Appendix A – Postcard Advertisement

St. Boniface To Downtown Walk Bike Project

Based on your feedback, we selected a route and have a proposed design to share. Now we want to know what you think.

Join us at an in-person open house to learn about the proposed route and design, talk to the project team, and provide your feedback.

Date: Thursday, June 22, 2023

Time: 6 p.m. - 8 p.m.

Location: Notre Dame Recreational Centre, 271 Av. de la Cathedrale



You can also provide feedback by taking an online survey at the link below until **July 6, 2023**.

If you have questions or require alternate formats to participate, please contact **stbtodowntown@winnipeg.ca** or **204-986-4243**.

Learn more at **winnipeg.ca/stbtodowntown**

Winnipeg

Projet « À pied, à vélo » de Saint-Boniface au centre-ville

À la lumière de vos commentaires, nous avons sélectionné un itinéraire et nous avons une proposition de conception à vous présenter. Nous souhaitons savoir ce que vous en pensez.

Rejoignez-nous lors d'une séance portes ouvertes pour en savoir plus sur le tracé et la conception proposés, pour discuter avec l'équipe du projet et pour nous faire part de vos commentaires.



Date : Jeudi 22 juin 2023

Heure : 18 h - 20 h

Lieu : Centre récréatif Notre-Dame, 271, avenue de la Cathédrale

Vous pouvez également nous faire part de vos commentaires en répondant à notre sondage en ligne (lien ci-dessous) jusqu'au **6 juillet 2023**.

Si vous avez des questions ou si vous avez besoin d'une autre formule pour participer, veuillez écrire à **stbtodowntown@winnipeg.ca** ou appeler le **204-986-4243**.

Pour en savoir plus, consultez **winnipeg.ca/stbonifaceaucentreville**

Winnipeg

Appendix B – Newspaper Advertisement

St. Boniface to Downtown Walk Bike Project

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Join us at an in-person open house to learn about the proposed route and design, talk to the project team, and provide your feedback.

Date:	**Thursday, June 22, 2023**
Time:	**6 p.m. - 8 p.m.**
Location:	**Notre Dame Recreational Centre, 271 Av. de la Cathedrale**

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Winnipeg

Projet « À pied, à vélo » de Saint-Boniface au centre-ville

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Pour en savoir plus, consultez **winnipeg.ca/stbonifaceaucentreville**

Winnipeg

Appendix C – Stakeholder Meeting Minutes

St. Boniface AT West-East Corridor Study - External Stakeholder List Received Email Invitation		
Agency/Organization	RSVP to June 20 2023	RSVP to June 21 2023
Bike Winnipeg		Yes
Fort Gibraltar		
Festival du Voyageur		
Green Action Centre		Yes
Save Our Seine	Yes	Yes
Trails Manitoba		
Winnipeg Trails Association	Yes	
Co-op Velo Cite		
St. Boniface Chamber of Commerce		
Conseil de développement économique des municipalités bilingues du Manitoba		
Entreprises Riel Inc.		
Tourism Winnipeg		
Tourisme Riel		
Zone d'amélioration commerciale Provencher (Provencher BIZ)		Yes
Manitoba Trucking Association	Yes	
Theatre Cercle Molière		
St. Boniface Hospital		
Le Centre culturel Franco Manitoban		
La Maison des artistes visuels francophones		
Universite de Saint-Boniface		
Universite de Saint-Boniface Student Group		
Old St. Boniface Residents Association (Association des résidents du vieux Saint-Boniface) (will share info)		
South St. Boniface Residents Association		
Société franco-manitobaine		
Société historique de Saint-Boniface		
Provencher Community Church		
Sisters of Our Lady of the Missions		
Notre Dame Recreational Centre		
Club Eclipse'79 Inc.		
Cathedrale Manor		
Chez-Nous Inc.		
Villa Aulneau		
Cool Streets		
Bounce Design		
Moto49		
Louis Riel School Division		
Division scolaire franco-manitobaine		
École Taché		Yes
Marion School	Yes	
Ecole Provencher	Yes	
College Louis Riel		

Manitoba Wheelchair Sport Association		Yes?
The Stroke Recovery Association of Manitoba	Yes	
Gypsy Cat Tattoos	Yes	Yes
Caisse Financial Group		Yes

MEETING NOTES

JOB TITLE	St. Boniface to Downtown Walk Bike		
PROJECT NUMBER	20M-00537-00	**DATE**	20 June 2023
TIME	6:00-8:00 PM	**VENUE**	Virtual (Teams Meeting)
SUBJECT	St. Boniface to Downtown Walk Bike Phase 3 Stakeholder Meeting		
CLIENT	City of Winnipeg		

Name	Company	Email
Meagan Boles	WSP	[redacted]
Kerra Mruss	WSP	[redacted]
Jaime Lacoste	WSP	[redacted]
Anya Ingram	WSP	[redacted]
Natalie Geddes	City of Winnipeg	[redacted]
Julie Dooley	City of Winnipeg	[redacted]
Erik Dickson	City of Winnipeg	[redacted]
Kirby Cote	Winnipeg Trails	[redacted]
David Linton	Manitoba Trucking Association	[redacted]
Alana White	Marion School	[redacted]
Steven	Gypsy Cat Tattoos	[redacted]
David Charney	Ecole Provencher	[redacted]

Received email invite but did not attend: Julie Western (The Stroke Recovery Association of Manitoba), Ryan Palmquist (Save our Seine)

MATTERS ARISING	ACTION
1.0 INTRODUCTIONS — WSP, City of Winnipeg staff, and stakeholders introduced themselves. — Erik gave the land acknowledgement.	
2.0 PROJECT OVERVIEW — Meagan (WSP) presented the project introduction, timeline, and phase 2 overview.	

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R3T 6B8 Canada

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3.0	**PROPOSED ROUTE AND DESIGN** — Kerra (WSP) presented the proposed route and design, reviewing specific design features, the overall route plan, and phasing approach.	
4.0	**PROPOSED INTERSECTION DESIGN** — Jaime (WSP) presented the design changes for each intersection and invited discussion.	
5.0	**DISCUSSION – LANE WIDTH** • Concerns were raised about the proposed 3.35m lane widths, with the view that this is too narrow for heavy vehicles and buses, especially when considering side mirrors and the added constraint of snow accumulation in winter. • It was argued that the narrow width leaves little margin for error when parking lanes are present and may compromise safety for large vehicles. • In response, it was noted that the lane widths fall within the city's allowable standards for this road type and that Winnipeg Transit has been consulted and is aware of the change. • A suggestion was made that, given the short length of the affected stretch (less than 1 km), drivers could be advised to slow below the speed limit to safely navigate the narrower lanes. This was positioned as a way to encourage shared use of the space. • The response to this suggestion emphasized that unless the speed limit is officially reduced, drivers will still expect to operate at 50 km/h, and the current design will likely not be accepted by the trucking community	
6.0	**DISCUSSION – CENTRAL MEDIAN** • A suggestion was made to route the bike path through the central median, with the argument that this option would be safer, more cost-effective, and eliminate lane width concerns. • It was noted that there is strong resistance to altering or impacting the existing median trees. • Advocacy groups expressed strong opposition to placing a bike path in the median. • City staff explained that median bike paths are not standard practice due to limited access, safety risks at intersections, and the confinement of users between traffic lanes. Additionally, the median is being narrowed in some areas to accommodate turning lanes, and even without removing trees, introducing pavement near them would significantly damage their root systems.	
7.0	**DISCUSSION – ACCESSIBLE LOADING SPOTS** • The design team relied on Transit Plus data to identify accessible loading areas. • Concerns were raised about the reliability of this data and whether it adequately reflects the preferences and travel patterns of people with disabilities. • It was explained that due to the current lack of funding for construction, the team was limited to using readily available data sources. However, the stop locations are not final, and future council approval could allow for further consultation and adjustments. • It was acknowledged that access points based on Transit Plus data should not dictate where people with disabilities can or should go, and that the team understands individuals use a variety of transportation modes beyond Transit Plus.	
8.0	**DISCUSSION – PARKING SPACE REMOVAL** • Concerns were raised about the potential loss of five on-street parking spaces near a	

	business on the north side of Provencher, which are regularly used by customers due to a frequently full parking lot. The loss is seen as potentially harmful to business operations. • It was noted that parking allocation in the area will be reviewed, including the possibility of adding parking spaces on nearby Thibault Street.	
9.0	**DISCUSSION – BUS STOP REMOVAL** • Frustration was expressed about the planned removal of a bus stop near a business, as it is frequently used by staff and clients. • It was clarified that the bus stop removal was identified in Winnipeg Transit's Master Plan and was not a decision made by the bike lane design team**.**	
10.0	**DISCUSSION – TURNING RADIUS AT PROVENCHER & THIBAULT** • Concerns were raised about how the proposed design affects turning movements near a business, particularly the safety of slowing down to access a parking lot just east of the Des Meurons intersection. The narrowed lanes and presence of cyclists could increase the risk of rear-end collisions. • A potential shared entrance with a neighbouring property was discussed and seen as a possibility, though it would depend on the property owner's approval. • An alternative entrance/exit via Thibault was brought up. It was noted that a bus stop previously made this unfeasible, and that left turns into the lot from northbound traffic could create blockages due to proximity to the intersection. • A suggestion to narrow the sidewalk instead of the road to accommodate the bike lane was rejected due to minimum sidewalk width requirements. • The design team committed to reviewing the intersection further and conducting an AutoTurn analysis to evaluate turning movements.	
11.0	**OTHER COMMENTS** • Citing urban design research, it was emphasized that bike lanes and public space improvements can have positive impacts. One participant chose to leave the meeting due to feeling unheard and unsupported. • A school representative shared difficulty understanding the technical details but raised a specific concern about a new outdoor stage in a nearby parking lot that limits visibility for drivers exiting the school. If bike traffic increases along Des Meurons, this visibility issue could become more serious. • The same representative also mentioned that changes to the school's catchment area have increased school bus traffic, and that combined with trains and existing congestion, more active transportation users could create safety concerns. • Another school shared enthusiasm for the proposed design, noting that many families live nearby and are already experimenting with active travel options like a student-led "bike bus." They are interested in supporting non-vehicle commuting. • A local business expressed concern about not being aware of the project earlier. City staff committed to following up on engagement outreach.	

MEETING NOTES

These minutes are considered to be an accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

MEETING NOTES

JOB TITLE	St. Boniface to Downtown Bike Walk Project		
PROJECT NUMBER	20M-00537-00	**DATE**	21 June 2023
TIME	6:00-8:00 PM	**VENUE**	Virtual (Teams Meeting)
SUBJECT	Phase 3 Stakeholder Engagement		
CLIENT	City of Winnipeg		

Name	Company	Email
Lauren Lange	WSP	[redacted]
Kerra Mruss	WSP	[redacted]
Jaime Lacoste	WSP	[redacted]
Anya Ingram	WSP	[redacted]
Natalie Geddes	City of Winnipeg	[redacted]
Julie Dooley	City of Winnipeg	[redacted]
Christopher Baker	City of Winnipeg	[redacted]
Ariel Desrochers	Green Action Centre	[redacted]
Mark Cohoe	Bike Winnipeg	[redacted]
Tania Gevry	Caisse Populaire	[redacted]
Mireille Kazadi	École Taché	[redacted]
Connie McKane-Brandson and Shawn Brandson	Chair of Provencher BIZ, owner of Fort Catering	[redacted]
Samuel Unrau	Executive Director of the Manitoba Wheelchair Sport Association	[redacted]
Nicholas Douklias	Helios Restaurant, Chair of Norwood BIZ, and outgoing VP of tourism riel	
Normand Gousseau	Executive Director of Entreprises Riel	[redacted]

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Winnipeg, Manitoba
R3T 6B8 Canada

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MATTERS ARISING	ACTION
1.0 INTRODUCTIONS — WSP, the City, and stakeholders introduced themselves.	
2.0 PRESENTATION — Lauren (WSP) reviewed the meeting agenda and presented an overview of the project. — Kerra (WSP) presented an overview of the proposed route and design including one-way bike paths, two-way bike paths, multi-use pathways, neighborhood greenways, protected intersections, transit stops, parking and loading lanes, trees and amenities, improved cycling and walking connections, and implementation phasing. — Jaime (WSP) presented further information on the precise route design and intersection details, using the design drawings to initiate discussion at the end of the presentation.	
3.0 DISCUSSION - MEDIAN AND TREES • Concerns were raised about the proposed narrowing of the median on Provencher, particularly its impact on existing beautification investments, winter events (such as snow sculptures), and the operation of equipment used for seasonal lighting. The business community is worried this change could significantly alter the area's character and limit future planting opportunities. • It was noted that the design was developed in coordination with the City's Forestry department, which confirmed that the revised median width is adequate for existing trees, with only four trees requiring removal. • A concern was voiced that current planting guidelines require a 7m width, and the reduced width may jeopardize the long-term health of the remaining trees. It was suggested that future plantings could occur elsewhere in the area. • While not opposed to bike infrastructure in principle, it was argued that Provencher already has nearby bike routes and that a side street would be a more appropriate location. There was also concern about insufficient engagement with area businesses. • The City clarified that all trees would be reassessed during construction, and any removals would be offset through planting elsewhere in the corridor. Compensation strategies, such as raised planters to better protect trees from salt exposure, were discussed. • The City expressed interest in preserving the character of the boulevard and committed to no net loss of trees within the project area. • A question was raised about the accuracy of tree location markings in the draft design. It was clarified that current placements are approximate, and detailed surveying would occur in the next phase. • The City confirmed that community consultation would continue during the detailed design phase and that input received will inform potential refinements to the study before it is finalized. Community input will still be sought. • Concern was expressed that the City has a poor track record when it comes to replacing trees that have been removed. Past commitments to replant trees have not always been fulfilled. • There was a broader concern that the current level of design detail is insufficient to properly assess the full impacts, particularly regarding tree removal and replacement.	

4.0 DISCUSSION - ACCESSIBILITY

- Concerns were raised that the use of curbs to protect bike lanes reduces accessibility for people with disabilities, limiting access to only a few designated loading zones. It was argued that this creates a more inaccessible environment and introduces additional barriers.
- City staff responded that Provencher already has curbs between the sidewalk and parking areas, and while the addition of a bike lane curb introduces a second level, the intent is to balance improved access for cyclists with universal access goals. Designated loading zones are part of the strategy to maintain accessibility.
- It was emphasized that the second curb poses a real barrier, especially because its width and structure differ from a typical curb step, and that accessibility should not be selective. A question was raised about whether cost constraints are limiting broader accessibility.
- The City clarified that in accessible loading zones, the bike lane will be raised to sidewalk level with curb ramps, eliminating vertical barriers in those areas. Providing more of these raised segments is possible but would require more funding.
- It was noted that placing accessible loading zones near intersections allows for better design elements like rear exit ramps. Additional accessible features could be added in the future as funding becomes available.
- The importance of moving toward a model of universal rather than selective accessibility was emphasized, and a commitment was made to continue the conversation further

5.0 DISCUSSION - SNOW REMOVAL

- A question was raised about how snow removal will be handled for the proposed bike lanes, with reference to poor maintenance observed on a similar route elsewhere in the city.
- City staff responded that the necessary tools, such as sidewalk plows with snowblower brushes, are available and typically used for bike lane maintenance. While specific operational details were not provided, the City expressed a commitment to ensuring proper upkeep of the bike lanes.

6.0 DISCUSSION - AULNEAU INTERSECTION

- A request was made to ensure that people biking eastbound on Provencher would be able to safely turn left onto St. Joseph, potentially through infrastructure similar to a bike turn box like the one at Aulneau (but in reverse).

- It was noted that since St. Joseph is not part of the City's identified bike network, adding such infrastructure would require further discussion with the City.

7.0 DISCUSSION - ST. JEAN BAPTISTE TO THIBAULT/ DES MEURONS

- A question was raised about the removal of bus stops between St. Jean Baptiste and Des Meurons. Consolidation of these stops was identified in collaboration with Winnipeg Transit and aligns with the Transit Master Plan..

8.0 DISCUSSION - NEIGHBORHOOD GREENWAYS

- It was shared that a potential Phase 2 of the project may include the development of neighborhood greenways.
- Clarification was requested regarding the removal of eight parking spots to accommodate a two-way bike lane. It was noted that nearby businesses have their own lots, and the street parking loss was not seen as a major issue.
- A question was raised about how cyclists would cross at Nadeau and Provencher; it was confirmed that a half signal is planned at that location.
- The possibility of routing a path along the river was brought up, but it was explained that private property and a rail line present significant barriers to that option.

9.0 DISCUSSION – ENGAGEMENT PROCESS

- Disappointment was expressed regarding the consultation process, with concerns that some key stakeholders were unaware of the project until recently. One stakeholder noted they represent multiple organizations and had not been previously engaged. The member later confirmed they received an email that was overlooked.
- A question was raised about whether the City would return to the community to present the detailed design.
- City staff responded that while large-scale public engagement is not planned for the next phase, there may be targeted communications and direct discussions with stakeholders along the corridor due to the project's scale and impact.
- It was confirmed that the stakeholder's contact information is on file, and a follow-up discussion about the engagement process was offered.
- The City provided an overview of how outreach to businesses was conducted during this phase.
- Participants were asked to confirm or update their email addresses to ensure future communications are accurate.

10.0 DISCUSSION - ADDITIONAL COMMENTS

- A question was asked about the basis for the reported 77% support for Option A – Provencher. It was clarified that this figure came from 474 responses to an online survey conducted during Phase 2 of engagement.
- The importance of Provencher as a connector between north-south and east-west neighborhoods was emphasized.
- It was noted that adding bike lanes would benefit the pedestrian environment by creating a buffer from traffic and could improve access to local businesses, contributing positively to the area's economic activity.
- Appreciation was expressed for the limited impact on street parking, with the belief that this should help address concerns raised by the local business improvement zone.
- The inclusion of a two-way bike lane segment was praised for enhancing connections to nearby park spaces.
- Support for bike lanes was reiterated, along with a call to minimize the impact on trees, acknowledging that cyclists also value a green streetscape.
- Advocacy was expressed for building a more direct and connected cycling network, especially along major roads. Indirect routes are seen as a barrier to practical commuting by bike, and the hope was voiced that this project will move forward.

MEETING NOTES

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Appendix D – Open House Materials (display boards and table maps)

WALKBIKE PROJECTS



St. Boniface to Downtown Walk Bike Project

Winnipeg

About the project

The City of Winnipeg is committed to building pedestrian and cycling infrastructure for people of all ages and abilities. Building on the Council-approved Pedestrian and Cycling Strategies, this project is exploring options to improve travel choices, accessibility, and connectivity between the Esplanade Riel Footbridge / Provencher Bridge and the multi-use path on Archibald Street south of Nairn Avenue.

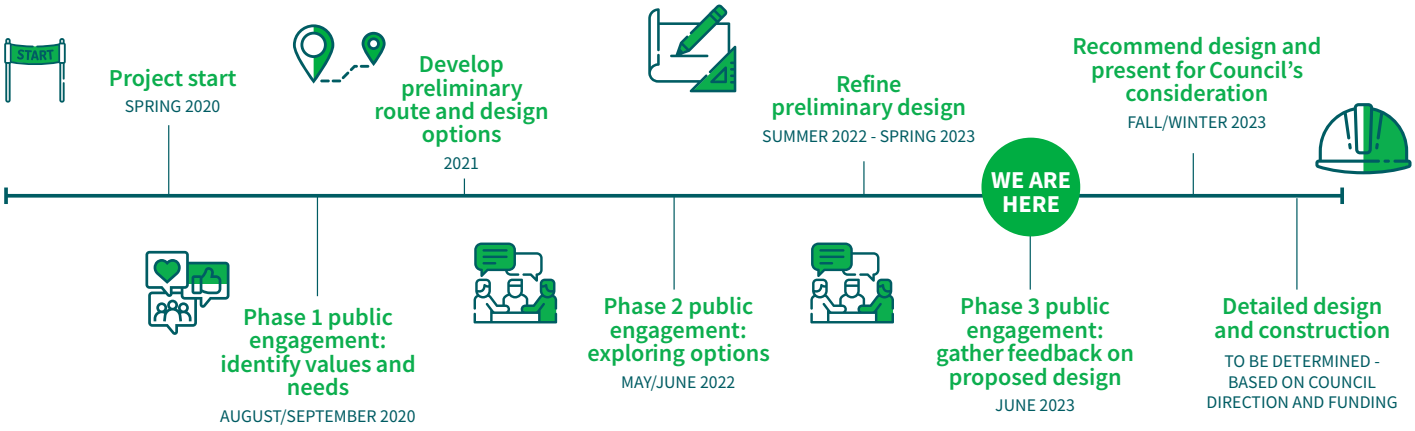
Key goals of the study include:

- Consider the needs of all road users, create a comfortable and attractive route, and accommodate users of all ages and abilities
- Work with stakeholders and the public to communicate clear overall project aspirations and constraints
- Ensure participants see their concerns, wants, and needs reflected in the final design where possible, and where not possible, see rationale as to why

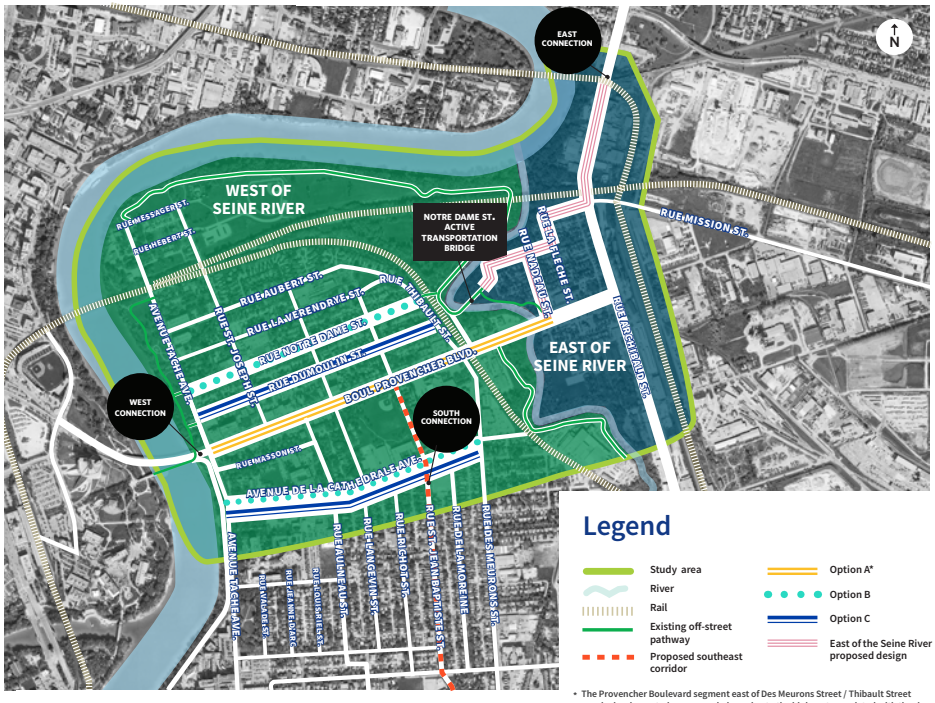


The study also includes connections to the proposed Southeast Corridor, Tache Promenade, Aulneau Street, Seine River pathway, and Notre Dame Street active transportation bridge over the Seine River.

Timeline



Phase 2 public engagement: what we heard



* The Provencher Boulevard segment east of Des Meurons Street / Thibault Street may be implemented as a second phase due to the high cost associated with the river crossing modifications.

As part of Phase 2 engagement, **we asked for feedback on three possible routing options west** of the Seine River and a **single proposed design east** of the Seine River to connect to Archibald Street.

What we heard

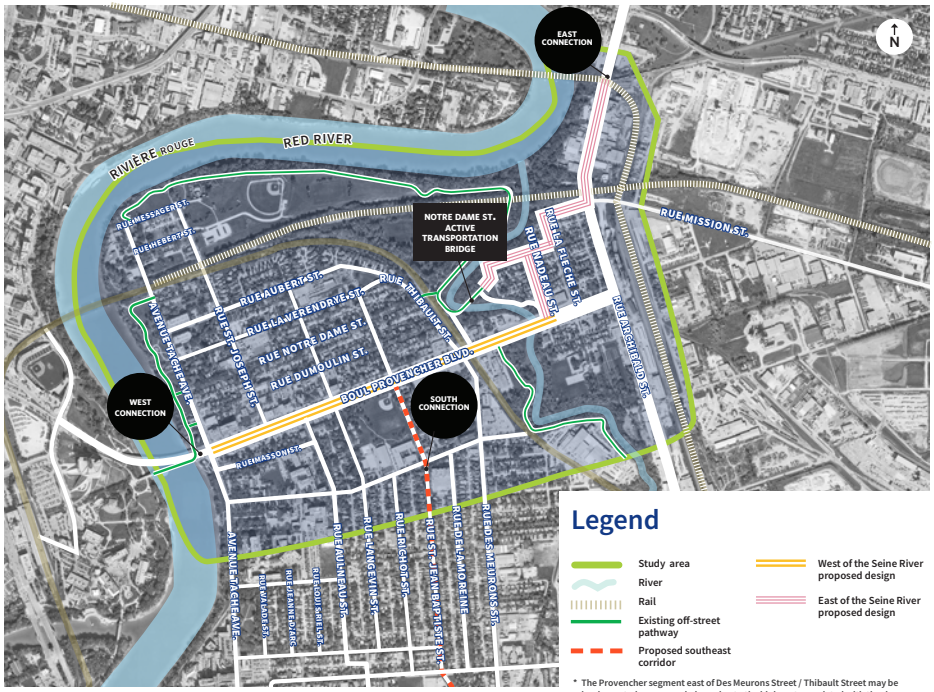
77%

of respondents indicated that they prefer Option A: Provencher Boulevard, given that it would get commuters safely to/from Downtown and bring cyclists to destinations along Provencher Boulevard.

We have refined this option and are now presenting it as our proposed design.

Proposed route and design

Provencher Boulevard



* The Provencher segment east of Des Meurons Street / Thibault Street may be implemented as a second phase due to the high cost associated with the river crossing modifications.

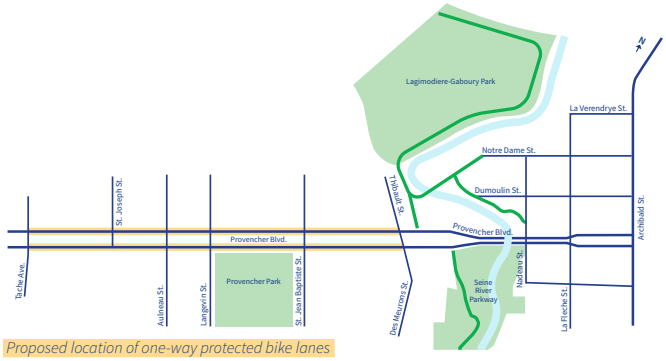
What we heard

- Most direct route, with a lot of commercial destinations and attractions
- Directly connects to existing cycling routes along Esplanade Riel and Tache Promenade
- Protected bike lanes provide a sense of safety from the types and speeds of vehicles on Provencher Boulevard

Design features

One-way protected bike lanes

These physically separated, on-street lanes are for one-way bike travel. Cyclists would be physically separated from vehicles by a raised curb and the bike lane would be located behind the parking lane. Cyclists could enter/exit at intersections. The proposed design includes a one-way protected bike lane on both sides of Provencher Boulevard from Tache Avenue to Des Meurons Street.



Proposed location of one-way protected bike lanes

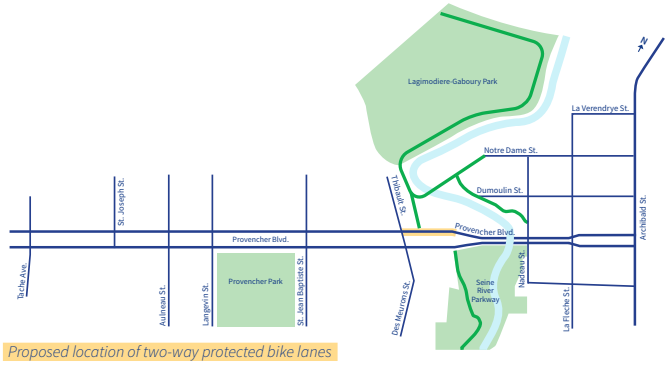


Sample cross section of one-way protected bike lanes on Provencher Boulevard facing east

Design features

Two-way protected bike lanes

These physically separated, on-street lanes are for bike travel in both directions. Cyclists would be physically separated from vehicles as the bike lane itself is raised. Cyclists could enter/exit at intersections and vehicles would be blocked from entering the bike lane. The proposed design includes two-way protected bike lanes on the north side of Provencher Boulevard from Des Meurons Street to the Seine River.



Proposed location of two-way protected bike lanes

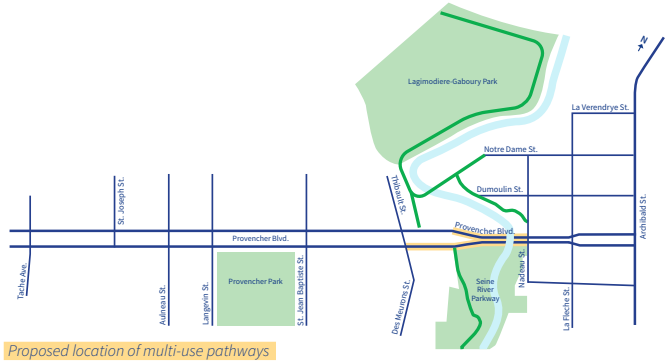


Sample cross section of two-way protected bike lanes on Provencher Boulevard facing east

Design features

Multi-use pathways

Multi-use pathways are off-street paths that are physically separated from vehicles and run alongside or nearby roadways. Multi-use paths allow for bi-directional travel and are shared by cyclists and other non-motorized users. The proposed design includes a multi-use pathway on the south side of Provencher Boulevard east of Des Meurons Street and on the north side of Provencher Boulevard over the Seine River bridge.



Proposed location of multi-use pathways



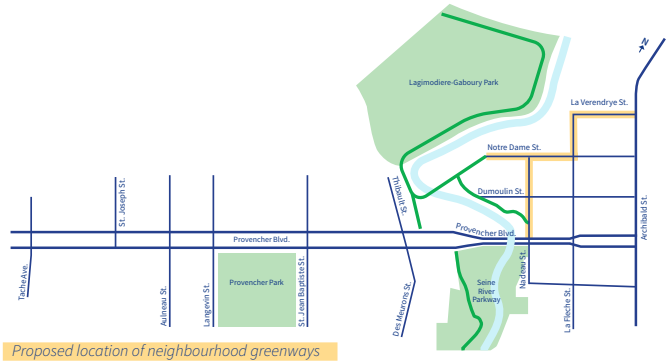
Sample cross section of multi-use pathway on Provencher Boulevard facing east

Design features

Neighbourhood greenways

Neighbourhood greenways are on-street routes designed to move cyclists, pedestrians, and vehicles comfortably and safely. Neighbourhood greenways typically include a range of treatments such as signage, bike signals, pavement markings, reduced speed limits, and traffic calming.

Future neighbourhood greenways are proposed on Nadeau Street, Notre Dame Street, La Fleche Street, and La Verendrye Street.



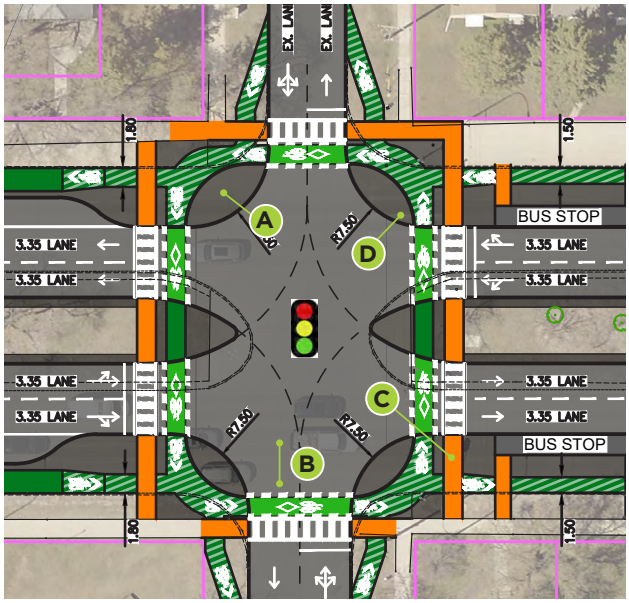
Proposed location of neighbourhood greenways



Sample cross section of neighbourhood greenway on Nadeau Street facing north

Design features

Protected intersections





The proposed design includes protected intersection design elements on Provencher Boulevard at Tache Avenue, St. Joseph Street, Aulneau Street, Langevin Street, St. Jean Baptiste Street, and Des Meurons Street

- **A** **Raised corner island:** provides physical separation between cyclists and turning vehicles
- **B** **Set-back cyclist crossing**: requires a vehicle to complete its turn before crossing the path of a cyclist, which improves driver sight lines and cyclist safety
- **C** **Multi-stage pedestrian crossing:** provides a designated space for pedestrians, minimizes the pedestrian crossing distance, and supports shorter traffic signal cycles
- **D** **Bicycle signal**: provides direction to cyclists when crossing a street and provides the opportunity for an advanced green signal to give cyclists a head start before motorists enter the intersection

Design features

Intersection safety features

Pavement markings



Example of green paint through a major intersection

Pavement markings (i.e., green paint) would be used to indicate the path for cyclists through intersections and driveways. This treatment would improve the safety of the intersection by increasing the visibility of the bike lane and help to reinforce that cyclists have priority in these areas.

Curb bump-outs



Example of curb bump-outs

Curb bump-outs would decrease the pedestrian crossing distance and reduce the speed of vehicles.

Two-stage queue boxes



Example of two-stage queue box

In-boulevard two-stage turn queue boxes would be added at Provencher Boulevard / Nadeau Street and Archibald Street / Mission Street to provide safe waiting areas for left-turning cyclists at intersections.

Zebra pavement markings



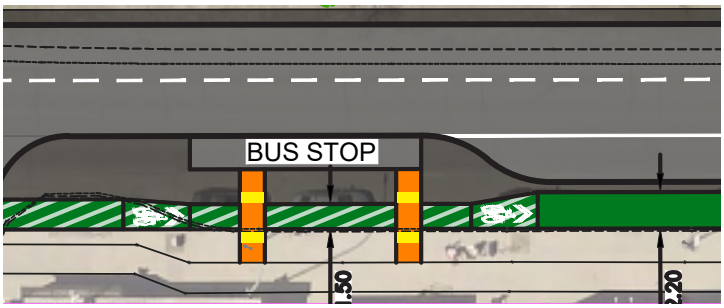
Example of zebra pavement markings

Zebra pavement markings would be added to proposed pedestrian crossing locations to enhance the crosswalk visibility.

Transit stops

- The proposed design recommends changes to transit stops along Provencher Boulevard to align with the **Winnipeg Transit Master Plan**
- The proposed design consolidates existing stops and includes future transit stop locations at Tache Street, Aulneau Street, St. Jean Baptiste Street, and Nadeau Street
- The transit stops feature a transit island, where the bike lane is raised to the level of the sidewalk and pedestrians cross the raised bike lane to access the transit stop. The bike lane is narrowed at these locations to promote slower cycling speeds through the transit stop area

Transit stop islands



Example of a transit stop island from the Provencher design



Photo of a transit stop island in Winnipeg on McDermot Ave.

Parking and loading lanes

- The proposed design maintains existing parking and loading lanes on both the north and south sides of Provencher Boulevard between Tache Avenue and Des Meurons Street
- Adding the bi-directional protected bike lane on the north side of Provencher Boulevard between Des Meurons Street and the Seine River would result in a loss of eight on-street parking spaces



Accessible loading zones

- The proposed design includes locations for possible accessible loading zones based on existing Transit Plus ridership data

Trees and amenities

- Adding the protected bike lanes on Provencher Boulevard would require a narrower median
- Most trees in the median would remain
- Four trees would need to be removed and the “Welcome to St. Boniface” sign would need to be relocated or modified to accommodate the proposed design
- Locations for new community amenities, such as bike parking, rest areas, and planting areas are included in the proposed design to enhance the pedestrian and cyclist experience through the area





Improved walking and cycling connections

- Bi-directional bicycle lanes between Des Meurons Street and the Seine River would improve the connection to the Lagimodiere-Gaboury Park pathway and the Seine River Parkway pathway
- New pedestrian and cyclist crossings on the west side of Tache Avenue would improve the connection to the Tache Promenade and the Esplanade Riel Bridge
- Protected intersections at Aulneau Street and St. Jean Baptiste Street and two-stage turn queue boxes at Nadeau Street would allow cyclists to safely transition to the future neighbourhood greenways

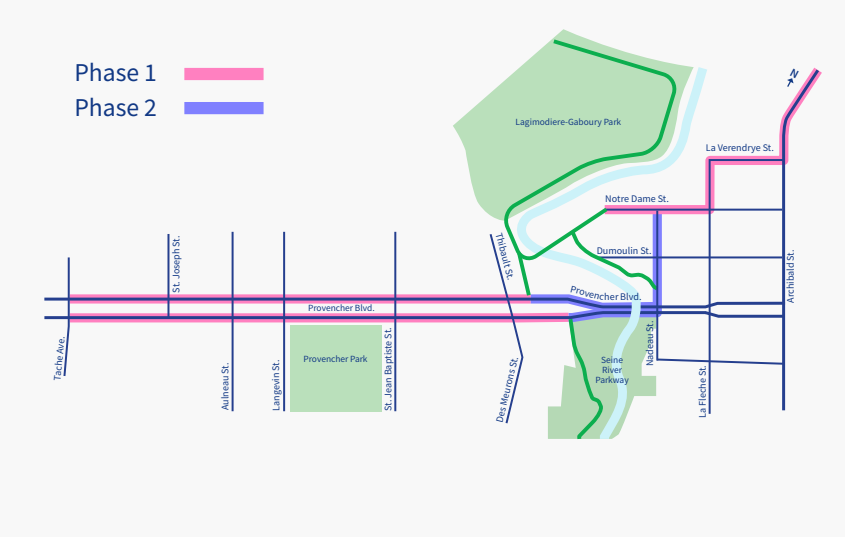




Phasing

If approved, the project would be developed in two phases:

- **Phase 1** would include implementation of the proposed design on Provencher Boulevard from Tache Avenue to the Lagimodière-Gaboury Park pathway on the north side and the Seine River Parkway pathway on the south side. Cyclists would travel through the park to get to the east side of the Seine River and use the proposed neighbourhood greenways on Notre Dame Street, La Fleche Street, and La Verendrye Street to connect to Archibald Street.
- **Phase 2** would include implementation of the remaining portion of the proposed design on Provencher Boulevard from the Lagimodière-Gaboury Park and Seine River Parkway pathways to Nadeau Street. Cyclists would use the proposed neighbourhood greenways on Nadeau Street, Notre Dame Street, La Fleche Street, and La Verendrye Street to connect to Archibald Street.



Thank you

Thank you for attending and participating in today's conversation about the

St. Boniface to Downtown Walk Bike Project

Learn more at:
winnipeg.ca/stbtodowntown

Please fill out a **survey online or in person** at the welcome table

A **public engagement report** will be **available online** at the end of the project

For more information, please contact: Meagan Boles
204-477-6650 or meagan.boles@wsp.com

PROJETS
« À PIED, À VÉLO »



Projet « À pied, à vélo » de Saint-Boniface au centre-ville

Winnipeg

À propos du projet

La Ville de Winnipeg (la Ville) souhaite construire une infrastructure piétonne et cyclable pour les personnes de tous les âges et de tous les niveaux. Prenant appui sur les stratégies pour les piétons et les cyclistes (SPC) approuvées par le conseil municipal en 2015, ce projet étudie différentes options de liaisons est-ouest de la passerelle de l'Esplanade Riel et du pont Provencher au sentier polyvalent du passage inférieur de la rue Archibald, au sud de l'avenue Nairn.

Les principaux objectifs de l'étude sont les suivants :

- Tenir compte des besoins de tous les usagers de la route et accueillir les usagers de tous âges et de toutes capacités
- Collaborer avec les intervenants et le public afin que les intentions et les limites du projet soient communiquées de manière claire
- Veiller à ce que les participants voient, dans la mesure du possible, leurs préoccupations, leurs souhaits et leurs besoins reflétés dans le projet final ou, dans le cas contraire, qu'ils en comprennent les raisons



L'étude comprend également des liaisons au couloir sud-est, à la promenade Taché, à la rue Aulneau, à la promenade de la rivière Seine, et à la passerelle de la rue Notre-Dame sur la rivière Seine.

Échéancier

Début du projet
PRINTEMPS 2020

Élaborer les options préliminaires de tracé et de conception
2021

Affiner la conception préliminaire
ÉTÉ 2022 – PRINTEMPS 2023

Recommander la conception et la soumettre à l'examen du conseil municipal
AUTOMNE/HIVER 2023

NOUS SOMMES ICI

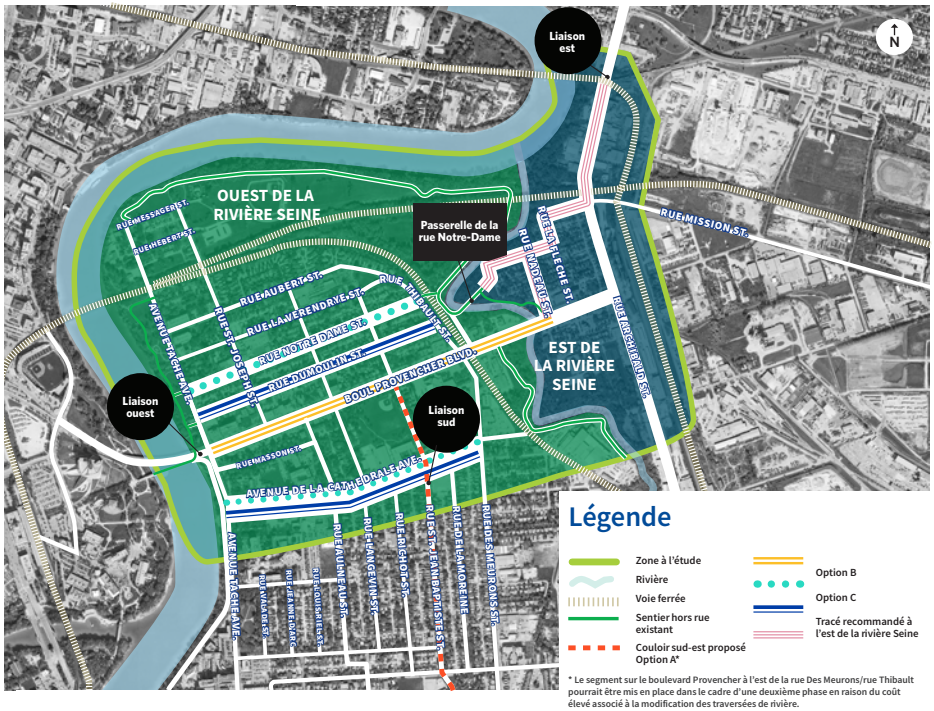
Participation publique, phase 1 : déterminer les valeurs et les besoins
AOÛT/SEPTEMBRE 2020

Participation publique, phase 2 : examiner les possibilités
MAI/JUIN 2022

Participation publique, phase 3 : recueillir des commentaires sur la conception proposée
JUIN 2023

Conception détaillée et construction
À DÉTERMINER - SELON LES DIRECTIVES DU CONSEIL MUNICIPAL ET LE FINANCEMENT

Participation publique, phase 2 : ce que nous avons entendu



Dans le cadre de la phase 2 de la participation publique, nous avons sollicité des commentaires sur trois options de tracé possibles à l'ouest de la rivière Seine, et sur le seul tracé recommandé à l'est de la rivière Seine pour rejoindre la rue Archibald.

Ce que nous avons entendu

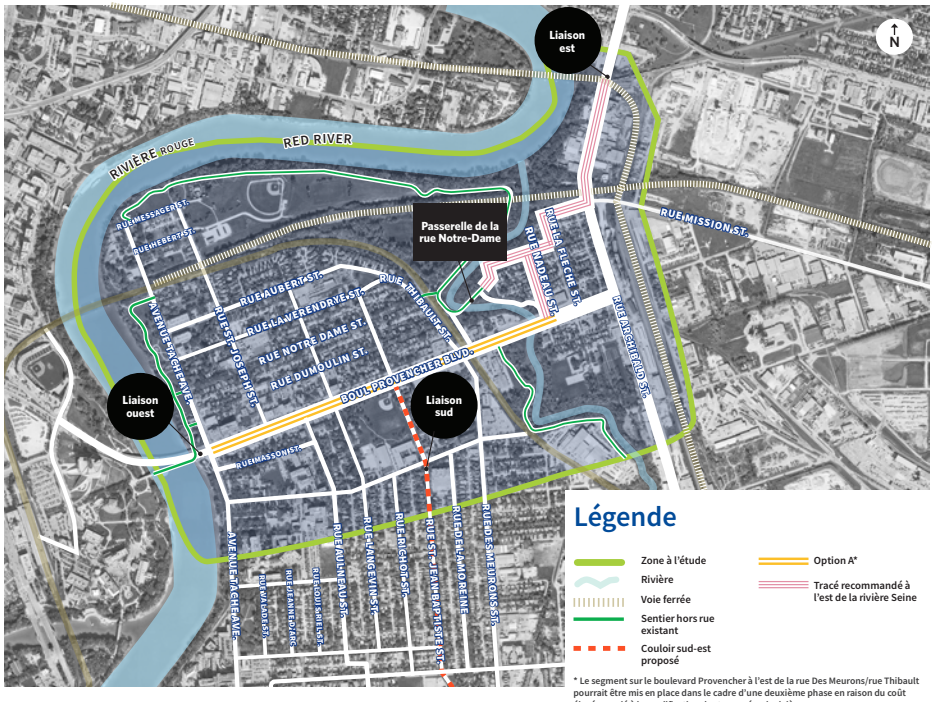
77 %

des répondants ont indiqué qu'ils préféraient l'option A : boulevard Provencher, étant donné qu'elle permettrait aux usagers de se rendre au centre-ville et d'en revenir en toute sécurité et aux cyclistes d'accéder aux destinations situées le long du boulevard Provencher.

