suggestions for cycling improvements elsewhere in Winnipeg.
- Participants indicated that they felt the recommended design would make cycling on Garry Street safe.

Concern for two-way bike travel

- Respondents indicated that they were concerned over cyclists traveling against the flow of automobile traffic. They cited potential conflicts at intersections and driveway approaches as motorists and pedestrians might be surprised by cyclists travelling against the flow of automobile traffic.
- Respondents indicated they preferred protected one-way bike lanes on both Fort Street and Garry Street.

Parking and loading

- Respondents indicated concern over the conversion of parking space for existing and future residents in the area and loading space for deliveries and pick-ups/drop-offs.
- Some were opposed to cycling infrastructure in general, citing concerns over cost.

Recommended Design (West Alexander Pedestrian and Cycling Corridor)

Respondents were asked to comment openly on the recommended design. The following section highlights the common themes that arose from these comments. Verbatim comments can be found in Appendix B, starting on page 26.

Support for the preferred design

- Participants indicated support and provided positive comments for the project and the preferred design.

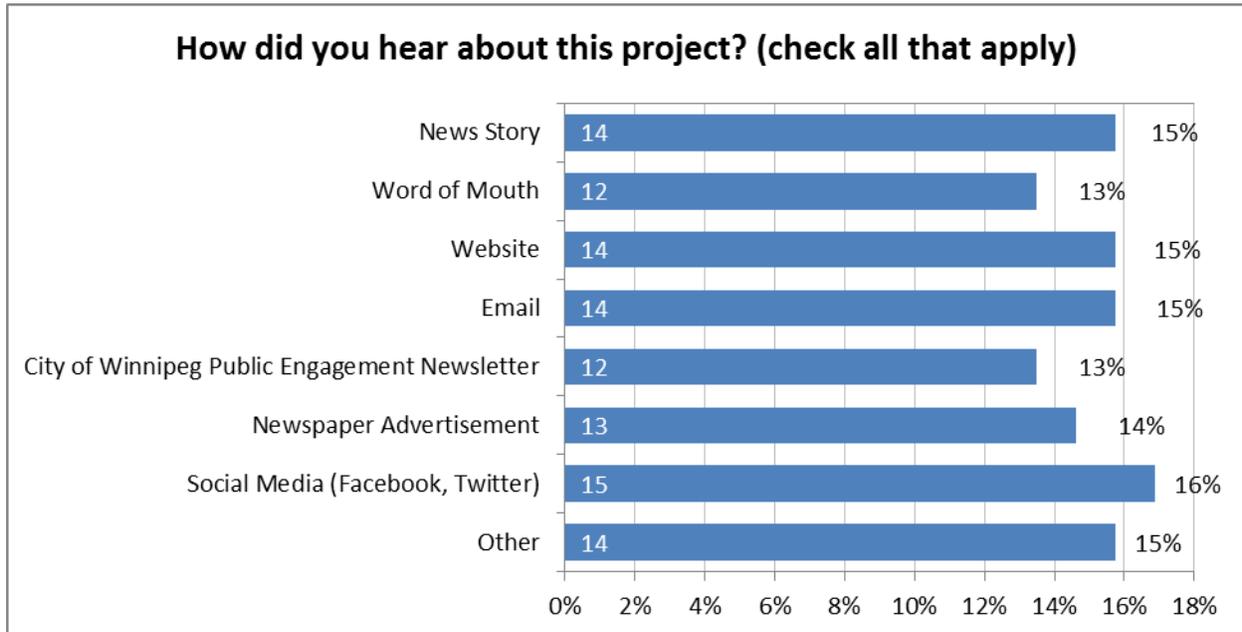
Snow clearing

- Respondents expressed concern over winter maintenance and indicated the importance of snow clearing.

Connectivity

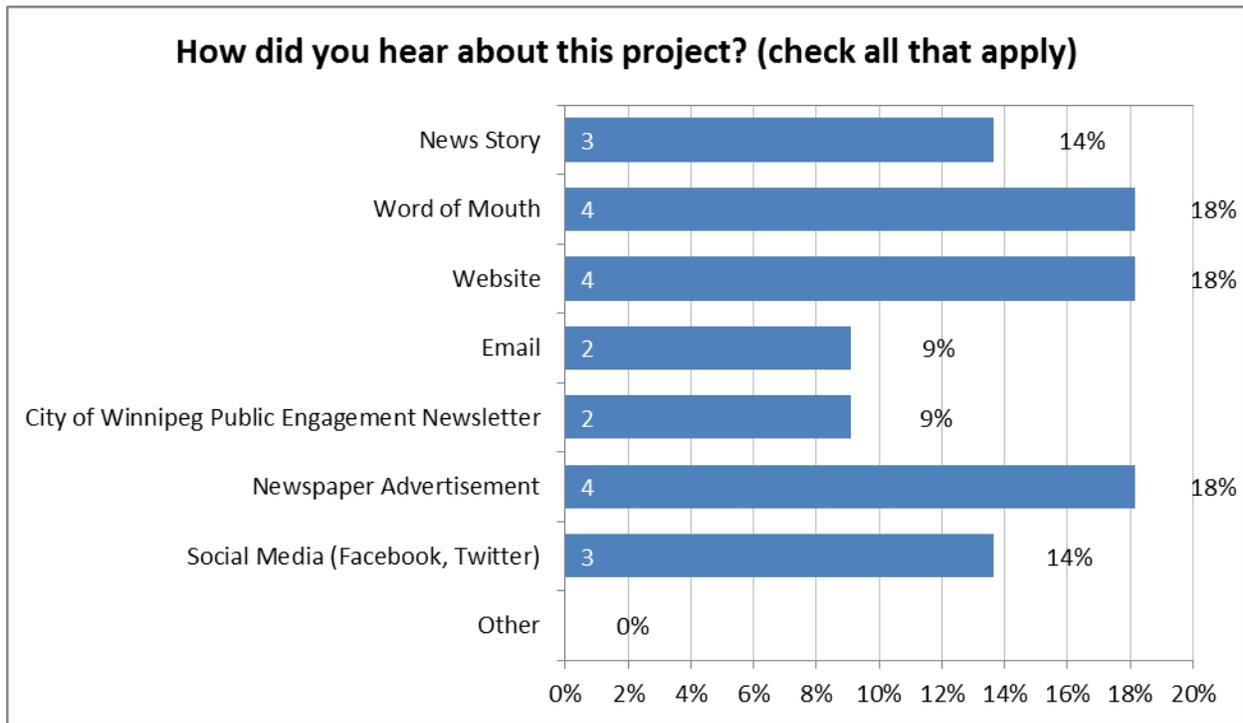
- Respondents indicated connectivity to the study area and destinations along the cycling lane are important considerations for the project.
- Ensuring safety at the intersection of McDermot Avenue and Arlington Street will increase connectivity to the new bike lane.

Public Engagement Promotion (Downtown Bike Lane System)



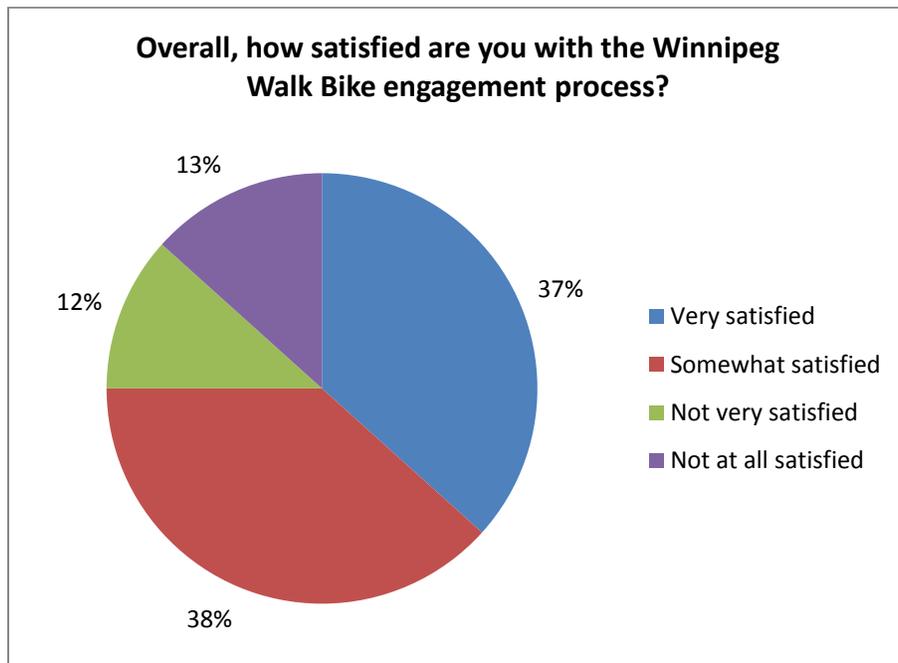
Total Number of Responses = 61

Public Engagement Promotion (West Alexander Pedestrian and Cycling Corridor)



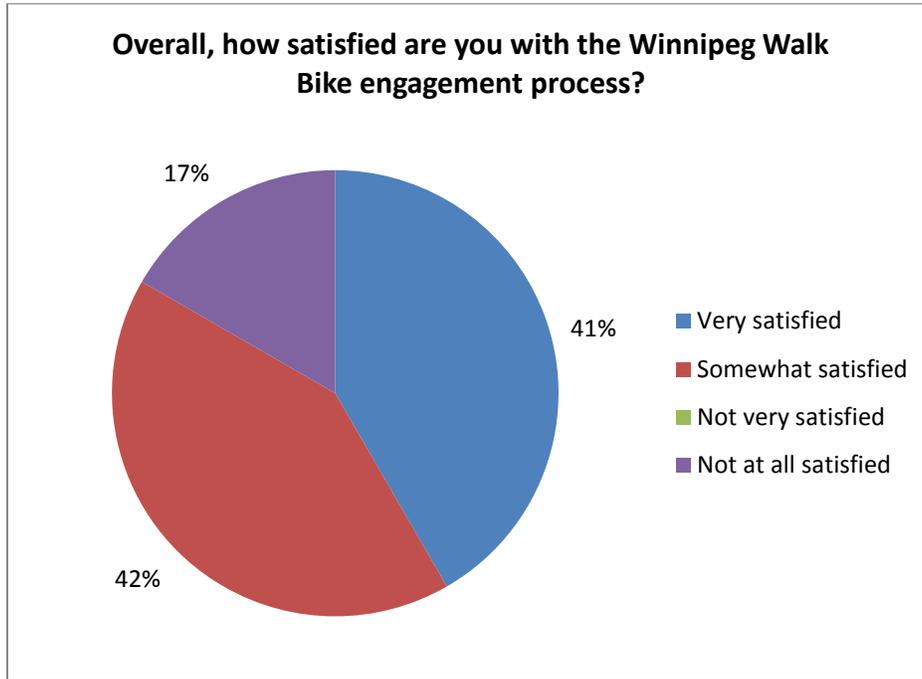
Total Number of Responses = 12

Satisfaction with Public Engagement Process (Downtown Bike Lane System)



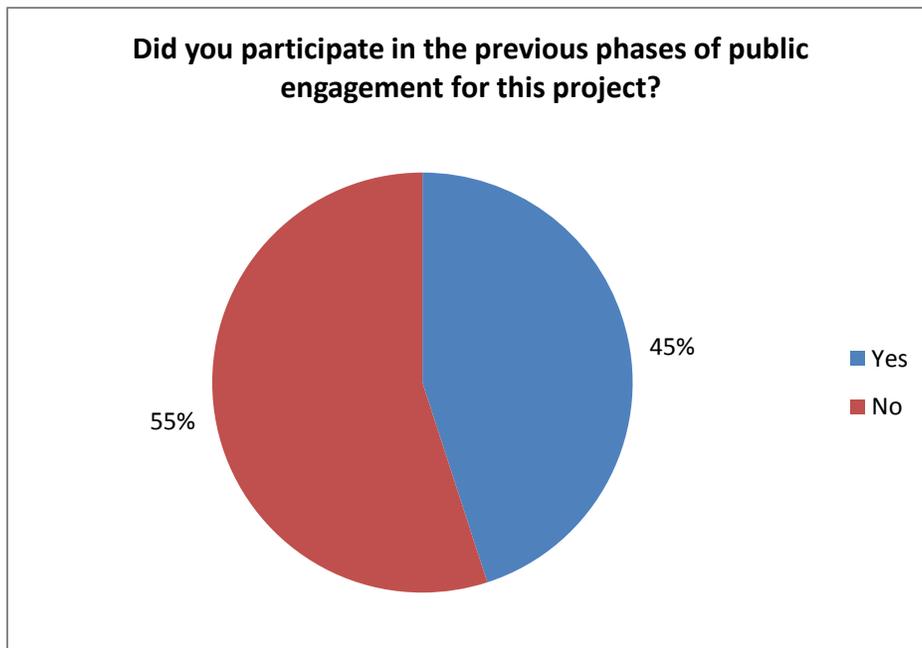
Total Number of Responses = 60

Satisfaction with Public Engagement Process (West Alexander Pedestrian and Cycling Corridor)