Nous avons affiné cette option et la présentons maintenant comme notre conception recommandée.

Tracé et conception proposés

Boulevard Provencher



Légende

- Zone à l'étude
- Rivière
- Voie ferrée
- Sentier hors rue existant
- Couloir sud-est proposé
- Option A*
- Tracé recommandé à l'est de la rivière Seine

* Le segment sur le boulevard Provencher à l'est de la rue Des Meurons/rue Thibault pourrait être mis en place dans le cadre d'une deuxième phase en raison du coût élevé associé à la modification des traversées de rivière.

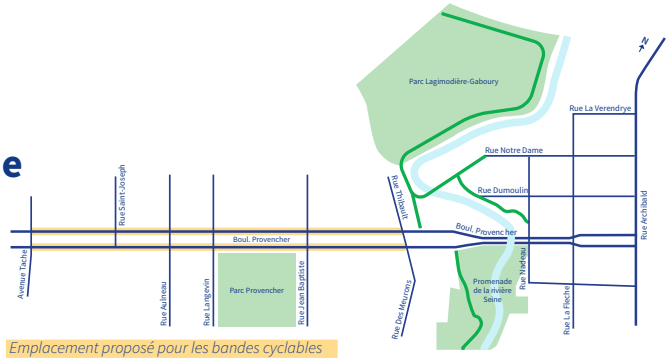
Ce que nous avons entendu

- Voie la plus directe, avec un grand nombre de destinations commerciales et d'attractions
- Liaison directe avec les bandes cyclables existantes le long de l'Esplanade Riel et de la promenade Taché
- La protection des bandes cyclables procure un sentiment de sécurité face aux véhicules rapides et imposants qui circulent sur le boulevard Provencher

Éléments de conception

Bandes cyclables protégées à sens unique

Ces voies sur rue séparées physiquement sont destinées à la circulation à sens unique des vélos. Les cyclistes seraient physiquement séparés des véhicules par une bordure surélevée et la bande cyclable serait située derrière la voie de stationnement. Les cyclistes pourraient entrer et sortir aux intersections. La conception proposée prévoit une bande cyclable protégée à sens unique des deux côtés du boulevard Provencher, de l'avenue Taché à la rue Des Meurons.



Emplacement proposé pour les bandes cyclables

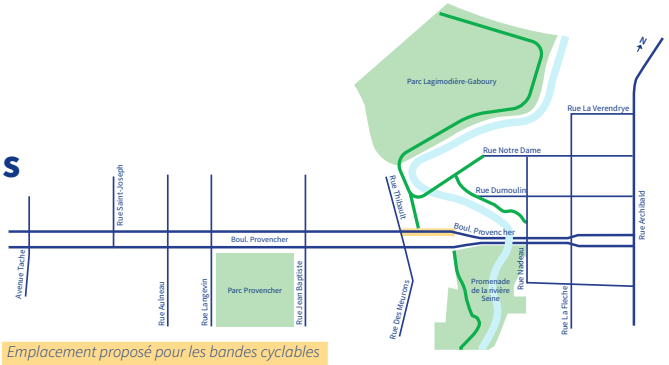


Coupe transversale des bandes cyclables protégées à sens unique sur le boulevard Provencher, en direction est.

Éléments de conception

Bandes cyclables protégées à double sens

Ces voies sur rue séparées physiquement sont destinées à la circulation des vélos dans les deux sens. Les cyclistes seraient physiquement séparés des véhicules, car la bande cyclable est surélevée. Les cyclistes pourraient entrer et sortir aux intersections et les véhicules ne pourraient pas accéder à la bande cyclable. La conception proposée prévoit des bandes cyclables protégées à double sens sur le côté nord du boulevard Provencher, de la rue Des Meurons jusqu'à la rivière Seine.



Emplacement proposé pour les bandes cyclables protégées à double sens

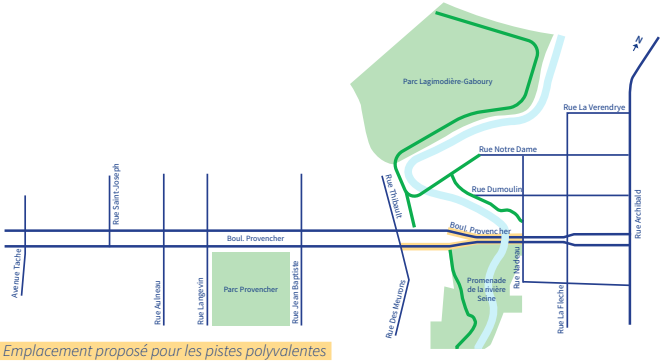


Coupe transversale des bandes cyclables protégées à double sens sur le boulevard Provencher, en direction est.

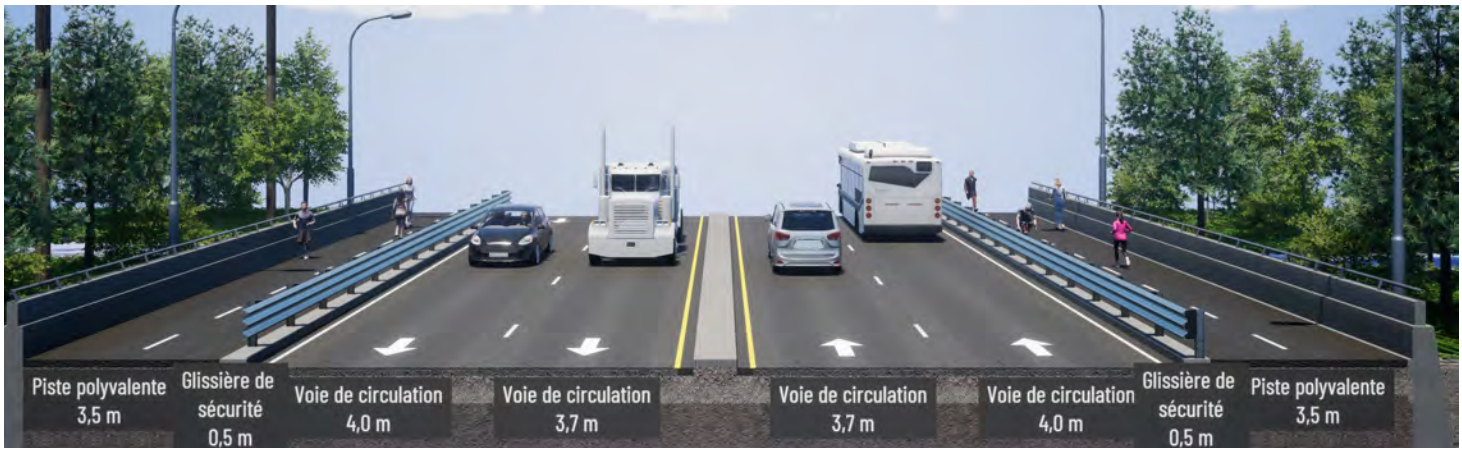
Éléments de conception

Pistes polyvalentes

Les pistes polyvalentes sont des itinéraires hors rue qui sont physiquement séparés des véhicules et qui longent les chaussées ou se trouvent à proximité de celles-ci. Ces pistes permettent des déplacements bidirectionnels. Elles sont partagées par les cyclistes et d'autres usagers non motorisés. La conception proposée prévoit une piste polyvalente sur le côté sud du boulevard Provencher, à l'est de la rue Des Meurons, et sur le côté nord du boulevard Provencher, au-dessus du pont de la rivière Seine.



Emplacement proposé pour les pistes polyvalentes



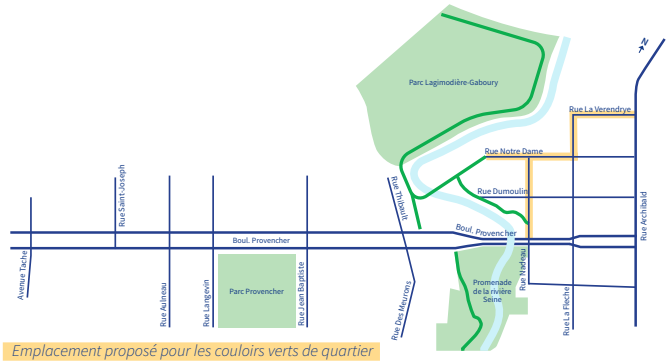
Coupe transversale de la piste polyvalente sur le boulevard Provencher, en direction est.

Éléments de conception

Couloirs verts de quartier

Les couloirs verts de quartier sont des itinéraires sur rue que les cyclistes et les piétons ainsi que les véhicules automobiles peuvent emprunter confortablement et en toute sécurité. Les couloirs verts de quartier comprennent souvent plusieurs aménagements tels que des panneaux, des feux pour cyclistes et des marques sur la chaussée, ainsi que des limites de vitesse strictes et d'autres mesures d'apaisement de la circulation.

Des couloirs verts de quartier sont proposés sur les voies suivantes : rues Nadeau, Notre-Dame, La Flèche et La Vérendrye.



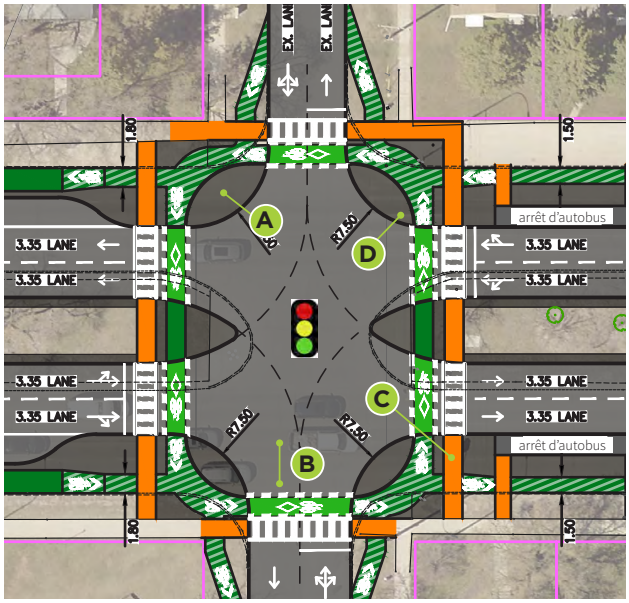
Emplacement proposé pour les couloirs verts de quartier



Coupe transversale du couloir vert de quartier sur la rue Nadeau, en direction nord

Éléments de conception

Intersections protégées





La conception proposée prévoit des intersections protégées sur le boulevard Provencher à la hauteur de l'avenue Taché, de la rue Saint-Joseph, de la rue Aulneau, de la rue Langevin, de la rue Saint-Jean-Baptiste et de la rue Des Meurons

- **A** **Îlot d'angle surélevé :** assure une séparation physique entre les cyclistes et les véhicules qui tournent
- **B** **Passage cycliste en retrait :** oblige les véhicules à terminer leur virage avant de croiser la route des cyclistes, ce qui améliore la visibilité pour les conducteurs et la sécurité des cyclistes
- **C** **Passage piéton en plusieurs étapes :** offre un espace réservé aux piétons, réduit la distance à parcourir pour les piétons et permet de raccourcir les cycles des feux de circulation
- **D** **Feu de signalisation pour les cyclistes :** guide les cyclistes traversant la rue et leur permet de bénéficier d'un feu vert précoce qui leur donne une longueur d'avance sur les automobilistes s'engageant dans le carrefour

Éléments de conception

Éléments assurant la sécurité aux intersections

Marquages au sol



Exemple de marquage à la peinture verte dans un grand carrefour

Des marquages au sol (à la peinture verte) seraient utilisés pour indiquer la voie réservée aux cyclistes dans les intersections et les voies d'accès. Ce type d'aménagement améliorerait la sécurité de l'intersection en augmentant la visibilité de la bande cyclable et en soulignant que les cyclistes ont la priorité dans ces zones.

Avancées de trottoir



Exemple d'avancée de trottoir

Les avancées de trottoir réduisent la distance à parcourir pour les piétons et la vitesse des véhicules.

Sas vélo pour virage en deux étapes



Exemple de sas vélo pour virage en deux étapes

Des sas vélo pour virage en deux étapes seraient aménagés aux intersections du boulevard Provencher et de la rue Nadeau et de la rue Archibald et de la rue Mission afin d'offrir un espace d'attente sûr aux cyclistes tournant à gauche.

Bandes zébrées



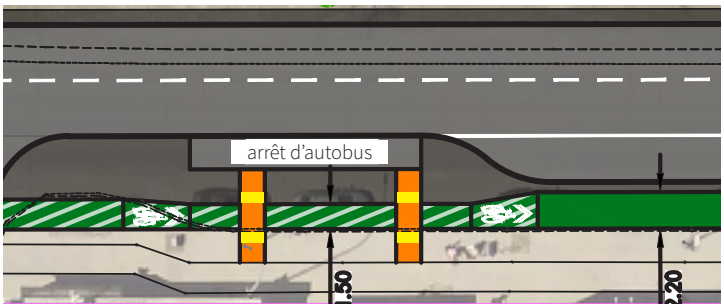
Exemple de bandes zébrées

Des marquages zébrés seraient ajoutés aux emplacements proposés pour les passages piétons afin d'en accroître la visibilité.

Arrêts d'autobus

- La conception proposée prévoit des modifications aux arrêts d'autobus le long du boulevard Provencher afin de respecter le Plan directeur du transport en commun de Winnipeg.
- La conception proposée reprend les arrêts existants et prévoit de nouveaux arrêts d'autobus aux rues Taché, Aulneau, Saint-Jean-Baptiste et Nadeau.
- Les arrêts d'autobus prévoient un îlot d'autobus, où la bande cyclable s'élève au niveau du trottoir. Les piétons doivent la traverser pour accéder à l'arrêt. La bande cyclable se rétrécit à ces endroits afin d'inciter les cyclistes à ralentir.

Îlots d'arrêt d'autobus



Exemple d'îlot d'arrêt d'autobus tiré de l'aménagement du boulevard Provencher proposé



Photo d'un îlot d'arrêt d'autobus à Winnipeg, sur l'avenue McDermot.

Voies de stationnement et de chargement

- La conception proposée préserve les voies de stationnement et de chargement existantes sur les côtés nord et sud du boulevard Provencher entre l'avenue Taché et la rue Des Meurons.
- L'ajout d'une bande cyclable protégée à double sens sur le côté nord du boulevard Provencher entre la rue Des Meurons et la rivière Seine entraînerait la perte de huit places de stationnement sur rue.



• Zones de chargement accessibles

- La conception proposée prévoit des emplacements pour des zones de chargement accessibles, établis à partir des données de fréquentation de Transit Plus.

Arbres et aménagements

- L'ajout de bandes cyclables protégées sur le boulevard Provencher nécessiterait le rétrécissement du terre-plein central.
- La plupart des arbres du terre-plein central seraient conservés.
- Quatre arbres devraient être enlevés et le panneau « Bienvenue à Saint-Boniface » devrait être déplacé ou modifié en fonction de l'aménagement proposé.
- Des emplacements pour de nouveaux aménagements communautaires, notamment des aires de repos, de plantation et de stationnement pour vélos, sont prévus dans la conception proposée. L'objectif est d'améliorer l'expérience des piétons et des cyclistes dans cette zone.





Amélioration des liaisons piétonnes et cyclistes

- Des bandes cyclables à double sens entre la rue Des Meurons et la rivière Seine faciliteraient la liaison avec le sentier du parc Lagimodière-Gaboury et le sentier de la promenade de la rivière Seine.
- De nouveaux passages piétons et cyclistes sur le côté ouest de l'avenue Taché faciliteraient la liaison avec la promenade Taché et le pont de l'Esplanade Riel.
- Des intersections protégées aux rues Aulneau et Saint-Jean-Baptiste, ainsi que des sas vélo pour virages en deux étapes à la rue Nadeau, permettraient aux cyclistes de se rendre en toute sécurité aux couloirs verts de quartier prévus.

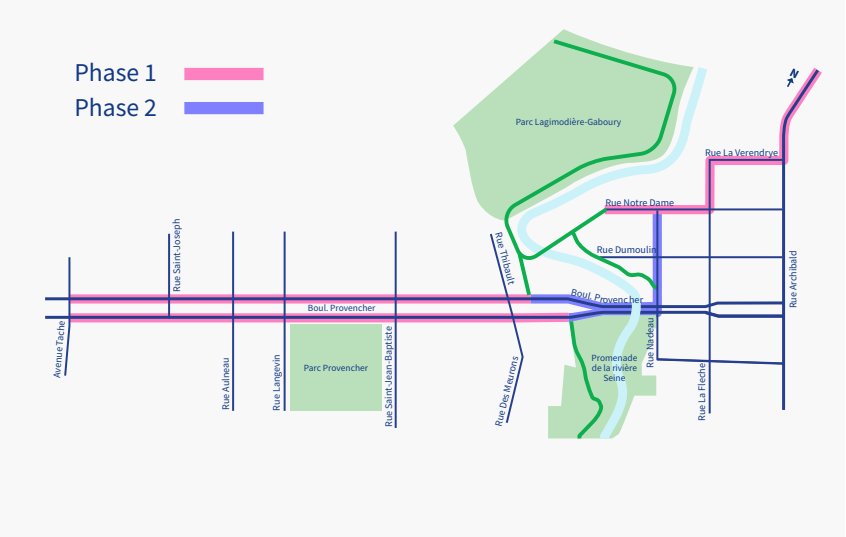




Phases d'aménagement

Si le projet est approuvé, il sera réalisé en deux phases :

- La phase 1 comprendrait la mise en œuvre de l'aménagement proposé sur le boulevard Provencher de l'avenue Taché au sentier du parc Lagimodière-Gaboury du côté nord et au sentier de la promenade de la rivière Seine du côté sud. Les cyclistes traverseraient le parc pour rejoindre la rive est de la rivière Seine et emprunteraient les couloirs verts de quartier proposés sur la rue Notre-Dame, la rue La Flèche et la rue La Vérendrye pour rejoindre la rue Archibald.
- La phase 2 comprendrait l'aménagement du reste du projet sur Provencher, depuis le parc Lagimodière-Gaboury et la promenade de la rivière Seine jusqu'à la rue Nadeau. Les cyclistes emprunteraient les couloirs verts de quartier proposés sur les rues Nadeau, Notre-Dame, La Flèche et La Vérendrye pour rejoindre la rue Archibald.



Merci.

Nous vous remercions de votre présence et de votre participation à la conversation d'aujourd'hui sur le

Projet « À pied, à vélo » de Saint-Boniface au centre-ville

En savoir plus : winnipeg.ca/stbonifaceaucentreville

Veuillez remplir le questionnaire en ligne ou en personne, à la table d'accueil

Un rapport sur la participation publique sera mis en ligne à la fin du projet

Pour de plus amples renseignements, veuillez communiquer avec Meagan Boles 204-477-6650 ou meagan.boles@wsp.com

Provencher: Phase 1

PLAN VIEW





Legend

- Bicycle lane
- Raised bicycle lane
- Multi-use path
- Existing pathway
- Sidewalk
- Pedestrian crosswalk
- Cyclist crossride
- Intersection safety treatment for cyclists
- Transit stop
- Accessible loading zone
- Streetscaping amenity location
- Walking and cycling connection
- Future phase 2 design
- Speed hump

Provencher: Phase 2







NOTRE DAME ST.

NADEAU ST.

THIBAULT ST.

PROVENCHER BLVD.

DES MEURONS ST.

C

C

D

D

E

E

Eight on-street parking spaces will be removed with two-way bike lane

Multi-use path requires structure widening

Protected intersection

In-boulevard two stage turn queue box

Legend

- Bicycle lane
- Raised bicycle lane
- Multi-use path
- Existing pathway
- Sidewalk
- Pedestrian crosswalk
- Cyclist crossride
- Intersection safety treatment for cyclists
- Transit stop
- Accessible loading zone
- Streetscaping amenity location
- Walking and cycling connection
- Future phase 2 design
- Speed hump

Archibald: Phase 1

PLAN VIEW

RED RIVER

ARCHIBALD ST.

LA VERENDRYE ST.

LA FLECHE ST.

NOTRE DAME ST.

MISSION ST.

Future connection to Northeast Pioneers Greenway

Existing multi-use path

In-boulevard two stage turn queue box





Legend

- Bicycle lane
- Raised bicycle lane
- Multi-use path
- Existing pathway
- Sidewalk
- Shared sidewalk
- Pedestrian crosswalk
- Cyclist crossride
- Intersection safety treatment for cyclists
- Transit stop
- Accessible loading zone
- Streetscaping amenity location
- Walking and cycling connection
- Speed hump

Provencher : Phase 1

VUE EN PLAN





PARC LAGIMODIÈRE-GABOURY
RIVIÈRE SEINE
RUE NOTRE DAME
RUE NADEAU
RUE THIBAULT
RUE SAINT-JEAN-BAPTISTE
AVENUE TACHÉ
RUE SAINT-JOSEPH
RUE LANGEVIN
RUE AULNEAU
RUE DES MEURONS
PONT PROVENCHER
BOUL. PROVENCHER
PARC PROVENCHER
PROMENADE DE LA RIVIÈRE SEINE
CONCEPTION FUTURE DE LA PHASE 2
A
B
Enlèvement d'arbre
Passage cycliste en retrait
Intersection protégée
Déplacement ou modification du panneau de bienvenue

Légende

- Bande cyclable
- Bande cyclable surélevée
- Piste polyvalente
- Sentier existant
- Trottoir
- Trottoir partagé
- Passage cycliste
- Aménagement d'intersection pour la sécurité des cyclistes
- Arrêt d'autobus
- Zone de chargement accessible
- Aménagements voyers
- Liaison piétonne et cycliste
- Conception future de la phase 2
- Dos d'âne allongé

Provencher : Phase 2







RUE NOTRE DAME

RUE NADEAU

RUE THIBAULT

BOUL. PROVENCHER

RUE DES MEURONS

Huit places de stationnement sur rue seront éliminées pour aménager la bande cyclable bidirectionnelle.

La piste polyvalente nécessite un élargissement de la structure

Intersection protégée

Sas vélo pour virages en deux étapes sur le boulevard

C

D

E

Légende

- Bande cyclable
- Bande cyclable surélevée
- Piste polyvalente
- Sentier existant
- Trottoir
- Passage piéton
- Passage cycliste
- Aménagement d'intersection pour la sécurité des cyclistes
- Arrêt d'autobus
- Zone de chargement accessible
- Aménagements voyers
- Liaison piétonne et cycliste
- Conception future de la phase 2
- Dos d'âne allongé

Archibald : Phase 1

VUE EN PLAN

RIVIÈRE ROUGE

RUE ARCHIBALD

RUE LA VERENDRYE

RUE LA FLECHE

RUE NOTRE DAME

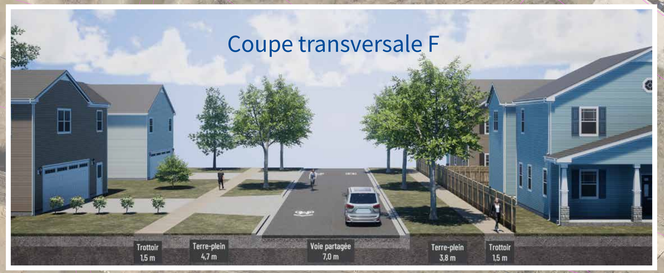
RUE MISSION

Future liaison avec le couloir vert Northeast Pioneers

Piste polyvalente existante

Sas vélo pour virages en deux étapes sur le boulevard

Coupe transversale F



Coupe transversale G



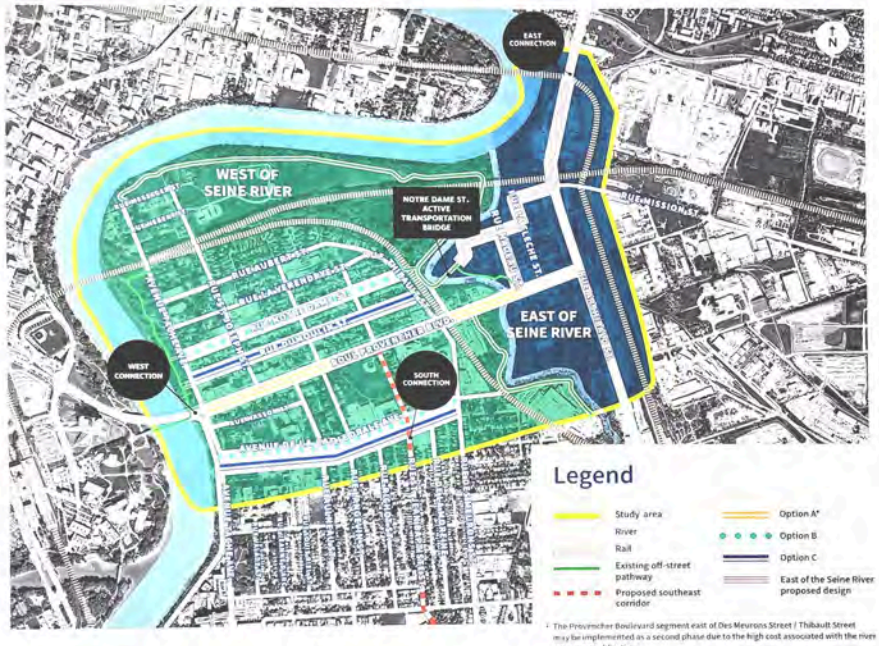
Légende

- Bande cyclable
- Bande cyclable surélevée
- Piste polyvalente
- Sentier existant
- Trottoir
- Trottoir partagé
- Passage piéton
- Passage cycliste
- Aménagement d'intersection pour la sécurité des cyclistes
- Arrêt d'autobus
- Zone de chargement accessible
- Aménagements voyers
- Liaison piétonne et cycliste
- Dos d'âne allongé

Appendix E – Open House Feedback (annotated table maps, annotated display boards)

Phase 2 public engagement: what we hear





As part of Phase 2 engagement, **we asked for feedback on three possible routing options west** of the Seine River and a **single proposed design east** of the Seine River to connect to Archibald Street.

What we heard

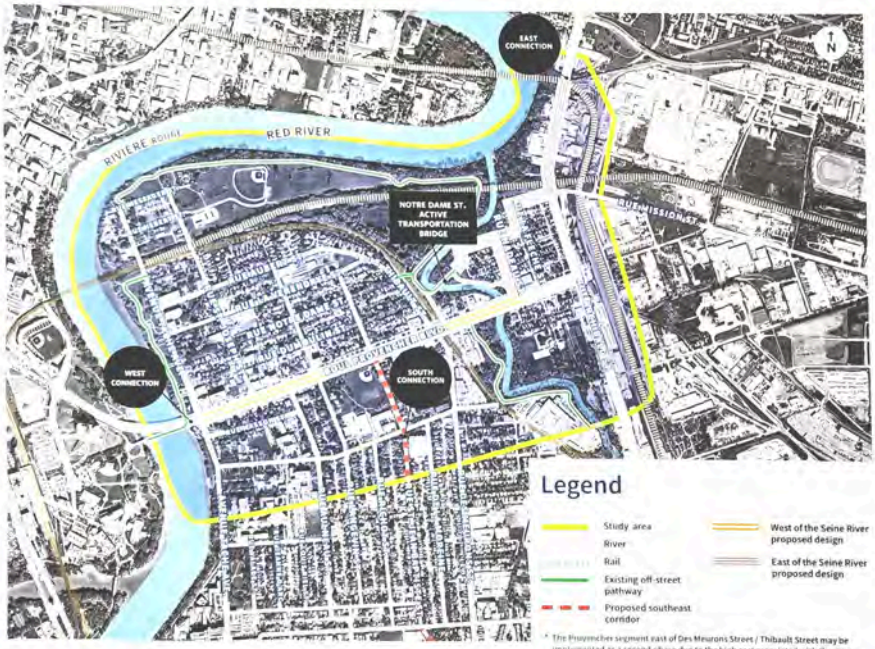
77%

of respondents indicated that they prefer Option A: Provencher Boulevard, given that it would get commuters safely to/from Downtown and bring cyclists to destinations along Provencher Boulevard.

We have refined this option and are now presenting it as our proposed design.

Proposed route and design

Provencher Boulevard



* The Provencher segment east of Des Meurons Street / Thibault Street may be implemented as a second phase due to the high cost associated with the river crossing modifications.

What we heard

- Most direct route, with a lot of commercial destinations and attractions
- Directly connects to existing cycling routes along Esplanade Riel and Tache Promenade
- Protected bike lanes provide a sense of safety from the types and speeds of vehicles on Provencher Boulevard

Design features

One-way protected bike lanes

These physically separated, on-street lanes are for one-way bike travel. Cyclists would be physically separated from vehicles by a raised curb and the bike lane would be located behind the parking lane. Cyclists could enter/exit at intersections. The proposed design includes a one-way protected bike lane on both sides of Provencher Boulevard from Tache Avenue to Des Meurons Street.



Proposed location of one-way protected bike lanes



Sample cross section of one-way protected bike lanes on Provencher Boulevard facing east

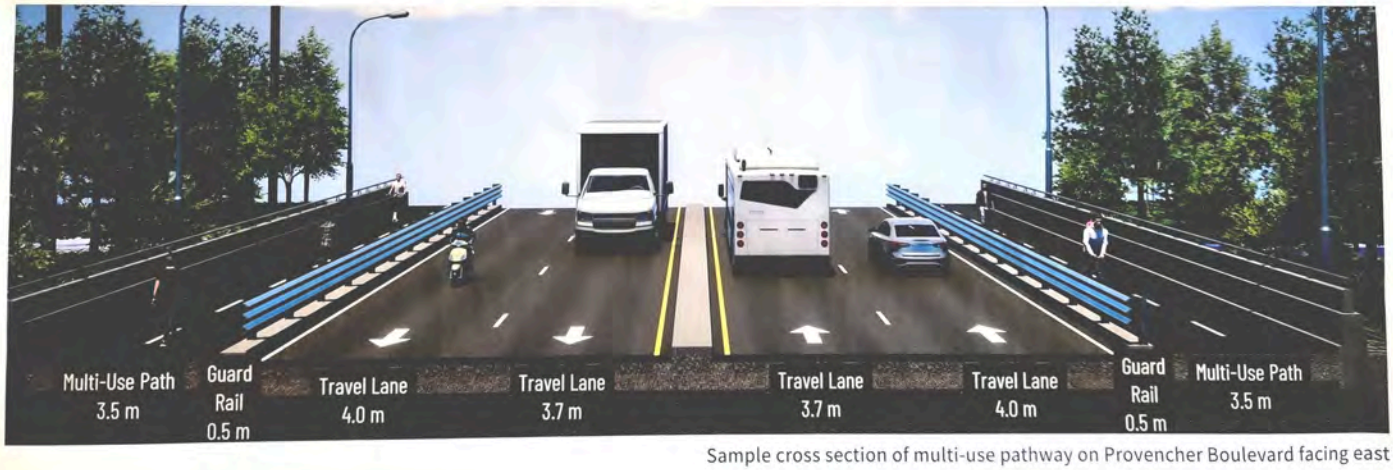
Design features

Multi-use pathways

Multi-use pathways are off-street paths that are physically separated from vehicles and run alongside or nearby roadways. Multi-use paths allow for bi-directional travel and are shared by cyclists and other non-motorized users. The proposed design includes a multi-use pathway on the south side of Provencher Boulevard east of Des Meurons Street and on the north side of Provencher Boulevard over the Seine River bridge.



Proposed location of multi-use pathways



Sample cross section of multi-use pathway on Provencher Boulevard facing east

Design features

Neighbourhood greenways

Neighbourhood greenways are on-street routes designed to move cyclists, pedestrians, and vehicles comfortably and safely. Neighbourhood greenways typically include a range of treatments such as signage, bike signals, pavement markings, reduced speed limits, and traffic calming.

Future neighbourhood greenways are proposed on Nadeau Street, Notre Dame Street, La Fleche Street, and La Verendrye Street.

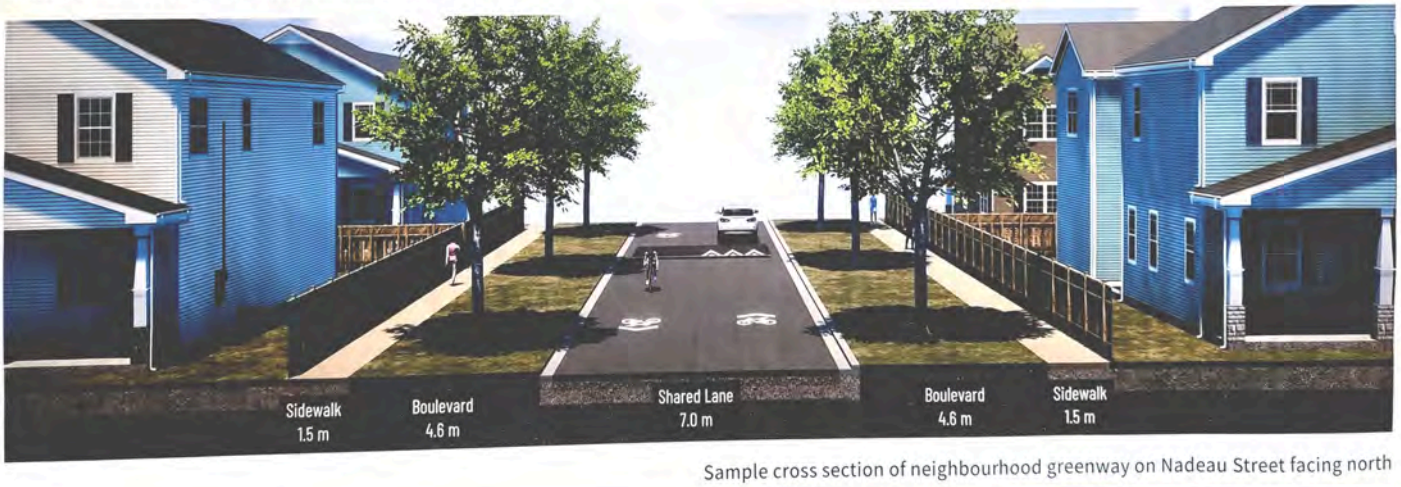
BUMP OUTS ARE NICER THAN SPEED BUMPS! ALSO SNOW STORAGE!

BUMP-OUTS FORCE CYCLISTS INTO THE PATH OF THE VEHICLE GOING IN THE SAME DIRECTION. A SPEED BUMP SLOWS TRAFFIC

BUMP OUTS NOT NECESSARY ON AN ALREADY QUIET STREET. I DISLIKE THE BUMP OUTS ON ST VITAL ROAD. DR.



Proposed location of neighbourhood greenways

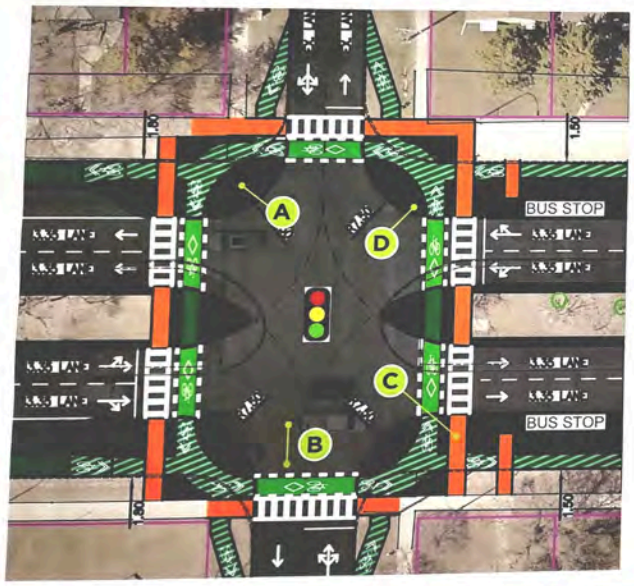


Sample cross section of neighbourhood greenway on Nadeau Street facing north

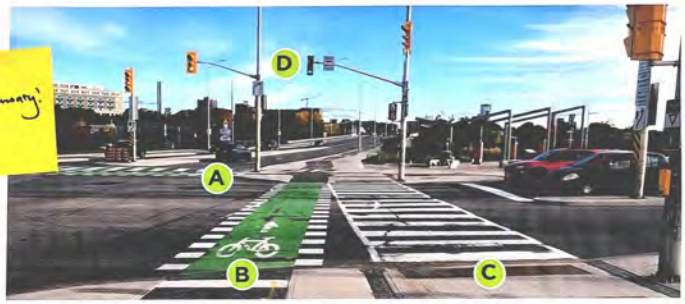
Design features

Protected intersections

AWESOME! MORE PROTECTED INTERSECTIONS!



This is so necessary!



The proposed design includes protected intersection design elements on Provencher Boulevard at Tache Avenue, St. Joseph Street, Aulneau Street, Langevin Street, St. Jean Baptiste Street, and Des Meurons Street

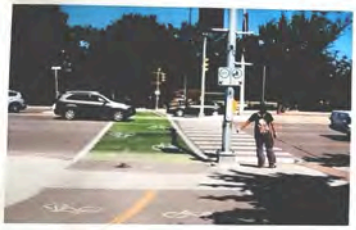
- **A** **Raised corner island:** provides physical separation between cyclists and turning vehicles
- **B** **Set-back cyclist crossing**: requires a vehicle to complete its turn before crossing the path of a cyclist, which improves driver sight lines and cyclist safety
- **C** **Multi-stage pedestrian crossing:** provides a designated space for pedestrians, minimizes the pedestrian crossing distance, and supports shorter traffic signal cycles
- **D** **Bicycle signal**: provides direction to cyclists when crossing a street and provides the opportunity for an advanced green signal to give cyclists a head start before motorists enter the intersection

Advance green signal is great idea to reduce LW/RT conflicts

Design features

Intersection safety features

Pavement markings



Example of green paint through a major intersection

Pavement markings (i.e., green paint) would be used to indicate the path for cyclists through intersections and driveways. This treatment would improve the safety of the intersection by increasing the visibility of the bike lane and help to reinforce that cyclists have priority in these areas.

Curb bump-outs



Example of curb bump-outs

Curb bump-outs would decrease the pedestrian crossing distance and reduce the speed of vehicles.

Two-stage queue boxes



Example of two-stage queue box

In-boulevard two-stage turn queue boxes would be added at Provencher Boulevard / Nadeau Street and Archibald Street / Mission Street to provide safe waiting areas for left-turning cyclists at intersections.

Zebra pavement markings



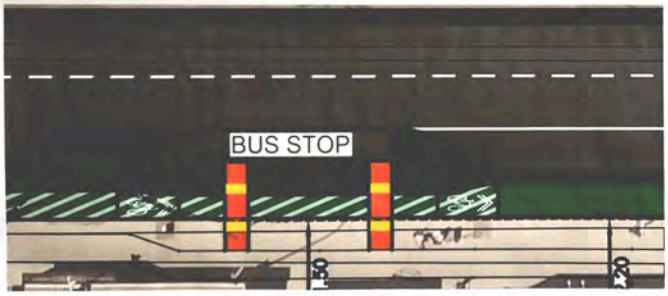
Example of zebra pavement markings

Zebra pavement markings would be added to proposed pedestrian crossing locations to enhance the crosswalk visibility.

Transit stops

- The proposed design recommends changes to transit stops along Provencher Boulevard to align with the **Winnipeg Transit Master Plan**
- The proposed design consolidates existing stops and includes future transit stop locations at Tache Street, Aulneau Street, St. Jean Baptiste Street, and Nadeau Street
- The transit stops feature a transit island, where the bike lane is raised to the level of the sidewalk and pedestrians cross the raised bike lane to access the transit stop. The bike lane is narrowed at these locations to promote slower cycling speeds through the transit stop area

Transit stop islands



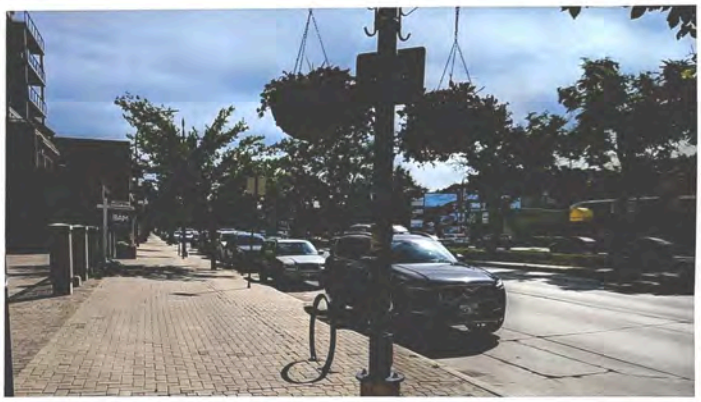
Example of a transit stop island from the Provencher design



Photo of a transit stop island in Winnipeg on McDermot Ave.

Parking and loading lanes

- The proposed design maintains existing parking and loading lanes on both the north and south sides of Provencher Boulevard between Tache Avenue and Des Meurons Street
- Adding the bi-directional protected bike lane on the north side of Provencher Boulevard between Des Meurons Street and the Seine River would result in a loss of eight on-street parking spaces



Accessible loading zones

- The proposed design includes locations for possible accessible loading zones based on existing Transit Plus ridership data

With this improvement, I will be far more likely to cycle here (I'm an NCD) rather than take my car & thus forfeit a parking space.

Trees and amenities

- Adding the protected bike lanes on Provencher Boulevard would require a narrower median
- Most trees in the median would remain
- Four trees would need to be removed and the "Welcome to St. Boniface" sign would need to be relocated or modified to accommodate the proposed design
- Locations for new community amenities, such as bike parking, rest areas, and planting areas are included in the proposed design to enhance the pedestrian and cyclist experience through the area





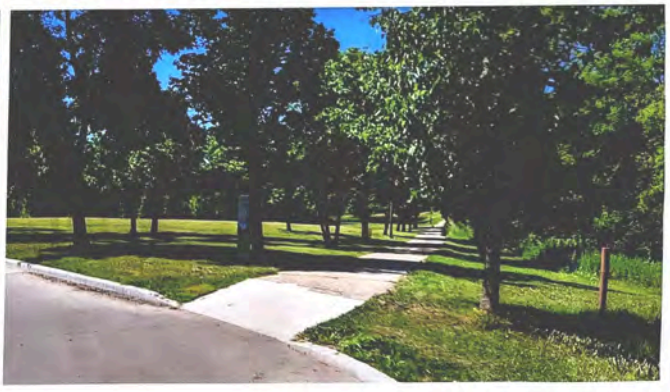
Improved walking and cycling connections

INCREASE CROSSING TIMES.

EXTEND SIGNAL LENGTH

- Bi-directional bicycle lanes between Des Meurons Street and the Seine River would improve the connection to the Lagimodiere-Gaboury Park pathway and the Seine River Parkway pathway
- New pedestrian and cyclist crossings on the west side of Tache Avenue would improve the connection to the Tache Promenade and the Esplanade Riel Bridge
- Protected intersections at Aulneau Street and St. Jean Baptiste Street and two-stage turn queue boxes at Nadeau Street would allow cyclists to safely transition to the future neighbourhood greenways





Phasing

If approved, the project would be developed in two phases:

- **Phase 1** would include implementation of the proposed design on Provencher Boulevard from Tache Avenue to the Lagimodière-Gaboury Park pathway on the north side and the Seine River Parkway pathway on the south side. Cyclists would travel through the park to get to the east side of the Seine River and use the proposed neighbourhood greenways on Notre Dame Street, La Fleche Street, and La Verendrye Street to connect to Archibald Street.
- **Phase 2** would include implementation of the remaining portion of the proposed design on Provencher Boulevard from the Lagimodière-Gaboury Park and Seine River Parkway pathways to Nadeau Street. Cyclists would use the proposed neighbourhood greenways on Nadeau Street, Notre Dame Street, La Fleche Street, and La Verendrye Street to connect to Archibald Street.