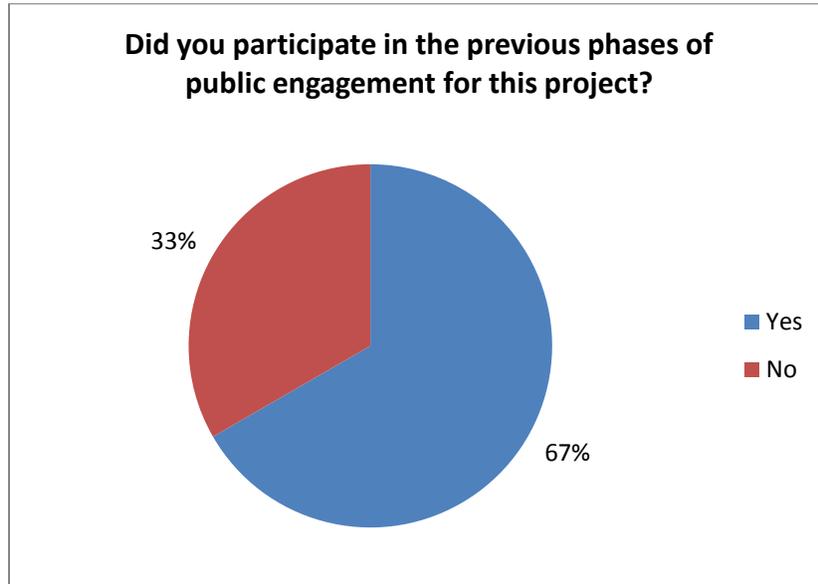
Total Number of Responses = 12

Participation in Previous Phases of Public Engagement (Downtown Bike Lane System)



Total Number of Responses = 60

Participation in Previous Phases of Public Engagement (West Alexander Pedestrian and Cycling Corridor)



Total Number of Responses = 12

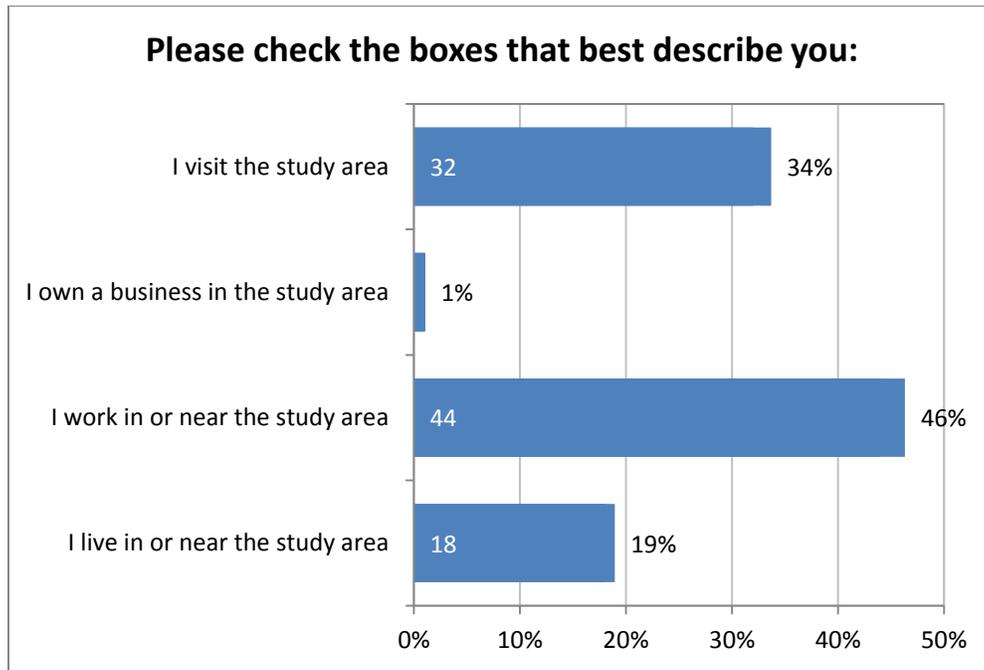
Positive Outcomes and Improving Public Engagement (Downtown Bike Lane System)

Verbatim comments attached in Appendix B, starting on page 24.

Positive Outcomes and Improving Public Engagement (West Alexander Pedestrian and Cycling Corridor)

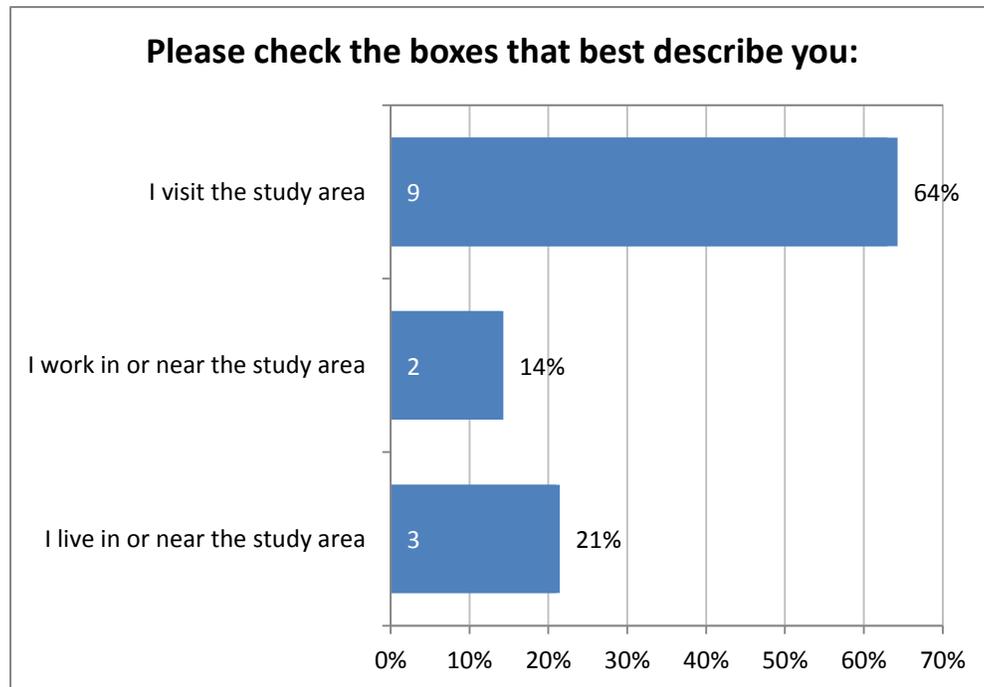
Verbatim comments attached in Appendix B, starting on page 27.

Relationship to Project Study Area (Downtown Bike Lane System)



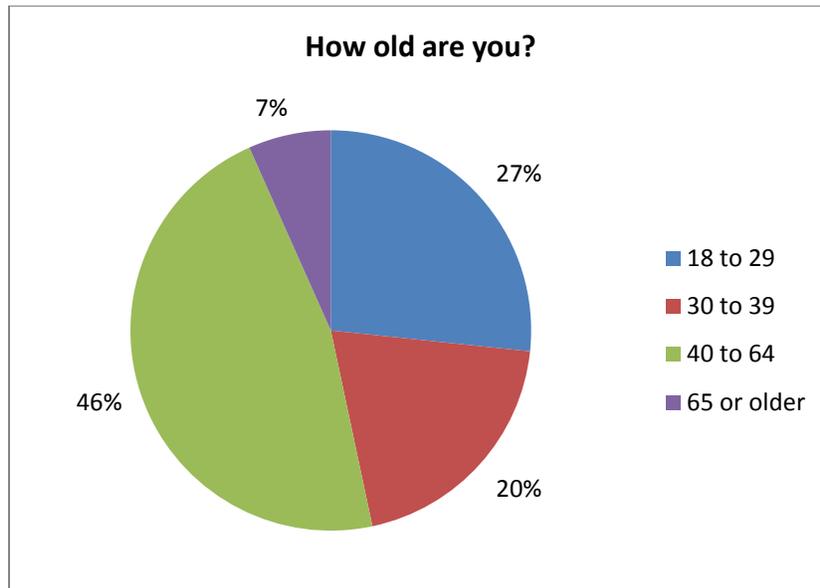
Total Number of Responses = 61

Relationship to Project Study Area (West Alexander Pedestrian and Cycling Corridor)



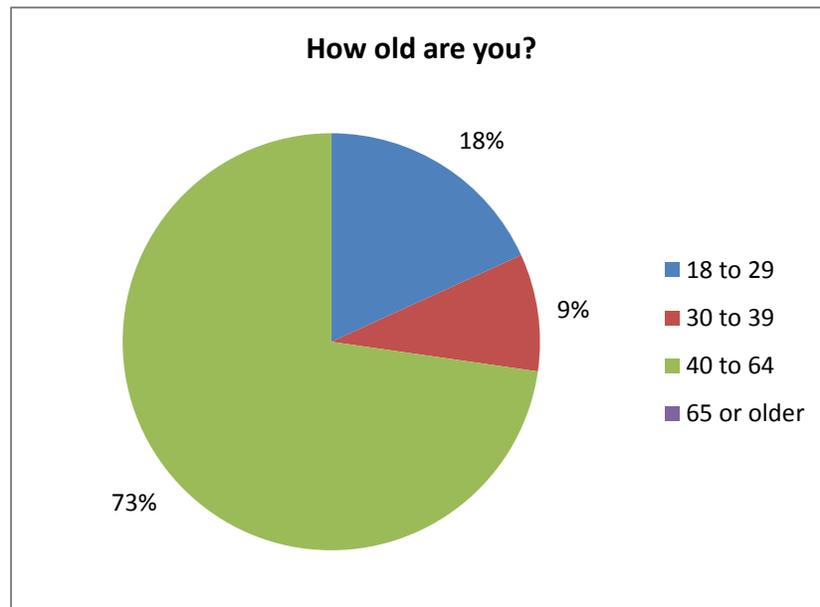
Total Number of Responses = 11

Age of Respondents (Downtown Bike Lane System)



Total Number of Responses = 60

Age of Respondents (West Alexander Pedestrian and Cycling Corridor)



Total Number of Responses = 11

Appendix A – Survey Questions

Downtown Bike Lane Survey



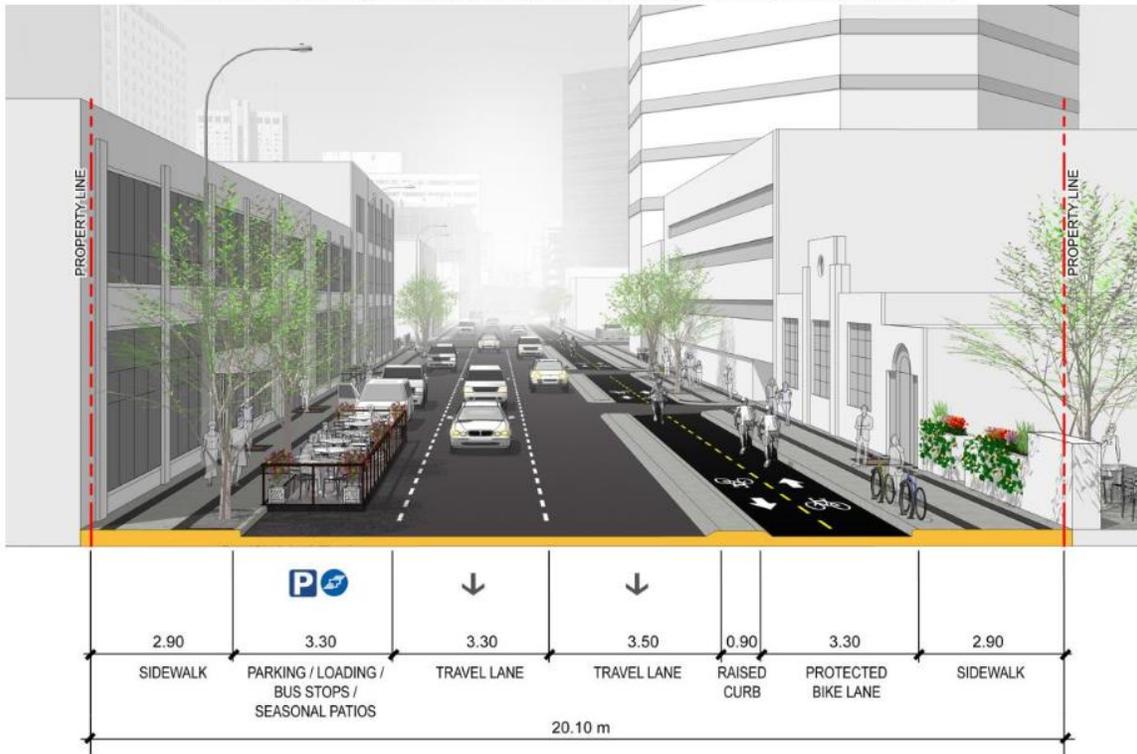
20%

What are the first three digits of your postal code?

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

- Car
- Cycling
- Walking
- Public Transit
- Other

Recommended Design: Two-Way Protected Bike Lane on Left Side of Garry Street Only



Garry Street (Looking North)

Please provide comments on the Downtown Preferred Option: Two-way Protected Bike Lane on Garry Street

How did you hear about this project? (check all that apply)

- Social Media (Facebook, Twitter)
- Newspaper Advertisement
- City of Winnipeg Public Engagement Newsletter
- Email
- Website
- Word of Mouth
- News Story
- Other

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

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

Did you participate in the previous phases of public engagement for this project?

- Yes
- No

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

Please check the boxes that best describe you:

- I live in or near the study area
- I work in or near the study area
- I own a business in the study area
- I visit the study area

How old are you?