Provencher: Phase 1

PLAN VIEW



Legend

- Bicycle lane
- Raised bicycle lane
- Multi-use path
- Existing pathway
- Sidewalk
- Pedestrian crosswalk
- Cyclist crossride
- Intersection safety treatment for cyclists
- Transit stop
- Accessible loading zone
- Streetscaping amenity location
- Walking and cycling connection
- Future phase 2 design
- Speed hump

Provencher : Phase 1

VUE EN PLAN

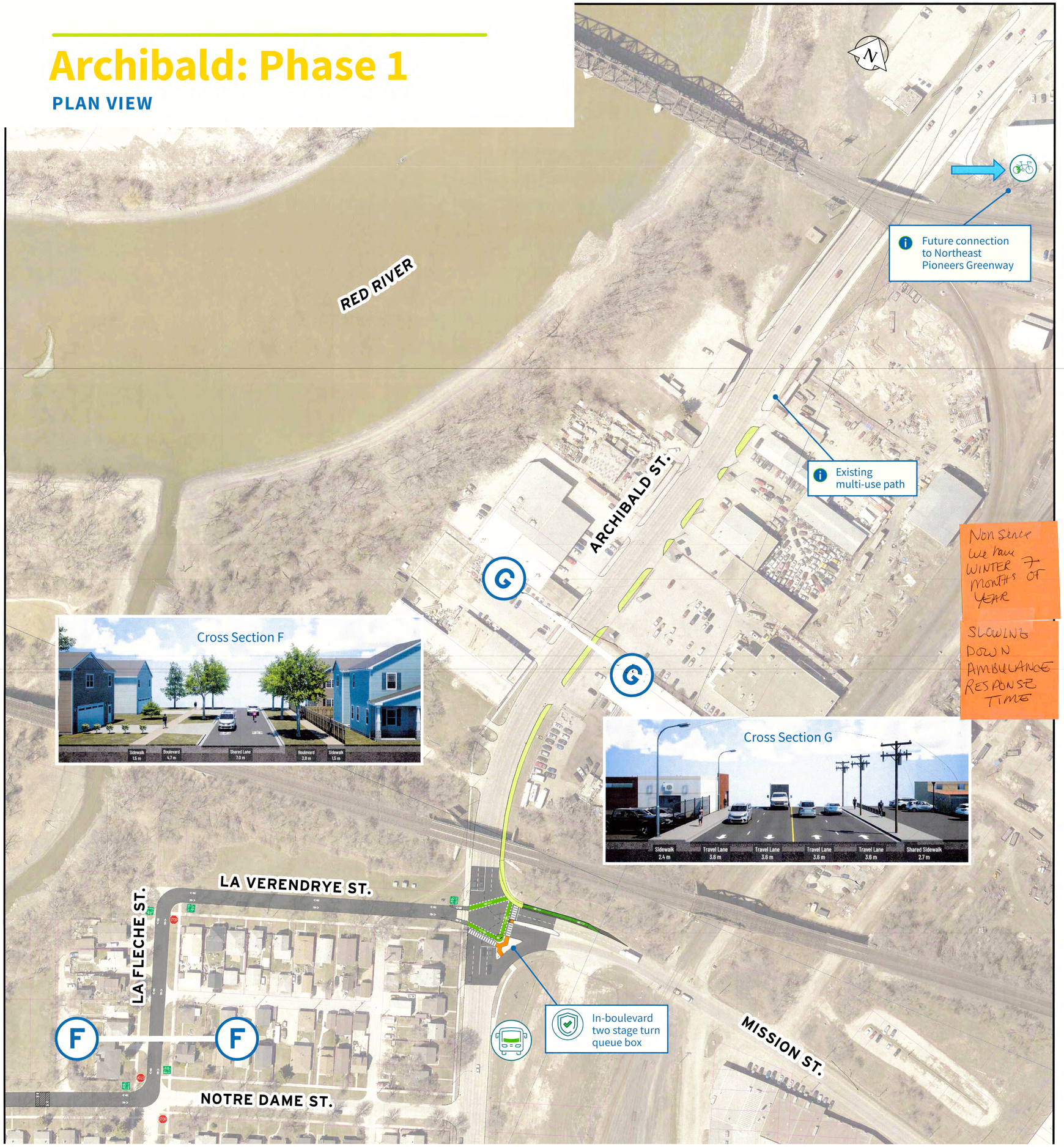


Légende

- Bande cyclable
- Bande cyclable surélevée
- Piste polyvalente
- Sentier existant
- Trottoir
- Trottoir partagé
- Passage cycliste
- Aménagement d'intersection pour la sécurité des cyclistes
- Arrêt d'autobus
- Zone de chargement accessible
- Aménagements voyers
- Liaison piétonne et cycliste
- Conception future de la phase 2
- Dos d'âne allongé

Archibald: Phase 1

PLAN VIEW

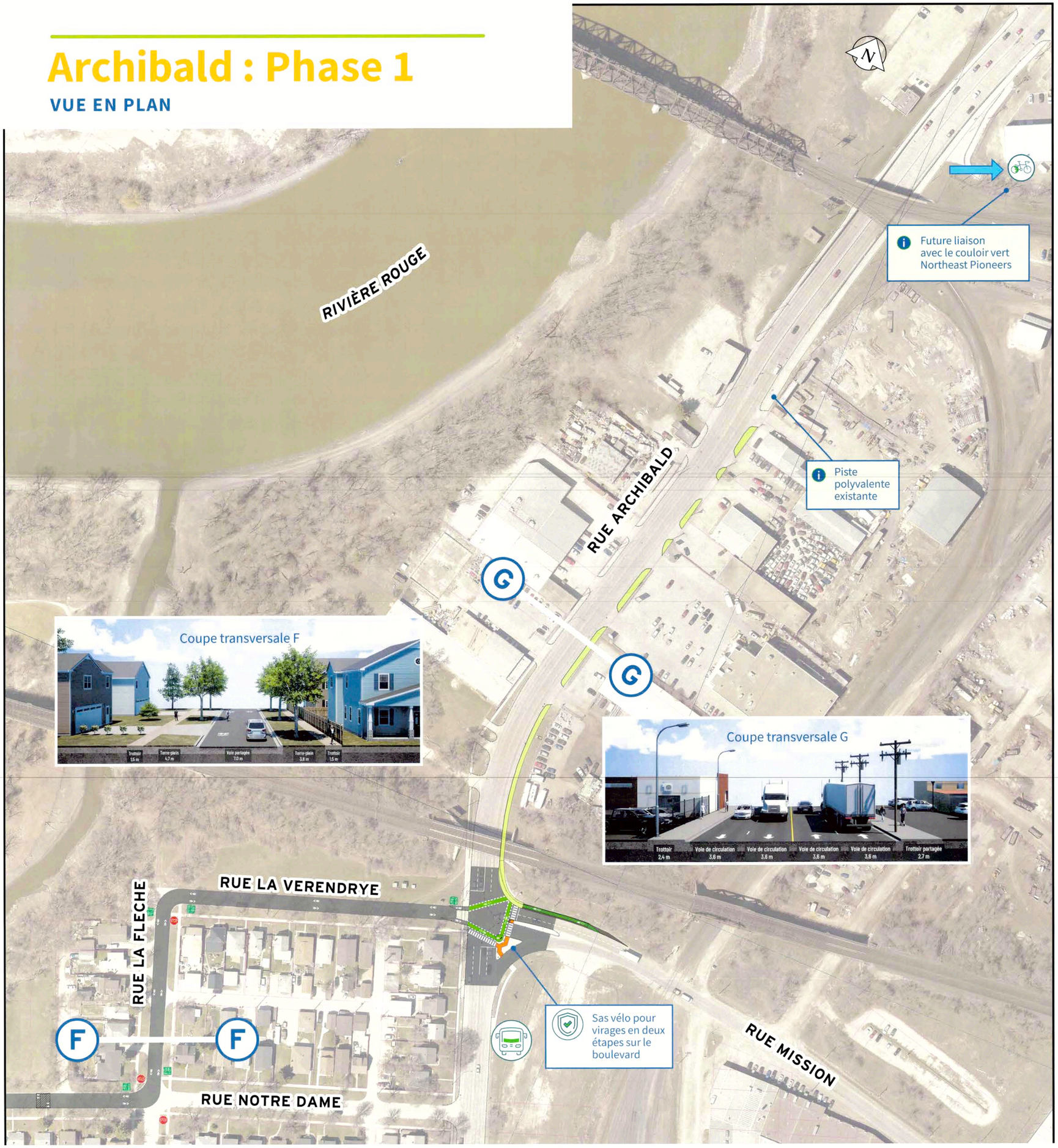


Legend

- Bicycle lane
- Raised bicycle lane
- Multi-use path
- Existing pathway
- Sidewalk
- Shared sidewalk
- Pedestrian crosswalk
- Cyclist crossride
- Intersection safety treatment for cyclists
- Transit stop
- Accessible loading zone
- Streetscaping amenity location
- Walking and cycling connection
- Speed hump

Archibald : Phase 1

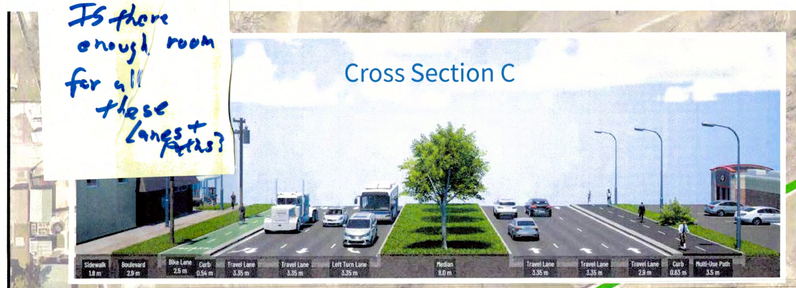
VUE EN PLAN



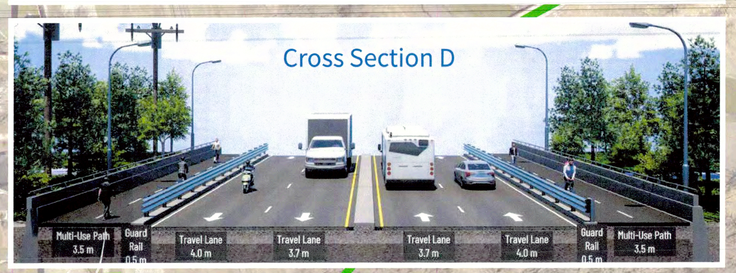
Légende

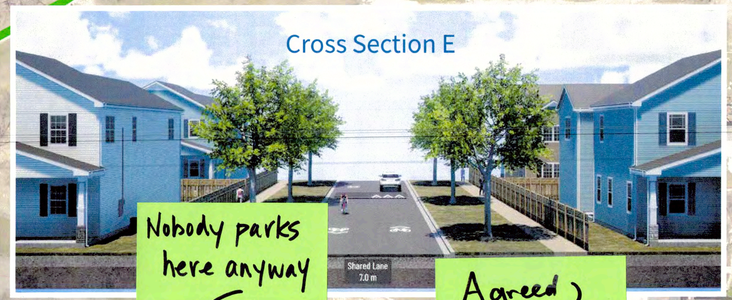
- Bande cyclable
- Bande cyclable surélevée
- Piste polyvalente
- Sentier existant
- Trottoir
- Trottoir partagé
- Passage piéton
- Passage cycliste
- Aménagement d'intersection pour la sécurité des cyclistes
- Arrêt d'autobus
- Zone de chargement accessible
- Aménagements voyers
- Liaison piétonne et cycliste
- Dos d'âne allongé

Provencher: Phase 2



Is there enough room for all these lanes + turns?

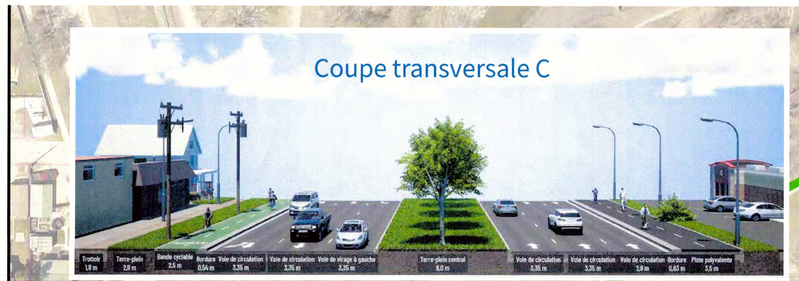




Legend

- Bicycle lane
- Raised bicycle lane
- Multi-use path
- Existing pathway
- Sidewalk
- Pedestrian crosswalk
- Cyclist crossride
- Intersection safety treatment for cyclists
- Transit stop
- Accessible loading zone
- Streetscaping amenity
- Future phase 2 design
- Speed hump

Provencher : Phase 2







RUE NOTRE DAME

RUE NADEAU

RUE THIBAULT

BOUL. PROVENCHER

RUE DES MEURONS

Nous avons besoin une Lumière pour les Autos sur la Nadeau.

Huit places de stationnement sur rue seront éliminées pour aménager la bande cyclable bidirectionnelle.

La piste polyvalente nécessite un élargissement de la structure

Intersection protégée

Sas vélo pour virages en deux étapes sur le boulevard

C

D

E

Légende

- Bande cyclable
- Bande cyclable surélevée
- Piste polyvalente
- Sentier existant
- Trottoir
- Passage piéton
- Passage cycliste
- Aménagement d'intersection pour la sécurité des cyclistes
- Arrêt d'autobus
- Zone de chargement accessible
- Aménagements voyers
- Liaison piétonne et cycliste
- Conception futu
- Dos d'âne allongé

GREAT WORK!

Overall Statistics

Total Open House Comments	**100**
Total Tags (By Infrastructure Type)	**134**
Total Tags (Overall)	**115**

Categorized by Infrastructure Type	
Infrastructure Type	**Percentage of Comments**
General Comments Within Project Scope	20
One-Way Protected Bike Lanes	62
Two-Way Protected Bike Lanes	24
Multi-Use Pathways	10
Neighbourhood Greenways	12
Comments Outside Project Scope	6

Categorized by Code	
Codes	**Percentage of Comments**
Specific Design Element	30
Pro Bike Lanes	28
Other Comments	9
Median and Trees	7
N/A	5
Against Bike Lanes	5
Transit	4
Vegetation	4
Other Route	3
Traffic Flow	2
Concerns: Intersection and Safety	2
Unnecessary - low traffic	2
Slow Speeds	2
Raised Lanes	2
Expand Connectivity	1
Harmful to Businesses	1
Vibrant, Good for Businesses	1
Cyclists Traffic Rules	1
Underutilized	1
Indirect for Cyclists	1
Maintenance Concerns	1
Support design	1
Remove Truck Route	1
Parking Impact	1

Source	Location Category 1	Location Category 2	Specific Geographic Location	Comment	Code 1	Code 2
Boards	One-way Protected Bike Lanes	Two-way Protected Bike Lanes	Board 4 - Phase 2 PE What We Heard	There is no evidence that bike lanes will not damage the visibility of the businesses. Listen to the biz.	Harmful to Businesses	
Boards	One-way Protected Bike Lanes	Two-way Protected Bike Lanes	Board 4 - Phase 2 PE What We Heard	More commerce will happen when a bike route is on Provencher. Amsterdam, Paris, are cities who enjoy those successes.	Pro Bike Lanes	Vibrant, Good for Businesses
Boards	N/A	Outside Project Scope	Board 16 - Phasing	Is there a close Seine River crossing to the south to accommodate cyclists heading south to east?	N/A	
Boards	N/A	Neighbourhood Greenways	Board 16 - Phasing	It is quicker and easier to simply turn from Provencher onto Archibald instead of zig-zagging. The Archibald sidewalk is narrow and bumpy however.	Specific Design Element	
Boards	Neighbourhood Greenways	One-way Protected Bike Lanes	Board 16 - Phasing	Waymarking/wayfinding must be included in Phase 1.	Indirect for Cyclists	Specific Design Element
Boards	N/A	Outside Project Scope	Board 16 - Phasing	A pedestrian bridge on the south side of the Seine River is needed	N/A	
Boards	N/A	One-way Protected Bike Lanes	Board 15 - Improved walking & cycling connections	Increase crossing times	Specific Design Element	
Boards	N/A	One-way Protected Bike Lanes	Board 15 - Improved walking & cycling connections	Extend signal length	Specific Design Element	
Boards	N/A	One-way Protected Bike Lanes	Board 14 - Trees & amenities	More trees please on Provencher Blvd.	Specific Design Element	Vegetation
Boards	N/A	One-way Protected Bike Lanes	Board 14 - Trees & amenities	St. Boniface needs a bolder sign to replace the Provencher entrance sign. Make it bigger like Corydon Ave. Have a design competitiion	Specific Design Element	
Boards	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	Board 14 - Trees & amenities	Secure adequate bike parking is very important (tonight's venue has inadequate bike parking available for the demand)	Specific Design Element	
Boards	N/A	General	Board 14 - Trees & amenities	There's all of 10 bikes here. Where's the balance between the bike lobby and the bike rack?	Underutilized	Against Bike Lanes
Boards	N/A	One-way Protected Bike Lanes	Board 14 - Trees & amenities	I would not worry about a skinnier median. Ness Avenue is a busy road with no median	Other Comments	
Boards	N/A	One-way Protected Bike Lanes	Board 14 - Trees & amenities	Love this idea [bike locker].	Pro Bike Lanes	
Boards	N/A	One-way Protected Bike Lanes	Board 13 - Parking & loading lanes	With this improvement, I will be far more likely to cycle here (from NPD) rather than drive my car, thus freeing up a parking space	Pro Bike Lanes	
Boards	N/A	General	Board 12 - Transit stops	G.lst education to reduce conflicts please	Transit	
Boards	N/A	General	Board 12 - Transit stops	Education of transit users + cyclists to this shared infrastructure will help reduce conflicts	Transit	Specific Design Element
Boards	N/A	One-way Protected Bike Lanes	Board 11 - Intersection safety features	Longer pedestrian light cues are needed on Provencher / Tache / St. Joseph	Specific Design Element	
Boards	N/A	One-way Protected Bike Lanes	Board 11 - Intersection safety features	Wrong, bump-outs do NOT slow the speed of vehicles. They DO reduce parking spaces and cause vehicles to wait behind buses picking up passengers	Parking Impact	Traffic Flow
Boards	N/A	General	Board 11 - Intersection safety features	Current green paint markings are quite faded. Will these be renewed regularly? If not, not helpful	Maintenance Concerns	

Source	Location Category 1	Location Category 2	Specific Geographic Location	Comment	Code 1	Code 2
Boards	N/A	One-way Protected Bike Lanes	Board 10 - Protected intersections	Awesome! More protected intersections!	Pro Bike Lanes	
Boards	N/A	General	Board 10 - Protected intersections	This is SO necessary!	Pro Bike Lanes	
Boards	N/A	One-way Protected Bike Lanes	Board 10 - Protected intersections	Advance green signal is a GREAT idea to reduce car/bike conflicts	Pro Bike Lanes	
Boards	N/A	Neighbourhood Greenways	Board 9 - Neighbourhood greenways	Bump outs are nicer than speed bumps! Also snow storage!	Unnecessary - low traffic	
Boards	N/A	Neighbourhood Greenways	Board 9 - Neighbourhood greenways	[In response to another comment: "Bump outs are nicer than speed bumps! Also snow storage!"] Bump-outs force cyclists in to the path of the vehicle. Going in the same direction. A speed bump slows traffic	Support design	
Boards	N/A	Neighbourhood Greenways	Board 9 - Neighbourhood greenways	Bump outs not necessary on an already quiet street. I dislike these bump-outs on St. Vital Road. D.R.	Unnecessary - low traffic	
Boards	N/A	Multi-use Pathways	Board 8 - Multi-use pathways	Cyclists need to have + use their bells when coming up behind pedestrians	Cyclists Traffic Rules	
Boards	N/A	One-way Protected Bike Lanes	Board 6 - One-way protected bike lanes	Very pleased to see this on both sides of Provencher. Bravo!	Pro Bike Lanes	
Boards	N/A	One-way Protected Bike Lanes	Board 5 - Proposed route & design Provencher Blvd	I agree with the Biz. Do not reduce the median as that is the charm + atmosphere of Provencher	Median and Trees	
Boards	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	Board 5 - Proposed route & design Provencher Blvd	The trucking route on Provencher must go away	Remove Truck Route	
Boards	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	Board 5 - Proposed route & design Provencher Blvd	A bike route on Provencher that is protected is the safest and the most option	Pro Bike Lanes	
Phase 2 Provencher Table Map	Multi-use Pathways	Two-way Protected Bike Lanes	Provencher Blvd	Great work! [re: Phase 2 Provencher]	Pro Bike Lanes	
Phase 2 Provencher Table Map	N/A	Neighbourhood Greenways	Nadeau St.	We need streetlights for vehicles on Nadeau Street	Specific Design Element	
Phase 2 Provencher Table Map	N/A	Two-way Protected Bike Lanes	Provencher Blvd	Nobody parks here anyways [in response to "8 on-street parking spaces will be removed with two-way bike lane"]	Pro Bike Lanes	
Phase 2 Provencher Table Map	N/A	Two-way Protected Bike Lanes	Provencher Blvd	Removing parking benefits the community by reducing demand for driving. Good work!	Pro Bike Lanes	
Phase 2 Provencher Table Map	N/A	Two-way Protected Bike Lanes	Provencher Blvd	Agreed [agreeing with comment: "Removing parking benefits the community by reducing demand for driving. Good work!"]	Pro Bike Lanes	
Phase 2 Provencher Table Map	N/A	General	N/A	To avoid ice build-up please have the paths properly graded! :)	Specific Design Element	
Phase 2 Provencher Table Map	N/A	Multi-use Pathways	Provencher Blvd. Bridge	Will need to widen the bridge	Specific Design Element	
Phase 2 Provencher Table Map	N/A	Two-way Protected Bike Lanes	Provencher Blvd. Bridge	Consider making all these intersections raised as a traffic calming measure	Slow Speeds	

Source	Location Category 1	Location Category 2	Specific Geographic Location	Comment	Code 1	Code 2
Phase 2 Provencher Table Map	N/A	Two-way Protected Bike Lanes	2 driveways to Paradise of Reality and Belgian-Alliance Credit Union (north of Provencher Blvd)	Is there enough room for all these lanes + paths?	Other Comments	
Phase 2 Provencher Table Map	N/A	Multi-use Pathways	Provencher Blvd. & Nadeau St.	Want full traffic light @ Nadeau	Specific Design Element	
Phase 2 Provencher Table Map	N/A	Multi-use Pathways	Provencher Blvd. & Nadeau St.	[Agreed with comment: "Want full traffic light @ Nadeau"] No R on red, but leave median open	Specific Design Element	
Phase 2 Provencher Table Map	N/A	Multi-use Pathways	Provencher Blvd. & Nadeau St.	[In response to comment: "Want full traffic light @ Nadeau"] If not a full traffic light at least a half-signal for pedestrians + bikes :)	Specific Design Element	
Phase 2 Provencher Table Map	N/A	Multi-use Pathways	Provencher Blvd. & Nadeau St.	Light control standard on Nadeau with no right turn on red	Specific Design Element	
Phase 2 Provencher Table Map	N/A	Multi-use Pathways	Provencher Blvd. & Nadeau St.	If crossing w/o lights is intimidating, there is a controlled crossing one block west D.R.	Other Comments	
Phase 1 Archibald Table Map	N/A	Multi-use Pathways	Provencher Blvd. & Nadeau St.	Nonsense. We have winter 7 months of the year. Slowing down ambulance response time	Against Bike Lanes	Traffic Flow
Phase 1 Provencher Table Map	N/A	General	N/A	Wayfinding is key! Cheap and easy way to help <3	Specific Design Element	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Tache Ave. & Provencher Blvd.	Scramble crossing <3	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Tache Ave. & Provencher Blvd.	[Agreed with comment: "Scramble crossing <3"]	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Tache Ave. & Provencher Blvd.	Save our "Welcome to St. Boniface" sign!	Specific Design Element	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Tache Ave. & Provencher Blvd.	Scramble this crossing	Pro Bike Lanes	Specific Design Element
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Tache Ave. & Provencher Blvd.	Removing Welcome to St. B entrance sign is a shame	Specific Design Element	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Provencher Blvd.	Save our trees on the Boulevard	Median and Trees	
Phase 1 Provencher Table Map	N/A	General	N/A	Yay! Can't wait!!	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	[Responding to this comment: "Save our trees on the Boulevard"] Best way to save trees is to stop salting the streets + ultimately reduce vehicle use!	Median and Trees	Specific Design Element
Phase 1 Provencher Table Map	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	N/A	Festival will no longer be able to have snow sculptures on boulevard	Against Bike Lanes	
Phase 1 Provencher Table Map	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	All intersections	Consider making the bike path raised through all intersections as a traffic calming measure	Raised Lanes	Slow Speeds
Phase 1 Provencher Table Map	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	All intersections	Give same treatment with bike lane connectivity at all intersections	Expand Connectivity	

Source	Location Category 1	Location Category 2	Specific Geographic Location	Comment	Code 1	Code 2
Phase 1 Provencher Table Map	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	N/A	Sidewalks were just re-done - don't want to see waste + construction again	Against Bike Lanes	Other Comments
Phase 1 Provencher Table Map	N/A	General	N/A	[Agreed with this comment: "Sidewalks were just re-done - don't want to see waste + construction again"] Yes	Against Bike Lanes	Other Comments
Phase 1 Provencher Table Map	N/A	General	N/A	I've been living in St. B for 15 years and waiting for something like this!	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	Love that it's easier to stop crossing halfway through.	Pro Bike Lanes	
Phase 1 Provencher Table Map	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	N/A	Notre Dame or Dumoulin is a much better route	Other Route	
Phase 1 Provencher Table Map	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	N/A	[In response to comment: "Notre Dame or Dumoulin is a much better route"] Reducing blvd. and green space can be avoided by choosing option B or C	Other Route	Median and Trees
Phase 1 Provencher Table Map	Two-way Protected Bike Lanes	One-way Protected Bike Lanes	N/A	[Agreed with this comment: "Notre Dame or Dumoulin is a much better route"] Yes	Other Route	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Median	Why are these trees being removed??	Median and Trees	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Median	Is there a way to replace the trees removed? Maybe planters or raised boxes on the new cutouts?	Vegetation	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Median	Where are the trees???	Median and Trees	
Phase 1 Provencher Table Map	N/A	General	N/A	So exciting <3	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Langevin St. & Provencher Blvd.	Current crosswalk doesn't feel safe - how is this going to improve?	Concerns: Intersection and Safety	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	Half signal for pedestrians + bikes might be safer?	Concerns: Intersection and Safety	Specific Design Element
Phase 1 Provencher Table Map	N/A	General	N/A	Can't wait for this to happen!	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Langevin St. & Masson	Being there is a kid's playground on Langevin @ Masson, what about some form of bike path / calming section here	Specific Design Element	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	Langevin St. & Masson	[Agreed with this comment: "Being there is a kid's playground on Langevin @ Masson, what about some form of bike path / calming section here"]	Specific Design Element	
Phase 1 Provencher Table Map	N/A	General	N/A	Please make sure paths have proper grading and DRAINAGE!	Specific Design Element	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	5.6 metres removed will reduce boulevard by 50%. Trees will not survive	Median and Trees	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	Love the protected intersections and raised corners. Soooo much safer for all.	Pro Bike Lanes	

Source	Location Category 1	Location Category 2	Specific Geographic Location	Comment	Code 1	Code 2
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	Concerned about push back with extra signal (more traffic stopping potentially)	Other Comments	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	Eliminating bus stops for riders is not a good idea	Transit	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	[In response to this comment: "Eliminating bus stops for riders is not a good idea"] Consolidating bus stops also improves level of service, at least	Transit	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	Want to make sure lights are coordinated for cyclists too	Specific Design Element	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	Bicycle detected blue-light indicator at signals (like in Oregon)	Specific Design Element	
Phase 1 Provencher Table Map	N/A	General	N/A	Very exciting plan!	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	Two-way Protected Bike Lanes	South side of Provencher between Des Meurons St. & Seine River Parkway	All trees will be removed in the section	Vegetation	
Phase 1 Provencher Table Map	N/A	Two-way Protected Bike Lanes	South side of Provencher between Des Meurons St. & Seine River Parkway	No trees to be removed here	Vegetation	
Phase 1 Provencher Table Map	N/A	Outside Project Scope	AT trail crossing Seine River	Trail flood in spring even if trail is available trail needs to be raised to same level of bridge at Seine River	N/A	
Phase 1 Provencher Table Map	N/A	Neighbourhood Greenways	Notre Dame St.	Raised crosswalks please?	Raised Lanes	
Phase 1 Provencher Table Map	N/A	General	N/A	Love it!	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	All intersections	Crossing signals should change automatically when cyclists are crossing	Specific Design Element	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	All intersections	I love the protected intersections!	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	General	N/A	I hope this plan gets finalized	Pro Bike Lanes	
Phase 1 Provencher Table Map	Neighbourhood Greenways	One-way Protected Bike Lanes	N/A	Phase 1 is sufficient for most people	Other Comments	
Phase 1 Provencher Table Map	N/A	Outside Project Scope	Trail south of Provencher Blvd. along the river	This trail should be redone because it is currently too low	N/A	
Phase 1 Provencher Table Map	N/A	Outside Project Scope	Trail north of Provencher Blvd.	Raise this trail so that it is the same grade as the bridge	N/A	
Phase 1 Provencher Table Map	N/A	Two-way Protected Bike Lanes	Provencher Blvd. & Thibault St.	Interesting solution - the railway crossing provides access to the park	Pro Bike Lanes	
Phase 1 Provencher Table Map	N/A	General	N/A	Much better than what it looks like today	Pro Bike Lanes	

Source	Location Category 1	Location Category 2	Specific Geographic Location	Comment	Code 1	Code 2
Phase 1 Provencher Table Map	N/A	General	N/A	Ensure more dialogue with neighbours. There has been a lot of exclusion from their part.	Other Comments	
Phase 1 Provencher Table Map	N/A	Neighbourhood Greenways	N/A	Ensure the route goes from Provencher at Archibald for the cyclists	Pro Bike Lanes	Specific Design Element
Phase 1 Provencher Table Map	N/A	Outside Project Scope	N/A	Look out at the new bridge on La Seine	Other Comments	
Phase 1 Provencher Table Map	N/A	One-way Protected Bike Lanes	N/A	Would like to see how to turn onto Thibault from Provencher as the left turn is very difficult	Specific Design Element	
Total Comments		**100**				

Appendix F – Online Survey Results

Code Book

Survey Questions ▸	Q6: One-way Protected Bike Lanes			Q10: Two-way Protected Bike Lanes			Q14: Multi-use Pathways			Q18: Neighbourhood Greenways		
Description ▾	**Code**	**Number of Tags**	**Percentage of Responses**	**Code**	**Number of Tags**	**Percentage of Responses**	**Code**	**Number of Tags**	**Percentage of Responses**	**Code**	**Number of Tags**	**Percentage of Responses**
	N/A	3	0.8%	***N/A***	8	3.1%	***N/A***	9	3.9%	***N/A***	10	3.8%
Comments that indicate a preference for raised bike lanes, notably to alert cars at intersections to look for cyclists, but also to slow down and add 'functional space' to the lane (e.g. instead of a curb that is unsued space, it becomes part of the lane) this is also associated with accessibility concerns regarding the curb approach. Associated with the "slow speeds", use both tags only if slowing cars is mentioned.	***Raised Lanes***	15	3.9%	***Raised Lanes***	6	2.3%						
Bidirectional preferred, e.g. would rather a two-way than a one way in Q6, or express liking the two-way in Q10 more than what was proposed in Q6.	***Bidirectional Preferred***	10	2.6%	***Bidirectional Preferred***	11	4.3%						
Comments that the flow of infrastructure types (one way to two way etc.) is inconsistent and therefore concerning (other tags as appropriate) because there is poor clarity of use.				***Inconsistent and Clarity of Use:***	57	22.2%	***Inconsistent and Clarity of Use:***	13	5.7%			
Comments that demonstrate a misunderstanding of the survey format, reflecting opinion that the design of each page is being applied to the entire street, or that each section is one option being proposed (e.g. would only have two-way protected for a small section to the north of provencher)				***Misunderstood Survey***	4	1.6%	***Misunderstood Survey***	17	7.5%	***Misunderstood Survey***	11	4.2%
Pedestrians walk side by side or with headphones without attention to cyclists coming behind them, having shared paths created conflict and safety risk. Should have designated or even separated cycling and pedestrian lanes/ paths. Includes comments regarding cyclists using the multi-use trail 'when they aren't supposed to' indicating a misunderstanding of the permitted use of these trails, as this is associated with why people are asking for them to be split, these comments are tagged here.				***Separate Cyclists and Pedestrians***	34	13.2%	***Separate Cyclists and Pedestrians***	83	36.4%			
respondents say they preferred the one-way design, some may be misunderstanding the survey and believe it is offering different options for the other route. But others just don't want a two-way.				***One-way preferred:***	35	13.6%	***One-way preferred:***	4	1.8%			
bikes should have their own lane (roads are dangerous to cyclists, cars pose threat, etc.). Also include comments asking for a multi-use trail in this area. Associated with "greenways unsafe" which may not always be saying a protected lane is needed.										***Protected Bike Lane***	52	19.9%
comments that generally agree with the design as proposed (not applied to the other sections as these have 'pro bike lane' only if this is the case. As this is for the greenway a different code is required)										***Support Design***	36	13.8%
comments thatit's better than nothing but greenways are not effective (not enough of an improvement), from perspective that cars are dangerous inherently and winnipeg drivers are agressive/ impatient/ and inconsiderate of cyclists. do not tangibly improve safety compared to other residential streets, and that not all users/ cyclists will feel this is safe enough to use. Will not achieve purpose of encourage more cycling, thus limiting positive benefits of the west east connection.										***Greenways unsafe***	79	30.3%
Comments against speed bumps combined here (i.e. the neighborhood streets in question are calm enough, this isn't necessary, they are ineffective)										***Unnecessary - low traffic***	18	6.9%
comments that the neighborhood greenway route is indirect and shouldn't be considered part of the cities key bike route network. Expecting cyclists to take convoluted and indirect routes should be avoided.										***Indirect for Cyclists***	13	5.0%
for anti-bike comments sentiment that bikes should not be on road with cars, specifically from perspective of drivers who want cyclists off the road but aren't suggesting other safer options (cyclists are inconsiderate, unsafe, etc.)										***Bikes off road***	2	0.8%
for comments about negative impacts speed bumps have on cyclists. (eg. Minor inconvenience for cars but very frustrating for cyclists)										***Speed Bump Issues (for Cyclists)***	17	6.5%

Against/ or concerned about the narrowing of the median and associated consequences, notably impact to trees and area character (may also be tagged 'against bike lanes' or 'pro bike lanes' as appropriate)	***Median and Trees***	18	4.7%	***Median and Trees***	3	1.2%						
Comments about how the proposed design may pose accessibility issues, often about the curbs. Will have other tags as appropriate (e.g., 'transit' if about Handitransit or buses).	***Accessibility Concerns***	9	2.3%	***Accessibility Concerns***	4	1.6%	***Accessibility Concerns***	3	1.3%			
Concern about the impact on parking. Tagged with 'against bike lanes' only if specifically wanting no bike lanes incorporated. Includes comments regarding concern for loading vehicles and how they will interact with lane.	***Parking Impact***	11	2.9%	***Parking Impact***	7	2.7%	***Parking Impact***	6	2.6%			
For sentiments against provision of cycling infrastructure, or that it's unnecessary and cyclists should just ride on Provencher (if not about cost). Includes comments saying bike lanes make traffic worse. Will be tagged with other tags about rationale, as appropriate.	***Against Bike Lanes***	30	7.8%	***Against Bike Lanes***	14	5.4%	***Against Bike Lanes***	10	4.4%	***Against Bike Lanes***	10	3.8%
Bike lanes aren't used enough to be worth the investment and space. Winter city, overly prioritized (e.g., they are a low priority for these respondents). Belief that there are very few cyclists year-round, that very few individuals bike to get between places (e.g., they only bike recreationally on park trails, or by their home).	***Underutilized:***	22	5.7%	***Underutilized:***	8	3.1%	***Underutilized:***	5	2.2%	***Underutilized:***	6	2.3%
Comments that the design will have harmful impacts to businesses, may involve reference to character of boulevard (may be associated with other tags with specific detail, e.g. parking). Includes comments that prioritizing AT over cars reduces volume of visitors.	***Harmful to businesses***	7	1.8%	***Harmful to businesses***	5	1.9%	***Harmful to businesses***	2	0.9%			
Comments specifically about cost concerns from those who are against Bike Lanes. May have other tags, such as 'underutilized' and/or 'cyclists don't pay' as appropriate	***Cost Concern***	16	4.2%	***Cost Concern***	5	1.9%	***Cost Concern***	6	2.6%	***Cost Concern***	6	2.3%
Comments expressing the belief that cyclists don't pay for the development of cycling infrastructure.	***Cyclists Should Pay***	5	1.3%	***Cyclists Should Pay***	2	0.8%	***Cyclists Should Pay***	1	0.4%	***Cyclists Should Pay***	2	0.8%
Comments that cyclists don't follow rules of the road, which creates safety issues for drivers and pedestrians depending on cyclist location. May be in opposition to bike lanes or supportive of them (will be tagged accordingly) and believing it will help regulate cyclist behavior and/or create a safer space for all types of travelers.	***Cyclists Traffic Rules***	13	3.4%	***Cyclists Traffic Rules***	2	0.8%	***Cyclists Traffic Rules***	5	2.2%	***Cyclists Traffic Rules***	3	1.1%
These are generally (but not always) comments associated with 'against bike lane' sentiments. Most are expressing strong belief that bike lanes will negatively impact traffic flow. E.g., create congestion, remove a functional lane from traffic, etc.	***Traffic Flow***	18	4.7%	***Traffic Flow***	7	2.7%	***Traffic Flow***	10	4.4%	***Traffic Flow***	4	1.5%
Bike lanes should not be on Provencher, prefer the other options of the study (Options B or C), median, or something else entirely. Either stated explicitly or that they should be on side residential streets, can be combined with 'intersections and safety' tag if the concern is safety	***Other Route***	23	6.0%	***Other Route***	6	2.3%	***Other Route***	7	3.1%	***Other Route***	2	0.8%
Logistics of winter clearing, added time and technical difficulty (e.g., windrow snow storage space), green repaints	***Maintenance Concerns***	19	4.9%	***Maintenance Concerns***	3	1.2%	***Maintenance Concerns***	1	0.4%	***Maintenance Concerns***	3	1.1%
For comments noting support for the project, and its purpose. Used for any comments expressing support for bike lanes, protected intersections, signals, removal of parking to decrease car dependency, etc. Includes comments saying they're glad the Provencher route option was selected.	***Pro Bike Lanes***	265	68.8%	***Pro Bike Lanes***	147	57.2%	***Pro Bike Lanes***	150	65.8%			
Bring vibrancy to the area, notably to the business strip. Make it a more enjoyable space. Includes comments saying it would be good for business (as a side effect of attracting more cyclists and pedestrians), or attracting people back to the strip who avoided it previously (because it's unsafe, hostile to cyclists etc.)	***Vibrant, Good for Businesses***	37	9.6%	***Vibrant, Good for Businesses***	2	0.8%						
Comments that the proposed design would make the area safer for a wider variety of users. Design improves general connectivity, and access between various neighborhoods and downtown, enabling users who had previously not felt able to bike between points (e.g., fills a significant gap in the network).	***Improves Safety and Accessibility***	75	19.5%	***Improves Safety and Accessibility***	10	3.9%	***Improves Safety and Accessibility***	25	11.0%			
Comments about safety concerns with the design coming from the position the design does not adequately protect cyclists and pedestrians. Some are more broad expressions of safety concern with lanes on Provencher (these may be associated with 'Traffic Flow' tag). Example comments include width of intersections, the means of crossing the intersection to get between the two one-way lanes, etc.	***Concerns: Intersection and Safety***	38	9.9%	***Concerns: Intersection and Safety***	41	16.0%	***Concerns: Intersection and Safety***	9	3.9%	***Concerns: Intersection and Safety***	5	1.9%
Enforcement and design choices (e.g. raised bike lanes) to ensure that cars can't get into the bike lane and block it as is seen on other bike routes.	***Enforcement for Cars***	10	2.6%	***Enforcement for Cars***	5	1.9%						
Want more connectivity beyond what is in the proposed design, challenges when a route ends and cyclists are forced onto the road. Includes desire for the project to extend onto Archibald to provide safe connections to the 'Gateway' path, and comments that it is not connected enough for local use (e.g. cyclists would have to go out of their way to use it, would just use other side streets).	***Expand Connectivity***	30	7.8%	***Expand Connectivity***	7	2.7%	***Expand Connectivity***	6	2.6%	***Expand Connectivity***	17	6.5%

Comments about the impact of truck traffic (speed, noise, congestion) being harmful to Provencher, some specifically asking that trucks are rerouted.	***Remove Truck Route***	11	2.9%	***Remove Truck Route***	2	0.8%	***Remove Truck Route***	1	0.4%			
Comments about desire for reduction of the space allotted to cars (width or number of lanes, etc.), may be in reference to a transit lane in which case it will also be tagged 'Transit'.	***Reduce Car Space***	34	8.8%	***Reduce Car Space***	15	5.8%	***Reduce Car Space***	18	7.9%	***Reduce Car Space***	10	3.8%
Comments related to transit operation, and reference to general bus operation.	***Transit***	12	3.1%	***Transit***	9	3.5%	***Transit***	4	1.8%	***Transit***	2	0.8%
Comments with specific design suggestions, asking about a specific design element that is not addressed in other specific tags, or any general suggestions (i.e. asking to ensure AT paths are well-maintained, suggestions for more education on AT safety, etc.)	***Specific Design Element***	22	5.7%	***Specific Design Element***	9	3.5%	***Specific Design Element***	19	8.3%	***Specific Design Element***	12	4.6%
Concern about provision of space to pass slower cyclists. Includes comments specifically about e-bikes and e-scooters that are faster than standard bikes, and any comments about width that accommodates 'adaptive' bikes (e.g. trikes, etc.) and bike trailers, and allowing people to bike side by side, etc.	***Widen Bike Lanes***	13	3.4%	***Widen Bike Lanes***	8	3.1%	***[see comment]***					
Comments requesting additional efforts made to slow down cars to improve safety and reduce noise, including reducing the actual speed limit in addition to design elements such as textures paving, narrower lanes, etc.	***Slow Speeds***	18	4.7%	***Slow Speeds***	8	3.1%	***Slow Speeds***	5	2.2%	***Traffic Calming***	59	22.6%
For comments with no expressed opposition to the current design. Expressing desire for treatment of existing trees, planting more trees (in general and/ or to make up for those lost on median), and other vegetation to be incorporated. May be combined with 'Specific Design Element' when comments are about planting more trees to provide shade along path, etc.	***Vegetation***	7	1.8%	***Vegetation***	10	3.9%	***Vegetation***	9	3.9%	***Vegetation***	2	0.8%
Includes comments that don't fit elsewhere. Notably a handful of comments with criticism about how the public engagement for the study has been conducted. Includes criticism of the survey design, the advertisement, etc. Also includes comments regarding lack of clarity in the design about specific elements, construction notes.	***Other Comments***	25	6.5%	***Other Comments***	17	6.6%	***Other Comments***	15	6.6%	***Other Comments***	13	5.0%
TOTAL SURVEY RESPONSES:		**385**			**257**			**228**			**261**	
TOTAL TAGS:		**816**			**511**			**443**			**394**	

Summary of Survey Results

Q6: One-way Protected Bike Lanes		
Code	Number of Tags	Percentage of Responses
Pro Bike Lanes	265	68.8%
Improves Safety and Accessibility	75	19.5%
Concerns: Intersection and Safety	38	9.9%
Vibrant, Good for Businesses	37	9.6%
Reduce Car Space	34	8.8%
Against Bike Lanes	30	7.8%
Expand Connectivity	30	7.8%
Other Comments	25	6.5%
Other Route	23	6.0%
Underutilized:	22	5.7%
Specific Design Element	22	5.7%
Maintenance Concerns	19	4.9%
Median and Trees	18	4.7%
Traffic Flow	18	4.7%
Slow Speeds	18	4.7%
Cost Concern	16	4.2%
Raised Lanes	15	3.9%
Cyclists Traffic Rules	13	3.4%
Widen Bike Lanes	13	3.4%
Transit	12	3.1%
Parking Impact	11	2.9%
Remove Truck Route	11	2.9%
Bidirectional Preferred	10	2.6%
Enforcement for Cars	10	2.6%
Accessibility Concerns	9	2.3%
Harmful to businesses	7	1.8%
Vegetation	7	1.8%
Cyclists Should Pay	5	1.3%
N/A	3	0.8%
TOTAL SURVEY RESPONSES:		**385**
TOTAL TAGS:		**816**

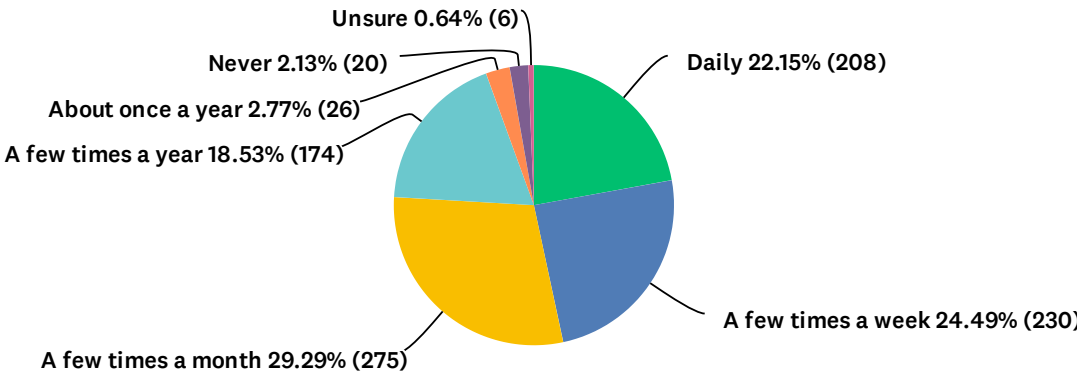
Q10: Two-way Protected Bike Lanes		
Code	Number of Tags	Percentage of Responses
Pro Bike Lanes	147	57.2%
Inconsistent and Clarity of Use:	57	22.2%
Concerns: Intersection and Safety	41	16.0%
One-way preferred:	35	13.6%
Separate Cyclists and Pedestrians	34	13.2%
Other Comments	17	6.6%
Reduce Car Space	15	5.8%
Against Bike Lanes	14	5.4%
Bidirectional Preferred	11	4.3%
Improves Safety and Accessibility	10	3.9%
Vegetation	10	3.9%
Transit	9	3.5%
Specific Design Element	9	3.5%
N/A	8	3.1%
Underutilized:	8	3.1%
Widen Bike Lanes	8	3.1%
Slow Speeds	8	3.1%
Parking Impact	7	2.7%
Traffic Flow	7	2.7%
Expand Connectivity	7	2.7%
Raised Lanes	6	2.3%
Other Route	6	2.3%
Harmful to businesses	5	1.9%
Cost Concern	5	1.9%
Enforcement for Cars	5	1.9%
Misunderstood Survey	4	1.6%
Accessibility Concerns	4	1.6%
Median and Trees	3	1.2%
Maintenance Concerns	3	1.2%
Cyclists Should Pay	2	0.8%
Cyclists Traffic Rules	2	0.8%
Vibrant, Good for Businesses	2	0.8%
Remove Truck Route	2	0.8%
TOTAL SURVEY RESPONSES:		**257**
TOTAL TAGS:		**511**

Q14: Multi-use Pathways		
Code	Number of Tags	Percentage of Responses
Pro Bike Lanes	150	65.8%
Separate Cyclists and Pedestrians	83	36.4%
Improves Safety and Accessibility	25	11.0%
Specific Design Element	19	8.3%
Reduce Car Space	18	7.9%
Misunderstood Survey	17	7.5%
Other Comments	15	6.6%
Inconsistent and Clarity of Use:	13	5.7%
Traffic Flow	10	4.4%
Against Bike Lanes	10	4.4%
Vegetation	9	3.9%
N/A	9	3.9%
Concerns: Intersection and Safety	9	3.9%
Other Route	7	3.1%
Parking Impact	6	2.6%
Expand Connectivity	6	2.6%
Cost Concern	6	2.6%
Underutilized:	5	2.2%
Slow Speeds	5	2.2%
Cyclists Traffic Rules	5	2.2%
Transit	4	1.8%
One-way preferred:	4	1.8%
Accessibility Concerns	3	1.3%
Harmful to businesses	2	0.9%
Remove Truck Route	1	0.4%
Maintenance Concerns	1	0.4%
Cyclists Should Pay	1	0.4%
TOTAL SURVEY RESPONSES:		**228**
TOTAL TAGS:		**443**

Q18: Neighbourhood Greenways		
Code	Number of Tags	Percentage of Responses
Greenways unsafe	79	30.3%
Traffic Calming	59	22.6%
Protected Bike Lane	52	19.9%
Support Design	36	13.8%
Unnecessary - low traffic	18	6.9%
Speed Bump Issues (for Cyclists)	17	6.5%
Expand Connectivity	17	6.5%
Other Comments	13	5.0%
Indirect for Cyclists	13	5.0%
Specific Design Element	12	4.6%
Misunderstood Survey	11	4.2%
Reduce Car Space	10	3.8%
N/A	10	3.8%
Against Bike Lanes	10	3.8%
Underutilized:	6	2.3%
Cost Concern	6	2.3%
Concerns: Intersection and Safety	5	1.9%
Traffic Flow	4	1.5%
Maintenance Concerns	3	1.1%
Cyclists Traffic Rules	3	1.1%
Vegetation	2	0.8%
Transit	2	0.8%
Other Route	2	0.8%
Cyclists Should Pay	2	0.8%
Bikes off road	2	0.8%
TOTAL SURVEY RESPONSES:		**261**
TOTAL TAGS:		**394**

Q1 How often do you use Provencher Boulevard from Tache Avenue to Archibald Street south of Nairn Avenue? Include anytime you walk, drive, bike, or take the bus.