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



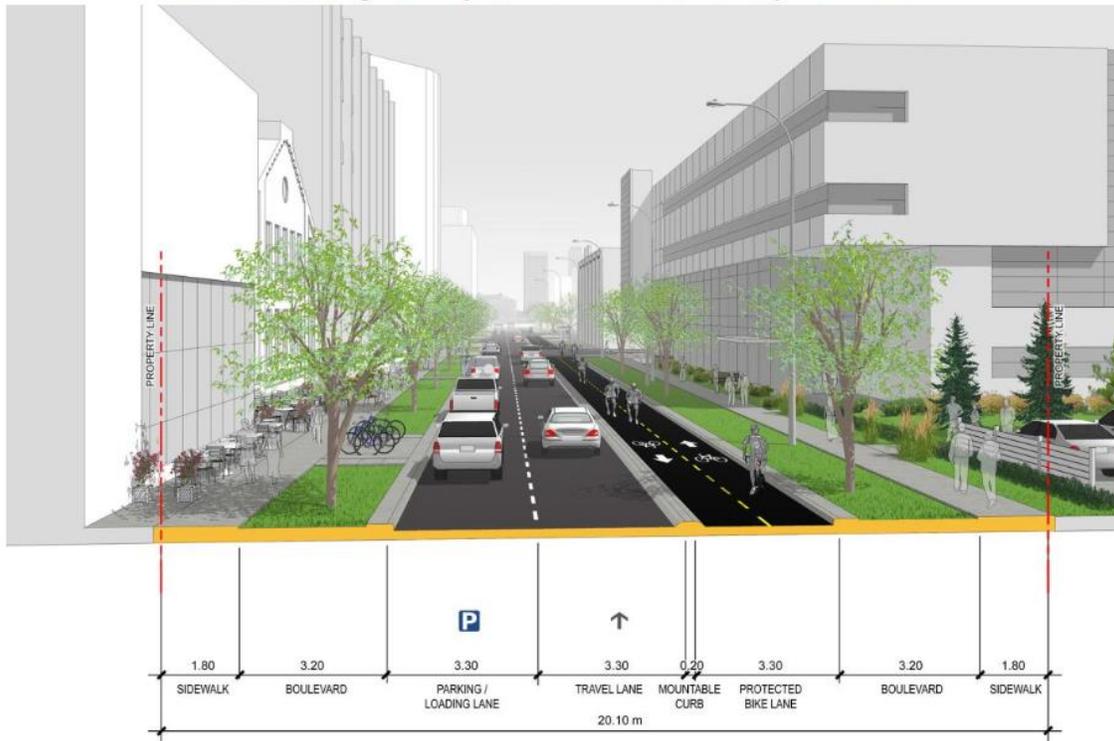
20%

What are the first three digits of your postal code?

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

- Car
- Cycling
- Walking
- Public Transit
- Other

Recommended Design: Two-Way Protected Bike Lane with One-Way Eastbound Traffic



McDermot Avenue (Looking East)

Please provide comments on the West Alexander Preferred Option: Two-way Protected Bike Lane with One-Way Traffic

How did you hear about this project? (check all that apply)

- Social Media (Facebook, Twitter)
- Newspaper Advertisement
- City of Winnipeg Public Engagement Newsletter
- Email
- Website
- Word of Mouth
- News Story
- Other

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

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

Did you participate in the previous phases of public engagement for this project?

- Yes
- No

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

Please check the boxes that best describe you:

- I live in or near the study area
- I work in or near the study area
- I own a business in the study area
- I visit the study area

How old are you?

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

Appendix B - Survey Verbatim Comments

Downtown Bike Lane System

Please provide comments on the Downtown Preferred Option: Two-way Protected Bike Lane on Garry Street:

Love it.
"I think that this looks like a very safe design.
You will need to provide public education for motorists, especially on the cross streets, so that they are alert to cyclists, who will appear to be driving the wrong way."
"I support this for all the reasons you've listed as advantages. This design is similar to Calgary's 2015 downtown cycletracks; we liked them.
I'm concerned about a lack of connection between the westbound bike lane on the York Ave underpass and Garry Street. Currently, I cycle on the York north side sidewalk westbound one block to reach the Fort St bike lane, which isn't very good, but it sort of works. Now I'll have to do this for two blocks to reach Garry."
"I think this project is good for all since it give a chance for bikers to feel secure, to pedestrians to also feel safe when they are walking without bikers who might go on on the side walk, and also it reduces number of cars going in downtown with is a place where people should consider to take the bus to go to, bringing less crowdy place and more ecological. I come from a place in France, Nantes, which developed so much about pedestrians and cyclist and also tramway and busway that you can commute easily and fast in downtown where they prioritize more pedestrians place, less driving areas, more public parking where you leave you car around city center. I know projects like that take a long time to develop and put into practice but it is important to be able to live in a place where you can feel safe when walking, and biking and also Have the opportunity to choose this green transportation.
This feedback is good for any projects through downtown of Winnipeg"
"It looks great. My only feedback is regarding the connection of the bike lane to the midtown bridge where many of the users of this bike lane will be heading to/coming from. Rather than having cyclists doubling back onto Navy Way to awkwardly connect to the bike lane via Assiniboine, it would make much more sense to have the cyclist connect directly via Broadway with some measured protection:
- add a signalized light at the south-east corner of Smith & Broadway for bikes to make the right turn onto Broadway. This signal only needs to gives cyclist about a 30second lead ahead of the cars.
- create a 1.5-2m protected turning lane for cyclists turning left onto Garry from Broadway. This lane can be created from the existing median so that no car lanes or traffic is affected in any way.
- seeing as Garry is southbound only for cars, only cyclists would be turning north onto Garry. This protects them most car traffic & only green surface treatment would be needed to buffer them from any cars turning southbound onto Garry from Broadway.
A similar design can be implemented for cyclists heading southbound."
Great idea!! Safe because when I bike through downtown it is dangerous both on the street and on the side walk.
Love it!
In my opinion, this is the best option. I like the physical barrier that separates bike riders from cars and buses. Also, the ability to pass slower riders is a definite plus.
Add Silva Cells under sidewalks to support healthy, large street trees.
I would use this on a daily basis.
It is really exciting to see high quality on street cycling infrastructure in the downtown. As I stated in

<p>earlier engagement it seems many experts in cycling infrastructure design say that if you have the space, always do one way cycle tracks. Montreal does lots of two way cycle tracks and it seems they are more complicated and more prone to accidents at intersections as there is lots going on. Also in the case of one way streets, access to amenities on Fort are limited. We want to provide access to as much as possible, especially considering there are interesting amenities on Fort Street.</p>
<p>This is awesome! Love having patio space for the summer. Hope the city keeps the permit fees/etc low for restaurants to have seasonal patios. The two-way cycle track is great, and will make a nice easy way of getting from the Leg/Osborne bridge area up to the Exchange. Way to go -- BUILD IT! :)</p>
<p>I love the idea of two-way bike lanes. This design looks great!</p>
<p>I like this</p>
<p>I don't believe a protected cycle path is needed on Garry St. The existing mark bike line works well. I am comfortable cycling down here without issue in the marked lane. It is much better than trying to ride near the curb on a busy street such as Regent Ave. I think there are more urgent routes that need attention first other than Garry St.</p>
<p>I preferred the option of one-way bike lanes on Fort and Garry street but this option is nearly as good. In particular I think motorists will not be looking for/expecting cyclists who are going the opposite direction and the additional layer of complexity will make intersections less safe for cyclists, especially those trying to turn across traffic.</p>
<p>"Looks fine.</p>
<p>Graham Ave should be priority. Bus & Bikes only the entire length (Vaughn to Main). Eliminate chokers, and put buses on the curbs with cyclists in protected lanes down the middle. Set bus stops back from stop line, and change signals to maximize priority of buses over N/S bound traffic."</p>
<p>"A wider 4.2m raised bike lane like the one at the Forks would be easier to clean/maintain, easier to transition to from anywhere and easier to ride two abreast so you can actually have a conversation.</p>
<p>Please do away with the wasted space of a .9m raised buffer which makes it more difficult to access the lane from anywhere. Raise the whole bike lane.</p>
<p>Also try riding down Assiniboine when the two way bike lane has holes, bumps, sand, water. It makes for dangerous head on collisions."</p>
<p>"Vey excited. Concer that it may not be big enough, especially during festival season.</p>
<p>Mut make sure signage is clear and concise."</p>
<p>Where is handicap parking and accessibility for wheelchair users?</p>
<p>So pleased to see a protected bike line - dedicated cycling corridors and protected lanes provide me the most comfort and confidence cycling in high traffic areas. I'm much more likely to opt for cycling over driving or bussing if I have a safe ride. I will go out of my way to ride quieter streets or seek out protected lanes.</p>
<p>Why are there going to be two pedestrian crossings now at the Main Street and Assiniboine half-signal crossing? The original pedestrian crossing now should be deleted with the new pedestrian crossing being added with the cycle crossing. Or is the old pedestrian crossing going to be a controlled traffic light sequenced with the cycle crossing light? If so, will people be used to waiting to cross at that particular spot (vs crossing immediately after you press the button to cross as it now configured).</p>
<p>This is great! I wish this could happen down portage or Broadway as well. This type of protected lane would make me feel more safe and I would finally be able to bike places.</p>
<p>I have been commuting from Corydon/Stafford to The Exchange for work via bicycle for 2 years now and this would increase make my ride safer and more convenient! Love it!</p>
<p>two-way option is perfect. It should even apply with vehicular traffic in order to provide a better variety of traffic flow with less confusion. But certainly for this first protected bike lane and others in the future.</p>
<p>I prefer option 3 from the original options. These 2-way bike lanes can be more dangerous than 1-way.</p>

<p>Awesome. Good work, this is the best type of bike lane and is experiencing success in other cities. There is even the option to include planters or other street furniture on the buffer curb to further scale down the street and encourage pedestrian travel and slower driving.</p>
<p>I am in favor of greener transportation however I question the cost to everyone except the people that will benefit from it. What do cyclists contribute to infrastructure since I never see licenses on the bikes, and have never seen one ticketed in spite of the disregard of traffic rules I've experienced from most of the riders I've had the misfortune to share the road with.</p>
<p>in my opinion, great idea</p>
<p>Garrick Hotel 287 Garry St. Beer delivery tracks twice per week, service cars, ambulance, fire department (police in some cases) - unclear where will they be parking. Beer delivery trucks need to be able to be right at the curb in order to unload pallet(s) as the beer shoot doors are right on ground level on Garry St.</p>
<p>I think it's perfect.</p>
<p>Will there be sufficient space for cyclists to pass (overtake) one another? Any signage to ensure that drivers turning left on Garry St are aware the cyclists may be approaching from south heading north? Pleased with the idea of a wider cycle line allowing easier & regular maintenance of the bike lane. Like the ease of access to the Exchange District and to Assiniboine Ave bike lane and the use of the left turn staging boxes.</p>
<p>Learned about it this morning at the pit stop for bike to work day. Sounds like a great improvement linking paths and hot spots together with a separated bike lane. No more cars driving on the painted bike lane!</p>
<p>The city needs more bike lanes in more areas, including East Kildonan.</p>
<p>Makes a lot of sense</p>
<p>I support this option.</p>
<p>Good separation. Winnipeg needs to join other cities in Canada and worldwide, who offer safe and practical cycling transit options. Strongly prefer this approach to un-separated painted curb allotments. Maryland Ave is a good example of horrendous lane "real estate" allotment for bicycle traffic. No separation and full of holes and dangerous obstacles in pavement - requiring cyclists to weave OUT OF the painted cycle edge of lane. Build these separate surfaces as bike only lanes, maintain surfaces for safe bike passage.</p>
<p>"I do not agree with the preferred option of a two-way protected bike lane on Garry Street. First, I dispute the project team assertion that there was equal support for the three options. Of the three options, two options were for one-way protected bike lanes on Fort and Garry. If there was equal support between the three options, then there was actually two thirds support for one-way protected bike lanes on Fort and Garry and only one third support for this two-way option. The project process was flawed as you lumped people's opinions on losing motor vehicle lanes and having wider bike lanes into a choice between a one-way or a two-way lane system. You should have separated out these elements in your consultation.</p>
<p>Second, the literature does not support this as a safe and sound bicycle facility. There are too many intersections and private approaches to cross that introduce conflict points on Garry. From Velo Quebec, Planning and Design for Pedestrians and Cyclists (pg. 80):</p>
<p>""On-road bike paths should preferably be unidirectional. Bidirectional paths offer effective dsaty between intersections but complicate traffic at intersections. In fact, they increase the number of conflict points between bicycles and turning vehicles. Furthermore, cyclists riding against the flow of traffic may surprise pedestrians and motorists at intersections. Lastly, transitions should be planned at the ends of the path to prevent cyclists from continuing to ride against the flow of traffic. Bidirectional on-road paths are acceptable in the following situations:</p>