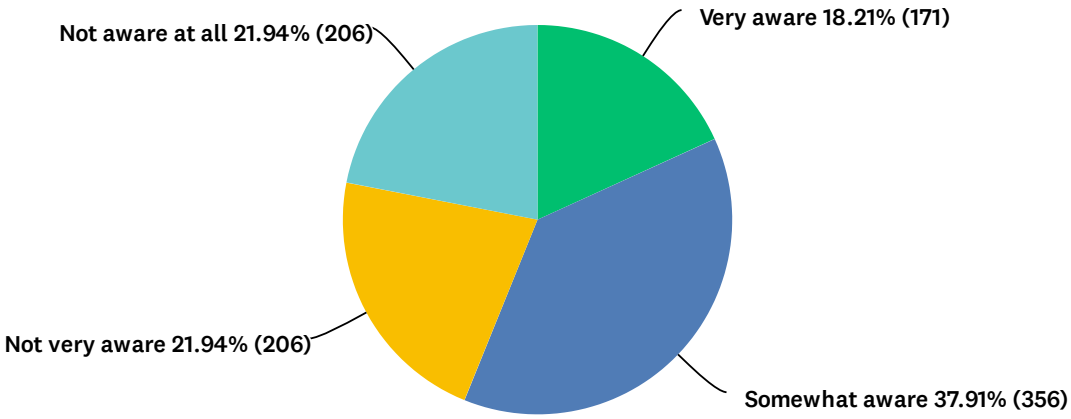
Answered: 939 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	22.15%	208
A few times a week	24.49%	230
A few times a month	29.29%	275
A few times a year	18.53%	174
About once a year	2.77%	26
Never	2.13%	20
Unsure	0.64%	6
TOTAL		939

Q2 Before today, how aware were you of the St. Boniface to Downtown Walk Bike Project?

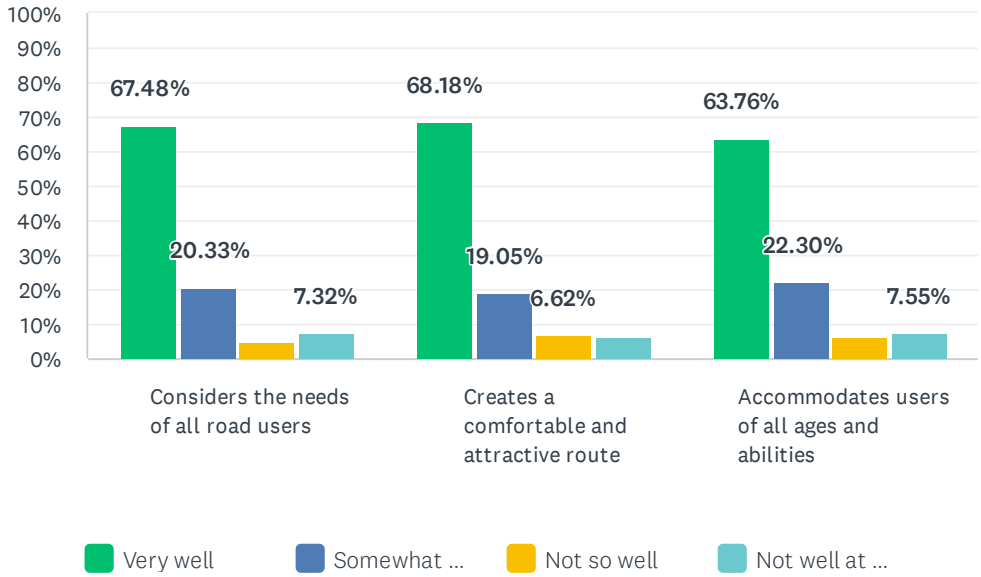
Answered: 939 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very aware	18.21%	171
Somewhat aware	37.91%	356
Not very aware	21.94%	206
Not aware at all	21.94%	206
TOTAL		939

Q3 How well do you think the route and design features address each of the study's focus areas?

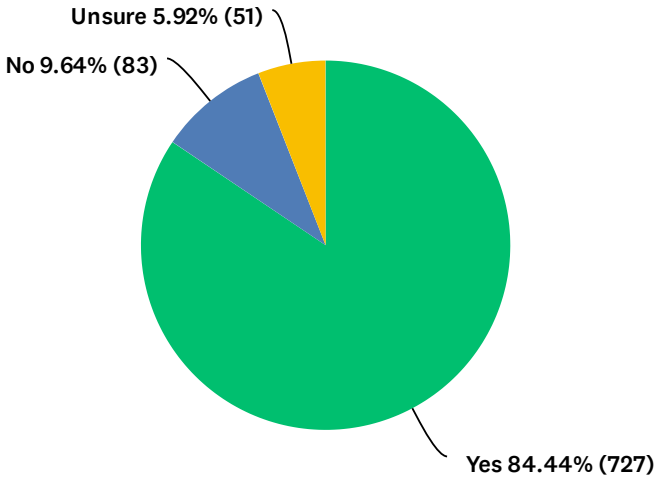
Answered: 861 Skipped: 78



	VERY WELL	SOMEWHAT WELL	NOT SO WELL	NOT WELL AT ALL	TOTAL
Considers the needs of all road users	67.48% 581	20.33% 175	4.88% 42	7.32% 63	861
Creates a comfortable and attractive route	68.18% 587	19.05% 164	6.62% 57	6.16% 53	861
Accommodates users of all ages and abilities	63.76% 549	22.30% 192	6.39% 55	7.55% 65	861

Q4 Do you think the proposed route and design features would make the area safer for cyclists and pedestrians?

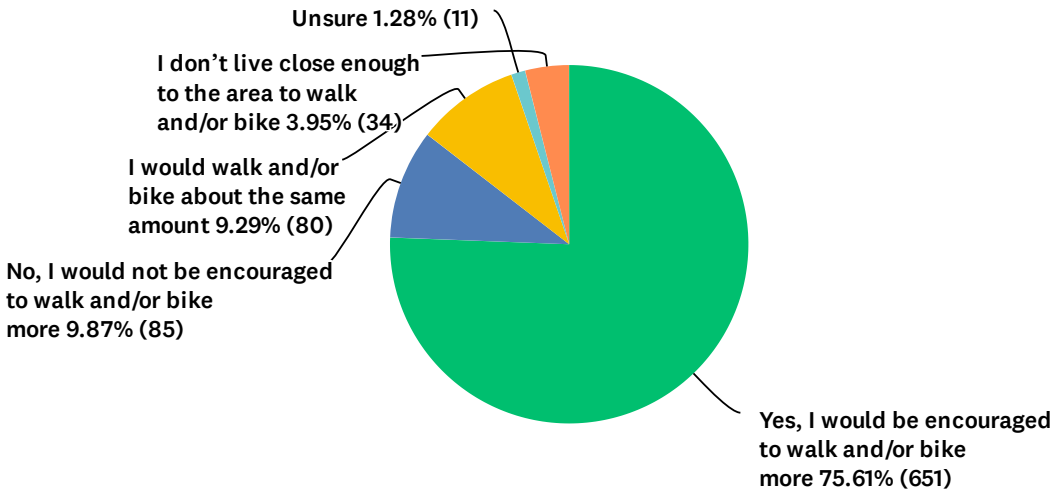
Answered: 861 Skipped: 78



ANSWER CHOICES	RESPONSES	
Yes	84.44%	727
No	9.64%	83
Unsure	5.92%	51
TOTAL		861

Q5 Do you think the proposed changes would encourage you to walk and/or bike more along Provencher Boulevard and through the surrounding area?

Answered: 861 Skipped: 78



ANSWER CHOICES	RESPONSES	
Yes, I would be encouraged to walk and/or bike more	75.61%	651
No, I would not be encouraged to walk and/or bike more	9.87%	85
I would walk and/or bike about the same amount	9.29%	80
Unsure	1.28%	11
I don't live close enough to the area to walk and/or bike	3.95%	34
TOTAL		861

Q6 Please provide any other comments you have about the proposed route and design.

Answered: 385 Skipped: 554

#	RESPONSES	DATE
1	Other Route put the bike lanes a few blocks over north and south on residential streets	7/11/2023 2:02 PM
2	Maintenance Concerns Vegetation anything which involves more greenery, snow clearing is always an issue.	7/11/2023 1:56 PM
3	Expand Connectivity Improves Safety and Access Pro Bike Lanes raised lane I think that this is a great design that will help link St. Bonfiace to The For,ks and the Downtown, but also eventually provide connections to the Northeast Pioneers Greenway and Transcona. Please make sure that the protected bike lanes provide connections into all of the cross streets. I would also like to see raised crossings on the driveways and side streets. Please see the designs for CentrePlan 2050 or the Edmonton guidelines on raised crossings.	7/6/2023 5:25 PM
4	Improves Safety and Access Pro Bike Lanes Expanding cycling routes in the city has allowed me to commute to destinations throughout the city.	7/6/2023 4:02 PM
5	Other Comments Pro Bike Lanes Information to pedestrians through different means (schools, TV, radio, social media) about this initiative so they are aware not to walk on the bike paths.	7/6/2023 10:21 AM
6	Pro Bike Lanes Very excited for this proposal	7/6/2023 7:20 AM
7	Pro Bike Lanes Widen Bike Lanes Allow for Adaptive Cycles that are 38 to 40 inches wide	7/6/2023 1:27 AM
8	Median and Trees The middle boulevard was planted by Jean Boily and is a heritage asset. Pls review his history. It also is a green asset with beautiful trees. They would be at risk if the boulevard was reduced by half. Replanting them sets us back decades.	7/5/2023 5:22 PM
9	Median and Trees Je ne veux pas voir le boulevard avec les arbres réduit	7/5/2023 4:30 PM
10	Pro Bike Lanes Just want to see more of this happening on major routes in the city :)	7/5/2023 3:14 PM
11	n/a n/a	7/5/2023 1:49 PM
12	Pro Bike Lanes I would like to see this type of infrastructure project brought to the south osborne - confusion corner route too.	7/5/2023 1:16 PM
13	Concern: Intersections and Safety Specific Design Element Please add curb extensions on parking lane at intersections.	7/5/2023 12:00 AM
14	Enforcement for Cars Specific Design Element J'aimerais que ce qui protège les vélos (espace de béton à droite des voitures stationné) soit plus haut. Il pourrait y aller des poteaux. Que ce soit vraiment clair et pour éviter qu'une porte s'ouvre lors du passage d'un cycliste.	7/4/2023 9:38 PM
15	Other Comments Washrooms?	7/4/2023 8:18 PM
16	Bidirectional Preferred Pro Bike Lanes Est-ce que les bandes pourraient etre à double sens ici?	7/4/2023 3:36 PM
17	Concern: Intersections and Safety Pro Bike Lanes Reduce Car Space Merci de faire des pistes cyclables protégées. J'aurais préféré réduire le nombre de voie pour les voitures, mais enfin... Et puis, je n'ai pas vu ce qui était planifié pour l'intersection Taché et Provencher. À l'heure actuelle, ce n'est pas bien aménagé pour les cyclistes.	7/4/2023 3:00 PM
18	Improves Safety and Access Median and Trees Pro Bike Lanes Reduce Car Space La solution est bonne pour les piétons et les cyclistes dans la mesure où ceux-ci sont protégés des véhicules. Cela me déçoit par contre qu'il faille réduire le terre-plein (espace vert et arbres) pour y arriver. Il vaudrait mieux réduire le nombre de voix pour les véhicules. Pour on laisse encore circuler en plein coeur de Saint-Boniface six voies pour le trafic véhicule, dont des	7/4/2023 2:37 PM

	poids-lourds. La nuisance sonore et la pollution vont continuer à me pousser à éviter le boulevard Provencher pour mes déplacements à pied ou à vélo.	
19	Improves Safety and Access Pro Bike Lanes slow speeds Protected bike lanes and narrowed vehicle lanes (to reduce speed) make it much safer.	7/4/2023 11:09 AM
20	Maintenance Concerns Pro Bike Lanes raised lane Widen existing walking paths to include cyclists. Along Keewatin from inkster going south. There is a pedestrian sidewalk then used boulevard to incorporate the cyclists. Safer options for cyclists and pedestrians both. Cyclists and pedestrians are not seriously injured or dead if there was a mishap as opposed to cyclists on roadways with vehicles. Putting barriers and curbs on roadways creates other challenges more repair work to streets and curbs due to damage not to mention the damage to vehicles hitting these curbs which then increases claims and insurance premiums. Having it on boulevard the sidewalk snow cleaners can easily clear snow on both paths. This also improves movement for people who are in wheelchairs scooters and use walkers.	7/4/2023 10:33 AM
21	Concern: Intersections and Safety Pro Bike Lanes Reduce Car Space Until vehicles are restricted on roads to the extent that they avoid them, the priority will be given to them, at the expense and danger of cyclists.	7/4/2023 9:14 AM
22	Improves Safety and Access Pro Bike Lanes I currently avoid traveling on Provencher as much as possible because it feels unsafe when cycling, and uncomfortable while walking. Having this buffer against all the vehicle traffic (including transport trucks!) would make it a lot more attractive and safe. I would be more likely to visit the businesses on that street.	7/4/2023 9:06 AM
23	Pro Bike Lanes Looks great. Can't wait.	7/4/2023 7:33 AM
24	n/a no commet	7/3/2023 3:17 PM
25	Bidirectional Preferred Pro Bike Lanes Widen Bike Lanes It would be nice for the cycling path to be a 2 way road or if it's a one-way have it larger. The reason to propose a tow-away path for cycling is to make it easier to get to the store/market on one side of the street otherwise, it would take longer to get to some of the businesses and will allow cycles to pass other if need be	7/3/2023 8:35 AM
26	Other Comments this area seems to have so much chatter going on about it from Marion St to Provencher Boul and we hear the business community isn't happy either . I think the area councilor os pushing a agenda through that the WHOLE community isn't on board about. Would be nice to see 1 project get done and feedback b4 another is launched in the same area	7/2/2023 7:18 PM
27	Cost Concern Median and Trees I am very opposed to the proposed design because of the damage that will be done to the trees on the centre median. In addition to losing four trees that will be removed to accommodate left turning lanes is the probable loss of all the other trees that will suffer and eventually die from the combination of having their roots damaged, losing half of the surrounding green space from which they currently draw moisture, and by being that much closer to the pollution of passing traffic, snow removal, etc. The loss of green space which is essentially what the narrowing of the centre median would entail is totally contrary to what we should be doing in this time of accelerating global warning. How much more concrete and asphalt does this city need? In addition to environmental concerns those trees are crucial to the heritage of St. Boniface and the character of the Boulevard. Removing and endangering trees runs totally counter to what the City claims to be a priority for the future. Either of the other two options previously put forward would save the trees and be less environmentally destructive in the broader sense. Also less costly. Speaking of cost, the moving of the current or construction of a new Welcome to Saint Boniface sign, would contribute not insignificantly to the total overall cost of this proposal. Or one might consider using a portion of the sidewalks on both sides of the Boulevard, sidewalks which are very wide, to accommodate part of the bike lanes. This would reduce the width of centre median which would otherwise be sacrificed.	7/1/2023 2:38 PM
28	Pro Bike Lanes Reduce Car Space Why two lanes of traffic? One lane of moving traffic and one lane of parking should be sufficient. Please reference what Montreal did with St Denis.	7/1/2023 2:36 PM
29	Improves Safety and Access Pro Bike Lanes This looks like a great design that meets the needs of both car drivers and cyclists. I would feel very safe using this route	7/1/2023 1:10 PM
30	Pro Bike Lanes Widen Bike Lanes Etant cycliste, j'aime pouvoir dépasser des cyclistes plus lent que moi, est-ce il aura assez d'espace pour dépasser un cycliste. Sur la rue Westminster par-exemple l'infrastucture présente n'a pas assez de place pour dépasser. Si votre design n'a pas pris en considération l'espace nécessaire pour dépasser, est-ce que ça	7/1/2023 9:02 AM

	peut être revue? Mais je comprends si l'espace est trop limité pour ce "luxe" pour les cyclistes.	
31	Improves Safety and Access Maintenance Concerns Pro Bike Lanes Great idea! As a daily cyclist (even in winter), I feel safest when protected by a double barrier and a lane of parked cars. Please ensure these lanes will be cleared of snow in winter	7/1/2023 8:43 AM
32	Pro Bike Lanes excellent design. well thought out	6/30/2023 8:02 PM
33	Improves Safety and Access Pro Bike Lanes raised lane Reduce Car Space slow speeds I will frequent Provencher and its businesses far more often when these bike lanes are built. Closing the intersection to cars at Aulneau and/or Langevin would improve safety and comfort as well. at a minimum, the bike lanes and sidewalks at all intersections should be raised/continuous - i.e. a speed bump for cars crossing them to turn.	6/30/2023 4:01 PM
34	Pro Bike Lanes Keep bikes off of the roadways.	6/30/2023 2:55 PM
35	Reduce Car Space The traffic lanes are wider in this diagram are wider than they need to be for traffic traveling 50km/h, I would change the traffic lanes to 3m wide at a maximum.	6/30/2023 12:59 PM
36	Pro Bike Lanes raised lane Widen Bike Lanes My preference is for a bike lane that is NOT recessed, as it lowers the functional width of the lane by about a foot, which makes it less difficult to pass or ride side-by-side. The lane on Maryland from Broadway south to the bridge is the type I prefer, all on one level up to the curb. - easier to keep clear of snow (which is a massive problem that's only just now starting to be addressed) and doesn't pose an extra hazard of catching your foot on the curb while trying to pass somebody. For example, the Sherbourne St bike lanes in Toronto, where there is no risk of hitting the curb with your foot	6/30/2023 11:52 AM
37	Cyclists Traffic Rules There are a lot of very constructive ideas here. One major problem is there are a lot of cyclists who choose to ride wherever they please with little concern for the rules of the road.	6/30/2023 10:05 AM
38	Maintenance Concerns Pro Bike Lanes my biggest issue with the one-way protected lanes is that they do not get as much maintenance/cleaning and winter snow clearing as if they were multiuse/sidewalk areas. This makes them unusable 7 mths out of the year as they get icy and full of gravel.	6/30/2023 9:29 AM
39	Concern: Intersections and Safety Pro Bike Lanes As a cylcing-commuter, I have always found protected lanes on major routes to feel less safe. Provencher has a lot of left/right turns and vehicles aren't always looking for people in the bike lanes.	6/30/2023 8:49 AM
40	Other Route Notre Dame or Cathedrale with no stop signs would have been better for bikes in every way.	6/29/2023 10:05 PM
41	Against Bike Lanes Cost Concern Underutilized Winnipeg roads are awful! How on earth could we spend money on paths for bikes, when cars cannot drive safely? It's ridiculous to even discuss this. Fix the roads, then we can discuss bikes! Not to mention, Winnipeg has 3-4 months where you can bike. Should that be the priority?	6/29/2023 9:40 PM
42	Other Comments Pro Bike Lanes City is so far behind other cities initiatives, it's embarrassing. Major cities had this idea 10 years ago or more.	6/29/2023 7:26 PM
43	Cyclists Traffic Rules Other Comments I want consistence in any proposal whether it is one way traffic for bikes and vehicles, sidewalk two way as always.. and laws enforced for all riders and traffic participants	6/29/2023 6:40 PM
44	Against Bike Lanes Cost Concern Median and Trees Parking Impact Transit Underutilized No more expensive and unused bike lanes please. Would rather have the trees, the parking spaces and room for bus lanes	6/29/2023 5:15 PM
45	Pro Bike Lanes slow speeds Vegetation Ensure new tree plantings and slower speed limits, as well. Edmonton is a good example to follow for these things.	6/29/2023 4:47 PM
46	Improves Safety and Access Pro Bike Lanes I have lived north of Provencher for over 60 years and have never cycled on Provencher other then on a Sunday morning when traffic is light.	6/29/2023 4:16 PM
47	Improves Safety and Access Pro Bike Lanes I really like the idea of separating the bike lane with a curb. Cars most often are driving in the bike lane making biking not safe.	6/29/2023 3:58 PM

48	Improves Safety and Access Pro Bike Lanes Il est grand temps d'encourager les moyens de transports qui sont meilleurs pour la santé personnelle et planétaire. Je conduis une voiture mais je serai tenter de la troquer pour un vélo!	6/29/2023 3:41 PM
49	Concern: Intersections and Safety Improves Safety and Access Pro Bike Lanes I do not go this way right now because it is unsafe. With these changes, I would go this way. Also, I believe no right turns on red should be allowed and big signs before and at each intersection reminding cars that bikes are on their right and bikes have the right of way before they turn are necessary. Daily some car in the right lane turns right while I am in the bike lane and I have to slam on my brakes so i don't die. This has to STOP. Videos from our helmet cameras should be sufficient for these cars getting HUGE fines.	6/29/2023 3:30 PM
50	Pro Bike Lanes Reduce Car Space Still puts too much emphasis on cars, but is a step in the right direction	6/29/2023 3:12 PM
51	Other Comments your drawing is dramatically misleading and looks nothing like Provencher.	6/29/2023 3:03 PM
52	Other Comments Pro Bike Lanes Would be nice to have the same along Marion.	6/29/2023 2:50 PM
53	Pro Bike Lanes Looks great! Do it!	6/28/2023 3:42 PM
54	Concern: Intersections and Safety Other Route I would prefer a bike-only route on rue De La Cathedrale or rue Notre Dame and close that street to car traffic.	6/28/2023 3:21 PM
55	Concern: Intersections and Safety Pro Bike Lanes slow speeds Please include curb bump-outs to slow cars turning and ensure the visibility of cyclists and pedestrians.	6/28/2023 2:18 PM
56	Maintenance Concerns Other Comments Underutilized Your proposal shows cyclists travelling in a dedicated lane with parked cars then moving traffic? Therefore, anyone parking and getting out of a vehicle on the passenger side will have to ensure they are not swinging a door open into moving cyclists or get hit/run over by a cyclist as they exit their vehicle. Also for the 6.3 months of winter/snow, you have wasted unused space that will simply accumulate ice/snow and make the space dangerous for pedestrians.	6/27/2023 10:23 PM
57	Accessibility Concerns raised lane I like the access to parking however for those handicap person it would be very difficult to access businesses on the opposite side of the street. Also, limits emergency vehicle usage.	6/27/2023 1:48 PM
58	Cyclists Traffic Rules Other Comments I used to bike but now I walk, use the bus or my car. I've seen too many bicyclist that are the ones that do not obey the rules of the road. Also I don't feel this plan factors in the immediate access required for emergency vehicles.	6/27/2023 1:23 PM
59	Bidirectional Preferred Improves Safety and Access Pro Bike Lanes slow speeds I cycle frequently on Provencher but almost always use the sidewalk. I am hoping designated bike lanes with improve pedestrian and cyclist experiences. I really enjoy using the bikes lanes on Assiniboine, crossing Osborne and into Wolseley. I think I do prefer the 2-directional lanes side-by-side rather than on opposite sides the the street. But, I don't want to be picky. I just want my kids to be safer in the streets and for cars to slow down, really.	6/26/2023 6:35 PM
60	Concern: Intersections and Safety Pro Bike Lanes need to eliminate right turn on red at all the intersections	6/26/2023 9:07 AM
61	Concern: Intersections and Safety Cyclists Should Pay Cyclists Traffic Rules Maintenance Concerns Cyclists need to learn to adhere to traffic laws to make it safe for both cyclists, pedestrians and vehicles. I have been hit by a cyclist speeding down a sidewalk where the road had a designated bike lane (in both directions on a road with a median - Panet St between Molson and Concordia) and I was found to be at fault by MPI. While driving home daily from work, the bike lane on Garry St between Ellice and Portage, is hardly utilized. and when it is, the cyclists DO NOT follow the light signals at Portage Avenue, making it EXTREMELY dangerous for all - pedestrians, cyclists, and motorists. Not to say anything that these lane are not used during the winter months, and the additional cost involved in snow clearing efforts. I would then suggest that cyclists begin to pay a fee.	6/26/2023 12:43 AM
62	Improves Safety and Access Pro Bike Lanes I think the proposed design looks much safer for all users.	6/25/2023 9:43 PM
63	Pro Bike Lanes This is not a typical area I frequent much at all, but I completely agree with putting this project into place.	6/25/2023 7:02 PM

64	Other Route I like to enjoy nature as I bike and this route is not conducive to enjoying nature and escaping the noise and pollution that comes from vehicle traffic. This is for people with a commuter cyclist mindset.	6/24/2023 4:37 PM
65	Against Bike Lanes Underutilized There isn't enough current bike traffic to make this seem beneficial.	6/24/2023 10:42 AM
66	Maintenance Concerns Underutilized I think it would be good to consider a bike lane, but think about how the main seasons its uses for are spring and summer. I have noticed that bike lanes do get plowed properly in the winter which causes problems for the small population that still use them. And it causes worse plowing on the main road for other vehicles. A bike lane that can be converted to road space in the off season to ensure proper plowing would be beneficial. Or the city needs to figure out its plowing and take care of those biking as well. However, I find that Provencher already has a vibrant, walkable path. And I tent to not see lots of cycling traffic down this road.	6/24/2023 10:20 AM
67	Improves Safety and Access Pro Bike Lanes Reduce Car Space The route is constantly jammed with cars. A proper cycle route would likely see heavy usage and remove many cars from the road. It would greatly increase access for low income users, who now have to either use alternative routes or face Carmageddon!	6/24/2023 6:41 AM
68	Concern: Intersections and Safety Pro Bike Lanes remove truck route slow speeds Vibrant: Good for Businesses I think it would be helpful to have crosswalks midway down the block between taché and st-joseph and the block infront of provencher park. These are long blocks if you are in the middle and need to cross. It would be great if we could remove heavy traffic from provencher and slow the street to 40km/hr. Hopefully the sidewalks will be wide enough to allow for patios	6/23/2023 7:55 PM
69	Concern: Intersections and Safety Other Route It is unsafe……Provencher is one of the two major truck routes in St. Boniface.	6/23/2023 6:04 PM
70	Improves Safety and Access Pro Bike Lanes This is a great design. I am looking forward to the bike lanes on Provencher!	6/23/2023 11:05 AM
71	Improves Safety and Access Pro Bike Lanes Anything that will protect cyclists and pedestrians is a worthwhile investment.	6/23/2023 10:12 AM
72	Pro Bike Lanes Very happy with it	6/22/2023 10:00 PM
73	Parking Impact What does this do for vehicles that currently are able to park on the side of the street? Does this mean parking spots will no longer be available. I don't like that idea. I have seen other areas downtown, etc that have lost parking spots and we need parking spots as alot of times not enough areas for vehicles to park.	6/22/2023 8:48 PM
74	Pro Bike Lanes Reduce Car Space It is extremely positive that parking and vehicle lanes have been significantly reduced.	6/22/2023 7:43 PM
75	Pro Bike Lanes Reduce Car Space It's great! Need more of this across the city,(regent!), don't let the car driving majority destroy this plan!	6/22/2023 6:51 PM
76	Pro Bike Lanes This is my preferred design	6/22/2023 6:46 PM
77	Maintenance Concerns Pro Bike Lanes Any plans to have the route cleared in early Spring after the snow has melted?	6/22/2023 5:10 PM
78	Other Comments This route NEEDS metered parking.	6/22/2023 4:27 PM
79	Improves Safety and Access Pro Bike Lanes I currently cycle on the sidewalk along Provencher Blvd for work, travelling downtown, and shopping in the area as I've found it can be quite dangerous cycling on the street.	6/22/2023 4:26 PM
80	Expand Connectivity Pro Bike Lanes Specific Design Element What happens at the Taché/Provencher Bridge? Honestly having trouble getting the presentation to load on my phone but that's an odd insection to keep cyclists off of the bridge. Where do cyclists go at either end? It's frustrating when bike lanes end with nowhere for cyclists to go.	6/22/2023 1:03 PM
81	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses This is such a lovely area with so many shops. I would definitely ride through there more regularly with my family if there was proper infrastructure like this!	6/22/2023 12:36 PM

82	Pro Bike Lanes Specific Design Element Cyclists are not motor vehicles, they are pedestrians. Every design feature should consider keeping the cyclists momentum. In the spirit of cycling efficiency, costs of improving routes should offer value to the tax paying citizens and benefit and not hamper local businesses.	6/22/2023 11:38 AM
83	Improves Safety and Access Pro Bike Lanes protected bike lanes save lives. i live in elmwood and getting to the forks or to st boniface is always the most nerve-wracking part of our bike ride. i want my family to have the most amount of safety when cycling. thank you	6/22/2023 9:21 AM
84	Bidirectional Preferred Concern: Intersections and Safety Pro Bike Lanes The one-way lanes force cyclists and pedestrians to cross busy intersections more than as needed. Two-way seems both safer and more convenient.	6/22/2023 8:50 AM
85	Median and Trees Pro Bike Lanes Reduce Car Space Please do not take away from the median to make these changes. Consider losing one lane of traffic or parking on either side, there is ample side street parking. The median is the only thing keeping Provencher from looking like Portage Ave. Love the bike lanes and the route, only concern is the greenery that may get removed or reduced.	6/21/2023 9:44 PM
86	Median and Trees Other Comments Reducing the existing footprint of the boulevard, reduction of tree space and removal of decor (Welcome to Saint-Boniface) would be detrimental to the historic appeal of the area. Removal of existing infrastructure would have to be discussed with the Provencher Blvd. BIZ and they should be fairly compensated.	6/21/2023 7:10 PM
87	Pro Bike Lanes Specific Design Element So Long as signage is clear. Everyone needs to know how this works.	6/21/2023 6:32 PM
88	Pro Bike Lanes Widen Bike Lanes Bike lane could be wider to allow for safe passing and time to react from a parked car opening their door.	6/21/2023 6:26 PM
89	Median and Trees If this means reducing the potential for patios or risks the health of trees on the median, I am concerned. Vibrancy requires businesses to prosper and we should all look to have more trees not less. The city of Winnipeg is doing pitifully at replacing trees all the while pretending to be concerned about carbon suppression.	6/21/2023 6:21 PM
90	Median and Trees If this means reducing the potential for patios or risks the health of trees on the median, this is a bad plan. Vibrancy requires businesses and we should all look to have more trees not less. The city of Winnipeg is doing pitifully at replacing trees all the while pretending to be concerned about carbon suppression.	6/21/2023 6:02 PM
91	Concern: Intersections and Safety Cyclists Traffic Rules I see an issue with vehicles turning, and all this assumes bikers follow the rules - but in my experience that is not the case.	6/21/2023 5:34 PM
92	Accessibility Concerns Pro Bike Lanes I hope the bike lanes meet Universal Design Standards.	6/21/2023 4:25 PM
93	Improves Safety and Access Pro Bike Lanes I currently use side streets, but being able to use provencher would be a game changer	6/21/2023 3:40 PM
94	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses Protected bike lanes down main commercial strips and commuter routes should be the highest priority for our road budgets. The return on investments dwarfs any investment in expanding car infrastructure. It must be made a priority. We can't afford the alternative of more car dependent sprawl.	6/21/2023 3:06 PM
95	Expand Connectivity Pro Bike Lanes I encourage design modifications that tie in the proposed Provencher path to existing bike paths along the Seine River and down Tache Ave. to Whittier park.	6/21/2023 2:57 PM
96	Enforcement for Cars Maintenance Concerns Other Comments Pro Bike Lanes Widen Bike Lanes I hope the drainage and grading of the bike lane surface will be taken into account to avoid any flooding and subsequent freezing within the bike lane during our volatile freeze-thaw cycles. I would recommend the bike lanes are at a width which allows easy plowing of snow, and there should be large concrete barriers incorporated at the ends of the concrete curb as the side to discourage motorists from entering, obstructing, or straddling the bike lane with their motor vehicles. The bike lane SHOULD be able to accommodate emergency vehicles should there be a need for them to get around motor vehicle traffic via the bike lanes though. Thank you! Very excited about the bike lanes.	6/21/2023 2:45 PM

97	Improves Safety and Access Pro Bike Lanes I might actually go to st.boniface if it was less life threatening to go there	6/21/2023 2:21 PM
98	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses I don't live near the area, but having a safe bike lane in both directions would make me more comfortable biking to the area for goods and services	6/21/2023 2:03 PM
99	Improves Safety and Access Other Comments Pro Bike Lanes Reduce Car Space Vibrant: Good for Businesses More cycling infrastructure will allow more people to lead sustainable lives and accumulate personal wealth since they are not stuck in wasteful car ownership, with the fuel, insurance, parking and maintenance costs amounting to many thousands of dollars. Properly designed, safe cycling infrastructure like this proposed route gives progressive climate conscious citizens, lower income earners, and those who want to avoid the environmental and social damages of cars freedom and flexibility and puts cyclists on even footing with cars. Car drivers have been for generations catered to by cities as top class citizens with pedestrians second class and cyclists third class, or completely neglected. Fewer cars on the road is less pollution, less road wear, fewer deadly accidents, climate friendly, etc.	6/21/2023 1:41 PM
100	Against Bike Lanes Cost Concern Underutilized Bike routes are rarely used. It's a waste of money...again.	6/21/2023 12:30 PM
101	Concern: Intersections and Safety Median and Trees Other Route Parking Impact remove truck route Traffic Flow Too many large trucks and semis- railway crossing plugs up the Blvd stopping traffic, concerned about the removal of much needed parking and metres (free metres at that) and, the removal of trees/shortening the beautiful inner boulevard (bikes should go Option B or C, safer)	6/21/2023 11:13 AM
102	Concern: Intersections and Safety Enforcement for Cars Ce détail résulte souvent à voir des automobilistes qui traversent le sentier cyclable pour aller de leur voiture jusqu'au trottoir, ce qui peut créer des conflits avec les cyclistes. Je voudrais voir des détails des intersections aussi.	6/21/2023 10:39 AM
103	Other Comments I hope cyclists could still travel in the road?	6/20/2023 3:45 PM
104	Concern: Intersections and Safety Other Route The idea of selecting the busiest street was poorly thought out. There will always be issues to address, but choosing the worst option just means there will be more. I would feel much safer on a design that thought about safety first.	6/20/2023 10:13 AM
105	Pro Bike Lanes I like it!	6/20/2023 10:05 AM
106	Enforcement for Cars Maintenance Concerns Parking Impact 1. Le stationnement m'inquiète surtout pour les livraisons et le monde qui traverse la piste cyclable au endroits qui ne sont pas des intersections. 2. La piste sera-t-elle nettoyée en hivers?	6/20/2023 9:04 AM
107	Pro Bike Lanes Vibrant: Good for Businesses These bike lanes will turn this area vibrant.	6/19/2023 11:34 PM
108	Improves Safety and Access Pro Bike Lanes I work in this area and would love to see more bike accessibility.	6/19/2023 6:09 PM
109	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses Separated bike lanes along Provencher make it safer and easier for me to access businesses along Provencher. It is not safe for me or pedestrians if I have to ride my bike on the sidewalk to access those businesses.	6/19/2023 4:51 PM
110	Expand Connectivity Pro Bike Lanes I would love if the protected route were extended further east to ensure it connects with the other active transport routes.	6/19/2023 4:26 PM
111	Concern: Intersections and Safety Cost Concern Other Route Pro Bike Lanes Why isn't the bike lanes down the middle of that giant green space between both sides of provencher? Like this seems like a simple solution to have the safest place for bikers and removes any issue with parking and cyclists coming up the bike line into pedestrians getting out of cars? Also would be significantly cheaper than tearing up the road there now.	6/19/2023 3:43 PM
112	Median and Trees I am worried about loosing the character and the trees on Provencher Boulevard.	6/19/2023 3:25 PM
113	Expand Connectivity Pro Bike Lanes Most people bike to the forks and stop there. This	6/19/2023 3:24 PM

	would keep them going down provencher. you see it all the time. they get to the end of the bridge and turn around.	
114	Pro Bike Lanes Do not listen to the naysayers, build it as proposed down Provencher	6/19/2023 2:06 PM
115	Pro Bike Lanes Vibrant: Good for Businesses I love this! I have often needed to bike to businesses along provencher and it's completely miserable, so I've started avoiding it. This would bring me back into the area to patronize the shops along there.	6/19/2023 1:47 PM
116	Expand Connectivity Pro Bike Lanes There is always a challenge when a protected bike route ends and the cyclist in pushed into the automobile traffic.	6/19/2023 1:25 PM
117	Pro Bike Lanes Vibrant: Good for Businesses I believe this would make provencher a more enjoyable area to walk and shop.	6/19/2023 12:37 PM
118	Pro Bike Lanes Vibrant: Good for Businesses This would make me want to visit this neighborhood more often to enjoy cafes and restaurants.	6/19/2023 12:09 PM
119	Maintenance Concerns In the winter windrows will be a major problem. Because clearing the snow from the bike lane as well as the street will be difficult.	6/19/2023 12:09 PM
120	Improves Safety and Access Pro Bike Lanes This is a must have to grow more of a connection between st.Boniface and downtown, as well as grow provencher blvd	6/19/2023 11:46 AM
121	Other Route There is an amazing opportunity to create active transport that is safe and protected on the boulevard that centres the street. I know the Biz doesn't think this is a good idea but it allows for protected passage, no disruption of parking spots and is not the eyesore they seem to think it would be. We need to think forward in this city. Any improvements to biking/AT infrastructure are better than none, but we could do more!	6/19/2023 11:35 AM
122	Parking Impact I'm concerned with the level of parking area already and this would reduce parking even more so	6/19/2023 11:29 AM
123	Pro Bike Lanes Vibrant: Good for Businesses I cycle everywhere and when I go to saint boniface currenty, I avoid provencher making my route indirect since thats usually where I end up. These changes will make my route more direct and pleasant and would make me more likely to go to restaurants on provencher more frequently.	6/19/2023 9:49 AM
124	Pro Bike Lanes Looking forward to riding it.	6/19/2023 9:31 AM
125	Pro Bike Lanes Vibrant: Good for Businesses as a biz owner in the area I approve these changes	6/19/2023 8:30 AM
126	Harmful to Businesses Other Route Parking Impact My concern is removing parking in front of local businesses on Provencher, which will likely force some of them to close down. They already struggled due to COVID and those that survived will be impacted by this. I live near here and would rather a bike path be put on a residential route.	6/19/2023 6:41 AM
127	Improves Safety and Access Pro Bike Lanes One-way protected bike lanes would feel a lot safer when snow plows are passing.	6/19/2023 3:50 AM
128	Bidirectional Preferred Pro Bike Lanes I travel on provencher rarely as it's not safe except for late night riding. I usually take Dumoulin and pass through several times a week, if not daily. There's some things I like about one way bike lanes but the reality is people will travel both ways so may as well make them two way.	6/18/2023 10:52 PM
129	Enforcement for Cars Pro Bike Lanes Please properly enclose the bike lane so cars don't park in it.	6/18/2023 9:23 PM
130	Pro Bike Lanes remove truck route Please end provencher as a truck route. This is great but doesn't go far enough. I have lived along this street for over 25 years.	6/18/2023 7:47 PM
131	Pro Bike Lanes Reduce Car Space slow speeds It would be nice to see an effort made to include elements that make it feel uncomfortable/awkward to drive over 50km/h for both safety and sound control purposes. Cobblestones, zigzag lane markings, narrower driving lanes,...	6/18/2023 6:40 PM
132	Pro Bike Lanes it looks awesome	6/18/2023 3:24 PM
133	Pro Bike Lanes Looks great.	6/18/2023 3:24 PM
134	Against Bike Lanes Cost Concern Underutilized I'd like to know how many people use all	6/18/2023 9:44 AM

	these bike lanes in Wpg? I rarely see people biking on them! Has the use of the lanes increased at all, especially in winter (i.e. has it actually promoted active transportation)? Is the cost of all this infrastructure actually worth it?	
135	Median and Trees Pro Bike Lanes slow speeds The boulevard and median trees are important. They make a big difference in the area being attractive, active-transport friendly during heat waves, wind, etc., and cars are more inclined to go appropriate speeds when it's not wide open like a highway. Please don't overlook them during construction. :)	6/17/2023 8:48 PM
136	Improves Safety and Access Pro Bike Lanes slow speeds Please build this as soon as possible! I feel very unsafe biking on the road every day with cars going 70 in a 50 and people get extremely mad when I bike on the pedestrian walkway. provencher is such a nice street in every other way except it's so hostile to cyclists.	6/17/2023 7:32 PM
137	Bidirectional Preferred Pro Bike Lanes would be great to have 2way bike lanes throughout provencher instead of just that one spot!	6/17/2023 7:29 PM
138	Pro Bike Lanes Excellent design!	6/17/2023 3:34 PM
139	Harmful to Businesses Other Route Parking Impact Why do cyclist need an audience? We have side streets that are safer and better located for bike routes. The bridge over the seine even lines up with Dumoulin, so why devastate the businesses by remkoving parking and adding more traffic / clutter to Provencher? We have voted this down repeatedly and it keeps being proposed. Who's agenda is this because this doesn't support the neighbourhood. The city and area kills proposals for high density development but keeps pushing for unnecessary bike lanes. Make up your mind. If you don't want more people living here, out the bike lanes somewhere else!	6/17/2023 3:25 PM
140	Parking Impact More street parking is needed.	6/17/2023 11:45 AM
141	Concern: Intersections and Safety Other Route Provencher is a highly-used truck route where many accidents resulting in fatalities have occurred. Who in their right mind would think putting a bicycle route there would be a good idea? There are quiet streets running parallel to Provencher that would give cyclists a safer and more pleasant place to ride.	6/17/2023 11:16 AM
142	Improves Safety and Access Other Route Biking would be safer on adjacent side streets	6/17/2023 11:08 AM
143	Against Bike Lanes Traffic Flow It is already a congested area. Why make it worse.	6/17/2023 10:46 AM
144	Against Bike Lanes Harmful to Businesses The design would destroy the Boulevard, much like it has destroyed the Exchange District.	6/17/2023 10:38 AM
145	Pro Bike Lanes Looks great, about time!	6/17/2023 9:38 AM
146	Improves Safety and Access Pro Bike Lanes I love biking and based on my previous experiences biking along Provencher I think this would be a significant improvement	6/16/2023 8:30 PM
147	Median and Trees Centre median/boulevard is extremely important and should not be reduced in size. Please safeguard the centre median/boulevard on Provencher Boulevard.	6/16/2023 3:25 PM
148	Expand Connectivity For years I cycled into the region to pick/drop off my son from Tache school with a chariot. The southern connection route along St. Jean Baptiste was my route, good choice. After dropping off my son my route downtown would cycle up Aubert St to Tache and then make my way through the park paths to the Provencher bridge. I cannot see myself travelling to Provencher to go onto the separated lane, I would just go down Aubert. Also, I travel often through the zone from South East St into downtown and would likely not bother trying to cross Provencher to get in the proper bike lane. I would just stick with my current route. St. Jean Baptiste to Langevin to Masson to access the Esplanade. While I believe that this route would be best for making an interconnected network with other neighborhoods, I fear this route will be underutilized locally as it makes more sense for through traffic, not local.	6/16/2023 11:37 AM
149	Improves Safety and Access Pro Bike Lanes Providing a separation between cars and bike lanes feels safer, some drivers do not leave the required distance for a safe ride when sharing the road.	6/16/2023 11:14 AM
150	Improves Safety and Access Pro Bike Lanes As long as the bike lanes are protected, that's all that really matters.	6/16/2023 9:52 AM
151	Pro Bike Lanes Widen Bike Lanes The illustration is a little skewed, because it makes it seem as if a 1-way bike lane is the same width as a 2-way lane, which isn't the reality. My only	6/16/2023 6:58 AM

	concern with 1-way bicycle lanes is that people sometimes bike the wrong way, especially if you switch the 1-way to merge into a 2-way and the signage isn't clear.	
152	Against Bike Lanes Cost Concern Underutilized Please quit wasting $ on intercity bike paths. We live in a place that has 6 months of winter. The bike paths created around the downtown area are ugly and very confusing for drivers. Build some nice bike trails in the parks.	6/15/2023 8:02 PM
153	Concern: Intersections and Safety Pro Bike Lanes I am not sure how the proposed design will protect cyclists and pedestrians from vehicles making turns off of Provencher.	6/15/2023 7:26 PM
154	Pro Bike Lanes Sensible design, tying business activity, leisure and alternative transport.	6/15/2023 6:18 PM
155	Improves Safety and Access Pro Bike Lanes I very much like the separation of pedestrian, bicycle and vehicle traffic. Especially if e-bikes or e-assisted bikes increase. These bikes are able to travel very fast, making the separation of those bikes and pedestrians critical.	6/15/2023 5:01 PM
156	Improves Safety and Access Pro Bike Lanes I think it looks great! It'll be nice to have a safe route to explore the area more.	6/15/2023 4:47 PM
157	Expand Connectivity Pro Bike Lanes I would love to see curbed protected routes throughout the city- on Roblin to downtown. In that way, we could connect To other routes.	6/15/2023 3:05 PM
158	Vegetation The 4 trees that need to be removed should dug out and replanted instead of just removed and/or destroyed.	6/15/2023 2:47 PM
159	Pro Bike Lanes raised lane Having the cycling lanes raised to curb level to avoid cars parking in them when there are breaks in the curb. It also elevates cyclists to a height easier over any parked cars.	6/15/2023 2:40 PM
160	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses Widen Bike Lanes I stopped visiting and now rarely visit business located ON Provencher because of the aggressive drivers. I would definitely take the bike lanes (if they are wide enough to pass slower cyclists) and return to those shops.	6/15/2023 2:05 PM
161	Expand Connectivity Other Comments Pro Bike Lanes The question remains how this route is connected to other parts? For instance, how do people connect to the Provencher bridge? How does it connect to Archibald, or other streets without separated facilities? This is not clear in the design.	6/15/2023 1:00 PM
162	Pro Bike Lanes raised lane slow speeds Beautiful and this should be the standard for every arterial in the city. Copy and paste. Simple, easy and effective. The only thing is not having raised cycle paths will probably lead to non-raised entrances and exits all along the boulevard. All motor vehicle entrances and exits should have raised pedestrian and cycle ways so that motor vehicles have to slow down to cross paths with vulnerable road users. This is very aparent all along McDermot, Sherbrook, Maryland, Bannatyne and Gary st. bike ways. People driving motor vehicles don't slow down enough before crossing. This "Yeild" to cyclist signage would then not be required.	6/15/2023 12:20 PM
163	Against Bike Lanes Cost Concern Underutilized Fix the roads and never mind these bike routes that are low priority..	6/15/2023 12:19 PM
164	Improves Safety and Access Pro Bike Lanes I love to see the protected bicycle lanes. That makes it possible for me to safely bike with my daughter when running errands.	6/15/2023 12:12 PM
165	Against Bike Lanes Cost Concern Underutilized The last time I checked we have snow on the ground for half a year. Instead of wasting money on this project, consider spending money on road repairs and snow clearing equipment.	6/15/2023 12:07 PM
166	Accessibility Concerns Pro Bike Lanes raised lane Please ensure that you create curb ramps - not sure what they're called - for stroller and wheelchair access at different points throughout the lane, not just the intersections!	6/15/2023 11:58 AM
167	Expand Connectivity Pay special attention to the North-South connections as well. There are more cyclists/pedestrians coming from the south than from the east along provencher	6/15/2023 11:42 AM
168	Against Bike Lanes Underutilized It's a fallacy that bike lanes promote active transportation. Winnipeg is a winter city and an extensive roadside bike network is not warranted as it would be underutilized most of the year.	6/15/2023 11:39 AM
169	Maintenance Concerns Pro Bike Lanes Specific Design Element I'm a year-round cyclist	6/15/2023 11:19 AM

	and rarely use Provencher Boulevard because it is not very safe. Please include places to lock bikes up and snow clearing in the winter as a part of bike safe and usage of this street.	
170	Cyclists Traffic Rules A major cultural change of bikers will need to be planned. And enforced like car drivers. I dont think most bikers will respect lights put in place for them.	6/15/2023 11:19 AM
171	Improves Safety and Access Pro Bike Lanes I don't live in this area. I also cannot ride a bike anymore, but these designs do look well thought out. If all bike riders stay in their lanes, and the drivers follow the rules of the roads, then this should work well for walkers, bikers and drivers.	6/15/2023 11:17 AM
172	Concern: Intersections and Safety Pro Bike Lanes Specific Design Element Please ensure the lights on Provencher change when a cyclist is waiting without a car present. I've been waiting to cross Provencher on a bike at night, and I never received a green light because I'm not heavy enough to trigger the sensor.	6/15/2023 10:59 AM
173	Other Comments What about the existing sidewalk space and the use of patio's in the area?	6/15/2023 10:58 AM
174	Enforcement for Cars Pro Bike Lanes Specific Design Element Based on experience in other cities with separated bike lanes like this, I recommend adding flexible bollards as visual reminders for cars parking not to throw their doors open or zip over the curb. Otherwise I think that design like this generally works well.	6/15/2023 10:46 AM
175	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses The separated lanes are extremely valuable. This will encourage more traffic for the businesses along Provencher as well!	6/15/2023 10:42 AM
176	Concern: Intersections and Safety Other Route As a commuter I am not really interested in mixing with rush hour traffic and off hours I am not really interesting in mixing with driver's loading or unloading passengers. As other cycle commuters I am interested in tree lined quiet side streets, which offer respite from the wind and minimal distractions or encumbrances. Having the ability to have designated bike areas for the shops and business along Provencher is nice not really effective for cyclist commuting through the area.	6/15/2023 10:33 AM
177	Against Bike Lanes Traffic Flow This comment refers to all proposed & constructed bike paths. As far as I know, the Cities or Countries that are PROGRESSING are trying to WIDEN their roads, unlike here in Winnipeg, you are making the roads narrower, a symbol of regressing. Why not construct a bike path that will not affect the road's width?	6/15/2023 10:12 AM
178	Pro Bike Lanes Vibrant: Good for Businesses With the current situation it is great to see that the design is not trying to hide cyclist in the back roads. This make it more attractive for biking people to frequent the businesses in the area and stop when biking through the area.	6/15/2023 10:01 AM
179	Against Bike Lanes Is this really necessary? I do occasionally ride on Provencher today without issue.	6/15/2023 9:57 AM
180	remove truck route slow speeds re-route semis off Provencher enforce 50 km speed limit	6/15/2023 9:56 AM
181	Against Bike Lanes Harmful to Businesses Traffic Flow I think with the Marion bike street project and the Provencher bike project it was cause a backlog of traffic going into and out of downtown. I think the stores on Marion and Provencher will suffer. The major streets should be only for vehicles and cyclists should have access from the side streets and streets that run parallel to Marion and Provencher. I don't drive I walk and bike everywhere.	6/15/2023 9:55 AM
182	Pro Bike Lanes Reduce Car Space Still too much space devoted to cars.	6/15/2023 9:54 AM
183	Reduce Car Space Provencher does not require three lanes each way. Add further space for pedestrians	6/15/2023 9:50 AM
184	Accessibility Concerns Pro Bike Lanes raised lane slow speeds Bike lanes and sidewalks should continue to be raised where they cross roads. This would ensure accessibility (no need to a ramp to go up and down curbs) and calm traffic due to a wide and gentle "speed bump" for vehicles.	6/15/2023 9:50 AM
185	Pro Bike Lanes looks nice and would work well for everyone	6/15/2023 9:49 AM
186	Pro Bike Lanes Two thumbs up!	6/15/2023 9:35 AM
187	Concern: Intersections and Safety Pro Bike Lanes Car will still turn into cyclists at intersections. Not sure if a curb is needed or why not just the temporary road reflectors like in	6/15/2023 9:35 AM

	Toronto those seem cheaper and can be removed easily	
188	Bidirectional Preferred Pro Bike Lanes the bikes need not be only 1 way	6/15/2023 9:35 AM
189	Concern: Intersections and Safety Pro Bike Lanes I think there are too many intersections between pedestrians and vehicles using the protected lane and it will turn into a meat grinder like what was built along Pembina hwy.	6/15/2023 9:34 AM
190	Pro Bike Lanes The proposed route and design are a lot better than what we currently have in downtown..	6/15/2023 9:33 AM
191	Specific Design Element Transit In Wolseley the change in bus route secondary to the added bike lanes on Westminster have made it very difficult for the buses to turn from Maryland onto Wolseley. The cars do not stay back far enough to allow the turn and the bus blocks traffic on Maryland while waiting for the traffic to clear. You need to think this type of interaction out carefully. It has made Wolseley a total mess	6/15/2023 9:24 AM
192	Improves Safety and Access Pro Bike Lanes Separated, protected bike routes like this are fantastic additions to our infrastructure.	6/15/2023 9:15 AM
193	Expand Connectivity Pro Bike Lanes I like the proposed route. I would only suggest crossing Provencher before the seine and connecting to the east seine path earlier via bike bridge.	6/15/2023 9:05 AM
194	Accessibility Concerns Underutilized You have not taken into consideration the people who live in the area who have visible and invisible disabilities. The city has become so concerned about bicyclists that they have forgotten about actually pedestrians. I would like to see an actually (factual) data regarding the number is bicyclists.	6/15/2023 9:05 AM
195	Pro Bike Lanes THIS IS SO AMAZING! I CAN'T BELIEVE WE ARE ACTUALLY DOING SOMETHING THIS AWESOME!	6/15/2023 9:04 AM
196	Pro Bike Lanes Specific Design Element Provide better bike racks that supports all types of bike designs such as cargo bikes and bikes with front baskets.	6/15/2023 9:01 AM
197	Against Bike Lanes Enough about bike lane etc. build an attraction that people all over will come to. This city will always be in last place in Canada regarding attractions. Doesn't matter how many bike paths you build!	6/15/2023 9:01 AM
198	Pro Bike Lanes Reduce Car Space remove truck route Transit We need reduce/eliminate the use of personal cars/trucks. Over a period of say 5-10 years. Delivery vehicles and emergency vehicles only. bus lane, should be a dedicated bus lane, and for emergency vehicles.	6/15/2023 9:00 AM
199	Pro Bike Lanes remove truck route Provencher should then be changed under this plan to not be a designated truck route. This would ensure safety for all.	6/15/2023 8:56 AM
200	Pro Bike Lanes Reduce Car Space Widen Bike Lanes Please allow even more space for bikes	6/15/2023 8:43 AM
201	Against Bike Lanes Median and Trees Traffic Flow Underutilized This is another example of a road being squeezed to make room for bike lanes that will seldom be used. The travel and parking lanes are too narrow and the design makes the median and sidewalks too narrow	6/15/2023 8:38 AM
202	Concern: Intersections and Safety Pro Bike Lanes I do not see any intersection design but protected intersection design should be included	6/15/2023 8:30 AM
203	Pro Bike Lanes I really like this idea. I am not sure if it is a safety thing, but why not reduce the size of the median.	6/15/2023 8:29 AM
204	Pro Bike Lanes This is great! Exactly what the neighbourhood needs.	6/15/2023 8:26 AM
205	Against Bike Lanes Harmful to Businesses You will kill off the businesses in that area the same way you have downtown. Whoever told you foot and bike traffic increases business traffic is a liar. Make area's friendly to cars and people will come to restaurants and shops. Nobody puts a on nice clothes and then walks in heals or bikes to go out for the evening. Nobody wants to take a taxi. Fire the liberal green fools you have advising you and save our city.	6/15/2023 8:26 AM

206	Against Bike Lanes Maintenance Concerns Underutilized That's a lot of wasted space for bicycle lanes will be sparsely used spring-to-fall and barely used fall-to-spring. It will also create issues with snow clearing	6/14/2023 3:34 PM
207	Pro Bike Lanes This should work OK for cycling.	6/13/2023 9:11 PM
208	Reduce Car Space Much of the parking on Provencher needs to be time limited to encourage turnover and discourage free storage of vehicles for workers who take advantage of bus pass subsidies to park near their work and bus to Portage and Main.	6/13/2023 3:40 PM
209	Pro Bike Lanes raised lane Ma preference serait que les piste cyclables sont plutot construit comme celles a la fourche et au pays-bas. A niveau entre la rue et le trottoire permettant plus facillement au pietons de transitioner du parking au trottoire.	6/13/2023 12:23 PM
210	n/a None.	6/12/2023 3:16 PM
211	Concern: Intersections and Safety I can see a similar issue that I see in other high traffic pedestrian areas like pembina or sherbrook where pedestrians don't see cyclists and cross the bike lane without looking. I've almost hit a few in the past couple years and I feel more separation from the walking and cycling might be a bit more safer for all.	6/12/2023 2:05 PM
212	Pro Bike Lanes slow speeds The only reason I say "Not so well" to "Creates a comfortable and attractive route" is because it doesn't really do anything to make the route quieter. Slower car speeds would make it quieter and more comfortable. Other than that it seems pretty good	6/12/2023 10:00 AM
213	Improves Safety and Access Pro Bike Lanes Reduce Car Space Transit Vibrant: Good for Businesses I think the addition of dedicated, protected bike lanes is fantastic! I will definitely be encouraged to bike through that area more and to visit stores and restaurants along Provencher. I would like to see more thought given to mass transit to better accommodate transit users and future transit expansion (priority bus lanes, etc.), but bike lanes are a good start!	6/11/2023 9:57 AM
214	Cost Concern Cyclists Should Pay Start having people registering bikes to pay for their needs and stop abusing homeowners property tax payments….irresponsible	6/11/2023 7:02 AM
215	Against Bike Lanes Cyclists Traffic Rules Maintenance Concerns What happens in winter? Fix the actual roads, bike operators are very disrespectful of motorists, and do not stop at intersections.	6/11/2023 12:38 AM
216	Against Bike Lanes Cost Concern Cyclists Should Pay Traffic Flow Can we stop wasting money on Bike/Pedestrian pathways that have such low use and cause so much more traffic congestion. Also, how are the cyclists going to pay for these upgrades???	6/10/2023 9:06 PM
217	Traffic Flow Underutilized AS LONG AS DRIVERS DON'T LOSE A LANE - I'M HAPPY. WE NEED TO START MAKING SIDEWALKS MORE NARROW (BUT STILL ACCESSIBLE FOR WHELLCHAIRS, SCOOTERS, ETC.), VERSUS TAKING A WHOLE DRIVING LANE AWAY FOR NARROW BICYCLES. OUR BIKING SEASON IS TOO SHORT TO ELIMINATE AND SACRIFICE PRECIOUS DRIVING LANES - ESPECIALLY BECAUSE OUR SUMMERS ARE ALREADY FULL OF CONSTRUCTION, SO WE SO OFTEN LOSE DRIVING LANES DUE TO THAT.	6/10/2023 3:55 PM
218	Improves Safety and Access Pro Bike Lanes St Boniface a besoin de pistes cyclabes protégées et connectées aux autres quartiers, c'est une excellente idée de développer ce tracé	6/10/2023 3:36 PM
219	Pro Bike Lanes It's good to see that Winnipeg is finally prioritizing other modes of transportation. This kind of infrastructure makes me proud to live in this city.	6/10/2023 8:00 AM
220	Improves Safety and Access Pro Bike Lanes Provencher is terrifying to cycle down in either direction. This would go a long way to creating a more accessible space for all cyclists	6/9/2023 12:02 PM
221	Pro Bike Lanes amazing!!!!!!!	6/9/2023 10:10 AM
222	Pro Bike Lanes This should be the standard on all busy streets	6/9/2023 9:29 AM
223	Pro Bike Lanes I am happy with all three options and think they would work well. I would rank this option as #3	6/8/2023 11:04 PM
224	Pro Bike Lanes Vibrant: Good for Businesses Provencher is failing in its current form. These bike lanes are the reset to the character and focus it needs.	6/8/2023 8:35 PM

225	Other Route Instead of meridians in middle of streets, make those bike trails	6/8/2023 7:25 PM
226	Pro Bike Lanes raised lane Please build raised and continuous sidewalks across each intersection that is parallel to Provencher Boulevard. This is a common traffic engineering standard used in Europe to protect cyclists, pedestrians, and other sidewalk users with mobility devices. Please see [redacted]	6/8/2023 3:12 PM
227	Concern: Intersections and Safety Expand Connectivity Pro Bike Lanes Traffic Flow My biggest concern is this is yet another disconnected partial bike route that doesn't seem to be connecting to a grand route. I like how the Pedestrian, bike and car traffic are isolated from each other but I also have concerns on what happens at the intersections. If it is like it is implemented on Pembina Hwy near UofM then I have major concerns. Also my most recent travels on that street pointed to the need for more lanes for auto traffic this plan doesn't take that need into consideration.	6/8/2023 2:47 PM
228	Pro Bike Lanes Reduce Car Space While the vast majority of space is still allocated to private vehicles, this is definitely a step forward. Eliminating the on street private vehicle storage (parking) would be a great next step.	6/8/2023 2:21 PM
229	Improves Safety and Access Pro Bike Lanes I am currently using the residential streets in st. b to get from the provencher bridge to the bridge that crosses the seine river (down Edgewood st), having dedicated bike lanes on provencher that connect me to that bridge and on to the wonderful path on south archibald would feel so much safer on my ride to and from downtown for work. Thank you.	6/8/2023 1:05 PM
230	Pro Bike Lanes slow speeds Traffic calming measures must be considered if you want to make Provencher safer for cyclists and pedestrians. Lower speed limits, more crosswalks, speed bumps/tables, etc…	6/8/2023 12:57 PM
231	Other Comments When can we have a bikeshare system like Montreal?	6/8/2023 12:39 PM
232	Pro Bike Lanes Please ensure this becomes a reality!!!	6/8/2023 12:38 PM
233	Bidirectional Preferred Concern: Intersections and Safety Pro Bike Lanes I would walk or bike with or against the direction of the lane, as I find it dangerous to cross Provencher. I was hit by a car that was not watching where she was going.	6/8/2023 11:54 AM
234	Concern: Intersections and Safety Enforcement for Cars Pro Bike Lanes Traffic Flow it is already congested enough during rush hour on the roads- would there even be space to add a bike path? I went this year from driving to cycling and I do not feel safe on the roads already and I opt to use the sidewalk instead since I am so new to cycling. I am not confident enough on a bike. However I have witnessed accidents where cars go over curbs. How can we ensure cyclists are not going to be hit in the off chance of an accident? Yesterday while using the designated bike path on Garry, I received a green light for cycle- as I went to cycle across a car came full steam ahead for me and I was nearly hit.	6/8/2023 11:45 AM
235	Enforcement for Cars Pro Bike Lanes Make sure bike lanes are clearly marked and/or narrow enough to keep turning vehicles from accidentally driving on them.	6/8/2023 11:45 AM
236	Pro Bike Lanes great idea and timely	6/8/2023 11:38 AM
237	Accessibility Concerns Concern: Intersections and Safety raised lane Curbing and access to crosswalks especially important for people of all ages and abilities. Are there ways to consider both curbing and access for all seasons?	6/8/2023 11:36 AM
238	Median and Trees Pro Bike Lanes Vegetation I don not like the fact that trees would need to be removed on the boulevard for this design. Could the plan include off setting this by planting additional trees along the sidewalk?	6/8/2023 11:03 AM
239	Cyclists Traffic Rules Pro Bike Lanes The real problem is adults riding bikes on the sidewalk if this is to solve that problem then I'm all for it. Don't know how many times I've been almost killed walking in st b by crazy cyclists.	6/8/2023 9:21 AM
240	Enforcement for Cars Pro Bike Lanes remove truck route There would 100% need to have a curb to ensure cars don't veer into the bike lane, I would love to have less trucks go down that route	6/8/2023 9:05 AM
241	Expand Connectivity Pro Bike Lanes It is key that this section of bike lane connects to other sections of bike lane because an intermittent and disconnected series of bike lanes is	6/8/2023 8:39 AM

	almost useless compared to a citywide network of interconnected bikelanes.	
242	Median and Trees Pro Bike Lanes Please adjust if possible to maintain boulevard trees	6/8/2023 7:22 AM
243	Accessibility Concerns raised lane Transit how am I supposed to continue getting from handitransit to the sidewalk when you've built a huge barrier to the sidewalk? this is not helpful for all abilities!!	6/8/2023 6:51 AM
244	Pro Bike Lanes Reduce Car Space Transit I like the design, have seen this before in Vancouver. The only thing missing in this graphic is 2 of those car lanes replaced with a light rail line.	6/8/2023 4:31 AM
245	Against Bike Lanes Underutilized What percentage of ppl use their bikes away from the front streets or actually sidewalks of where they live? Over 1%? I very much doubt it. And much less when the snow is on the ground.	6/8/2023 1:51 AM
246	Expand Connectivity Pro Bike Lanes We really need a connection between the foot bridge over the Seine and to the gateway bike path. The intersection at Nairn and Archibald is dangerous for pedestrians and cyclists. Biking down Archibald is also a huge hazard and you basically have to use the sidewalks.	6/7/2023 10:45 PM
247	Maintenance Concerns Pro Bike Lanes raised lane This all looks surprisingly good. Can the bike lane be raised though? That would be really great. I am sick and tired of being trapped in a bike lane along with a massive puddle that drained off the cars' roadway, or with a huge collection of treacherous wet leaves blown off the cars' roadway by their speed. If the bike way were *higher* than the roadway, maybe we wouldn't have to deal with all the detritus that blows off of the car lanes, even though it actually doesn't bother them in the slightest (whereas it DOES create a safety hazard for the cyclists).	6/7/2023 9:43 PM
248	Improves Safety and Access Pro Bike Lanes As someone who has been hit by a car, i often don't feel safe walking by highspeed roads, however, having seperation helps, having two lanes of "safety" from the road would greatly improve my sense of safety.	6/7/2023 9:25 PM
249	Pro Bike Lanes Vibrant: Good for Businesses This is such a great design and I think it will bring a lot of business to the shops on Provencher. Thank you for choosing this option. It was by far superior to the other proposed routes.	6/7/2023 8:47 PM
250	Expand Connectivity Pro Bike Lanes I wish the route went all the way to Archibald	6/7/2023 7:56 PM
251	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses These proposed one way bike lanes on Provencher are on my biking route to and from work, so i would be using these lanes a minimum of 4 times per week from April to End of October each year. The proposed design is fantastic !! I also think these bike lanes will be used by craft brewery patrons using bikes to connect local craft brewery locations such as Kilter brewing, the Commons at the forks, Non-Such, Patent 5, The Devil May Care, Granite Beer Can, etc. My friends and I love connecting craft brewery stops/locations using bike routes and I suspect many others do too.	6/7/2023 7:24 PM
252	Pro Bike Lanes Reduce Car Space Specific Design Element Vibrant: Good for Businesses Hopefully, Park benches, places to stop, have a coffee, treat. For far too long the Blvd has only been used for cars to get through st. B to home.	6/7/2023 7:00 PM
253	Concern: Intersections and Safety Other Route Traffic Flow The bike routes should be in an area that isn't a major traffic route to increase safety and also not impede traffic flow.	6/7/2023 6:50 PM
254	Cyclists Should Pay Cyclists Traffic Rules Most cyclist don't obey the rules of the road. They pay nothing to ride on the road but don't think they need to obey the rules.	6/7/2023 6:14 PM
255	Pro Bike Lanes I don't live in that area but I agree with the plan.	6/7/2023 5:23 PM
256	Concern: Intersections and Safety Enforcement for Cars Pro Bike Lanes It might be worthwhile to look into how this lane will work entering and leaving an intersection. I would hate for motorists to be able to access these lanes and endanger cyclists. Also, how will plowing these work in winter? I am supportive of this plan to make Winnipeg more friendly to cyclists. I just want to make sure we have thought through all of the pitfalls that we can before implementation.	6/7/2023 4:52 PM
257	Pro Bike Lanes This is a very worthwhile project and a great investment in Winnipeg.	6/7/2023 4:48 PM
258	Expand Connectivity What happens at the bridge heading west????	6/7/2023 4:43 PM

259	Concern: Intersections and Safety Pro Bike Lanes Putting parking between the cycle path and the road leads to a loss of visibility, meaning cyclists are more likely to be hit by cars turning right onto side streets. I would suggest parking be banned for at least 5 meters before and after each side street.	6/7/2023 4:01 PM
260	Pro Bike Lanes Reduce Car Space Transit I bike this route to work every day in the summer but take the bus October to May so I'd like to see a separate transit-only lane as well. Make car traffic the LAST PRIORITY EVERYWHERE!	6/7/2023 3:44 PM
261	remove truck route Specific Design Element Wondering what happens to the turn lanes at Des Meurons and at Tache? Will the big trucks be re-routed off of Provencher?	6/7/2023 3:01 PM
262	Cost Concern Transit Underutilized Hi there - I'm not against bikes but hey we live in Winnipeg! Guess what - for a better part of the year we are one giant block of ice - how about talking about some public transport... for example your St Vital bus terminus - I mean - it appears to be designed for the convenience of buses rather than of the people it is intended to serve and in fact paid by! How about building a covered / heated giant bus shelter / station connected with the St Vital mall so that people can use it around the year. Have you imagined how painful it is to catch a bus from the mall, especially during the cold weather - which is what 10 out of the 12 months? I suspect people who design these things never have to use them, do they? And you are talking about building bike lanes!!!	6/7/2023 3:00 PM
263	Expand Connectivity Pro Bike Lanes I believe this should be done in conjunction with the transcona trail extension. When that is connected bike commuting to that area of the city and worker access via bikes to downtown would oncrease greatly. I'm excited for this work to be done!	6/7/2023 2:45 PM
264	Other Comments Pro Bike Lanes Encouraging/ zoning mixed use all up and down provencher would help as well. Making multi-story buildings with commercial on the bottom level & residential on the top would help bring people to the area and increase tax revenue for the city!	6/7/2023 2:40 PM
265	Against Bike Lanes Cost Concern Cyclists Should Pay Parking Impact Traffic Flow Make cyclists pay for it by themselves. This only takes away street parking and will cost a fortune no one can afford. Over 700000 people live in a city that hasn't improved traffic congestion for streets built for a population of 250000. Stop catering to lousy cyclists.	6/7/2023 2:27 PM
266	Improves Safety and Access Pro Bike Lanes I live in Norwood Flats and would appreciate safer access via cycling to both downtown (where I work) and for exploring other areas of the city via active transportation routes.	6/7/2023 1:59 PM
267	Reduce Car Space Less dedicated car traffic lanes.	6/7/2023 1:19 PM
268	Other Route There are already safe and efficient walkways, cycling paths or routes through the parkways along the sein and red. I don't understand the purpose of this project. Why not betterment the existing routes by way of security, like lighting and improved paths with pavement. You could limit the Pointe Hébert neighborhood to local traffic only and move the entrance to Whittier Park to Rue Darveau	6/7/2023 1:09 PM
269	Expand Connectivity Pro Bike Lanes Any active transit corridors along Provencher need to link up with the Pioneers Greenway along Gateway, and the bike routes along Egerton, amongst others.	6/7/2023 1:09 PM
270	Against Bike Lanes Underutilized There are not enough cyclists to justify this amount of infrastructure, and interruption due to more construction on a major route. It negatively impacts residents in this area that use this route daily. Cyclists should use side streets. The city can add safe transition section for when they have to use major routes for short periods.	6/7/2023 1:02 PM
271	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses Well designed protected bike lanes are a great addition to any community, and Saint Boniface will be so much more accessible under the proposed design above.	6/7/2023 12:59 PM
272	Concern: Intersections and Safety Pro Bike Lanes Specific Design Element The connection to the sidewalk/multiuse section at Provencher and Tache would benefit from special traffic signals like other areas of the city that allow bikes to go first, and designate a turn lane for cars off of Provencher when turning on Tache for safety, AND PUT IN AN ADVANCE GREEN TURN SUGNAL IN ALL DIRECTIONS - it's a nightmare of inefficiency and safety issues especially for those turning left onto Tache from Provencher. People NEVER	6/7/2023 12:48 PM

	watch for pedestrians they only worry about a break in traffic to turn left. NIGHTMARE if you are on a bike or walking.	
273	Expand Connectivity Pro Bike Lanes Connectivity of bike lanes to bike lanes is important,too.	6/7/2023 12:40 PM
274	Cyclists Traffic Rules Cyclists very rarely obey the rules of the road. They have sped passed vehicles on Eugenie Street that are doing the speed limit. They don't stop at stop signs and go through red lights, they ride on the sidewalks and do not pay attention to pedestrians or vehicles turning. Bicycles should be licenced and pay insurance. They are subject to the Highway Traffic Act and should be held accountable more.	6/7/2023 12:21 PM
275	Pro Bike Lanes Specific Design Element With other infrastructure along the sidewalks, making sure accessibility of businesses is improved or maintained is important, including ways to get on and off bikeways near bike parking and businesses.	6/7/2023 12:12 PM
276	Expand Connectivity Pro Bike Lanes Make the bike line longer, all the way to archibald	6/7/2023 11:55 AM
277	Harmful to Businesses Other Route Parking Impact Traffic Flow Underutilized The businesses along the route will be greatly impacted. There is not enough room for parking as it is. This street is a major artery and as such should be left as is. Why not put the bike lane on a quiet side street where it will not impact drivers or access to businesses? From what I have viewed while driving these bike lanes are that they are very lightly used in most areas. When the bike lanes were put in the exchange area it made for very difficult parking. Myself and others do not frequently the area as much due to the parking issue. It appears, to me, that a small group of people are pushing this issue and that the majority are being ignore for the wants of the few.	6/7/2023 11:40 AM
278	Pro Bike Lanes Finally, a well thought out design!	6/7/2023 11:33 AM
279	Pro Bike Lanes Very happy to see Provencher be the preferred option.	6/7/2023 11:10 AM
280	Other Comments Improper surveying techniques to limit responses from the majority opinion. Allow cycling on sidewalks like Paris, London, Tokyo, Amsterdam, and Los Angeles.	6/7/2023 10:34 AM
281	Pro Bike Lanes Reduce Car Space Love the design. Bike routes should be on main streets, and this meets that goal perfectly. Please minimize impact to sidewalk space and remove the needed room from existing vehicle traffic lanes.	6/7/2023 10:33 AM
282	Cyclists Traffic Rules Pro Bike Lanes Specific Design Element Thé route selected is fine. In my opinion, as an avid cyclist who has cycled in many cities in North America and Europe curbs between the cycling lanes and traffic do not promote safe cycling. Cyclists who are in traffic need to learn the rules of the road and abide by them. This makes it easier for cars and truck traffic to know what is happening in the streets and with respect to intersections. A cycling lane adjacent to traffic in the right hand lane is a more responsible way to go.	6/7/2023 10:29 AM
283	Pro Bike Lanes Vibrant: Good for Businesses this design would make it easier for me to travel in the area and shop at local stores	6/7/2023 10:04 AM
284	Pro Bike Lanes Please do this!	6/7/2023 9:51 AM
285	Against Bike Lanes Cost Concern Cyclists Traffic Rules Traffic Flow Underutilized This is ridiculous we have to months of summer and people barely use the labes you already created nobody enforces anything for bikes anyways your destroying traffic in this city at an unprecedented pace and drivers keep paying more and getting less every year this is s driving city get used to it this isn't Vancouver or Toronto STOP DESTROYING THIS CITY WITH BIKE LANES AND PEDESTRIAN CROSSING THAT PEOPLE DON'T EVEN USE !!!!!!!!	6/7/2023 9:39 AM
286	Improves Safety and Access Pro Bike Lanes This is great! This section is a missing link that is currently preventing me from biking to downtown. Yay!	6/7/2023 9:31 AM
287	Improves Safety and Access Pro Bike Lanes I used to bike down provencher daily and it felt so unsafe. I am very excited to see this much needed infrastructure is on it's way	6/7/2023 9:28 AM
288	Concern: Intersections and Safety Pro Bike Lanes If proposing to include protected bike lanes to the right of parked cars, ensure intersections have well labelled pedestrian corridors. Sometimes the most unsafe areas on bike lanes are at the entrance ways to parking lots	6/7/2023 9:20 AM

	where cars frequently move into the pedestrian corridor so they can see oncoming traffic before exiting into the road. This potential issue must be considered.	
289	Against Bike Lanes Traffic Flow Stop this project. It will kill traffic flow which is already terrible.	6/7/2023 9:15 AM
290	Against Bike Lanes Concern: Intersections and Safety The bike lanes will give the bikers a false sense of security, cars will not watch for them when turning on any of those side streets.	6/7/2023 9:13 AM
291	Against Bike Lanes Traffic Flow Underutilized There is minimal bike traffic in the winter months but an entire traffic lane will be decimated backing up traffic on Provencher even further during peak hours as it is during all months anyway. The city talks environment but is cool with traffic jams and cars running idle for longer periods. The city needs to come up with a real plan for traffic flow and then deal with bike lanes throughout.	6/7/2023 9:10 AM
292	Improves Safety and Access Pro Bike Lanes As a driver, cyclist, and walker in the area I am very happy the city has listened to all the feedback and taken everyone's needs and concerns into consideration. We need infrastructure like this that makes sense for people that actually use it.	6/7/2023 9:07 AM
293	Pro Bike Lanes This is a very much needed bike route!	6/7/2023 9:04 AM
294	Improves Safety and Access Pro Bike Lanes separating cyclist from vehicles and pedestrians is the correct approach.	6/7/2023 9:03 AM
295	Pro Bike Lanes I appreciate the move away from original plan down side streets	6/7/2023 8:52 AM
296	Pro Bike Lanes I think more bike lanes should be created throughout the city :)	6/7/2023 8:49 AM
297	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses It will be such a great, welcoming and important addition to St Boniface by having Provencher more accessible for bikes.	6/7/2023 8:43 AM
298	Other Comments Hell bent on getting cyclists off roads they have a legal right to use . Sad …	6/7/2023 8:35 AM
299	Improves Safety and Access Pro Bike Lanes Please make this happen. I ride through st boniface every day to get downtown. The more active transportation we have, the better we are as a city.	6/7/2023 8:28 AM
300	Expand Connectivity Pro Bike Lanes I like it but please consider the connection to Archibald on the east side where cyclists (heading towards pioneer greenway and other points north) need to take the sidewalk because of lack of safe bike route for the future project.	6/7/2023 8:25 AM
301	Concern: Intersections and Safety Expand Connectivity Other Route prefer option B, stay off Provencher for a more pleasant and quiet and safe ride. On another point, we need a bike route N Henderson Hwy, Chief Peguis to Bunn's Creek.	6/7/2023 8:14 AM
302	Pro Bike Lanes Vibrant: Good for Businesses Thank you for putting bike lanes on the same street as the destinations!!	6/7/2023 8:07 AM
303	Expand Connectivity Pro Bike Lanes The one-way protected bike lane on Provencher Blvd must have a destination at each end; ending the path at Thibault St /Des Meurons St means that cyclists will likely move to the sidewalks or road traffic, creating additional cycling lanes down these roads (as well as accessing Seine River Parkway and Lagimodiere-Gadoury Park) is critical. Ultimately, the Provencher bike path must connect to NE Pioneers Greenway, link Transcona via Nairn/Regent (will need a bridge option to cross Lagimodiere similar to Chief Peguis/Gateway bridge), and Archibald to connect with the south end of the city.	6/7/2023 8:05 AM
304	Pro Bike Lanes This is a great idea and a great street to do it on!	6/7/2023 8:02 AM
305	Pro Bike Lanes This is long overdue.	6/7/2023 7:40 AM
306	Pro Bike Lanes Reduce Car Space Vibrant: Good for Businesses I previously worked off of Provencher and, despite having some cute shops and restaurants, found it miserable to walk down, because the street is loaded with traffic. I think the bike lane will help soften the pedestrian experience, while also help incentivize folks who are already using a bike to get around to spend more time using Provencher and stopping at it's businesses. I'm much more likely to bike to the Bothwell shop, now!	6/7/2023 7:40 AM

307	Pro Bike Lanes Traffic Flow If a bike lane is created there should be no parking allowed along Provencher. It is already congested with traffic and this will make it worse.	6/7/2023 7:36 AM
308	Bidirectional Preferred Don't need 2 one way bike lanes 1 is enough	6/7/2023 7:28 AM
309	Against Bike Lanes Cost Concern Underutilized Stop doing this. Nobody uses bikes 7 months of the year. This is a giant waste of money.	6/7/2023 7:26 AM
310	slow speeds I think slower speed limits is the answer. We might be overthinking all of this. I used to bike down provencher every day to get to work. I never really felt unsafe at all. I'm all for making our city more bikeable, but I'm not sure if all this work is necessary. If you slow down the traffic and let bikes share the road, I think that's just as good.	6/7/2023 7:20 AM
311	Pro Bike Lanes Specific Design Element Those bike racks are not a good design or situated in a good place, where half your bike would end up in the bike lane, I know this is just a drawing but the racks habitually end up in horrible positions.	6/7/2023 7:11 AM
312	Improves Safety and Access Pro Bike Lanes Reduce Car Space slow speeds Vibrant: Good for Businesses While this is so much more preferred to what is currently there and preferred to the other options, there's still some major flaws in the design. Fundamentally you've changed absolutely nothing about provencher so it's going to remain a sewer for high speed cars. This is why no matter how separated bikes and pedestrians are they will still be unsafe. Through vehicles don't care about their surroundings, they're just trying to get through wherever their driving as fast as possible. So how do you fundamentally change provencher? Make it the destination that it is by priorizing walking, biking and transit. Slow through traffic down to protect the users of the area. Remove through traffic lanes, two lanes aren't used the way you have pictured, they are just used for fast vehicles to pass slower ones, making the whole route much more dangerous. And finally you don't need so much parking, if you're priorizing walking, biking and transit then while encouraging those modes, discourage driving. If you improve walking, biking and transit but don't do anything to make driving worse, people are still going to drive. This project should be about a fundamental shift in how we are as a city, not just adding a bike lane. Provencher is a destination and should be treated as one. With all that, I do commend you for building the best you can in the car centric climate that exists in our city.	6/7/2023 6:14 AM
313	Improves Safety and Access Pro Bike Lanes I think this is the best idea I've heard in a long time. I and many others bike to work from Elmwood to Downtown everyday and Provencher is not a safe road to be biking on. Having a bike lane is an excellent idea	6/7/2023 6:12 AM
314	Pro Bike Lanes This looks amazing, I wish this was being done in more places in Winnipeg but this is a wonderful start.	6/7/2023 5:56 AM
315	Cyclists Traffic Rules Pro Bike Lanes As much as I am for this proposal, unless cyclists obey the same traffic rules that vehicles have to follow, it's really not going to solve anything.	6/7/2023 5:36 AM
316	Improves Safety and Access Pro Bike Lanes I don't bike to work because there is no safe route to downtown from elmwood. This would be nice	6/7/2023 3:35 AM
317	Pro Bike Lanes love it, best	6/7/2023 1:56 AM
318	Accessibility Concerns Est ce que l'accessibilité à la zone de parking est facile ?	6/7/2023 1:36 AM
319	Improves Safety and Access Maintenance Concerns Pro Bike Lanes Great design and more cyclist friendly! Make sure they are maintained well in the winter.	6/6/2023 11:43 PM
320	Bidirectional Preferred I feel that having the protected bike bath on both sides of the street is a bit excessive. One side with both directions might work as well	6/6/2023 11:09 PM
321	Other Comments Pro Bike Lanes DO THIS ON ROUTE 90	6/6/2023 10:30 PM
322	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses This sounds great. I might even be comfortable cycling with my kids without worrying so much about cars! It'll also bring more energy to Provencher - which has the potential to be a really wonderful pedestrian and active-transportation friendly commercial corridor!	6/6/2023 10:19 PM
323	Other Comments Pro Bike Lanes Do something more like this for widening Kenaston. We should only widen it for bikes, buses, and pedestrians.	6/6/2023 10:15 PM
324	Other Route Pro Bike Lanes I would like to see a pathway down the middle of the boulevard so it is properly separated from cars.	6/6/2023 10:05 PM

325	Expand Connectivity Pro Bike Lanes I'm all in favour of more bike lanes!! So good on you. I live in North Kildonan. I like to bike to the Forks using the Northeast Pioneer gateway. It works great until you get to Archibald--they you have to ride on the sidewalk or risk being killed. Are you planning to link the Pioneer gateway path with the Provencher path? BTW, I use the path through the park and then along Tache to get downtown.	6/6/2023 9:43 PM
326	Improves Safety and Access Pro Bike Lanes Thank you for including a curb for the bike lane	6/6/2023 9:39 PM
327	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses I am very glad to see this option prioritized; it seems to me the best option to benefit the neighbourhood and commuters.	6/6/2023 9:17 PM
328	Pro Bike Lanes We need more bike lanes and paths in other parts of the city!	6/6/2023 9:05 PM
329	Other Route waste of money when notre dame st/dumoulin st and cathedrale avenue exist as safe paths	6/6/2023 9:00 PM
330	Expand Connectivity Pro Bike Lanes What happens when you get to Archibald? There is no bike lane on that road.	6/6/2023 8:56 PM
331	Pro Bike Lanes Much better than biking on the sidewalks when the trail through Lagimodiere-Gaboury Park is closed.	6/6/2023 8:47 PM
332	Pro Bike Lanes Excellent. Fantastic.	6/6/2023 8:41 PM
333	Improves Safety and Access Pro Bike Lanes Much better than alternatives. This would become my route to work since it looks safer.	6/6/2023 8:36 PM
334	Improves Safety and Access Pro Bike Lanes I am not an “extreme cyclist” but this would get me commuting this by bike daily. Please make it safer for me and my kids!	6/6/2023 8:34 PM
335	Pro Bike Lanes It's beautiful. Please do.this!	6/6/2023 8:33 PM
336	Concern: Intersections and Safety Expand Connectivity Pro Bike Lanes The route is very good and accommodates the needs of cyclists along Provencher. Please ensure, upon review, that the bike paths can smoothly connect to Des Meurons and the Esplanade Riel going East bound, as the Esplanade foot bridge and the shared pedestrian path on Taché are disconnected from Provencher by a southbound slip lane. This could be a potential conflict area. West bound, what is the plan for cyclists going north onto Des Meurons to turn west bound onto Provencher? As it stands, it appears cyclists will need to travers 4 lanes of care traffic, which is quite a large and exposed turn onto a busy throughway. Additionally, west bound, please ensure that cyclists have the means to continue downtown, otherwise the bike path just ends at the bridge which could be a hazard. The design is good, but I am concerned with the way that the proposed bike lane will connect to existing streets in a way that don't throw cyclists into motorist traffic.	6/6/2023 8:08 PM
337	Pro Bike Lanes Any new alternative/active transit considerations will only improve the city. Please do this.	6/6/2023 7:57 PM
338	Parking Impact Transit Street parking for affected businesses and homeowners. Also, affects on busses.	6/6/2023 7:55 PM
339	Cost Concern How much $$$$$!! Pretty drawing Dollar value should be mentioned more often. These things are not free	6/6/2023 7:54 PM
340	Pro Bike Lanes I've always wondered why there was no bike lane on Provencher! Really hope this goes through!	6/6/2023 7:51 PM
341	Improves Safety and Access Pro Bike Lanes Would definitely consider biking more if this was an option.	6/6/2023 7:44 PM
342	Pro Bike Lanes Reduce Car Space Even the proposed cross section is unattractive, with a lot of area dedicated to car traffic. It's a step up, and reminds me of the west end of St. Matthew's - this is an improvement to what's there now.	6/6/2023 7:41 PM
343	Other Comments Pro Bike Lanes Looks great but I'm trying to figure out where the extra space is going to come from.	6/6/2023 7:37 PM
344	Pro Bike Lanes Vibrant: Good for Businesses This will be an important piece of the	6/6/2023 7:37 PM

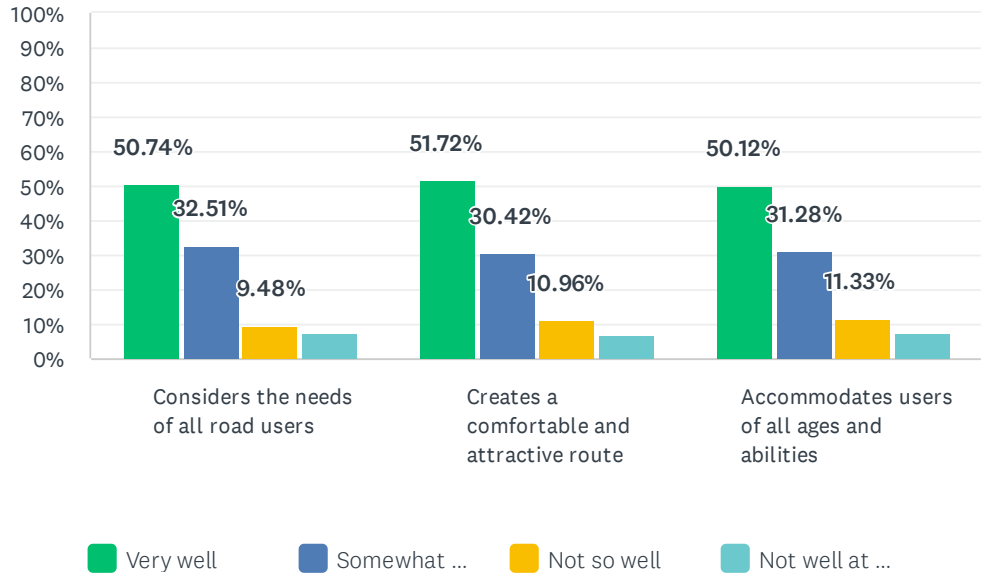
	Winnipeg infrastructure.	
345	Pro Bike Lanes Widen Bike Lanes I appreciate the space cyclist have with each one way lane, alloying cyclists to pass eachother without entering oncoming cyclists way.	6/6/2023 7:31 PM
346	Pro Bike Lanes Reduce Car Space Transit Vibrant: Good for Businesses Removing the lane for parking to either add a dedicated bus lane, or expand the sidewalk further for business to use as patios/gathering places would be a great way to give said business more business.	6/6/2023 7:16 PM
347	Pro Bike Lanes This is my favourite	6/6/2023 7:15 PM
348	Accessibility Concerns Against Bike Lanes Maintenance Concerns Specific Design Element Exiting a parked vehicle makes it more dangerous for the passenger of the vehicle and the cyclist. Particularly if the passenger has mobility. Snow clearing will be impeded. Not a bright idea Matt Allard.	6/6/2023 7:15 PM
349	Pro Bike Lanes remove truck route Get the Truck Route moved off of Provencher and on to Higgins and Nairn. Removing the truck route will instantly make the street safer for all.	6/6/2023 7:12 PM
350	Improves Safety and Access Pro Bike Lanes It looks like a great modern, protected, bike lane setup that would suit the neighbourhood well.	6/6/2023 7:08 PM
351	Pro Bike Lanes Great plan!	6/6/2023 7:02 PM
352	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses I think this will be much safer for cyclists and will bring people to the area to eat and shop and hangout. Wonderful idea. Now do Arlington or Mac Gregor.	6/6/2023 7:00 PM
353	Pro Bike Lanes Reduce Car Space Vibrant: Good for Businesses Narrow travel lanes more. 3m is more than enough. Will allow more sidewalk space for patios or otherwise.	6/6/2023 6:50 PM
354	Pro Bike Lanes Vibrant: Good for Businesses There are tons of businesses on Provencher that I and others don't bother going to because of a lack of proper active transportation and an uninviting atmosphere. I will definitely be spending more time and money in St Bonafice once this is completed.	6/6/2023 6:24 PM
355	Improves Safety and Access Pro Bike Lanes Widen Bike Lanes It's really great that the city is making investments to improve safety and providing more routes for bicycles. I worry about those with e-bikes and e-scooters using these lanes as they travel much faster.	6/6/2023 6:10 PM
356	Improves Safety and Access Pro Bike Lanes I just love having protected bike lanes! This is my neighbourhood and I have had too many close calls while riding my bike on the road.	6/6/2023 6:08 PM
357	Pro Bike Lanes Specific Design Element Make sure there is ample bike parking near shops. Also, just use simple staple racks, aka "Sheffield stands".	6/6/2023 6:03 PM
358	Improves Safety and Access Pro Bike Lanes Absolutely love this, protected bike lanes are the gateway to improving safety for cyclists and increasing cycling in the city. As a St.B resident i am encouraged by this and want to see all bike lanes as protected throughout the city.	6/6/2023 6:00 PM
359	Pro Bike Lanes In esting in quality top notch protected cycling g infrastructure is the best approach. It is an investment with one hell of a return on investment.	6/6/2023 5:55 PM
360	Improves Safety and Access Pro Bike Lanes raised lane Specific Design Element Vibrant: Good for Businesses Widen Bike Lanes It is a good thing for the city that this area will finally get some sorely needed infrastructure which will make it more accessible for more people thus, making it so everyone can enjoy this historic part of our city. The one-way bike lanes on both sides do make the most sense in this situation as we want to be able to safely access the buildings on both sides of Provencher. It is also important that the lanes be wide enough to allow for overtaking, for a relaxing ride with a friend, and for folks using accessibility scooters or the like. The concerns I do have are the following: - people carelessly opening car doors into the bike lane - inadequate bike parking (would be fantastic if we could have even one secure bike parking locker) - whatever is built should follow the principle of making the bike lane as contiguous as possible that is, someone on a bike shouldn't have to constantly be lowered to street level and then go up back on the bike lane again. That type of design is unhelpful and unsafe as not only is it annoying to ride on moreover, it tells people that space is to be dominated by cars.	6/6/2023 5:46 PM
361	Expand Connectivity Transit how would bus stops work. It's like Sherbrook St.?	6/6/2023 5:45 PM