- on a street without intersections or without access on one side (e.g. along a waterway or rail line, where the lack of intersections and access eliminates conflict with automobiles) [Not the case on Garry]
- on one-way streets with a limited number of intersections and driveways (ideally not more than one every 300m) and preferably a single motor traffic lane"" [I count 25 intersections on this two-way facility between Ellice and Assiniboine - that is way too many]
The NACTO Urban Bikeway Design Guide also cautions against two-way protected bike lanes on one-way streets, (pg.43 - Typical Applications):
""On streets with few conflicts such as driveways or cross-streets on one side of the street.""
Third, ignoring Fort Street for a protected bike lane ignores a large segment of the downtown work force whose end destination is Portage and Main. Garry does not adequately connect to the office towers at Portage and Main and few cyclists (myself being one of them) will go out of their way to take Garry over the existing bike lane on Fort. Just because Fort is complicated with the larger amounts of traffic and number of buses does not mean that it should be ignored. Fort needs a protected bike lane."
"As a resident of 55 Garry Street I object to the lack of a parking/loading area in front of my building. 55 Garry is a 21 story high rise of apartments which house many people. A parking/loading zone is essential for pick ups of people (including seniors and disabled) as well as delivery/moving vans. According to the suggested plan, people and goods being picked up or delivered to 55 Garry would have to cross the street which would be absolutely ridiculous. I should point out that the 65 Garry commercial office complex is also in that building.
Garry Street is lined with beautiful trees. Are they to be sacrificed for this bike lake project? I hope not.
There is valuable street parking being sacrificed for this plan. Please note that there are 6 residential apartment buildings in this general area: 85 Garry, 90 Garry, 70 Garry, 55 Garry, 20 Fort and 300 Assiniboine (under construction). All of those apartments will have need for casual parking for visitors and guests. Several floors of commercial space are found at 83 Garry (which includes the revolving restaurant), 81 Garry Mall, 65 Garry offices, 10 Fort offices. These commercial endeavors also require casual street parking and delivery. Also in close proximity is the Fort Garry Hotel, MTS Centre and the Forks which all demand street parking on special occasions. The elimination of even a few parking spots is problematic.
It is clear that not enough thought went into this plan and it should not proceed without these concerns being addressed. I suggest that the engineers who dreamed up this plan spend a few days on site observing traffic flows rather than glancing at a few maps. I suggest that particular times to observe should include 5:00 pm rush hours Monday - Friday; occasions when the Forks has a major event; Jets games or times of major MTS Centre events."
I like that there are two traffic lanes and 2 sidewalks. I like the division between cyclists and motorists. The only thing I'd change is having both bike lanes go the same direction (and have two lanes the opposite way, the next street over), to resemble the natural flow of traffic on these one way streets. This way cyclists can easily pass each other.
Great way to extend the already successful Assiniboine Bikeway.
I think the two-way protected bike lane is a good system - given riders in each direction have sufficient space. My concern is the lack of store fronts on Garry St make it an unpleasant ride, and it seems another st. with more activity could benefit from increased cycle traffic. I am also curious to see how the path would end at Ellice and Gary. Naturally, most cyclists heading in this direction are destined for the exchange. However the proposed lane seems to end at Ellice, creating an odd maneuver for cyclists to loop back around Fort to head onto Albert St. or all the way to to King St. (unless there will be another two way path on Arthur.
I like protected lanes
This looks like a good solution to keeps cyclists and vehicular traffic safe and Garry is probably a good

choice for this.
I do not like two-way bike lane on a one way street as vehicle drivers are not always aware of cyclists coming at them rather than moving just with them. Also vehicles entering the roadway and pedestrians crossing the street do not always check for traffic approaching from the direction opposite to the regular traffic flow. This section has many road and approaches that intersect with the bike lane and this setup is not a good combination. In addition, two way bike traffic limits faster cyclists passing slower cyclists, especially during peak traffic periods when many cyclists are moving in both directions. I much prefer one way protected bike lanes on Garry going south and Fort going north.
"The car travel lanes are too wide and the bike lane is too narrow for future growth and riding side-by-side or passing slower cyclists. Minimum width for 2-way bike lane in Netherlands is 3.5m, typical width is 4m. Garry St appears to be a low volume traffic street and yet vehicle traffic is still being given excessive number of lanes and lane width. This is not ""balance"", this is continued prioritizing of vehicle traffic over all others despite being inefficient and dangerous.
I have very mixed feelings about the Preferred Option chosen by the City. Having a mode for 2-way traffic on a one-way street is great. However it would make more sense (and is best practice in Netherlands) to have a single one-way vehicle lane and one-way cycletracks on both sides of the street. There's plenty of room. I would have much preferred Option 3 with the wide bike lanes on both Fort and Garry. Choosing this option is very short-sighted thinking, and will not support future growth if the City ever completes the downtown cycle grid. I'm frustrated that we will only have one proper protected downtown cycling lane by 2019, when other cities are proving the value of quickly built Minimum Grid systems. The City should not be forcing us to wait for full road renewals to put in protected bike lanes."
There is not room for two-way bike lane
I don't think a two way bike lane is needed, as bikes should be following vehicle traffic rules. Garry should only be used to travel south bound for both vehicles and cyclists. Poses potential hazards for pedestrians crossing as you have to look both ways for cyclists instead of the one direction for vehicles.
Personally I'm fed up with all the things going on for cyclists. I hardly ever see any cyclists using all these bike lanes. These cyclists continue to disobey the majority of traffic laws. The majority of them are up on the sidewalks and rude to the people "walking" on the sidewalk. Every time another bike lane is added it just increases the time it takes for me to get to work every morning. So the option I prefer is NO MORE BIKE LANES.
"all methods of transportation should follow the rules of the road. Such as stopping at stop signs, respecting traffic lights and going one way on one-way streets.
Even if there are two directions of bike traffic on Garry Street, there would definitely still be cyclists travelling along fort street.
Additionally, vehicular parking downtown is already extremely limited - and should not be taken away from any further!"
NO! Options 2 or 3 are better!
Bicycle traffic would impede the monthly activity of movers in the block between Broadway and Assiniboine Avenues. This would create impediment to transit bus routes as well as regular traffic on Garry Street most especially during this time. Does the two way bicycle traffic extend south to this area and if so, why is there existing a dedicated bicycle traffic route on the adjacent north bound Fort Street?
I like that the bike lane is protected, but really not sure about 2 way on a one way street with so many crossings. I fear someone (driver) will be looking the wrong way, not expecting traffic from the opposite direction and collide with a cyclist. Perhaps if the City did a better job of communicating and educating on rules of the road for both motorists and cyclists which it comes to cycling systems and infrastructure.
Don't want it they don't pay you use roads

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

I attended a session at MTYP a couple of years ago. This seems much better. At the time, the "experts" who were there were very dismissive of my priority - to separate cyclists from motor vehicles. I felt belittled and dismissed, as a woman of a certain age, when I told them that I did not feel safe cycling on busy roads.
I don't know
I will wait until the conclusion of the consultation process and the final decision before I comment on how well this process went.
I think it's okay the way it is.
Friendly, professional facilitators! Providing more background on the Pedestrian and cycling strategies, listing what this document describes in terms of these kinds of facilities in these locations. Also providing some rationale from other planning documents such as complete communities that get at the land use piece, integrating transportation and land use (access to amenity's etc).
I really appreciate the opportunity to provide feedback online. It's often difficult to get to places to see the designs in person.
I don't believe the Main Street concept is well thought out at all. there is a heavy left turn from Main Street to Assiniboine Ave and a heavy right turn onto main Street. Having bikes and peds cross on the south side of the intersection will cause far to many conflicts. Traffic will be congested and peds and cyclists will get hurt.
I think there should be engagement on the city overall to identify routes in need of active transit in order to rank their importance. I would much prefer an active transit that would connect the rest of the city with Transcona. Cycling down Regent Ave is a dangerous option for a marked bike route.
"Publish GPS data that was gathered a few years ago.
Ask cyclists to pin point problem areas. How many times has the Sherbrook/Maryland bridge area by the Mis been renovated still no safe way for cyclists to cross those major roads! (the pathetic trough on STEPS! under the bridges doesn't count) - no ramps, no safe/legal way to utilize Cornish as part of an active cycling route...."
"Less public engagement.
Why so much effort to please the people who will never be please about the positive infrastructure either way."
"I think that the advertising of these events have been positive. Radio, news sm.
Can better answer what can be improved after Thursday!"
Improve accessibility for disabled Winnipeggers. I was told that Active Transportation is the only important thing here. Try strapping a wheelchair onto your back and hop on a bicycle. Once again, those who are not fully physically fit are cut out of life here.
I'm satisfied that the City is holding more open houses and emailing citizens with engagement opportunities. Good job!
It appears the design team has done proper research and taken input from knowledgeable people to produce the best type of cycling infrastructure. However these designs have been implemented countless times in countless other cities, the extent of consultation is frankly absurd. These are proven designs and this process should not take years as it currently is.
I know that my concerns mentioned previously are not unique and they need to be addressed.
"I didn't know that the city of winnipeg newsletters existed until recently. I now receive them by email.
I think it would be great if people in the millennial generation got engaged but I wonder if perhaps one main reason that so many aren't is merely because they just don't know about everything going on and are unaware on what they're missing out on.