	Sometimes hard to see oncoming traffic when entering onto Sherbrook round parked cars and a bike lane but otherwise like the idea. From the Provencher bridge how would you safely get by bike to downtown itself??	
362	Other Route Traffic Flow Provencher is a major traffic corridor that connects east Winnipeg with downtown. Traffic volumes exceed the current capacity of Provencher. The Eastern Transit Corridor would be a better alternative along Provencher to potentially attract ridership from east Winnipeg downtown. Bike lanes are important but will not help eliminate traffic on Provencher. Bike lanes should be considered on a side street that runs the beside Provencher.	6/6/2023 5:44 PM
363	Reduce Car Space slow speeds Specific Design Element Vegetation Plus d'arbres et/ou d'abri du soleil et du vent, car une grande raison pour ne pas marcher est le fait de ne pas être suffisamment à l'abri des éléments. Voie dédiée au transport en commun. Voies pour voitures plus étroites. Réduire la limite de vitesse.	6/6/2023 5:26 PM
364	remove truck route The big trucks are a downfall of Provencher. Places such as Cafe Postal, Popp Chocolates, Dwarf no Cachette Japanese restaurant, A la Page bookstore, etc. are wonderful.	6/6/2023 5:17 PM
365	Pro Bike Lanes slow speeds Looks great. Happy the bike lanes are going to be on Provencher. Having decibel limits for motorist noise (like the ones Saskatchewan just put in place) would make it even nicer for business patrons. I tried having coffee on the cafe postal patio and couldn't even hear the person with me at our small table because traffic noise was so bad. Hopefully, bike lanes do some traffic calming as is, but a decibel level plus enforcement would be awesome.	6/6/2023 5:13 PM
366	Pro Bike Lanes Reduce Car Space Transit Might want less parking during rush hour for bus priority, but it looks great.	6/6/2023 5:09 PM
367	Pro Bike Lanes remove truck route Looks great & can't wait to use it. Next up is to finally declassify Provencher as a truck route!	6/6/2023 5:07 PM
368	Expand Connectivity Maintenance Concerns Pro Bike Lanes I'm not sure why it stops at Des Meurons. If the path stops the cyclists will just have to take a lane on the narrowest portion (bridge) until Archibald. It should go all the way to Archibald. Can we also address winter snow clearing right now while we are making plans. I could use this daily if it were cleaned year round.	6/6/2023 5:02 PM
369	Pro Bike Lanes Vibrant: Good for Businesses FINALLY! This is happening in many cities (eg see Montreal), and it's about time for Winnipeg. Great to have on a 'retail boutique / store front street'. Corydon and Osborne need to be next!!	6/6/2023 4:55 PM
370	Specific Design Element Vegetation Would really like some more trees where the parking area is too add shade. Especially considering how warm it gets these days in the summer.	6/6/2023 4:50 PM
371	Median and Trees Pro Bike Lanes Reduce Car Space I'm not sure if the vehicle lanes could be any narrower, but if they could be, I'd be in favour of reducing the width in favour for a wide median and more green space (but don't reduce width/presence of bike lanes!)	6/6/2023 4:46 PM
372	Concern: Intersections and Safety Pro Bike Lanes Specific Design Element Vegetation This looks great but the safety will all come down to how intersections are handled. Currently most intersections with bike lanes in the city have completely ignored how to enable. cyclists to (safely) turn across traffic, usually left. Also, better signage needs to be used, to benefit all users – we cannot rely on pavement markings in a city that only has visible paint 3 minutes a year. My only other concern would be replanting as many trees as possible on the boulevard to make the pedestrian experience better.	6/6/2023 4:45 PM
373	Improves Safety and Access Other Comments Pro Bike Lanes Reduce Car Space While I currently only go down that route via cycle or car a couple times a month perhaps , I will definitely go more often via bike. The safety of any neighborhood is the draw for me, and to get out of my car. If we can continue to add cycling routes (safe ones) and improve transit I would sell my car and use Peg City Co-op when required. We are slowly moving forward in multi option transport. This is good!!! Tangentially I am concerned about the massive investment in Kenaston widening and the induced demand that would create. As well as the opportunity cost we would incur. I hope that does not proceed.	6/6/2023 4:39 PM
374	Pro Bike Lanes I look forward to even more enhancements to the pedestrian, cyclist realm along Provencher	6/6/2023 4:37 PM

375	Expand Connectivity Pro Bike Lanes Great idea, need to further connect to East side of the city.	6/6/2023 4:33 PM
376	Pro Bike Lanes Please implement	6/6/2023 4:32 PM
377	Pro Bike Lanes Vibrant: Good for Businesses These changes will allow me to easily stop at more Provencher businesses.	6/6/2023 4:32 PM
378	Improves Safety and Access Pro Bike Lanes More protected bike infrastructure is always better.	6/6/2023 4:30 PM
379	Improves Safety and Access Pro Bike Lanes This is a great design that will make everyone feel safer using all modes of transportation	6/6/2023 4:30 PM
380	Pro Bike Lanes YAY!	6/6/2023 4:29 PM
381	Harmful to Businesses Widen Bike Lanes The proposed plan would take away the limited street parking needed for already struggling businesses and would further contribute to the lack of development on Provencher Blvd. There is already land allocated for a transit corridor in North St Boniface, if a bike lane is needed then construct it on that land.	6/6/2023 4:29 PM
382	Other Route Traffic Flow Having alternate routs via Dumoulin and Notre Dame St., I doubt cyclists will select Provencher bike lanes. Especially in rush hours.	6/6/2023 4:29 PM
383	Against Bike Lanes Maintenance Concerns Median and Trees This is just creating more pavement. There is ample room for everyone now. Do not take away the centre median trees as they are well established. The proposed cross section has 34.25m width of hard surface paving. This does nothing to help with the water run off or reducing heat island in the city. The protected bike lanes DO NOT work in winter as they are not cleaned for cycling. This is a very bad idea.	6/6/2023 4:22 PM
384	Expand Connectivity Other Comments Pro Bike Lanes This is the utopia solution, but I sure hope we don't have to wait many years for it to be implemented. For a fraction of the time and cost, Rue Notre Dame could have been improved. Currently, we use it exclusively versus Provencher, even though the STOP signs are all oriented incorrectly, and the connection to it from the Seine River Bridge in Dumolin Park is pathetic. Also, the 3-year closure of the CN Rail crossing at Lag-Gab Park sucked, but finally it has reopened. Finally, I sure hope you are able to properly build the pathway on the east side of Archibald between Mission and the rail underpass.	6/6/2023 4:16 PM
385	Improves Safety and Access Pro Bike Lanes Vibrant: Good for Businesses one-way protected bike lanes will greatly enhance Provencher Blvd and provide safe connectivity through st boniface to the forks	6/6/2023 3:54 PM

Q7 How well do you think the route and design features address each of the study's focus areas?

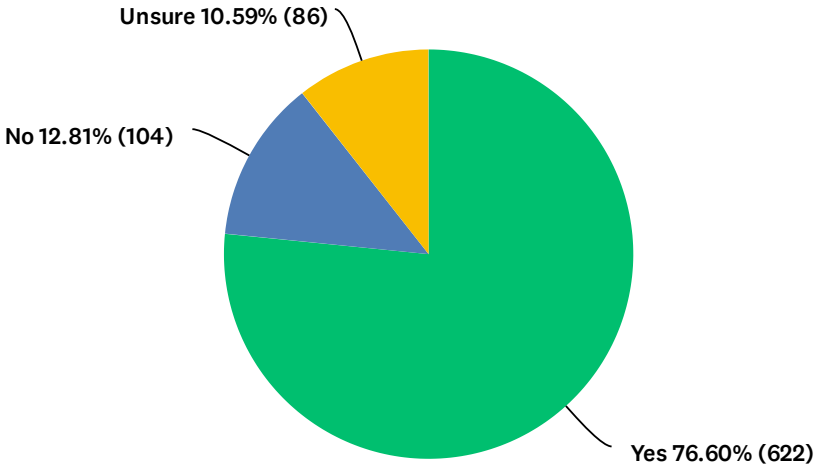
Answered: 812 Skipped: 127



	VERY WELL	SOMEWHAT WELL	NOT SO WELL	NOT WELL AT ALL	TOTAL
Considers the needs of all road users	50.74% 412	32.51% 264	9.48% 77	7.27% 59	812
Creates a comfortable and attractive route	51.72% 420	30.42% 247	10.96% 89	6.90% 56	812
Accommodates users of all ages and abilities	50.12% 407	31.28% 254	11.33% 92	7.27% 59	812

Q8 Do you think the proposed route and design features would make the area safer for cyclists and pedestrians?

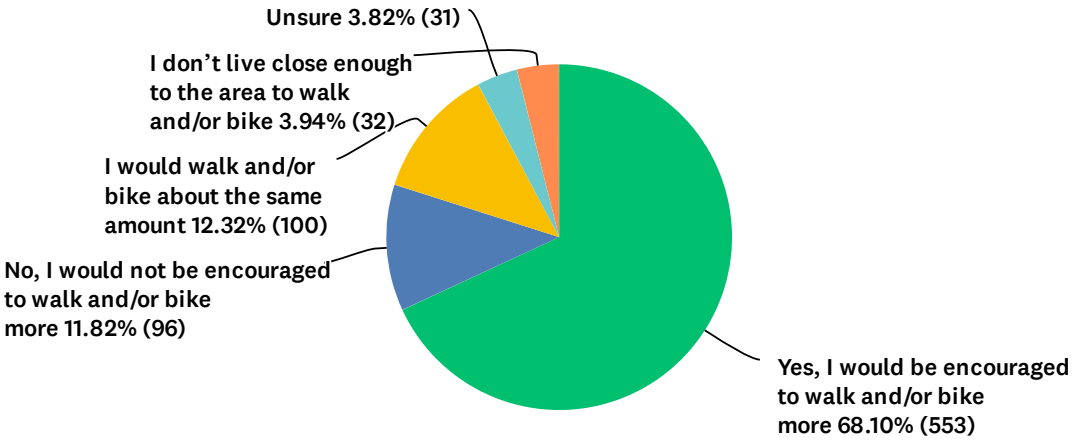
Answered: 812 Skipped: 127



ANSWER CHOICES	RESPONSES	
Yes	76.60%	622
No	12.81%	104
Unsure	10.59%	86
TOTAL		812

Q9 Do you think the proposed changes would encourage you to walk and/or bike more along Provencher Boulevard and through the surrounding area?

Answered: 812 Skipped: 127



ANSWER CHOICES	RESPONSES	
Yes, I would be encouraged to walk and/or bike more	68.10%	553
No, I would not be encouraged to walk and/or bike more	11.82%	96
I would walk and/or bike about the same amount	12.32%	100
Unsure	3.82%	31
I don't live close enough to the area to walk and/or bike	3.94%	32
TOTAL		812

Q10 Please provide any other comments you have about the proposed route and design.

Answered: 257 Skipped: 682

#	RESPONSES	DATE
1	Underutilized no data provided to explain how much use this would get, where's the ROI?	7/11/2023 2:04 PM
2	Accessibility Concerns not sure that it accommodates for users of all ages/ abilities.	7/11/2023 1:57 PM
3	Inconsistent and Clarity of Use Pro Bike Lane Having different set up on each side (Bike lane on one side and the multi use path on the other) is not consistent or safe for pedestrians and bikers.	7/6/2023 10:23 AM
4	Pro Bike Lane Very needed!	7/6/2023 7:20 AM
5	Pro Bike Lane Widen Bike Lanes Please allow 38 to 40 inches width for adaptive cycles	7/6/2023 1:28 AM
6	Concern: Intersections and Safety Median and Trees There needs to be a way to safely get to the South side of the boulevard preferably at Nadeau. Again pls do not halve the heritage boullevard with its rich history nor endanger the mature trees. The middle boulevard is also used for snow sculptures for the Festival du Voyageur.	7/5/2023 5:26 PM
7	Concern: Intersections and Safety On a besoin une façon sécuritaire de traverser le boulevard Provencher soit a la rue Nadeau ou Laflèche.	7/5/2023 4:37 PM
8	Inconsistent and Clarity of Use Separate Cyclists and Pedestrians The worry with this is the misuse of the multipurpose path, although it's laid out well the reality is people will still be cycling on that side and people will not use the lines as a guide for the side they should be on. The other layout is clear and as long as there are enough places for cyclists to cross I think it's much better.	7/5/2023 3:16 PM
9	n/a n/a	7/5/2023 1:50 PM
10	Pro Bike Lane Vegetation Ce serait bien que la verdure soit ENTRE les cyclistes et la route. Plus beau et plus grand sentiment de sécurité. Peut-être moins de dioxyde respiré?	7/4/2023 9:41 PM
11	One Way Preferred Je préfère sens unique.	7/4/2023 3:02 PM
12	Misunderstood Survey Donc, si je comprends bien, il n'y aura pas de piste cyclable des deux côtés de Provencher à cet endroit, c'est juste?	7/4/2023 2:40 PM
13	Enforcement for Cars Inconsistent and Clarity of Use Misunderstood Survey One Way P referred Pro Bike Lane Two way routes less ideal than one way on each side. Please ensure there is green painted pavement and signage warning drivers to yield to two way home traffic. Drivers won't always look both directions for cyclists on two way paths.	7/4/2023 11:11 AM
14	Inconsistent and Clarity of Use Pro Bike Lane Would be ideal to keep the same design all along Provencher, but I understand there may be reasons to transition from one to another	7/3/2023 8:40 PM
15	n/a no comment	7/3/2023 3:18 PM
16	Pro Bike Lane Vegetation Something to consider is to have some shelter on the cycling and walking paths by adding trees. In addition, this will make it more inviting for pedestrians & cycles to use it since it more cinerique	7/3/2023 8:38 AM
17	Other Comments lets get 1 project done and see the results b4 we start another	7/2/2023 7:19 PM
18	Other Comments See comments after question 6. What about the rail line? I see no indication that it even exists. It has a huge impact on traffic flow. How would that be accommodated?	7/1/2023 2:38 PM
19	Inconsistent and Clarity of Use Pro Bike Lane Transferring from one way to two way bike lanes is terrible. The experience on Balmoral @ Westminster is clunky at best and creates	7/1/2023 2:37 PM

	confusion. This is a substantially higher-car-traffic corner. There's no reason why we can't just keep a bike lane on either side over the bridge. Please consider that instead.	
20	Inconsistent and Clarity of Use Pro Bike Lane C'est quoi la connectivité pour la transition entre une bande cyclable à sens unique à deux sens? Est-ce que le "flow" est pratique pour les cyclistes?	7/1/2023 9:08 AM
21	Pro Bike Lane excellent design. very encouraging for participation	6/30/2023 8:05 PM
22	Concern: Intersections and Safety Inconsistent and Clarity of Use Pro Bike Lane I'm concerned about the transition points/intersection to the one way lanes and making those safe for peds and cyclists. It's unclear here how that's being addressed. lights should be trigger-able by bikes and have separate cycles for different modes.	6/30/2023 4:04 PM
23	Reduce Car Space Transit Again traffic lanes look too wide, and if there are 3 lanes of traffic then 1 lane should be dedicated for bus traffic to help transit flow.	6/30/2023 1:01 PM
24	Pro Bike Lane Raised Lane I like this style of bike lane better (flat, with no raised curbs to catch your foot on) than the recessed version chosen for the bulk of the commercial area of Provencher.	6/30/2023 11:53 AM
25	Bidirectional Preferred Pro Bike Lane Better than 1 way because folks use 1 ways as 2 ways no matter what, so, design around the expected use	6/30/2023 10:57 AM
26	Pro Bike Lane Separate Cyclists and Pedestrians The protected bike lane is better than the multiuse path. With the multiuse path, the pedestrians are dealing with cyclists on the path, often coming up from behind at high speed.	6/30/2023 10:07 AM
27	Other Route Provencher is not the best place.	6/29/2023 10:10 PM
28	Other Comments Lame ideas but city councils	6/29/2023 7:26 PM
29	Separate Cyclists and Pedestrians Specifically for walkers and bikers - bikers tend to want to use the road and expect walkers to watch out vs bikers being considerate of walkers and disabled persons use of walks/ bike paths	6/29/2023 6:42 PM
30	Bidirectional Preferred Misunderstood Survey Separate Cyclists and Pedestrians This would make more sense. Cyclists on one side would be less of a hazard to both pedestrians and vehicular traffic	6/29/2023 6:42 PM
31	One Way Preferred Pro Bike Lane Je préfère la première option	6/29/2023 4:42 PM
32	Harmful to Businesses Other Comments Area businesses have not been consulted and are generally opposed to the proposal, this is being rammed through by the bike coalition, via Allard.	6/29/2023 4:38 PM
33	Separate Cyclists and Pedestrians two way bike lanes with pedestrians are a problem for both cyclists and pedestrians	6/29/2023 4:19 PM
34	Inconsistent and Clarity of Use Pro Bike Lane The switch from one-lane to two-lane is difficult, dangerous and unnecesary. Transition points always pose excessive danger to cyclists and separating walking and biking paths fails to account for modes of transport that fall between (ie. scooters, rollerskates, motorized wheelchairs)	6/29/2023 3:14 PM
35	Other Comments your drawing makes Provencher look like NY and is criminally misleading, as usual for City projects	6/29/2023 3:04 PM
36	One Way Preferred Pro Bike Lane I prefer one way lanes to two way ones, in _the Provencher context_. Still, happy with anything going in that direction.	6/29/2023 2:51 PM
37	Pro Bike Lane Also looks great!	6/28/2023 3:42 PM
38	Specific Design Elements Traffic Flow It is unclear why 2-way bike lane is needed for tge area east of belgian club/east of park access. As a resident of north st boniface, i think using thibault to access provencher east is already a tricky intersection with a short light. I'm concerned that adding a bike crossing to this intersection will.make it more difficult.	6/28/2023 3:36 PM
39	Accessibility Concerns This plan is accessible to able-bodied persons only. It does not factor in the needs of the anyone who non able-bodied at all.	6/27/2023 1:53 PM
40	Parking Impact This allows no parking along Provencher at all.Side streets are already	6/27/2023 1:30 PM

	congested with parked vehicles. Definitely not in favour of 2-way protected bike lanes.	
41	Bidirectional Preferred Pro Bike Lane Yes, I think I prefer this design to the separated directions on either side of the boulevard. But I understand there are design and space constraints on Provencher. Looks good!	6/26/2023 6:37 PM
42	Maintenance Concerns why does the bike lane need to be raised? this in itself creates a dumping ground for snow clearing	6/26/2023 9:10 AM
43	Improves Safety and Access Pro Bike Lane I really like the separation between cyclists and motorists in this design.	6/25/2023 9:47 PM
44	Inconsistent and Clarity of Use Transitioning to have biking on one side of the road concerns me vs both sides west of this area.	6/25/2023 10:55 AM
45	Other Comments Pro Bike Lane It looks great to get somewhere in a hurry but not for the enjoyment of cycling.	6/24/2023 4:40 PM
46	Improves Safety and Access This section of Provencher does not have a good sidewalk for walking. I often walk with way with my dog but find it is too narrow and close to traffic. This will definitely help around this section for movement down provencher.	6/24/2023 10:23 AM
47	Bidirectional Preferred Pro Bike Lane Two way route is essential in this segment, to connect commuters to Northbound Archibald.	6/24/2023 6:43 AM
48	Other Comments Je ne suis pas certaine de comprendre le schéma.	6/23/2023 10:28 PM
49	Concern: Intersections and Safety Pro Bike Lane Slow Speeds I feel like that there isn't much separation of pedestrians/cyclists from the traffic especially since vehicles will be traveling 50+ km/h in this section. I'd feel safer if traffic was slowed down or if there were bollards. It is intimidating being that close to fast traffic particularly heavy vehicles	6/23/2023 7:59 PM
50	Other Comments It is disrespectful of a historic St, Boniface roadway that is actually a continuation of Broadway.	6/23/2023 6:06 PM
51	Pro Bike Lane Considering how busy this stretch of road is, I'm glad these solutions are being proposed.	6/23/2023 10:15 AM
52	Inconsistent and Clarity of Use Pro Bike Lane Why just this little section being 2-way?	6/22/2023 11:03 PM
53	One Way Preferred Pro Bike Lane I prefer the one-way design	6/22/2023 6:48 PM
54	Improves Safety and Access Pro Bike Lane I think the key is to separate bikes and cars for safely reasons.	6/22/2023 4:28 PM
55	Other Comments The route should have metered parking as part of the solution.	6/22/2023 4:28 PM
56	Misunderstood Survey Pro Bike Lane This is much too small of an area for a two-way protected bike lane. If we are going to create new cycling infrastructure, we need to ensure connectivity, so people can safely get where they want to go, is a key aspect.	6/22/2023 9:29 AM
57	One Way Preferred Pro Bike Lane i like the one way lanes better	6/22/2023 9:23 AM
58	Bidirectional Preferred Inconsistent and Clarity of Use Pro Bike Lane Switching from a 2-way lane to a 1-way seems unnecessarily confusing. Keeping the lanes 2-way throughout the entire route would be more logical and create a safer pathway	6/22/2023 8:52 AM
59	Pro Bike Lane Widen Bike Lanes So long as the bike lane is wide enough. Some bike trailers are big	6/21/2023 6:33 PM
60	Pro Bike Lane Separate Cyclists and Pedestrians This is great but you might end up with bikes on both sides of the street if the education and signage is ineffective	6/21/2023 6:27 PM
61	Other Comments Pro Bike Lane I don't believe that this section requires razing trees or eliminating parking, so this seems like a good design.	6/21/2023 6:25 PM
62	Pro Bike Lane Separate Cyclists and Pedestrians Theoretically, all bikes would have to cross the road to use the two way over the bridge and then cross back after, I don't see that happening. There will be issues with pedestrians.	6/21/2023 5:36 PM
63	Concern: Intersections and Safety Separate Cyclists and Pedestrians The points where different types of traffic meet (cars, bikes, pedestrians) are pretty important, and there are no	6/21/2023 4:26 PM

	details here.	
64	One Way Preferred Not the best option. Cycling traffic should run in the same direction as vehicle traffic.	6/21/2023 3:07 PM
65	Bidirectional Preferred Concern: Intersections and Safety Pro Bike Lane I would think that if both sides of the street were 2-way, it would reduce the need to cross the street, making it safer for cyclists and pedestrians	6/21/2023 2:04 PM
66	Pro Bike Lane Vegetation More trees along the cycling route please! Winnipeg summers are now blazing hot and paved over streets with limited tree cover for shade and transpiration makes for a very uncomfortable bike ride when it is above 30 C. Trees also provide stormwater protection and noise reduction along roadways.	6/21/2023 1:42 PM
67	Against Bike Lanes This even worse than the first one.	6/21/2023 12:31 PM
68	Other Route Parking Impact Traffic Flow Too many large trucks and semis- railway crossing plugs up the Blvd stopping traffic, concerned about the removal of much needed parking and metres (free metres at that) and, the removal of trees/shortening the beautiful inner boulevard (bikes should go Option B or C, safer)	6/21/2023 11:14 AM
69	Inconsistent and Clarity of Use Pro Bike Lane Separate Cyclists and Pedestrians Jaime la peinture verte. Je crois que la ville devrait s'en servir plus souvent. Je m'inquiète de la transition de la voie cyclable à sens unique avec le détail de piste cyclable à sens double. Il est presque certain que des cyclistes prendront le Multi Use Path au lieu de traverser pour utiliser la piste cyclable à deux sens de l'autre côté. Il est très possible que certains cyclistes ne vont pas traverser Provencher dans la transition à la rue Desmeurons et iront du mauvais sens sur les pistes cyclables à sens unique.	6/21/2023 10:44 AM
70	Concern: Intersections and Safety Inconsistent and Clarity of Use Pro Bike Lane Separate Cyclists and Pedestrians This doesn't seem very well-connected with the previous two-way bike route from Taché to DesMeurons. If cyclists have to use the same intersection as vehicle traffic, it's not efficient. The same issue happens when travelling the bike route westbound on Westminster if you want to connect to the southbound route on Maryland. Any bike route in which a cyclist needs to use vehicle intersection/lights is going to cause confusion.	6/21/2023 10:22 AM
71	Separate Cyclists and Pedestrians I hate joint use trails - pedestrians and pedestrians walking dogs do not mix with cyclists/scooters/roller-bladers	6/20/2023 3:48 PM
72	Pro Bike Lane Implementation of these bike lanes and walkways is good thing.	6/20/2023 12:17 PM
73	Separate Cyclists and Pedestrians It would make it more challenging to get to buses, because quiet cyclists would come from either direction.	6/20/2023 11:31 AM
74	Other Comments This option is better in that it minimizes risk by minimizing the sizing of the project and uses existing infrastructure instead.	6/20/2023 10:15 AM
75	Concern: Intersections and Safety Intersection train, Provencher, DesMeurons est compliquée pas certaine comment venant de l'esplanade sur une piste à sens unique à l'extrême droite naviguer cette intersection de l'extrême droite vers l'extrême gauche avec les éléments train, Taché Provencher	6/20/2023 9:12 AM
76	Pro Bike Lane Smart look for the neighborhood.	6/19/2023 11:35 PM
77	Improves Safety and Access Pro Bike Lane Vibrant: Good for Businesses The more safe bike route the more inclined I am to use the area.	6/19/2023 6:09 PM
78	Pro Bike Lane Separate Cyclists and Pedestrians Widen Bike Lanes These kinds of lanes are not wide enough for 2 bikes to pass easily, especially bike wider in design or have chariots attached. They are also confusing for cars, and pedestrians when crossing who don't look both ways. But if it's for a small section and the only way to include separated lanes, than it is safer and better to provide a connected route to more bike infrastructure than no lanes at all.	6/19/2023 4:54 PM
79	One Way Preferred Pro Bike Lane Single lane option significantly better.	6/19/2023 3:44 PM
80	Concern: Intersections and Safety Inconsistent and Clarity of Use One Way Preferred Pro Bike Lane Separate Cyclists and Pedestrians Forcing east-bound cyclists to cross the road to continue along the cycling infrastructure is a significant annoyance that will likely result in some combination of: a) people using the road/side walk on the southern side of Provencher	6/19/2023 3:39 PM

	to avoid doing so, or b) not using the route as it is not contiguous. I do not support this proposal. I recommend continuing with two one-way bike lanes on either side of the road. I see there is a multi-use pathway on the south side, which is likely to be more used than the east-bound bike lane on the north-side of the street, which defeats the purpose in building it. Having bike lanes crossing the road may work on smaller roads like Westminster/Young, but will not work well across major arteries like Provencher.	
81	Median and Trees Lost of trees worries me.	6/19/2023 3:26 PM
82	Separate Cyclists and Pedestrians Multi use paths for pedestrians and bicycles should be avoided.	6/19/2023 2:07 PM
83	Concern: Intersections and Safety One Way Preferred I don't love bidirectional bike lanes on single direction streets - it creates an unsafe situation for cyclists as car traffic isn't prompted to look against the direction of travel when turning. I've had very bad experiences with motor vehicles in these types of lanes.	6/19/2023 1:49 PM
84	Other Comments Pro Bike Lane A good solution to a complicated choke point.	6/19/2023 1:26 PM
85	Reduce Car Space Transit Replace 2 out of the 6 car lanes with transit only lanes and ban parking on roads, no more free loading from the car community.	6/19/2023 12:14 PM
86	Harmful to Businesses Parking Impact The parking on Provencher will be eliminated and business will suffer.	6/19/2023 12:12 PM
87	Pro Bike Lane This gives more bike space, love it	6/19/2023 11:46 AM
88	Pro Bike Lane connecting the bridge to the bike way makes more sense	6/19/2023 11:29 AM
89	Bidirectional Preferred Pro Bike Lane Wider two-way protected bike lanes might be more desirable for shoppers.	6/19/2023 3:51 AM
90	Bidirectional Preferred Pro Bike Lane This makes the most sense	6/18/2023 10:53 PM
91	Pro Bike Lane Reduce Car Space Still too many lanes for cars.	6/18/2023 9:23 PM
92	Remove Truck Route End trucks on provencher	6/18/2023 7:48 PM
93	Pro Bike Lane Reduce Car Space Widen Bike Lanes 2.5m for a two-way is quite narrow. Would be nice to see one or more of the three 3.35m w/b travel lanes narrowed to 2.9m and reallocate the additional space to the two-way bike lane.	6/18/2023 6:41 PM
94	Pro Bike Lane Reduce Car Space Slow Speeds Widen Bike Lanes Why is the two-way bike lane only 2.5 m wide? NACTO guideline is 12 ft/3.66 m, or 8 ft only in constrained locations. There appears to be sufficient space in this location to follow the guideline. Those 11-foot motor-vehicle lanes are too wide for a 50-kph zone and will encourage speeding.	6/18/2023 3:31 PM
95	Inconsistent and Clarity of Use Separate Cyclists and Pedestrians I'd be frustrated if I was a regular biker or walker and I had to cross over to the opposite side from where I normally walked or cycled. Make both sides walk and bike. The traffic of cyclists and walkers will not be so heavy that they cannot pass safely.	6/18/2023 9:48 AM
96	Concern: Intersections and Safety Pro Bike Lane Raised Lane Reduce Car Space The raised separation is good, though being next to 3 lanes of traffic (including transport trucks) inherently raises stress levels. I would tow my daughter in a bike trailer here, but not let her ride her own - if she falls in the wrong direction, she's dead. If this is a necessary concession to make in this area, then I urge you to at least take extra care with the intersections - the cyclist-safe ones that are being rolled out in Ottawa are a good example.	6/17/2023 8:53 PM
97	Improves Safety and Access Pro Bike Lane Again, please get this done asap. I feel very unsafe on provencher.	6/17/2023 7:33 PM
98	Bidirectional Preferred Pro Bike Lane again, extend the 2way bike lanes to tache	6/17/2023 7:30 PM
99	Pro Bike Lane Great idea.	6/17/2023 4:41 PM
100	Concern: Intersections and Safety Pro Bike Lane Il faudrait s'assurer un moyen efficace et sauf pour permettre aux cyclistes de traverser l'intersection Provencher-Des Meurons sans débarquer de leurs vélos.	6/17/2023 3:36 PM
101	Against Bike Lanes Harmful to Businesses Other Route Traffic Flow Why do cyclist	6/17/2023 3:26 PM

	need an audience? We have side streets that are safer and better located for bike routes. The bridge over the seine even lines up with Dumoulin, so why devastate the businesses by remkoving parking and adding more traffic / clutter to Provencher? We have voted this down repeatedly and it keeps being proposed. Who's agenda is this because this doesn't support the neighbourhood. The city and area kills proposals for high density development but keeps pushing for unnecessary bike lanes. Make up your mind. If you don't want more people living here, out the bike lanes somewhere else!	
102	Inconsistent and Clarity of Use Pro Bike Lane Separate Cyclists and Pedestrians Making the road abruptly change from having a one way bike lane on each side to having a two way bike lane on one side will be a huge nuisance to bikers. Ideally you should have two way bike lanes on each side, failing that, keep one way bike lanes on each side.	6/17/2023 2:39 PM
103	Parking Impact More street parking for businesses on the street	6/17/2023 11:47 AM
104	n/a See prior for my comment.	6/17/2023 11:16 AM
105	Other Route Keep bike lanes off of Provencher!	6/17/2023 10:39 AM
106	Concern: Intersections and Safety Inconsistent and Clarity of Use Pro Bike Lane Is there a signalled crossing that allows you to travel to-and-from the two-way north side to the single way south side?	6/16/2023 7:46 PM
107	Median and Trees Please don't reduce the size of the centre median/boulevard of Provencher Boulevard.	6/16/2023 3:28 PM
108	Concern: Intersections and Safety Pro Bike Lane The crossing at Des Meurons, Thibault st. Is the concern for me if one is heading east on the south side of Provencher and wishes to continue on to Archibald to the South. They need to cross North at Desmeurons then cross again south after the Seine River. Lots of crossing.	6/16/2023 1:33 PM
109	n/a n/a	6/16/2023 12:10 PM
110	Inconsistent and Clarity of Use Pro Bike Lane Same comment as before, just make sure of a smooth transition from 2-way to 1-way and vise versa.	6/16/2023 7:00 AM
111	One Way Preferred Pro Bike Lane One way is better	6/16/2023 2:47 AM
112	Inconsistent and Clarity of Use Pro Bike Lane It is not likely that pedestrians or cyclists will cross over to the other side of the street if their designated lane only appears on one side for a stretch. It would be safer and more useful to make both sides a multi-use pathway.	6/15/2023 5:58 PM
113	Separate Cyclists and Pedestrians I would not support multi-use paths in areas that would be heavily used by pedestrians & bike commuters. It is unsafe for pedestrians.	6/15/2023 5:04 PM
114	Other Comments Pro Bike Lane I think I like this even more as it provides space for emergency vehicles to get through quickly.	6/15/2023 4:48 PM
115	Vegetation The 4 trees that need to be removed should dug out and replanted instead of just removed and/or destroyed.	6/15/2023 2:47 PM
116	Pro Bike Lane Separate Cyclists and Pedestrians Please paint arrows on the multiuse path for walking direction. Too many people take up the whole two lanes of walking, walk on the wrong side in large groups, or other confusing directions that create unnecessary uncertainty between pedestrians, cyclists, skateboarders, rollerbladers, wheelchair and power chair users, etc.	6/15/2023 2:45 PM
117	Concern: Intersections and Safety Inconsistent and Clarity of Use Maintenance Concerns Pro Bike Lane Awkward crossings and poor signage actively discourage a lot of friends from riding. If it is clear how to transit across Des Meurons and wide enough for bikes and wide enough for pedestrians and increased bike traffic then it looks a lot better than bikes crossing at Nadeau or La Fleche!! Will this path be cleared during the winter or must I return to riding all the way to archibald for clear paths when snow falls?	6/15/2023 2:09 PM
118	Inconsistent and Clarity of Use Separate Cyclists and Pedestrians Arbitrary change of biker and pedestrian access to save money on widening the bridge will be a permanent irritation and cause miss use and possibly more accidents.	6/15/2023 1:46 PM
119	One Way Preferred Separate Cyclists and Pedestrians Having one lane bike paths on each side is easier for commuting.	6/15/2023 1:21 PM

120	Pro Bike Lane Reduce Car Space Transit I know that road, you have space to make a diamond lane for just buses, if your gonna do a ton of construction anyways just knock it out while you are there. Dedicated bus lanes are important and should be considered alongside the needs of bikers.	6/15/2023 1:05 PM
121	Inconsistent and Clarity of Use Pro Bike Lane How does a bidirectional cycle lane connect to the unidirectional lanes further up Provencher. It seems rather inconsistent and not user friendly to have two different facility types right next to eachother.	6/15/2023 1:03 PM
122	Inconsistent and Clarity of Use Pro Bike Lane Separate Cyclists and Pedestrians It's not clear to me how convenient it will be for cyclists on the south side of provencher to get to the two-way path on the north side. Intersections are often very inconvenient for cyclists leading to less safe accomodating behaviour from the cyclists.	6/15/2023 12:57 PM
123	One Way Preferred Pro Bike Lane Raised Lane Not sure the rational behind two-way bike lane but sure. I like that it is raised. Hopefully all entrances and exists are raised as well. That matters alot in Dutch design.	6/15/2023 12:21 PM
124	Against Bike Lanes Cost Concerns Fix the roads and never mind these low priority bike routes	6/15/2023 12:20 PM
125	Pro Bike Lane I love how easy it'll be to access the park by bike and to get to Nairn.	6/15/2023 12:12 PM
126	Against Bike Lanes Cost Concerns Project makes no sense. It is a waste of money.	6/15/2023 12:07 PM
127	Concern: Intersections and Safety Inconsistent and Clarity of Use Pro Bike Lane I'm confused about the joining of the one-way lanes to the two-way lanes - will cyclists have to cross the street to reach the direction they're supposed to go? I keep waiting to hear about an accident at the bike lane by Balmoral Hall school due to that crossing there...	6/15/2023 12:00 PM
128	Expand Connectivity Pro Bike Lane It would be nice to have connections to Gabouray park	6/15/2023 11:43 AM
129	Bidirectional Preferred Pro Bike Lane The two-way bike lanes on each side are more likely to encourage safe riding practices	6/15/2023 11:21 AM
130	Inconsistent and Clarity of Use Pro Bike Lane What is the point of a 1 block two way bike path. What do cyclist do when they arrive at the end of the path and then are suddenly biking the wrong way down the road?	6/15/2023 11:21 AM
131	Cyclists Traffic Rules Enforcement for Cars You can make all of the separate routes for each, the problem comes down to all users following the correct lanes and rules of the road.	6/15/2023 11:19 AM
132	Pro Bike Lane Separate Cyclists and Pedestrians Protected off-street lanes are nice, but not when shared between cyclists and pedestrians. In my experience those are dangerous for all users, unless they are in an open environment with flat spaces on all sides. There's likely to be bike/pedestrian conflict here.	6/15/2023 10:48 AM
133	Concern: Intersections and Safety One Way Preferred Pro Bike Lane Separate Cyclists and Pedestrians As a pedestrian and cyclist I understand the benefit to being able to travel in two directions, but because vehicle traffic will still be part of the design, I believe two-way bike lanes are dangerous to both the cyclists/pedestrians and drivers of vehicles, as it creates multiple areas that drivers need to be aware of, which I believe results in a higher risk of accidents.	6/15/2023 10:46 AM
134	Concern: Intersections and Safety Inconsistent and Clarity of Use Pro Bike Lane My only concern is transitioning safely between one way and two way bike lanes in this area.	6/15/2023 10:43 AM
135	Specific Design Elements are the sidewalks narrower? comparisons would be helpful	6/15/2023 10:41 AM
136	Concern: Intersections and Safety One Way Preferred Pro Bike Lane Separate Cyclists and Pedestrians As a cyclist I avoid the 2 way systems in one way traffic it is unnatural to traffic flow and gives a feeling of vulnerability. Cycling for many years the establishment of eye contact with a driver is very important for safety as a cyclist, no eye contact no go has kept me safe for many years fortunately. Many drivers do not expect a cyclist to be travelling the opposite to the flow of traffic.	6/15/2023 10:38 AM
137	Concern: Intersections and Safety One Way Preferred Pro Bike Lane Separate Cyclists and Pedestrians I'm a little leary of two-way bike lanes alongside heavier traffic routes as it can lead to drivers cutting across the bike line to make turns dangerously	6/15/2023 10:28 AM

138	One Way Preferred Separate Cyclists and Pedestrians Very challenging seeing oncoming bikes with potential accidents especially if bikers drive in packs or drive two person wide without moving for oncoming bikes	6/15/2023 10:19 AM
139	Traffic Flow This comment refers to all proposed & constructed bike paths. As far as I know, the Cities or Countries that are PROGRESSING are trying to WIDEN their roads, unlike here in Winnipeg, you are making the roads narrower, a symbol of regressing. Why not construct a bike path that will not affect the road's width?	6/15/2023 10:12 AM
140	Concern: Intersections and Safety Pro Bike Lane Reduce Car Space three lanes of traffic should be reduced to two and parking lane provided otherwise the traffic will be moving much too fast. distance for pedestrians to cross the street is far too wide.	6/15/2023 10:01 AM
141	Other Route Traffic Flow I think Provencher and Marion should be for cars only. Cyclist should have access from side streets and parallel streets. I'm not a driver. I walk and bike everywhere	6/15/2023 9:58 AM
142	Remove Truck Route Reduce considerably large truck traffic.	6/15/2023 9:56 AM
143	Pro Bike Lane Better than nothing that currently exists.	6/15/2023 9:51 AM
144	Pro Bike Lane Raised Lane Slow Speeds Specific Design Elements Same comment with raised paths continuing through intersections for cyclists and pedestrians with vehicles having to go over the "speed bumps" which increases traffic calming measures.	6/15/2023 9:51 AM
145	Inconsistent and Clarity of Use Pro Bike Lane It doesn't make a lot of sense to go from one way to two ways just for a single street block. most cyclist are just going to continue going on the road instead of potentially a 2 light cycle detour	6/15/2023 9:36 AM
146	Pro Bike Lane This is the type of infastructure devlopment Winnipeg needs	6/15/2023 9:36 AM
147	Pro Bike Lane Raised Lane Specific Design Elements Raised is better.	6/15/2023 9:35 AM
148	Pro Bike Lane Separate Cyclists and Pedestrians Mixed-use pedestrian and cycle paths are still an improvement but not as safe for either pedestrians or cyclists as dedicated paths.	6/15/2023 9:17 AM
149	Concern: Intersections and Safety Enforcement for Cars One Way Preferred Pro Bike Lane The two way bike path will cause vehicle drivers confusion as to where to look for cyclists. Drivers already do not have a good comprehension on bike awareness in Manitoba, and putting oncoming bikes in their side of the road could be dangerous.	6/15/2023 9:08 AM
150	Against Bike Lanes Transit Underutilized Once again, you are looking at a minority and not at the majority. You, should increase the number of buses not the number of bike lanes, which are really seasonal not 12 months like the buses etc.	6/15/2023 9:07 AM
151	Inconsistent and Clarity of Use Pro Bike Lane Separate Cyclists and Pedestrians I'm concerned about how east bound cycling traffic will transition to the bike route on the north side, seems needlessly complicated and strange.	6/15/2023 9:05 AM
152	Reduce Car Space Transit Again, reduce the person vehicle use. Dedicated bus, and emergency vehicle lane.	6/15/2023 9:02 AM
153	Pro Bike Lane Widen Bike Lanes Please allow even more space for bikes	6/15/2023 8:44 AM
154	One Way Preferred Why do you have dedicated bike lanes and people are cycling on the sidewalk? As long as it's going to be a multi-use path, I don't see why you need a dedicated 2 way bike lane on the other side of the street. It will get very little use	6/15/2023 8:41 AM
155	Other Comments again why such a big median and are the boulevards really needed? Is it for water issues?	6/15/2023 8:31 AM
156	Against Bike Lanes Harmful to Businesses Parking Impact The only way to save an area is to make it friendlier to cars and parking We are too hot in the summer and too cold in the winter for walking and cycling. The restaurant on the bridge proves this. Nobody walked to it ever. Fire the green liberal fools selling you this stupid idea. They are not smart enough to learn from mistakes then they are not smart enough to give advice	6/15/2023 8:31 AM
157	Expand Connectivity Other Comments I am not sure why a separate bike lane and sidewalk are needed versus a multi-use path. Need to ensure there is a good linkage to the trail going north to the Notre Dame AT bridge.	6/13/2023 9:14 PM

158	Concern: Intersections and Safety One Way Preferred Pro Bike Lane Two way bike lanes create an unsafe environment for cyclists travelling against traffic at intersections or when they are crossing at intersections, as traffic does not look both ways before proceeding.	6/13/2023 3:40 PM
159	n/a None.	6/12/2023 3:18 PM
160	Reduce Car Space Vegetation More trees would make this section much nicer. Space could be taken from the six car lanes for this.	6/12/2023 10:44 AM
161	Inconsistent and Clarity of Use Pro Bike Lane I'm concerned about the transition from one-way bike lanes on either side of the road to a two-way bike lane on one side of the road for half of a block. This feels very inconvenient for cyclists who will have to cross a busy street in order to continue their journey, and it adds a potentially dangerous conflict zone (street crossing). If you add cycling infrastructure, but you make it inconvenient to use, people won't use it, defeating its purpose.	6/11/2023 11:24 AM
162	Cyclists Should Pay Tired of paying for cyclist projects that cyclist pay zero for…	6/11/2023 7:03 AM
163	n/a Use funds to collect homeless people and ship them back to their reservations. And non reservation people, ship them to BC	6/11/2023 12:40 AM
164	Against Bike Lanes Cost Concerns These pathways are a Huge Waste of Money!	6/10/2023 9:07 PM
165	Against Bike Lanes Traffic Flow Underutilized AS LONG AS DRIVERS DON'T LOSE A LANE - I'M HAPPY. WE NEED TO START MAKING SIDEWALKS MORE NARROW (BUT STILL ACCESSIBLE FOR WHELLCHAIRS, SCOOTERS, ETC.), VERSUS TAKING A WHOLE DRIVING LANE AWAY FOR NARROW BICYCLES. OUR BIKING SEASON IS TOO SHORT TO ELIMINATE AND SACRIFICE PRECIOUS DRIVING LANES - ESPECIALLY BECAUSE OUR SUMMERS ARE ALREADY FULL OF CONSTRUCTION, SO WE SO OFTEN LOSE DRIVING LANES DUE TO THAT.	6/10/2023 3:56 PM
166	Pro Bike Lane I've seen similar in other countries like Denmark. It works!	6/10/2023 1:20 PM
167	Inconsistent and Clarity of Use Ok changing my thoughts, I didn't realize the two-way lane was only for a portion of the proposed bike lane. Seems unnecessary to add a two-lane area when the rest will be one way	6/8/2023 11:07 PM
168	Expand Connectivity One Way Preferred I would prefer single lane one way all the way to Archibald.	6/8/2023 9:24 PM
169	Concern: Intersections and Safety Pro Bike Lane Raised Lane Slow Speeds Please build raised and continuous sidewalks across each intersection that are parallel to the roadways. This is a common traffic engineering standard used in Europe to protect cyclists, pedestrians, and other sidewalk users with mobility devices. Please see https://www.youtube.com/watch?v=9OfBpQgLXUc	6/8/2023 3:14 PM
170	Concern: Intersections and Safety Once again how is the intersection traffic handled? If implemented like the Pembina bike lanes on Pembina near UofM then no, I am not in favour.	6/8/2023 2:50 PM
171	Expand Connectivity Pro Bike Lane If this bike lane would connect to the bike path on south archibald, I would certainly use it.	6/8/2023 1:09 PM
172	Concern: Intersections and Safety Pro Bike Lane Slow Speeds Implement more traffic calming measures if you want to make this space safer for cyclists and pedestrians	6/8/2023 1:01 PM
173	Concern: Intersections and Safety Pro Bike Lane Providing a two-way for a short section on one side of the roadway might confuse eastbound cyclists traveling along Provencher. Simply making it a multi-use path as proposed east of this section would be more consistent and simplify navigation for cyclists instead of encouraging/forcing them to cross Provencher twice as they travel east. Multi-use would likely serve all users of the LGP park path better until they reach crossing locations east (say for heading east on Provencher or south on the SRP).	6/8/2023 12:13 PM
174	Specific Design Elements Have a traffic light at Provencher and Nadeau, as it is next to impossible to get access to the other sider. Resident are asking for this, and our City Counselor just ignors us.	6/8/2023 12:01 PM
175	Concern: Intersections and Safety Inconsistent and Clarity of Use Pro Bike Lane The issue with two way bike lanes is that it can be uncomfortable for those riding against the adjacent grain of traffic. The interface between the one way, or mixed, lanes and the two way	6/8/2023 11:48 AM

	lanes can also be confusing or unnatural to navigate, as it requires eastbound cyclists to cross to the opposite side of the street.	
176	Vegetation Same comment about the trees as earlier. If trees will be removed, please find a way to add more elsewhere	6/8/2023 11:04 AM
177	Bidirectional Preferred Pro Bike Lane I like this one better than the last one	6/8/2023 9:06 AM
178	Vegetation Needs more trees	6/8/2023 8:40 AM
179	Other Comments Pro Bike Lane As long as the road markings stay fresh and potholes are filled, this Gould be good.	6/8/2023 7:11 AM
180	Accessibility Concerns again- this does not allow me to get from vehicle to sidewalk in my wheelchair	6/8/2023 6:52 AM
181	Against Bike Lanes Cost Concerns We need to have our streets fixed. Please stop wasting our money on any more bike lanes.	6/8/2023 1:52 AM
182	Inconsistent and Clarity of Use Pro Bike Lane I hate two way lanes like this. It's an insult to cyclists that we have to be inconvenienced (by only getting to ride on one side of the road) while cars can still flow like always. Also, it's disingenuous to have a two-way bike lane shown on BOTH sides of the road in the pseudo-picture while the map drawing only shows it on one. If it actually were on both sides of the road, it wouldn't be so bad, but we both know if you were actually planning to put a bike lane on both sides of the road, the two-way design wouldn't be necessary, and you could just keep it as a one-way protected lane parallel to the car lanes, just like it was the block before.	6/7/2023 9:47 PM
183	Expand Connectivity Pro Bike Lane It would be nice if the proposed connection of the Transcona Trail to Mission would be completed as well soon.	6/7/2023 8:57 PM
184	One Way Preferred Pro Bike Lane I prefer one direction bike lanes but am so happy with the location that nothing else really matters!!!	6/7/2023 8:48 PM
185	Expand Connectivity Pro Bike Lane I would like to see the route extend all the way to Archibald	6/7/2023 8:00 PM
186	Inconsistent and Clarity of Use The two way protected bike lane in this section of the survey only shows a very small section on the north side of provencher close to the Seine river bike/pedestrian bridge, im unsure as to why its for only such a small section and how it interfaces with the whole project.	6/7/2023 7:32 PM
187	Inconsistent and Clarity of Use Pro Bike Lane I am concerned about how one gets to the 2-way lane from the 1- way lane	6/7/2023 7:08 PM
188	Pro Bike Lane Specific Design Elements Looks a little barren. Again, an area to stop and enjoy the route.	6/7/2023 7:01 PM
189	Against Bike Lanes Traffic Flow Underutilized An extremely busy street is not the place to put a bike lane for less than 2% of the population to use. Make the road wider and put in a dedicated bike path somewhere without cars.	6/7/2023 6:52 PM
190	Cyclists Traffic Rules Make cyclist obey the rules of the road	6/7/2023 6:15 PM
191	Pro Bike Lane This looks great!	6/7/2023 4:53 PM
192	Inconsistent and Clarity of Use I think this design is more confusing and has some area of concern for me.	6/7/2023 4:49 PM
193	Parking Impact Where did the parking go??? How do the merchants feel about that???	6/7/2023 4:48 PM
194	Inconsistent and Clarity of Use j'ai du mal a comprendre si les velos devront traverser Provencher pour rejoindre la piste protegee de l'autre cote? Si oui, cela semble dangereux?	6/7/2023 4:39 PM
195	Inconsistent and Clarity of Use Such a short stretch of two-way route will not integrate well into the one way routes.	6/7/2023 4:02 PM
196	Reduce Car Space Transit Make car traffic the last priority. Get rid of street parking. Make a dedicated transit lane.	6/7/2023 3:49 PM
197	Against Bike Lanes Transit Underutilized Hi there - I'm not against bikes but hey we live	6/7/2023 3:00 PM

	in Winnipeg! Guess what - for a better part of the year we are one giant block of ice - how about talking about some public transport... for example your St Vital bus terminus - I mean - it appears to be designed for the convenience of buses rather than of the people it is intended to serve and in fact paid by! How about building a covered / heated giant bus shelter / station connected with the St Vital mall so that people can use it around the year. Have you imagined how painful it is to catch a bus from the mall, especially during the cold weather - which is what 10 out of the 12 months? I suspect people who design these things never have to use them, do they? And you are talking about building bike lanes!!!	
198	Concern: Intersections and Safety Inconsistent and Clarity of Use The fact that bikes would have to cross over provencher to continue on a protected bike lane is not good. There will be issues forcing bike and car traffic into each other.	6/7/2023 2:47 PM
199	Against Bike Lanes Cost Concerns Cyclists Should Pay Underutilized Stop catering to cyclists unless they are planning on paying for it themselves. Can't use the bike lane 8 months of the year. Stop wasting money the city doesn't have.	6/7/2023 2:30 PM
200	Concern: Intersections and Safety Improves Safety and Access Unsure of how safe it is to force cyclists to cross there when you have enough room to extend it until it becomes more narrow.	6/7/2023 1:21 PM
201	Improves Safety and Access Pro Bike Lane is this a joke? more than one block please. more protected (curbed) bike lanes. provide signage for cyclists.	6/7/2023 1:20 PM
202	Inconsistent and Clarity of Use Pro Bike Lane I'm a little confused about why this one particular section would use the 2 way bike lanes, and not just have the multi-use cover this section as well to reduce the number of trasitions, but it is still better than what exists.	6/7/2023 1:17 PM
203	n/a See previous comment	6/7/2023 1:11 PM
204	n/a See previous comment.	6/7/2023 1:03 PM
205	Improves Safety and Access Inconsistent and Clarity of Use Pro Bike Lane I was biking there just the other week and it's very unsafe. This will help, though I'm not sure why we're going with 2-way lane here for such a short distance. Someone going west will have to cross the street to keep going.	6/7/2023 12:54 PM
206	Inconsistent and Clarity of Use Pro Bike Lane How or why would it change to 2 ways for such a short time? Would cyclists going east have to cross at Des Meurons, use that little bit of 2 way area and then access the trail that goes over the Seine currently and eventually hooks up with Archibald?	6/7/2023 12:52 PM
207	Concern: Intersections and Safety Inconsistent and Clarity of Use Pro Bike Lane The transition from 2 separated bike lanes to a 2 way bike lame needs to be very safe and very visible to motorists, as a cyclist I see motorists drive very unsafely in such areas. Risk for cyclists getting hit is high.	6/7/2023 12:17 PM
208	Against Bike Lanes Underutilized The city, in its planning, does not acknowledge that older streets were built specifically for traffic. You cannot take their basic design and try to transform it, in the limited space, to accommodate the new needs of small groups of people. Has the city taken the time obtain an accurate number of bike/pedestrian traffic for at least for a one year period? Other cities have built their bike lanes when the roads were constructed and thereby had taken both the needs of drivers and bike/pedestians in consideration.	6/7/2023 11:57 AM
209	Pro Bike Lane Do it on both sides	6/7/2023 11:55 AM
210	Inconsistent and Clarity of Use This would effect too small of an area.	6/7/2023 10:36 AM
211	One Way Preferred An unseparated bike lane on the right lane is safer and more effective.	6/7/2023 10:31 AM
212	Inconsistent and Clarity of Use I am not sure how people would switch over from one lane to two lane if they need to cross the road.	6/7/2023 9:31 AM
213	One Way Preferred Pro Bike Lane Separate Cyclists and Pedestrians Two way bike traffic slows commuters. Some will take risks to pass slower commuters, potentially putting others on the route at risk. Pedestrians and cyclists all have the right to a dedicated lane.	6/7/2023 9:24 AM
214	Inconsistent and Clarity of Use One Way Preferred Pro Bike Lane This is a very short section for a 2-way lane. Looks wasteful since the 1-way design would work just as well. It	6/7/2023 9:13 AM

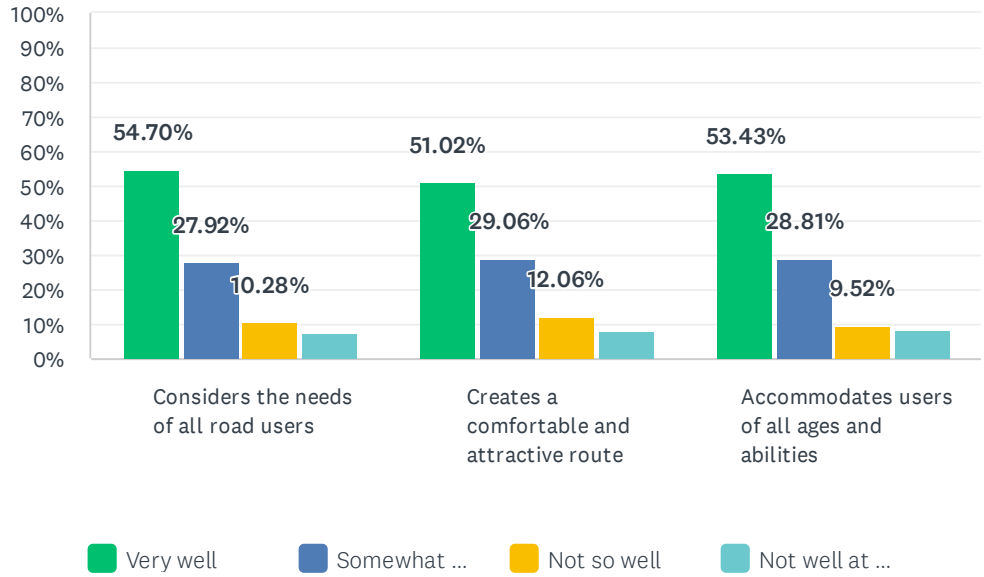
	does not make sense having 1-way for most of Provencher, then suddenly have a 2-way route for a very short area.	
215	Harmful to Businesses Other Comments How is this going to affect businesses along Provencher? How many business will be forced to close due to construction and loss of consumers	6/7/2023 9:13 AM
216	Pro Bike Lane Separate Cyclists and Pedestrians separating cyclist from pedestrian is the correct way to go. Many cyclist when passing pedestrian do not warn of passing. This part of Provencher has little pedestrian traffic so the design will work.	6/7/2023 9:03 AM
217	Concern: Intersections and Safety One Way Preferred Pro Bike Lane While having protected bike lanes is a huge improvement, two-way lanes are not my favourite way to travel. I use the Garry St two-way lane almost daily and between cars not realizing cyclists have right of way at lights (especially when they're going in the opposite direction) and other cyclists passing while you're turning onto an intersecting street, it is at best awkward and at worst dangerous.	6/7/2023 9:01 AM
218	Inconsistent and Clarity of Use Pro Bike Lane Reality of human use, bikes will end up on pedestrian side and some cyclists won't cross over once the one way begins. we already see this in other areas and it creates risk	6/7/2023 8:53 AM
219	Inconsistent and Clarity of Use One Way Preferred Pro Bike Lane I find two way bike lanes confusing	6/7/2023 8:45 AM
220	Inconsistent and Clarity of Use One Way Preferred Pro Bike Lane I'm really unsure about the purpose of the two-way here. Also, will there be good markings for a bike crossing at Des Meurons?	6/7/2023 8:08 AM
221	One Way Preferred Reduce Car Space Retain one-way cycling routes from Provencher, reduce driving lanes to 2-lanes and eliminate any parking options.	6/7/2023 8:07 AM
222	Concern: Intersections and Safety Pro Bike Lane We cycle here often and crossing Provencher to get from the path to La Verendrye Park to the Seine River Greenway is a challenge. Some kind of controlled crossing is needed linking the north-south paths.	6/7/2023 8:04 AM
223	Pro Bike Lane Great idea.	6/7/2023 7:41 AM
224	Concern: Intersections and Safety Enforcement for Cars One Way Preferred Pro Bike Lane Drivers will put cyclists in danger on a 2 way	6/7/2023 7:13 AM
225	Concern: Intersections and Safety Pro Bike Lane Y aura t il des aménagements pour tourner sur Taché ou Aulneau en toute sécurité?	6/7/2023 6:50 AM
226	Pro Bike Lane Reduce Car Space Widen Bike Lanes This design is bad, way too many car lanes. On one side cars get almost 10 metres of travel lanes while pedestrians and cyclists share 3.5, so much for this being a walk/bike design. Take away a car lane and make it a bike lane and then give the full 3.5 to pedestrians. Same on the other side, two lanes with one being a turn lane is enough lanes. At least there's actually a sidewalk on that side.	6/7/2023 6:19 AM
227	Pro Bike Lane My comments on this us pretty much the same as the one way route. Either way is excellent just having a bike lane	6/7/2023 6:15 AM
228	Inconsistent and Clarity of Use I don’t understand why this very small section needs two-way path	6/7/2023 1:56 AM
229	Pro Bike Lane This section is ultimately a tricky section to deal with, but I think that this be a pretty good solution.	6/6/2023 9:19 PM
230	Concern: Intersections and Safety One Way Preferred Pro Bike Lane Separate Cyclists and Pedestrians two way lanes on a one way section of road = unpredictable traffic. pedestrians should be separate from cyclists	6/6/2023 9:02 PM
231	Improves Safety and Access Pro Bike Lane Slow Speeds Connecting cycling routes through all of Provencher is sorely needed. Traffic calming Provencher is a big bonus even to motorists (even though they might whine about it)	6/6/2023 8:43 PM
232	Concern: Intersections and Safety One Way Preferred Pro Bike Lane Two way bike lanes create more conflict and challenges with driveways as we have seen on Garry, but this is an improvement.	6/6/2023 8:37 PM

233	Inconsistent and Clarity of Use Pro Bike Lane The proposed plan is not clear on to how east bound cyclists, who would be on the south side of Provencher, would get onto the bike path which is on the north side of Provencher after Des Meurons. Without infastructure to connect the two, that is dangerous for both motorists and cyclists. Something like the connecting the two bike lanes on both sides of Pembina (the intersection near Warsaw) could potentially solve an issue.	6/6/2023 8:10 PM
234	Concern: Intersections and Safety Specific Design Elements There isn't enough separation from traffic.	6/6/2023 7:59 PM
235	Parking Impact Transit Street parking for affected businesses and homeowners. Also, affects on busses.	6/6/2023 7:56 PM
236	Inconsistent and Clarity of Use One Way Preferred Pro Bike Lane Two-way bike lanes are nerve-wracking to travel down. Additionally, many bike lanes are one-directional, which leads to confusion when encountering those when these two-way ones exist.	6/6/2023 7:50 PM
237	One Way Preferred Pro Bike Lane Widen Bike Lanes Combining opposing directions of cyclists leaves less room for people cycling together also leaving less room for larger multiperson cycles that might be traveling from the forks and cargobikes.	6/6/2023 7:37 PM
238	Inconsistent and Clarity of Use Confused on why the need to switch all bikes to one side	6/6/2023 7:32 PM
239	Concern: Intersections and Safety Inconsistent and Clarity of Use Pro Bike Lane Have to cross the intersection on a bike to continue on the one way bike lane adds to the commute time and adds risk of being hit by a vehicle	6/6/2023 7:19 PM
240	One Way Preferred Pro Bike Lane Two way routes can create conflict with wheelchairs etc as it's different types of uses in one space in counter direction.	6/6/2023 7:17 PM
241	Accessibility Concerns Against Bike Lanes Maintenance Concerns Specific Design Elements Exiting a parked vehicle makes it more dangerous for the passenger of the vehicle and the cyclist. Particularly if the passenger has mobility. Snow clearing will be impeded. Not a bright idea Matt Allard.	6/6/2023 7:17 PM
242	Expand Connectivity Pro Bike Lane The protected lanes should go all the way to Archibald.	6/6/2023 7:14 PM
243	Pro Bike Lane Vegetation Looks good. I hope some trees are planted to increase the shade around the lanes.	6/6/2023 7:09 PM
244	Pro Bike Lane Also, good!	6/6/2023 7:02 PM
245	Reduce Car Space The street is signed at 50km/h. Lane widths can be reduced.	6/6/2023 6:52 PM
246	Concern: Intersections and Safety Slow Speeds This depends on how the street crossing at Des Meurons is constructed. Currently the slip lanes create a hazard as drivers don't slow down enough to safely cross the pedestrian crosswalk. If they are redesigned so that drivers have to exercise more caution it may be a good solution.	6/6/2023 6:28 PM
247	Vegetation It would be really nice if we could have some more trees planted on both sides of Provencher to provide some shade and nature to people using the bike lane or folks taking a stroll on the multi-use path.	6/6/2023 5:57 PM
248	Other Route Transit Underutilized Provencher is a major traffic corridor that connects east Winnipeg with downtown. Traffic volumes exceed the current capacity of Provencher. The Eastern Transit Corridor would be a better alternative along Provencher to potentially attract ridership from east Winnipeg downtown. Bike lanes are important but will not help eliminate traffic on Provencher. Bike lanes should be considered on a side street that runs the beside Provencher.	6/6/2023 5:44 PM
249	Concern: Intersections and Safety Enforcement for Cars Pro Bike Lane Slow Speeds Specific Design Elements Vegetation Si on cherche à rendre le tout accessible aux enfants, et avant tout sécuritaire, une piste parallèle à une voie pour voitures est à proscrire. Il faut installer une barrière physique d'une hauteur adéquate qui ne pourra être franchie par les voitures qui circulent. Encore ici, il faut plus d'arbres pour donner de l'ombre pour les piétons/cyclistes et agir comme obstacle visuel pour ralentir la circulation.	6/6/2023 5:34 PM
250	Pro Bike Lane Separate Cyclists and Pedestrians Still confused as to why it is turned into multi-use trail on the one side. Still a positive but separation is safer for pedestrians	6/6/2023 5:24 PM

251	Pro Bike Lane Like	6/6/2023 5:23 PM
252	Inconsistent and Clarity of Use Pro Bike Lane I don't understand the need for cyclists to switch sides of the road. We only ask this of cars during construction and that is frustrating enough for the short time it is there. Asking cyclists to do this everything seems like bad planning.	6/6/2023 5:04 PM
253	Inconsistent and Clarity of Use Pro Bike Lane Vibrant: Good for Businesses Probably cheaper, but think on both sides would make the street seem more ‘vibrant’	6/6/2023 4:56 PM
254	Improves Safety and Access Pro Bike Lane Reduce Car Space Separate Cyclists and Pedestrians You don’t need that many car lanes. Create a larger buffer on the Eastbound lane between bike lane and road. Also, make a separate sidewalk and bike lane on westbound path rather then mixed use path.	6/6/2023 4:52 PM
255	Inconsistent and Clarity of Use Pro Bike Lane It doesn't make sense to me to make this one tiny portion of the route, and only on one side, a different set up. To make things simpler while just as effective, it would make more sense to just used a combined multi-use path for the entire portion east Thibault/Des Meurons, on both sides.	6/6/2023 4:48 PM
256	Pro Bike Lane This approach will greatly improve the street edge and experience along this stretch of Provencher	6/6/2023 4:39 PM
257	Inconsistent and Clarity of Use Pro Bike Lane This isolated section of two way just adds more paving when the section to the east is joint use and narrower? This would be very confusing.	6/6/2023 4:39 PM

Q11 How well do you think the route and design features address each of the study's focus areas?

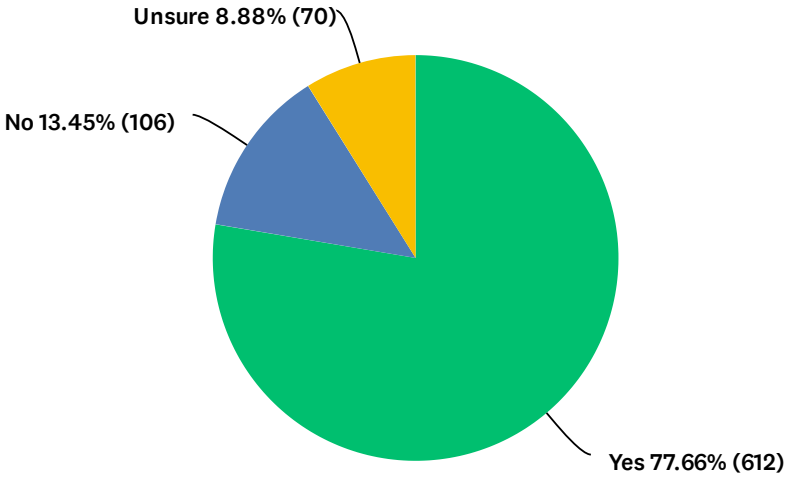
Answered: 788 Skipped: 151



	VERY WELL	SOMEWHAT WELL	NOT SO WELL	NOT WELL AT ALL	TOTAL
Considers the needs of all road users	54.70% 431	27.92% 220	10.28% 81	7.11% 56	788
Creates a comfortable and attractive route	51.02% 402	29.06% 229	12.06% 95	7.87% 62	788
Accommodates users of all ages and abilities	53.43% 421	28.81% 227	9.52% 75	8.25% 65	788

Q12 Do you think the proposed route and design features would make the area safer for cyclists and pedestrians?

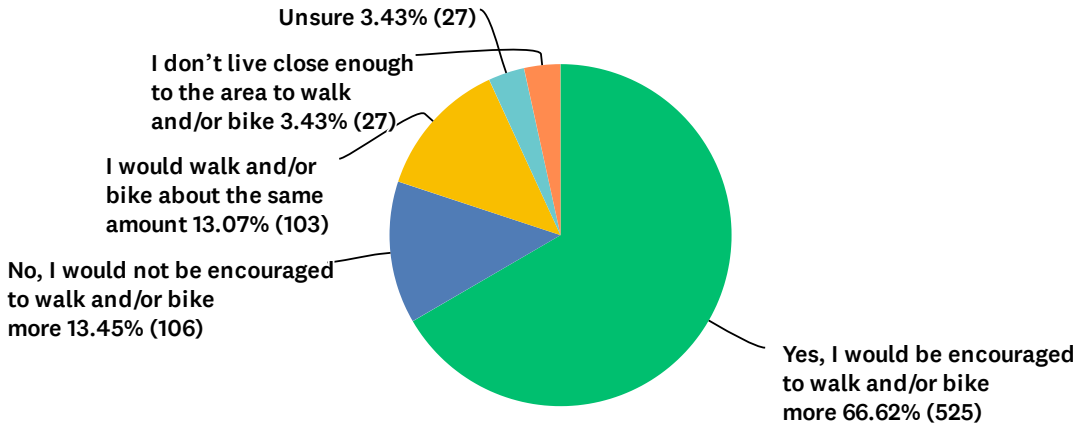
Answered: 788 Skipped: 151



ANSWER CHOICES	RESPONSES	
Yes	77.66%	612
No	13.45%	106
Unsure	8.88%	70
TOTAL		788

Q13 Do you think the proposed changes would encourage you to walk and/or bike more along Provencher Boulevard and through the surrounding area?

Answered: 788 Skipped: 151



ANSWER CHOICES	RESPONSES	
Yes, I would be encouraged to walk and/or bike more	66.62%	525
No, I would not be encouraged to walk and/or bike more	13.45%	106
I would walk and/or bike about the same amount	13.07%	103
Unsure	3.43%	27
I don't live close enough to the area to walk and/or bike	3.43%	27
TOTAL		788

Q14 Please provide any other comments you have about the proposed route and design.

Answered: 228 Skipped: 711

#	RESPONSES	DATE
1	Pro Bike Lanes Separate Cyclists and Pedestrians This boulevard is highly used by both pedestrians and bikers. there should be separate lanes, areas for each. at other bridges, where no many pedestrians walk, having a multi use path could be better, but at the Provencher boulevard	7/6/2023 10:26 AM
2	Pro Bike Lanes Yes please!	7/6/2023 7:21 AM
3	Pro Bike Lanes Separate Cyclists and Pedestrians Remember to allow for Adaptive Cycles, which could be 38 to 40 inches in width	7/6/2023 1:30 AM
4	Concerns: Intersections and Safety Pro Bike Lanes Specific Design Element This only works with a controlled way to cross the boulevard from the North side at Nadeau.	7/5/2023 5:29 PM
5	Improves Safety and Accessibility Misunderstood Survey Pro Bike Lanes Separate Cyclists and Pedestrians Although I have the same concern with the multipurpose paths, this gives a lot of space for people and has guard rails to keep cyclists and pedestrians safe	7/5/2023 3:17 PM
6	n/a n/a	7/5/2023 1:50 PM
7	Other Comments The osborne underpass needs an overhaul like this	7/5/2023 1:18 PM
8	Pro Bike Lanes Vegetation Ce serait lfun qu'il ait aussi de la verdure entre les marcheurs et voitures.	7/4/2023 9:43 PM
9	Specific Design Element C'est super laid avec le Guard-Rail.	7/4/2023 3:02 PM
10	Pro Bike Lanes Separate Cyclists and Pedestrians C'est dangereux de mélanger cyclistes et piétons, cela ralentit les premiers, et donnent des frissons aux seconds.	7/4/2023 2:42 PM
11	Pro Bike Lanes Separate Cyclists and Pedestrians Multi use paths must be wide enough to accommodate all users. For example, the Raleigh Gateway trail is multi use path but a little too narrow for all the people that use it.	7/4/2023 11:13 AM
12	Cyclists Traffic Rules Pro Bike Lanes Separate Cyclists and Pedestrians Need to include those people in wheelchairs and scooters that are motorized. There are also those with electric motorized bikes. Speed limits on these pathways and traffic controls. How many times I have seen cyclists disobey traffic signals. Does not stop at stop signs or traffic lights. Most recent accident on Cumberland and notredame. Cyclists going thru red light.	7/4/2023 10:39 AM
13	n/a no comment	7/3/2023 3:18 PM
14	Pro Bike Lanes Separate Cyclists and Pedestrians A separated section for pedestrians and cyclists would further help to keep the area safer	7/2/2023 8:59 AM
15	One-way preferred Pro Bike Lanes Now we're talking. Two x one-way bike lanes is the way to go!	7/1/2023 2:38 PM
16	Specific Design Element What happens to the trees, to the monument in front of the Belgian Club? And what about that railroad crossing? See comments after first section.	7/1/2023 2:38 PM
17	Pro Bike Lanes Separate Cyclists and Pedestrians Je comprends que la raison pour la piste polyvalente est le manque d'espace sur le pond. C'est pas ma préférence comme cycliste car ça peut me ralentir pour me rendre du point A à B... mais je comprends le budget limité. Je préfère une piste polyvalente ici si ça veut dire que ça permettera de dépenser l'argent sur d'autres pistes cyclables.	7/1/2023 9:13 AM
18	Pro Bike Lanes Separate Cyclists and Pedestrians As a commuter cyclist I prefer to have my own bike lane, not to have to navigate around pedestrians	7/1/2023 8:45 AM

19	Pro Bike Lanes very encouraging for participation	6/30/2023 8:06 PM
20	Pro Bike Lanes Separate Cyclists and Pedestrians with the increase in number of cyclists and in faster-moving e-assisted devices, mixed use paths are not a good choice and are not best practice. ppl walking with headphones on are always wandering in the path of faster moving people on wheels	6/30/2023 4:05 PM
21	Underutilized Traffic lanes are very wide here, I don't see the need for this extra paved space.	6/30/2023 1:04 PM
22	Reduce Car Space Separate Cyclists and Pedestrians Slow Speeds A bit confused why these vehicle lanes are so much wider on this particular stretch. Could they not be narrowed a bit, as in the St Vital bridge project, to both discourage speeding and to widen the multi-use path? The ones in the St Vital Bridge rehab are all only 3.5m wide and designed for a 60km/h speed. Why not do that here too, and rededicate that extra 70cm of space to a wider multi-use path path? Especially since going west the vehicle lanes shrink pretty drastically to 3.35m; seems pointless to have a tiny portion that is wider. Would be great to see the multi-use paths bumped up to 4m in this spot.	6/30/2023 11:54 AM
23	Pro Bike Lanes Separate Cyclists and Pedestrians Again we have the concern about cyclists sharing the path with pedestrians. A sidewalk for the pedestrians is much safer, providing there is an effort made to keep adult cyclists off the sidewalk.	6/30/2023 10:09 AM
24	Separate Cyclists and Pedestrians Sad	6/29/2023 7:27 PM
25	Inconsistent and clarity of use Pro Bike Lanes Separate Cyclists and Pedestrians Make a lane for walkers - bikers and vehicles Separate it out and ideally make it one ways for all - be consistent - I shouldn"t have to guess whether is has changed or not	6/29/2023 6:45 PM
26	Pro Bike Lanes Separate Cyclists and Pedestrians Specific Design Element Signage/pavement markings should be included to direct which lane bikes should be in to avoid collisions with pedestrians.	6/29/2023 6:44 PM
27	Misunderstood Survey Parking Impact Stationnement pour autos ?	6/29/2023 4:44 PM
28	Traffic Flow Provencher east of Des Meurons crossing the seine river needs to be widened to this centuries traffic flow. this would help traffic pedestrians and cyclist.	6/29/2023 4:22 PM
29	Pro Bike Lanes Separate Cyclists and Pedestrians Specific Design Element Needs a safe transition to and from sidewalks and bike lanes as well as clear signage indicating the multi-use status	6/29/2023 3:15 PM
30	Misunderstood Survey Provencher looks nothing like this. Use actual photos to avoid lies	6/29/2023 3:05 PM
31	Pro Bike Lanes This one is kinda ugly, but I like it too!	6/28/2023 3:43 PM
32	Other Route There is already a path and bridge through the park so this part of the route seems unnecessary.	6/28/2023 3:40 PM
33	Accessibility Concerns Misunderstood Survey No access for those who have limited & non-able-bodied persons.	6/27/2023 1:55 PM
34	Separate Cyclists and Pedestrians Specific Design Element Perhaps the walking and cycling lanes should be painted?	6/26/2023 6:39 PM
35	Pro Bike Lanes Separate Cyclists and Pedestrians The multi-use path would need to be wide enough to limit pedestrian and cyclist conflict	6/26/2023 4:33 PM
36	Pro Bike Lanes Reduce Car Space Thrilled to see a design that centres around PEOPLE rather than CARS!	6/26/2023 11:13 AM
37	Inconsistent and clarity of use Other Comments Pro Bike Lanes only works if the north side of Provencher has a bi-directional seperated bike path.	6/26/2023 9:12 AM
38	Pro Bike Lanes This design option is my preferred design.	6/25/2023 9:50 PM
39	Improves Safety and Accessibility Pro Bike Lanes I really like the separation of cycling lanes from vehicle traffic	6/24/2023 4:42 PM
40	Improves Safety and Accessibility Pro Bike Lanes The section currently over water is very narrow and not great for walking. This would make it safer.	6/24/2023 10:24 AM

41	Pro Bike Lanes Je comprends mieux maintenant!	6/23/2023 10:30 PM
42	Other Route There are two streets running parallel to Provencher that offer a scenic, slower-paced and much safer biking area that would encourage family oarticipation.	6/23/2023 6:10 PM
43	Pro Bike Lanes Fantastic idea!	6/23/2023 10:15 AM
44	Pro Bike Lanes Reduce Car Space It is positive to see mult-use paths on both sides of the road, however I would consider narrowing lanes to 3.35 m and using the additional space for to wide the median	6/22/2023 7:48 PM
45	Misunderstood Survey Pro Bike Lanes This is my least preferred design	6/22/2023 6:50 PM
46	Other Comments Pro Bike Lanes The solution should also consider paid parking on the street. Have you considered?	6/22/2023 4:29 PM
47	Pro Bike Lanes Separate Cyclists and Pedestrians The design should separate cyclists and pedestrians like the other designs—dedicated bike lanes instead of shared-use	6/22/2023 9:38 AM
48	Expand Connectivity Pro Bike Lanes Again, this proposed length does not promote connectivity or create complete routes. Bike lanes should span the entirety of Provencher Boulevard, from Archibald to Tache.	6/22/2023 9:30 AM
49	Improves Safety and Accessibility Inconsistent and clarity of use Pro Bike Lanes This seems like the safest, and most comfortable/logical option for all users. Switching from a 2-way to a 1-way route adds confusion though. It should remain 2-way the entire length.	6/22/2023 8:57 AM
50	Pro Bike Lanes Separate Cyclists and Pedestrians Pedestrians might find this hard. To share the path with bikes is challenging. Needs to be very wide	6/21/2023 6:34 PM
51	Inconsistent and clarity of use Pro Bike Lanes Separate Cyclists and Pedestrians The overall design, once connected to the other phases, might be confusing for users as to where bikes are encouraged and walking is encouraged. But something is better than nothing and the guard rail here is very helpful	6/21/2023 6:29 PM
52	Pro Bike Lanes I don't believe that this section requires razing trees or eliminating parking, so this seems like a good design.	6/21/2023 6:25 PM
53	Against Bike Lanes Horrendous design	6/21/2023 5:48 PM
54	Pro Bike Lanes Traffic Flow best solution for bridge, but I see congestion	6/21/2023 5:39 PM
55	Pro Bike Lanes Separate Cyclists and Pedestrians Sidewalks are for people. Not bikes. Bikes riding at high speeds should not be on the same path as people. Similarly, cars traveling at high speeds should not be on the same path as bikes.	6/21/2023 4:31 PM
56	Pro Bike Lanes Reduce Car Space Separate Cyclists and Pedestrians Amalgamating the two types of transportation for people to accommodate cars is a bad way to move this city away from it's current car-centric culture.	6/21/2023 4:28 PM
57	Pro Bike Lanes Reduce Car Space Separate Cyclists and Pedestrians Dedicate biking infrastructure is better. If only we could divert a larger share of our transportation infrastructure away from car-centric designs, we could afford dedicated and protected cycling infrastructure in this segment of Provencher. But that would require car drivers to pay the full cost of their lifestyle choices instead of relying on subsidies from active transportation users.	6/21/2023 3:11 PM
58	Pro Bike Lanes Separate Cyclists and Pedestrians Shared spaces for cyclists and pedestrians with no designation of where to go makes it difficult to bike there. People are in your way and they have no reason to get out of it because they don’t have to. It’s a nice route for casual cycling but it’s really not great when you need to get to work and there are people in your way.	6/21/2023 2:24 PM
59	Improves Safety and Accessibility Pro Bike Lanes guard rails are extra safe for cyclists and pedestrians	6/21/2023 2:05 PM
60	Pro Bike Lanes Remove Truck Route Separate Cyclists and Pedestrians Every bridge should be built to accommodate two lanes of active transport. Else it signals the city values car drivers as being more important than pedestrians and cyclists.	6/21/2023 1:44 PM
61	Against Bike Lanes Cost Concern More waste of tax dollars.	6/21/2023 12:32 PM

62	Other Route Parking Impact Traffic Flow These above options all all for Prov Blvd ONLY: Too many large trucks and semis- railway crossing plugs up the Blvd stopping traffic, concerned about the removal of much needed parking and metres (free metres at that) and, the removal of trees/shortening the beautiful inner boulevard: bikes should go onto other streets with Option B or C, safer	6/21/2023 11:16 AM
63	Inconsistent and clarity of use Pro Bike Lanes Separate Cyclists and Pedestrians Specific Design Element Je m'inquiète des transitions entre ceci et les voies cyclables à deux sens à sens unique. Je suggère une continuité, au mois avec la peinture verte, pour indiquer où doivent rester les cyclistes.	6/21/2023 10:47 AM
64	Pro Bike Lanes Separate Cyclists and Pedestrians Using a multi-use path is a good idea, but the concern is that pedestrians are not as aware or careful when sharing the road with bikes and make sudden moves, having a division between cyclist and pedestrians will make a safer option.	6/21/2023 7:50 AM
65	Concerns: Intersections and Safety Pro Bike Lanes Specific Design Element need traffic light at Nadeau to provide opportunity for safe crossing of Provencher. Waiting for break in traffic is nearly impossible and worsens at rush hour.	6/20/2023 5:36 PM
66	n/a See previous comments	6/20/2023 3:49 PM
67	Cyclists Traffic Rules Pro Bike Lanes Separate Cyclists and Pedestrians The city needs to have a campaign to get cyclists to use bells as well as ensure cyclists are required to have bells. There also must be a well maintain line to divide two way traffic and lines to separate walkers and cyclists in both directions.	6/20/2023 11:34 AM
68	Cyclists Traffic Rules Pro Bike Lanes Separate Cyclists and Pedestrians Plus sécuritaire surtout si cyclistes sont obligés d'utiliser une sonnette pour avertir piétons. Ceci est le cas aux États	6/20/2023 9:15 AM
69	Improves Safety and Accessibility Pro Bike Lanes Looks safe for even kids to ride.	6/19/2023 11:37 PM
70	Pro Bike Lanes Separate Cyclists and Pedestrians If this is the only option, please make it wide enough. It's hard when I'm passing my bike and someone has a dog on a leash. multi use pathways are not as safe as separated ones.	6/19/2023 4:55 PM
71	Against Bike Lanes Maintenance Concerns Parking Impact Underutilized THE CITY HAS NOT CONSIDERED WINTER TRAFFIC AND ALSO THE HORRIBLE WINROWS THAT ARE NEVER LEVELED. WINNIPEG IS NOT VANCOUVER WITH ALL YEAR CYCLING WEATHER IT WILL BE A PARKING NIGHTMARE	6/19/2023 3:18 PM
72	Pro Bike Lanes Separate Cyclists and Pedestrians Avoid multi usepaths for pedestrians and bicycles	6/19/2023 2:09 PM
73	Pro Bike Lanes I like the fact that pedestrians won't have to cross the street to cross the bridge, as I thought it was from the other slide.	6/19/2023 1:58 PM
74	Improves Safety and Accessibility Pro Bike Lanes I feel offsite pathways can isolate bikers and pedestrians if they are too secluded. These look to be fine.	6/19/2023 12:40 PM
75	Pro Bike Lanes thumb's up	6/19/2023 12:15 PM
76	Harmful to Business Misunderstood Survey Parking Impact Parking on the street would be eliminated and businesses would suffer.	6/19/2023 12:13 PM
77	Concerns: Intersections and Safety Separate Cyclists and Pedestrians I avoid provencher mostly in favour of Dumoulin due to safety. When I do take provencher, if it's not late at night, I stay on the sidewalks as moat cyclists do. It's already a mixed use walkway, just unofficial and making it official isn't changing or making anything better imo.	6/18/2023 10:56 PM
78	Reduce Car Space Lanes for cars too wide	6/18/2023 9:24 PM
79	Reduce Car Space Too many lanes to traffic.	6/18/2023 7:49 PM
80	Pro Bike Lanes Reduce Car Space Separate Cyclists and Pedestrians Junk design, prioritizes cars, to hell with everyone else. Doesn't work well in any other part of the city, utter lunacy to consider it here	6/18/2023 7:13 PM
81	Pro Bike Lanes Reduce Car Space Separate Cyclists and Pedestrians MUP should be	6/18/2023 6:49 PM

	an absolute last resort in this location. There is enough space to reduce the vehicle travel lanes and reallocate space to separate bike lane and sidewalk, as was done at Pembina and Jubilee.	
82	Improves Safety and Accessibility Pro Bike Lanes This looks much safer. I would take my 4 year old with me	6/18/2023 3:57 PM
83	Pro Bike Lanes Separate Cyclists and Pedestrians Separated facilities, please. What is done here will last a lifetime.	6/18/2023 3:33 PM
84	Improves Safety and Accessibility Pro Bike Lanes Slow Speeds Specific Design Element Given the space restrictions in this area, this seems very reasonable. The fact that traffic is just 2 lanes in each direction feels less like riding next to a highway. The guard rails and divided curb make a difference here for young riders being able to cross safely. It also looks like if it's not busy, it's possible to stay extra far away from the vehicles - key in the spring, when they tend to spray dust and stones.	6/17/2023 8:57 PM
85	Pro Bike Lanes I love this idea.	6/17/2023 4:41 PM
86	Against Bike Lanes Harmful to Business Other Route Parking Impact Traffic Flow Why do cyclist need an audience? We have side streets that are safer and better located for bike routes. The bridge over the seine even lines up with Dumoulin, so why devastate the businesses by remkoving parking and adding more traffic / clutter to Provencher? We have voted this down repeatedly and it keeps being proposed. Who's agenda is this because this doesn't support the neighbourhood. The city and area kills proposals for high density development but keeps pushing for unnecessary bike lanes. Make up your mind. If you don't want more people living here, out the bike lanes somewhere else!	6/17/2023 3:26 PM
87	Inconsistent and clarity of use Pro Bike Lanes Separate Cyclists and Pedestrians Please just choose one format of splitting up cycling & walking. Please don't change it as the road goes on.	6/17/2023 2:41 PM
88	Separate Cyclists and Pedestrians Not so safe for those walking	6/17/2023 1:21 PM
89	n/a See prior.	6/17/2023 11:16 AM
90	Concerns: Intersections and Safety Specific Design Element I would worry about bicycle/vehicle conflict east of Des Meurons on the south side of Provencher by the mall/Dairy Queen. Will there still be two exits from the mall or will it be reduced to one?	6/16/2023 7:49 PM
91	Pro Bike Lanes Ok. I think I see now that there is a multi use pathway on both sides.	6/16/2023 1:34 PM
92	Pro Bike Lanes Separate Cyclists and Pedestrians I'm not a huge fan of mixed use for cyclists and pedestrians, but anything is better than the nothing that is there now.	6/16/2023 9:54 AM
93	Other Comments Pro Bike Lanes Separate Cyclists and Pedestrians Is the bridge being widened? The illustration certainly makes it seem that way. I would suggest that some structural widening occur to better accommodate pedestrian and cycling safety/separation.	6/16/2023 7:03 AM
94	Pro Bike Lanes Separate Cyclists and Pedestrians Again, in heavily used areas, bikes and pedestrians should be separated.	6/15/2023 5:06 PM
95	Pro Bike Lanes Separate Cyclists and Pedestrians I think separating cyclists and pedestrians diminishes conflict, allows cyclists to get where they're going and pedestrians to walk with more ease, not feeling in the way.	6/15/2023 4:49 PM
96	Pro Bike Lanes Separate Cyclists and Pedestrians People are pretty dumb and complain when cyclist use multi-use pathways because they do not know bicycles are allowed there, we have a multi-use path in North Kildonan and people on facebook sometimes complain about cyclists using it.	6/15/2023 4:00 PM
97	Vegetation The 4 trees that need to be removed should dug out and replanted instead of just removed and/or destroyed.	6/15/2023 2:47 PM
98	Vegetation Maybe some plants	6/15/2023 2:17 PM
99	n/a See answers for previous text field. More relevant to this.	6/15/2023 2:10 PM
100	Concerns: Intersections and Safety Pro Bike Lanes Separate Cyclists and Pedestrians As mentioned earlier - the design is made to fit a predetermined budget objective. Let the	6/15/2023 1:50 PM

	community decide. Cross over cycle traffic might increase accidents.	
101	Pro Bike Lanes Separate Cyclists and Pedestrians I'd like to see a separation between cyclist and pedestrian space here.	6/15/2023 1:34 PM
102	Expand Connectivity Other Comments Pro Bike Lanes Do some land reclamation or forced purchases or whatever you do, and make that road wider, that way you can keep the boulevard going all the way to Archibald with the greenery in the center, with the bike path continuing unobstructed on the top part of provancher. The less we interrupt the flow for bikers the better. Best to keep the consistency going for the entire length of the street.	6/15/2023 1:06 PM
103	Accessibility Concerns Misunderstood Survey Pro Bike Lanes Vegetation Seems rather unattractive. No greenery and especially long and nowhere to rest for elderly or those with mobility issues.	6/15/2023 1:05 PM
104	Expand Connectivity Specific Design Element There needs to be a crossing for cyclists pedestrians at Nadeau St. to connect the Seine River path. The pedestrian bridge cannot be relied on during flooding.	6/15/2023 12:36 PM
105	Misunderstood Survey Why is the Guard rail only shown here? What's different about this section that it requires a guard rail between motor vehicles and the multi-use path?	6/15/2023 12:23 PM
106	Against Bike Lanes Cost Concern Fix the roads and never mind these low priority bike routes	6/15/2023 12:20 PM
107	Against Bike Lanes Cost Concern Waste of money	6/15/2023 12:08 PM
108	One-way preferred Pro Bike Lanes Separate Cyclists and Pedestrians Mixing pedestrians with cyclists is not a good choice. I'd rather have one way cycling paths and a clearly separated pedestrian path.	6/15/2023 11:22 AM
109	Pro Bike Lanes Separate Cyclists and Pedestrians Pedestrians often walk several People across, or with headphones in, and this makes it difficult to pass people when you're in a bike. It's safer to separate pedestrians and cyclists	6/15/2023 11:01 AM
110	Inconsistent and clarity of use Pro Bike Lanes Separate Cyclists and Pedestrians I don't think these multi-use, multi-directional paths will connect smoothly with one-direction bike lanes further along the street. I also think that pedestrians and cyclists need to be safely separated from each other.	6/15/2023 10:50 AM
111	Concerns: Intersections and Safety One-way preferred Pro Bike Lanes Again, I think that two-way pathways, when directly adjacent to major roadways creates more potential for accidents because all users need to check multiple directions to ensure it is safe to proceed	6/15/2023 10:49 AM
112	Improves Safety and Accessibility Pro Bike Lanes Love that it is separate protected lanes.	6/15/2023 10:48 AM
113	Pro Bike Lanes Separate Cyclists and Pedestrians multi use would be fine IF cyclists used a bell when approaching from behind. I HATE it when they zoom by with NO notification	6/15/2023 10:43 AM
114	Improves Safety and Accessibility Pro Bike Lanes cyclist and pedestrians not mixing with vehicle traffic on the road is excellent. This provides an alternate route for when the bridges are flooded or experiencing highwater, also a safe night route for cyclist and walkers whicha re not along pathways and rivers.	6/15/2023 10:38 AM
115	Pro Bike Lanes Reduce Car Space Separate Cyclists and Pedestrians This is absolutely an upgrade from what currently exists and I am aware that bridge widths are constraining. I would just like to note that multi-use paths create conflict between pedestrians and cyclists and they should only be used where necessary in future projects.	6/15/2023 10:30 AM
116	Other Comments Traffic Flow This comment refers to all proposed & constructed bike paths. As far as I know, the Cities or Countries that are PROGRESSING are trying to WIDEN their roads, unlike here in Winnipeg, you are making the roads narrower, a symbol of regressing. Why not construct a bike path that will not affect the road's width?	6/15/2023 10:12 AM
117	Slow Speeds Specific Design Element Vegetation Same comment as before, that multiuser paths should be raised and not dip to street level in intersections. Instead vehicles should have to go up over the raised portions. This helps with pedestrian and cyclist accessibility and traffic calming. Would be good to have more green spaces rather than so much cement and metal.	6/15/2023 10:05 AM