Maybe radio or social media (if not done already) could help get word out to them."
The city of Guelph, Ontario is a good example of how to accommodate both vehicles and bicycles on city streets. The width of lanes for vehicle traffic in Guelph are not reduced to accommodate bicycle lanes because the streets do not have boulevards dividing traffic nor do they have wide boulevards beside pedestrian sidewalks. The City of Winnipeg streets could easily accommodate vehicles and bicycles with their respective lanes by reducing the width of boulevards to add bicycle lanes.
Like the use of public areas (Winnipeg Square, the Forks) to meet with citizens; clear and easy to understand plans were outlined online; lots of advance notice for ways to engage; like the use of online options to provide feedback
Hard to find the pop up at the Forks.
More engagement events, more advertisement for events. This is first event I have attended.
I do not believe that all of the differences between the options were separated and evaluated against each other fairly. For example, if two thirds of the respondents from the earlier public engagement events favoured the options with one-way protected bike lanes and only one third favoured the two-way bike lane, then two-thirds of your respondents were ignored. Those two third respondents only differed in their responses regarding number of traffic lanes and width of bicycle lanes, but they were united in not wanting Garry as a two-way.
On Thursday, June 23rd I attended an event at the Forks. I found the people there to be very cooperative and helpful.
I found that the link to take this survey wasn't taste easily found as other similar feedback surveys I've taken in the past.
Expedite the process. Spending 5 years on studies, and never doing the project does not help anyone.
The onerous of awareness is currently to dependent on individuals. Posted links to the website, and more use of social media, plus targeted postering on the site and around it would help.
Set up a booth at Portage Place, Winnipeg Square and on Portage Ave to dialogue. No dollar values available.
It was very difficult to communicate at the pop-up event at The Forks due to the ambient noise. Hope to see future public engagement events in better locations.
as far as i have been aware, there has been no method of making this public knowledge. This could be advertised, with billboards in the affected areas, posters in local offices, apartments etc.
"Public Engagement could have begun a decade earlier, and most importantly pedestrian concerns appear to be seconded to the interests of bicycle traffic and engagement. In addition to the encroachment of bicycle on pedestrian walkways at dangerous speeds, the landscaping of our parks and open spaces is being compromised by the short cuts across green spaces, in spite of designated bike paths availability. Bicycle courtesy needs to be a bigger part of the education of these active transportation routes.
Previously, the turning lane left from Main Street to Assiniboine worked so beautifully symbiotically with the pedestrian corridor to relieve traffic turning from Broadway onto downtown streets. With the discontinuation of this option the back up of traffic flow on Broadway will be further exacerbated."
More notice for public

West Alexander Pedestrian and Cycling Corridor

Please provide comments on the West Alexander Preferred Option: Two-way Protected Bike Lane with One-Way Traffic:

Very cool.
"This route seems good, but is far far too short. If I am reading the map correctly, it is just a few blocks long. It should, in my opinion, be continued to Main Street, to connect with the Exchange and the Forks.
Finally, I cannot figure out how I would safely cycle to this location.
Separating cyclists from motor vehicle traffic is essential to get people like me to cycle out of the suburbs."
Good. Definitely needed.
Nice
We have a family member living with us who has several disabilities and has numerous appointments in the HSC area where there is historically problems finding available parking spots, both in parkades and on the street. The provincial government has converted our van to allow it to be wheelchair accessible and it has a passenger side lift that comes out of the vehicle. If the preferred option becomes reality every time we take her to an appointment and park on McDermot the ramp will be extending into the traffic lane, causing potential danger both for her, vehicles, and cyclists. And we wouldn't be alone. Handi-Transit and other accessible taxis also open on the passenger side. A much better option for people living with disabilities would be to flip it and have the parking on the south side of the street and put the protected bike lane on the north side of the street
"Who is responsible for snow clearing the bike lane, how will it be done, how often and what extra cost will there be for this?
The mountable curb will affect access for snow clearing and will cause a barrier for proper drainage. Will there be extra drainage provided to keep the bike lane from becoming a narrow lake?
What is a ""half signal"" and how is it supposed to work?"
At McDermot/Emily Intersection - Bike rack for the Bannatyne Campus is on the north side, but the cycling corridor is on the far south side of the road. Need clear indications/path for cyclists to safely navigate their way across the intersection to get to the rack (including, if necessary, how to dismount and walk across).This is CURRENTLY a busy 3 way stop.
Excellent alternative to biking down Notre Dame - just be sure to post very clear signage to move bike traffic on to the Bike lanes.
"A no right on red sign at the Arlington Half signal might be beneficial.
Or also a sign for vehicles making the right from Arlington NB onto McDermot to yield to vulnerable road users/bikes heading westbound.
No sure if this is relevant.
The curb on the boulevard side of the bike lane seems excessive?
We don't need a ""kill strip"" type curb along the bike lane do we?
Adding that space to the width of the bike lane would be beneficial. 3.3m is very narrow during peak time."
Where does the snow get piled up on the raised curb? Where are the handicap parking and loading areas?
When the city clears the snow in the winter, the mountable curb will be damaged by snowplowers.
Need lights at Emily and McDermot. So many pedestrians running all over. Not good by bike or car.

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

Any discussions for transit or bike planning need better advertising. The public sessions should be recorded and made available so people unable to attend so they can provide their viewpoints at a later time. The public needs to be involved in the actual design concept and not just left abandoned to saying yea or nay to a fait accompli. Both active transit and rapid transit have been terribly planned, if at all, and have wasted tens of millions with knee jerk reactions and "make it up as we go along" inept planning. I have never been to a city the size of Winnipeg with worse commitment and such utterly ineffectual planning and forward thinking. This city is stuck in a ground hog day movie set in 1958.
Clear indication how to be engaged for those directly affected by the work (i.e. neighbourhood signage for the engagement process).
Flyers for local residents would be helpful in getting the word out.
Its extremely in depth.
Think about those people who need accessibility because of being disabled.
n/a
More civic employees, less private. They are not interested in cost vs. civic accountability no dollars outlining how much this will cost.