118	Misunderstood Survey this plan completely ignores the needs of people who would want to cross the road north to south on foot or by bike and eliminates parking. the focus of this plan is really on vehicle traffic	6/15/2023 10:03 AM
119	Vegetation Far too much pavement which we know is a heat sync. More green space.	6/15/2023 9:57 AM
120	Pro Bike Lanes Separate Cyclists and Pedestrians If cyclists cannot use sidewalks due to 'safety' issues, why is this different?	6/15/2023 9:57 AM
121	Pro Bike Lanes Separate Cyclists and Pedestrians I prefer seperate bike infrastructure to avoid conflicts with pedestrians - better for all	6/15/2023 9:37 AM
122	Misunderstood Survey This is the safest, but it's ugly.	6/15/2023 9:36 AM
123	Misunderstood Survey Traffic Flow This option, in my opinion, has the least impact on the vehicular traffic.	6/15/2023 9:29 AM
124	Pro Bike Lanes Separate Cyclists and Pedestrians Multi-use paths like this, especially with raised barriers on both sides, can get crowded with groups of pedestrians, strollers, etc. and are not as good as separate paths. This is still an improvement on the status quo.	6/15/2023 9:19 AM
125	Misunderstood Survey Pro Bike Lanes Fine, but ugly and utilitarian. The new development should encourage more use of the local street front businesses for both cars and bikes, and help the community grow as a Francophone destination in Manitoba	6/15/2023 9:09 AM
126	n/a See previous comments.	6/15/2023 9:08 AM
127	Pro Bike Lanes Reduce Car Space Separate Cyclists and Pedestrians This looks like it will be noisy. 3.5m is quite narrow for a multi-use path. I think markings separating cyclists and pedestrians would be an improvement.	6/15/2023 9:07 AM
128	Separate Cyclists and Pedestrians The problem is cyclists are always considerate. I am a pedestrian, and find the current bike/walking paths are not good. I get startled many time as cyclists whiz by unannounced.	6/15/2023 9:04 AM
129	Inconsistent and clarity of use Separate Cyclists and Pedestrians This is far too confusing and would seem to be dangerous.	6/15/2023 8:57 AM
130	Underutilized Very few people are going to be walking or cycling in that area	6/15/2023 8:46 AM
131	Pro Bike Lanes Separate Cyclists and Pedestrians Please allow even more space for bikes	6/15/2023 8:44 AM
132	Expand Connectivity Pro Bike Lanes I currently commute home (Windsor park) from downtown via the forks and then via Tremblay bridge and archibald bike path. The Provencher bike lane would be wonderful to see, but would be a considerably longer route for me to get home. Would be more inclined to take Provencher home if the stretch of Archibald from Provencher to Archwood School would have a dedicated bike path (shared is fine)	6/15/2023 8:43 AM
133	Improves Safety and Accessibility Pro Bike Lanes I use this area a lot when biking. this would definitely be safer	6/15/2023 8:34 AM
134	Against Bike Lanes Cost Concern Underutilized The few people who want to bike as a way of transportation are not enough to justify this expense. The people who ride bikes to exercise are want green spaces not downtown roads Use your heads. If it was your own money or business on the line you wouldn't be entertaining this stupidity	6/15/2023 8:33 AM
135	Improves Safety and Accessibility Pro Bike Lanes A better bridge design would be great	6/15/2023 8:32 AM
136	Traffic Flow This doesn't seem to take rush hour traffic into consideration.	6/14/2023 3:37 PM
137	Improves Safety and Accessibility Pro Bike Lanes Separate Cyclists and Pedestrians proposed route and design features would make the area safer for cyclists and pedestrians compared to the current setting but not as safe as separated lanes for pedestrians and cyclists	6/14/2023 12:47 PM
138	Pro Bike Lanes good	6/13/2023 9:15 PM
139	Pro Bike Lanes Separate Cyclists and Pedestrians Multiuse pathways are poor practice in design and unsafe for both pedestrians and cyclists alike. They are easily blocked by pedestrians or cyclists travelling side by side, or pedestrians walking pets on leash. This design puts travellers in potential conflict and is no different than a sidewalk.	6/13/2023 3:42 PM

140	n/a None	6/12/2023 3:19 PM
141	Transit Dedicated peak hours transit priority lanes would be a great way to keep people moving when car traffic is bad.	6/12/2023 10:46 AM
142	Pro Bike Lanes Separate Cyclists and Pedestrians Multi-use pathways are certainly preferable to cyclist sharing the road with heavy and fast-moving vehicles. However, they are not ideal, as they force pedestrians to share a pathway with fast-moving cyclists. Separated cycling infrastructure is always preferred.	6/11/2023 11:26 AM
143	Against Bike Lanes Cyclists Should Pay Parking Impact Charge cyclists a yearly fee. They can pay for them. Businesses pay taxes, and your taking away their access and parking. Forget about bikes.	6/11/2023 12:42 AM
144	Against Bike Lanes Cost Concern Please stop wasting Tax dollars on these expensive and useless pathways	6/10/2023 9:08 PM
145	Traffic Flow AS LONG AS DRIVERS DON'T LOSE A LANE - I'M HAPPY. WE NEED TO START MAKING SIDEWALKS MORE NARROW (BUT STILL ACCESSIBLE FOR WHELLCHAIRS, SCOOTERS, ETC.), VERSUS TAKING A WHOLE DRIVING LANE AWAY FOR NARROW BICYCLES. OUR BIKING SEASON IS TOO SHORT TO ELIMINATE AND SACRIFICE PRECIOUS DRIVING LANES - ESPECIALLY BECAUSE OUR SUMMERS ARE ALREADY FULL OF CONSTRUCTION, SO WE SO OFTEN LOSE DRIVING LANES DUE TO THAT.	6/10/2023 3:57 PM
146	Improves Safety and Accessibility Pro Bike Lanes Separate Cyclists and Pedestrians Separating bike lanes from sidewalks would be safer for pedestrians. But if the bridge has no space for that then upgrading the sidewalk to multi-use path is still a good improvement and still safer than how the bridge is now.	6/10/2023 8:40 AM
147	Specific Design Element I feel strongly that there should be a pedestrian crossing on either La Fleche or Nadeau across Provencher, to cross at Archibald or Des Meurons is not very pedestrian friendly for residents and public transport users	6/8/2023 11:48 PM
148	Other Comments Pro Bike Lanes Slip the two-way lane area and just extend this instead of possible.	6/8/2023 11:09 PM
149	Pro Bike Lanes Separate Cyclists and Pedestrians I would prefer to have the bridge be wider and allow for single lane bike as well as pedestrian. The current sidewalks on the bridge over the Seine are very narrow. I live on Dumoulin Street, east of the Seine. Taking the bridge on my bike and crossing a pedestrian is difficult to achieve.	6/8/2023 9:29 PM
150	Pro Bike Lanes Specific Design Element Please build raised and continuous sidewalks across each intersection that is parallel to the roadway. This is a common traffic engineering standard used in Europe to protect cyclists, pedestrians, and other sidewalk users with mobility devices. Please see https://www.youtube.com/watch?v=9OfBpQgLXUc	6/8/2023 3:15 PM
151	Traffic Flow This looks like a bottleneck for auto traffic. I do not support it.	6/8/2023 2:52 PM
152	Pro Bike Lanes Reduce Car Space These lanes are enormous, they're highway-sized. Regardless of the speed limit, this will invariably result in motorists driving fast here, which makes the road louder and more unpleasant for cyclists and pedestrians. If you want more people to walk and bike here, make the road more pleasant to use. People should be able to have a conversation without raising their voices here. With the current design, that will not be possible.	6/8/2023 2:23 PM
153	Improves Safety and Accessibility It is very dangerous in that area.	6/8/2023 12:03 PM
154	Concerns: Intersections and Safety Specific Design Element Please consider adding a pedestrian cross walk with lights to allow people on the south side of Provencher cross to the north side at Nadeau St. There is a bus stop that drops people off right at the south corner of Provencher and Nadeau, yet no way for pedestrians to get across 6 lanes of traffic to get to the residential area of Whitter Park. I have dashed this crossing in the winter darkness and it is not comfortable at all. Thanks!	6/8/2023 11:07 AM
155	Pro Bike Lanes Separate Cyclists and Pedestrians Prefer to separate cyclists from pedestrians	6/8/2023 11:05 AM
156	Pro Bike Lanes Slow Speeds Specific Design Element Replace metal anti-crash barriers	6/8/2023 11:05 AM

	with some more urban-style option (like bollards) as they creates "highway feeling" for drivers which decreases safety for pedestrians and cyclists	
157	Other Comments Fix the potholes	6/8/2023 9:23 AM
158	Specific Design Element the guardrails needs to be very sturdy, or maybe make it similar to the Queen Elizabeth bridge	6/8/2023 9:07 AM
159	Improves Safety and Accessibility Pro Bike Lanes This is the best option. Winnipeg drivers are terrible to cyclists, this provides the s most safety.	6/8/2023 7:12 AM
160	Accessibility Concerns Misunderstood Survey this does not take the whole street and create a barrier for me in my wheelchair	6/8/2023 6:52 AM
161	Pro Bike Lanes Reduce Car Space Separate Cyclists and Pedestrians Transit Multi use pathways are also an insult. By their very design they put fast moving cyclists and slow moving pedestrians into conflict with each other. Once again, it just gives the most dangerous, ecologically damaging and just plain wasteful vehicle all the advantages and makes every other mode fight tooth and nail for scraps. Riding a bicycle and walking are sufficiently different activities to each deserve their own purpose-built pathways. and if that means road space needs to be taken away from cars, well, it's about time. What Winnipeg desperately needs is more traffic jams -- that is, provided they are caused by reducing roadspace allocated to vehicles and increasing pathways allocated to the safe movement of *humans*, be it on foot, on bicycle or by public transit -- but each with *their own* lane.	6/7/2023 10:12 PM
162	Specific Design Element Vegetation the metal guard rail makes it feel to much like a highway, maybe a concrete planter with plants or flowers?	6/7/2023 9:27 PM
163	Pro Bike Lanes Reduce Car Space Separate Cyclists and Pedestrians Multi use paths bring people travelling at different speeds into conflict, so no longer best practice. Better to keep pedestrian separate. Why are 4m travel lanes required? NATCO and ITE recommend 10 ft (3.1m) travel lanes! This would free up additional space for other uses.	6/7/2023 9:23 PM
164	Concerns: Intersections and Safety Other Route Pro Bike Lanes A clear separation between road and non-road users is important. Putting in dedicated bike/pedestrian paths not in view of the road is much safer for everyone.	6/7/2023 6:56 PM
165	Cyclists Traffic Rules Start enforcing cyclist to obey the rules of the road. Stop signs are for all people	6/7/2023 6:17 PM
166	Pro Bike Lanes Good plan.	6/7/2023 5:24 PM
167	Inconsistent and clarity of use Pro Bike Lanes Separate Cyclists and Pedestrians All the negatives together!	6/7/2023 4:49 PM
168	Misunderstood Survey Separate Cyclists and Pedestrians Pedestrians and bikes don't mix!!! Where is the parking???	6/7/2023 4:49 PM
169	Pro Bike Lanes Cette image repond a mes questions sur la portion precedente	6/7/2023 4:40 PM
170	Pro Bike Lanes Separate Cyclists and Pedestrians I don’t love mixing pedestrians and cyclists. I bike this route to work every day and I’m already dodging pedestrians all along the Gateway path because it’s not wide enough for everyone. It must be one or the other.	6/7/2023 3:51 PM
171	Transit Underutilized Hi there - I'm not against bikes but hey we live in Winnipeg! Guess what - for a better part of the year we are one giant block of ice - how about talking about some public transport... for example your St Vital bus terminus - I mean - it appears to be designed for the convenience of buses rather than of the people it is intended to serve and paid by! How about building a covered/heated giant bus shelter/station connected with the St Vital mall so that people can use it around the year? Have you imagined how painful it is to catch a bus from the mall, especially during the cold weather - which is what 10 out of the 12 months? I suspect people who design these things never have to use them, do they? And you are talking about building bike lanes!!!	6/7/2023 3:01 PM
172	Expand Connectivity Pro Bike Lanes Confused that this doesn't continue to Archibald. This is an improvement but to not connect this to the transcona trail is unfortunate.	6/7/2023 2:50 PM
173	Other Comments Pro Bike Lanes There are no services or places to go on the other side of the bridge. Part of the problem I see is sure, the city can create these lovely bike lanes and protected walkways but why would I travel down it if it does not lead to a business, or service.	6/7/2023 2:44 PM

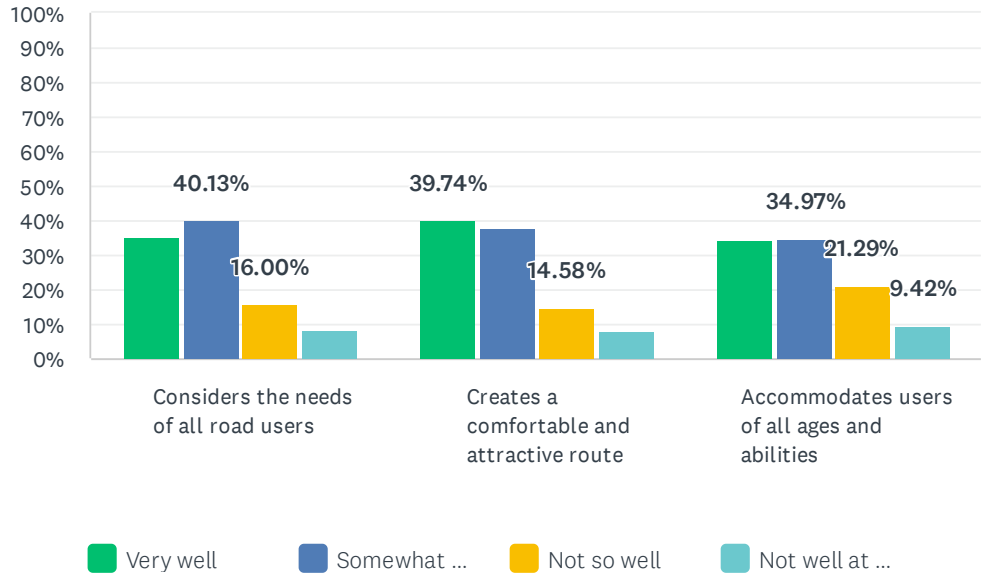
	There needs to be a comprehensive plan to enhance all of provencher including proposed multi-story buildings with mixed use. The fact that some of the derelict houses are allowed to just remain along this stretch shows the need for a full and comprehensive plan	
174	Against Bike Lanes Cost Concern Stop wasting money, the city is broke	6/7/2023 2:32 PM
175	Pro Bike Lanes Separate Cyclists and Pedestrians I think it is safer to have pedestrians and bikers separated if it's possible. This creates uncomfortable situations where bikers have to pass pedestrians, who may be walking in large groups, have children or pets that act unpredictably, etc.	6/7/2023 1:43 PM
176	Pro Bike Lanes Reduce Car Space Specific Design Element less dedicated car traffic lanes. signage for cyclists.	6/7/2023 1:21 PM
177	Other Route There is already a path a Notre Dame	6/7/2023 1:12 PM
178	Improves Safety and Accessibility Pro Bike Lanes This is a good example of accommodating minimal stretches of major routes for cyclists to navigate from side streets or where there are no side streets to use.	6/7/2023 1:05 PM
179	Improves Safety and Accessibility Pro Bike Lanes This would be the best option for kid use provided that the MUP was separated from cars using curb or something	6/7/2023 1:01 PM
180	Improves Safety and Accessibility Pro Bike Lanes Separate Cyclists and Pedestrians While I prefer to see cyclists and pedestrians separated, I get the limitations of the area. This will help in what is a very unsafe area right now.	6/7/2023 12:55 PM
181	Inconsistent and clarity of use Pro Bike Lanes Keep the directions either two way or one way on each side. People are just going to get confused.	6/7/2023 12:54 PM
182	Pro Bike Lanes Separate Cyclists and Pedestrians Make a bike-lane only, pedestrians don't like sharing walkways with bikes	6/7/2023 11:56 AM
183	Concerns: Intersections and Safety Other Comments Pro Bike Lanes Concern with Phased approach, will Phase 1 end and kick users onto an unprotected lane on the existing bridge?	6/7/2023 11:11 AM
184	Pro Bike Lanes I like this option along with the first one that had one way traffic on each side extended to tache ave.	6/7/2023 10:42 AM
185	n/a See previous comments	6/7/2023 10:32 AM
186	Improves Safety and Accessibility Pro Bike Lanes Bridges are always scary as a cyclist if there isn't a separate bike lane. This does a great job of addressing this issue.	6/7/2023 9:32 AM
187	Pro Bike Lanes Separate Cyclists and Pedestrians Danger for pedestrians is a major concern for this design. With the increased popularity of electric bikes and scooters, allowing anything non-motorized on a bi-directional path could cause chaos and confusion.	6/7/2023 9:26 AM
188	Cyclists Traffic Rules Pro Bike Lanes Separate Cyclists and Pedestrians Most people on bikes in this area come flying up to people walking and yell at pedestrian to get out of the way. I have personally felt tempted to grab their bikes and toss them over the bridge into the river. Bikes should have their own specific lanes since most people on bikes don’t respect pedestrians or car traffic.	6/7/2023 9:17 AM
189	Inconsistent and clarity of use Pro Bike Lanes This is a very short section for a 2-way lane. Looks wasteful since the 1-way design would work just as well. It does not make sense having 1-way for most of Provencher, then suddenly have a 2-way route for a very short area.	6/7/2023 9:15 AM
190	Pro Bike Lanes I know this area is a challenging one for space and the design makes good use of what is available.	6/7/2023 9:10 AM
191	Other Comments living north of Provencher I would cross the Seine River at Lagimodiere Gaboury and head east to Archibald	6/7/2023 9:06 AM
192	Inconsistent and clarity of use One-way preferred Retain one-way cycling options lanes with multi-purpose pedestrian walk areas; this will prevent cyclists from needing to cross the road to their designated one-way lane partway on this road.	6/7/2023 8:08 AM
193	Pro Bike Lanes Reduce Car Space Multi use would still be better, but I think this approach puts drivers before cyclists or pedestrians. You're redoing the street, commit to better	6/7/2023 7:42 AM

	infrastructure for everyone.	
194	Pro Bike Lanes Bridges are always the toughest part. This seems like a good option.	6/7/2023 7:23 AM
195	Pro Bike Lanes Reduce Car Space Separate Cyclists and Pedestrians Because vehicle traffic is fully divided and won't be able to turn into the bike lane will actually protect people but this design still doesn't accommodate all users. Multi use paths aren't great for bikes or pedestrians, bikes have to slow down for pedestrians and pedestrians have to worry about fast bikes. Again one lane for vehicle traffic is fine, take the other away and give it to bikes with a protected bike lane then the pedestrians can have the other part.	6/7/2023 6:23 AM
196	n/a I come up Archibald to Laverendre through the park to Provencher and DesMeurons so this doesn't effect me	6/7/2023 6:19 AM
197	Pro Bike Lanes Separate Cyclists and Pedestrians I like this better than what we currently have, but as a cyclist I find multi use paths can be hazardous to pedestrians who aren't aware of their surrwndings. A lot of potential for conflict. I prefer the triple divided paths like on the SW BRT path	6/7/2023 1:58 AM
198	Other Comments I am not sure we need it on both sides of the street if it is multi directional	6/6/2023 11:15 PM
199	Pro Bike Lanes Separate Cyclists and Pedestrians I would prefer a dedicated bike lane, or a three lane multi-purpose path like on the Active Transit pathway. Having to overtake pedestrians on a bike is not fun for either party	6/6/2023 9:41 PM
200	Pro Bike Lanes I don't always have need to travel to this part of Provencher but it will be nice to hook into the Seine River Parkway and the trails into Gaboury Park.	6/6/2023 9:22 PM
201	Pro Bike Lanes Separate Cyclists and Pedestrians multi use pathways are dangerous. pedestrians, strollers, children on tricycles, skateboards, rollerblades, etc etc etc aimlessly meandering around in the way of commuting cyclists	6/6/2023 9:04 PM
202	Misunderstood Survey Don't care for the metal dividers between the pathways and road.	6/6/2023 8:49 PM
203	Other Comments Pro Bike Lanes I would like to know more details on how this will transition into the greenways but overall lovely.	6/6/2023 8:46 PM
204	Improves Safety and Accessibility Pro Bike Lanes This would help with recreation access (I feel unsafe crossing Provencher to access Whittier park; its a complex intersection with frequent trains).	6/6/2023 8:38 PM
205	Pro Bike Lanes No comments. Good as is	6/6/2023 8:10 PM
206	Pro Bike Lanes This is the best option so far.	6/6/2023 7:59 PM
207	Misunderstood Survey Street parking for affected businesses and homeowners. Also, affects on busses.	6/6/2023 7:56 PM
208	Pro Bike Lanes If this particular design were adopted for all of our city's industrial and commercial routes, it'd be a lot easier to get around the city without relying on a car! Also, I notice that the multi-use paths are both two-way. While I noted that they can be confusing, this is at least a common way to design multi-use infrastructure.	6/6/2023 7:53 PM
209	Other Comments Pro Bike Lanes Not the best design but given the availability of space I would be ok with it.	6/6/2023 7:40 PM
210	Pro Bike Lanes Separate Cyclists and Pedestrians This is good, but dedicated bike lanes to not mix with pedestrians is best	6/6/2023 7:21 PM
211	Misunderstood Survey Makes more sense than the paths from tache to archibald	6/6/2023 7:18 PM
212	Pro Bike Lanes Separate Cyclists and Pedestrians I understand the space limitations but I would still prefer protected bike lanes that are separated from pedestrian or motor vehicle traffic to reduce the chance of collisions.	6/6/2023 7:11 PM
213	Improves Safety and Accessibility Pro Bike Lanes Better than what is currently available.	6/6/2023 7:03 PM
214	Pro Bike Lanes Reduce Car Space Slow Speeds This stretch is signed at 50. We don't need 4m wide lanes. It's on a bridge, so might be difficult to change, but these widths (and the slip lane off of southbound Archibald) will promote speeding.	6/6/2023 6:56 PM

215	Improves Safety and Accessibility Pro Bike Lanes That bridge is currently a death sentence for cyclists. This is a huge improvement.	6/6/2023 6:29 PM
216	Pro Bike Lanes Vegetation Trees along all multi-use paths please! It's no fun walking along asphalt on a warm day with no shade which you'd think would be obvious however, anyone that's seen the Northeast Pioneers Greenway knows that is not unfortunately the case.	6/6/2023 6:03 PM
217	Other Route Traffic Flow Transit Provencher is a major traffic corridor that connects east Winnipeg with downtown. Traffic volumes exceed the current capacity of Provencher. The Eastern Transit Corridor would be a better alternative along Provencher to potentially attract ridership from east Winnipeg downtown. Bike lanes are important but will not help eliminate traffic on Provencher. Bike lanes should be considered on a side street that runs the beside Provencher.	6/6/2023 5:45 PM
218	Inconsistent and clarity of use Would cyclists have to cross the bridge on foot or risk fines? This would cause many to risk fines or just bike on the roadway with vehicles which we would all like to avoid	6/6/2023 5:27 PM
219	Pro Bike Lanes Nice	6/6/2023 5:24 PM
220	Separate Cyclists and Pedestrians Cyclists are vicious and unfriendly towards pedestrians on multiuse paths.	6/6/2023 5:17 PM
221	Other Comments Pro Bike Lanes I think this is a great compromise that will hopefully not require any alteration to the bridge. That would take way too long.	6/6/2023 5:15 PM
222	Vegetation It'd be cook if there were actually that many trees there.	6/6/2023 5:14 PM
223	Expand Connectivity Pro Bike Lanes Can we connect these multiuser paths to the one that runs alongside the Seine?	6/6/2023 5:06 PM
224	Separate Cyclists and Pedestrians Would keep the side walk for walking	6/6/2023 4:57 PM
225	Pro Bike Lanes Separate Cyclists and Pedestrians Use different material to separate pedestrian and cycling space for less conflict.	6/6/2023 4:53 PM
226	Pro Bike Lanes This will formalize the current uses.	6/6/2023 4:41 PM
227	Improves Safety and Accessibility Pro Bike Lanes Greater protection, nice idea.	6/6/2023 4:34 PM
228	Pro Bike Lanes Separate Cyclists and Pedestrians This design creates more conflict between cyclists and pedestrians. It forces cyclists to slow down on their commute to pass pedestrians, and causes pedestrians to need to be more hypervigilant about their surroundings.	6/6/2023 4:29 PM

Q15 How well do you think the route and design features address each of the study's focus areas?

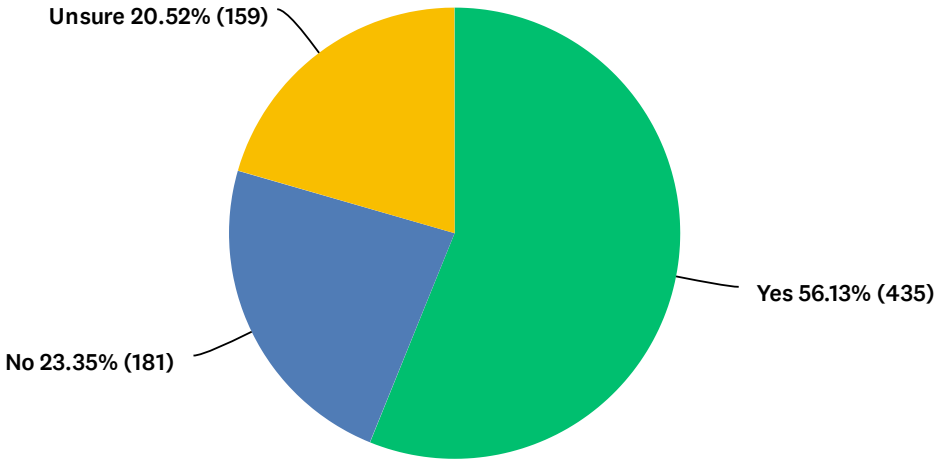
Answered: 775 Skipped: 164



	VERY WELL	SOMEWHAT WELL	NOT SO WELL	NOT WELL AT ALL	TOTAL
Considers the needs of all road users	35.23% 273	40.13% 311	16.00% 124	8.65% 67	775
Creates a comfortable and attractive route	39.74% 308	37.68% 292	14.58% 113	8.00% 62	775
Accommodates users of all ages and abilities	34.32% 266	34.97% 271	21.29% 165	9.42% 73	775

Q16 Do you think the proposed route and design features would make the area safer for cyclists and pedestrians?

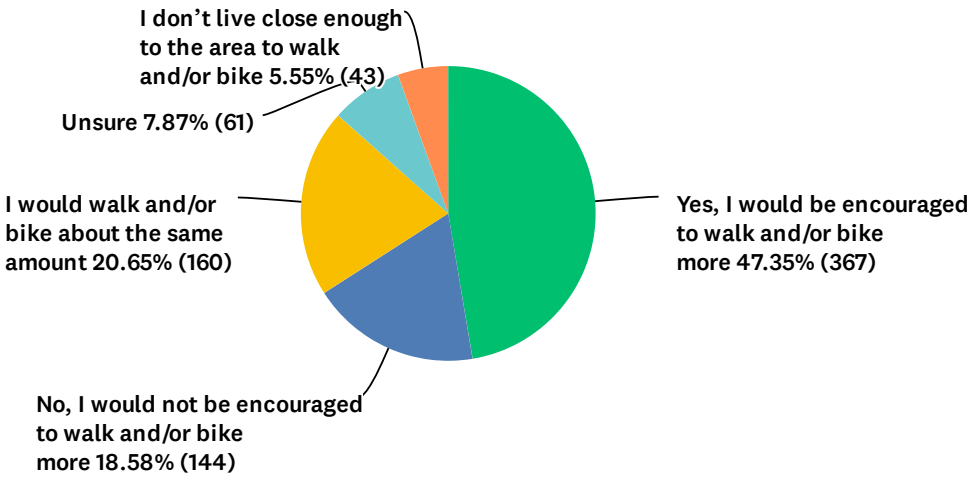
Answered: 775 Skipped: 164



ANSWER CHOICES	RESPONSES	
Yes	56.13%	435
No	23.35%	181
Unsure	20.52%	159
TOTAL		775

Q17 Do you think the proposed changes would encourage you to walk and/or bike more along Provencher Boulevard and through the surrounding area?

Answered: 775 Skipped: 164



ANSWER CHOICES	RESPONSES	
Yes, I would be encouraged to walk and/or bike more	47.35%	367
No, I would not be encouraged to walk and/or bike more	18.58%	144
I would walk and/or bike about the same amount	20.65%	160
Unsure	7.87%	61
I don't live close enough to the area to walk and/or bike	5.55%	43
TOTAL		775

Q18 Please provide any other comments you have about the proposed route and design.

Answered: 261 Skipped: 678

#	RESPONSES	DATE
1	Greenways unsafe not sure that it accommodates users of all ages and abilities.	7/11/2023 1:58 PM
2	Indirect for Cyclists greenways address casual riders but often are not efficient for cummuter traffic. too often the 'temporary' greenways become the standard cycling route by default because funds never come for true cycling infrastructure.	7/11/2023 1:51 PM
3	Specific Design Element If the bike cut throughs at La Verendrye and Archibald could be made a bit wider than they currently are they would provide better access for a wider range of bikes and their users.	7/6/2023 5:27 PM
4	n/a See previous cxomments.	7/5/2023 5:30 PM
5	Greenways unsafe Protected Bike Lane Cars aren’t always the best at sharing the road with cyclists, I think it’s safer to have completely different areas for use of bicycles and motor vehicles. The green space is nice, but it’s not any safer than the situation now.	7/5/2023 3:20 PM
6	n/a n/a	7/5/2023 1:50 PM
7	Greenways unsafe Protected Bike Lane A carved out boulevard allowing bike lanes would make the roads safer for cyclists	7/5/2023 1:19 PM
8	Traffic Calming J'espère qu'il y aura des limites de vitesse pour les voitures.	7/4/2023 9:44 PM
9	Support Design C'est cool si c'est en plus du projet sur Provencher. Ça ne marche pas si c'est à la place des voies cyclables sur Provencher.	7/4/2023 3:04 PM
10	Support Design C'est parfait pour les cyclistes et les piétons. C'est fini alors le stationnement dans cette rue?	7/4/2023 2:43 PM
11	Traffic Calming Can the road painting be redone more frequently on greenways? Can speed mitigation measures like speed bumps be installed to encourage slower speeds? Or can there be speed limits of 30 km/h on all neighbourhood greenways?	7/4/2023 11:15 AM
12	Protected Bike Lane Sharrows and traffic calming are improvements. But if this is an important link in connecting Winnipeg's cycling network, then a cyclist-only route could be even better.	7/4/2023 7:40 AM
13	Unnecessary - low traffic Bike volumes might not warrant a more comprehensive solution in this area.	7/3/2023 8:42 PM
14	n/a no comment	7/3/2023 3:19 PM
15	Speed Bump Issues (for Cyclists) If the greenways include speed bumps for cars please construct them in a way that would allow cyclists to avoid having to go over them, eg. not having them stretch the entire width of the road	7/3/2023 12:06 PM
16	Greenways unsafe Protected Bike Lane My consideration it to maybe have the cycling path a different colour, and my concern is that the cycling path will be used for parking removing the cycling path and for the upcoming vehicles to safely pass an upcoming vehicle.	7/3/2023 8:46 AM
17	Traffic Calming 30km/hour would also help to support especially with families cycling	7/2/2023 9:00 AM
18	Traffic Calming Traffic calming measure could be well used on all residential streets, especially those adjacent to major routes which are the routes misused by motorists when trying to avoid delays on major routes during construction or anything that creates traffic delays.	7/1/2023 2:40 PM
19	Greenways unsafe Paint isn't infrastructure.	7/1/2023 2:39 PM

20	concern: intersections and safety Traffic Calming Je crois que ce plan fait du sens pour ce tracé. Vous pourriez aussi réduire la vitesse à 30km à l'heure étant donné que les cyclistes partagent la rue avec les voitures. De plus, présentement l'intersection de La Vérendrye et de Mission est très dangereux... les voitures qui tournent au Sud de la Mission pour se rendre sur l'Archibald n'a aucune idée que les cyclistes ont une piste cyclables là. Il devrait avoir des panneux qui avertissent les conducteurs. A cause de ça moi je marche dans cette intersection (au lieu de pédaller). Le design doit être amélioré dans cette intersection pour réduire le risque d'accidents.	7/1/2023 9:22 AM
21	Indirect for Cyclists I feel safe biking on these routes, but they shouldn't be used as a replacement for putting a bike lane on a more direct route that follows major roadways	7/1/2023 8:47 AM
22	Support Design great design	6/30/2023 8:06 PM
23	Speed Bump Issues (for Cyclists) Traffic Calming Physical traffic calming measures are essential to making greenways work. Bikes shouldn't have to go over speed bumps as in the illustration.	6/30/2023 4:07 PM
24	Expand Connectivity Traffic Calming These streets are already pretty safe for cycling, but traffic calming could help more. I am more concerned that this doesn't address safely traveling along Archibald from Mission to the Northeast Pioneer's Greenway, as a resident of East Kildonan this connection would encourage me to shop along Provencher much more often.	6/30/2023 1:08 PM
25	Support Design Looks great. I assume these would be 30km/h to align with the direction other greenways in the city are moving.	6/30/2023 11:54 AM
26	Greenways unsafe Meh. Depends on driver/cyclist culture too much. But sure.	6/30/2023 10:58 AM
27	Traffic Flow The neighbourhood greenways are nonsense. It sacrifices the use of the roadway for motor vehicles to accommodate the cyclists.	6/30/2023 10:11 AM
28	Support Design Neighbourhood greenways that provide access to major routes are a safe and cost-effective solutions.	6/30/2023 8:51 AM
29	Specific Design Element Wider sidewalks would be more inviting and might encourage more people to get outside and go for a walk	6/29/2023 6:49 PM
30	misunderstood survey Reduce Car Space With proper signage and enforcement for bikers and vehicles this can work . It works in other cities it can work here. The bike takes up a space on the road equal to a car and has to be respected as such not allowed to ride or drive along side of one another.	6/29/2023 6:48 PM
31	Protected Bike Lane Greenways are fine on streets they aren't major connectors, but this route is. Separated infrastructure is necessary.	6/29/2023 4:48 PM
32	Specific Design Element Prefer fewer stopsigns	6/29/2023 4:46 PM
33	n/a I already use the route to cycle t o Gateway Raleigh	6/29/2023 4:23 PM
34	Unnecessary - low traffic There is so little traffic in rhat area as it is, i dont think it is necessary to put resources into an already safe and marked route. The only improvement necessary is signage directing cyclists to the crossing to mission st	6/28/2023 3:46 PM
35	Greenways unsafe Protected Bike Lane In sharing the lanes with cyclists it's very dangerous. Many, yes not all, but many act like they own the road and even when motorists try to accommodate them and give them suffiencient road space, they move suddenly to avoid debris or potholes etc and jutt out in front of cars they are sharing lanes with. Many groups of cyclists do not ride in single file but ride side by side and expect motorists to give them the entire lane. It makes for stressful dangerous situations.	6/27/2023 10:27 PM
36	Protected Bike Lane Reduce Car Space One way for vehicles & bikes. No parking for any non-able-bodied persons.	6/27/2023 2:02 PM
37	Support Design Traffic Calming I love the traffic calming efforts! Yes, let's please slow down the cars.	6/26/2023 6:40 PM
38	Protected Bike Lane Bikes should have a protected lane	6/26/2023 4:35 PM
39	Greenways unsafe Traffic Calming I find neighbourhood greenways historically unclear to find with difficult signage and minimal adjustments for cyclists. I am not certain that there are	6/26/2023 11:15 AM

	additional features to this greenway that mitigate that. However, I do recognize 'traffic calming' as a benefit, and I am optimistic.	
40	Greenways unsafe I am not comfortable using a neighbourhood greenway	6/25/2023 9:53 PM
41	Expand Connectivity Extending a biking solution further north to the active routes there, e.g. Gateway, would be key. Otherwise a beautiful route to no where.	6/25/2023 10:57 AM
42	Greenways unsafe There is not enough information provided. I live on a greenway and it becomes more dangerous every year as cars are going faster and there has not been any effort to control speed on cross streets. I have seen people just lean on their horns as they cross the greenway because cyclists / pedestrians are not deemed important.	6/24/2023 4:45 PM
43	Unnecessary - low traffic This neighbourhood does not have much car traffic from what I have noticed. Due to the closure of La Verendrye, and the Seine cutting off the neighbourhood from the rest of Provencher, there is not much through traffic. I do not think that speed bumps or reduced speed limits would be needed for this area. The only traffic appears to be local.	6/24/2023 10:27 AM
44	Greenways unsafe Protected Bike Lane I don't enjoy sharing space with motor vehicles, but properly speed controlled and traffic calmed, is a decent first step towards beginning to do something, even if it's not a genuine solution.	6/24/2023 6:46 AM
45	other comments Je ne vois pas la différence avec ce qu'il y a déjà.	6/23/2023 10:31 PM
46	Support Design Traffic Calming Too many people are using these side streets as a shortcut during rush hour. This is a great way of protecting people and forcing drivers to slow down.	6/23/2023 10:16 AM
47	Support Design The design probably leads to reduced vehicle speed: I consider that a good result	6/22/2023 6:52 PM
48	Greenways unsafe Traffic Calming This option paints on the pavement. Not enough.	6/22/2023 4:30 PM
49	Support Design Traffic Calming I think ensuring that the greenways have reduced speed limits and traffic calming features is key.	6/22/2023 4:29 PM
50	Traffic Calming Maybe this already considered, but having a speed limit of 30kph on the neighborhood greenways will increase safety and comfort.	6/22/2023 10:20 AM
51	Greenways unsafe Protected Bike Lane Narrow sidewalks, no physical separation between cyclists and drivers. Paint is not infrastructure.	6/22/2023 9:39 AM
52	Traffic Calming While neighbourhood greenways are a good idea, they need to be matched with meaningful traffic calming initiatives, like reducing the overall speed limit in residential areas.	6/22/2023 9:32 AM
53	Support Design these streets are pretty low traffic so this makes sense	6/22/2023 9:24 AM
54	Greenways unsafe Protected Bike Lane Traffic Calming These setups tend to make it frightening and dangerous for cyclists. Drivers often speed up between the speed bumps and are encouraged to swerve around cyclists on the road which adds to the danger. I don't think these types of routes are well suited for drivers nor cyclists. It seems more like a half-measure for all users rather than a properly implemented system for anyone.	6/22/2023 9:00 AM
55	Greenways unsafe Protected Bike Lane Shared lanes are not active transit	6/22/2023 6:53 AM
56	Greenways unsafe Protected Bike Lane As soon as they are not protected bike lines it's not as safe, it's a step in the right direction but not quite there.	6/21/2023 9:46 PM
57	Speed Bump Issues (for Cyclists) Traffic Calming Is there another traffic calming device other than speed bumps for the cars? They're annoying if you're on a bike.	6/21/2023 6:51 PM
58	n/a I don't go that way	6/21/2023 6:35 PM
59	Greenways unsafe Traffic Calming Street design like this does not force drivers to go slower or watch for cyclists. Paint on the ground saying it's a "bike route" won't do anything. Please work in bends or chicanes to visually force drivers to reduce speeds. Parking lots have had speed bumps for years and they never actually work, especially when put on a street.	6/21/2023 6:32 PM
60	Greenways unsafe Before something like this can work, we need buy-in from motorists. There are a lot of motorists out there whose unwillingness to share space with cyclists and	6/21/2023 4:30 PM

	pedestrians make any space shared with cars dangerous. The city needs to create buy-in.	
61	Protected Bike Lane I always prefer bike lanes that are separate / protected from traffic.	6/21/2023 4:01 PM
62	Speed Bump Issues (for Cyclists) Make sure cyclists don't have the same speed bumps to go over as the cars.	6/21/2023 3:42 PM
63	Traffic Calming Lower speed limits would provide more safety than painted lines on a street.	6/21/2023 3:13 PM
64	Traffic Calming I appreciate the speed bumps and would love to see other traffic calming measures used too like bump outs and narrowing of streets, and even temporary barriers.	6/21/2023 2:49 PM
65	Traffic Calming Only works with reduced speed limits. We know this doesn't significantly affect commute times for drivers, we need to do it.	6/21/2023 2:25 PM
66	Support Design More of this everywhere please	6/21/2023 2:07 PM
67	Support Design More trees and greenways for cycling is a great idea. And slowing traffic via speed humps is good for all around safety.	6/21/2023 1:49 PM
68	Traffic Flow No to lowering the speed limit to anything lower than 50k.	6/21/2023 12:34 PM
69	misunderstood survey Too many large trucks and semis- railway crossing plugs up the Blvd stopping traffic, concerned about the removal of much needed parking and metres (free metres at that) and, the removal of trees/shortening the beautiful inner boulevard (bikes should go Option B or C, safer)	6/21/2023 11:17 AM
70	concern: intersections and safety Indirect for Cyclists Je m'inquiète des transitions entre les différents types de voie cyclable. Y aura-t-il une intersection pour permettre au cyclistes du côté sud de Provencher à traverser au nord pour joindre le système proposé?	6/21/2023 10:50 AM
71	n/a Don't frequent this area	6/21/2023 10:27 AM
72	Unnecessary - low traffic traffic calming not required as roadway is of low use already. Limiting turning from Archibald into area would be more effective if traffic calming is required	6/20/2023 5:37 PM
73	Traffic Calming I feel speed limits must be enforced in most residential neighbourhoods.	6/20/2023 11:36 AM
74	cost concerns underutilized Combing this plan with the Provencher plan is planning for a nightmare in this area and is a very narrow view of city planning and redundancy that wastes resources.	6/20/2023 10:18 AM
75	Expand Connectivity Support Design Ceci serait tres bien surtout en combinaison avec piste Provencher à l'est de DesMeurons	6/20/2023 9:19 AM
76	Greenways unsafe Protected Bike Lane There is no protected bike lane. The bikes are with the cars which doesn't make it safer for bikes.	6/20/2023 5:58 AM
77	Protected Bike Lane No protected lanes means less ridership.	6/19/2023 11:41 PM
78	Indirect for Cyclists Protected Bike Lane These streets are already calmed. Why spend the money unless you are putting protected lanes in. Separated lanes are more safe for cyclists of all ages. If these routes are not more direct, people will still ride their bike on the sidewalks on Provencher to cut through saint Boniface and to access the businesses on Provencher.	6/19/2023 4:57 PM
79	Support Design Put it on Provencher!	6/19/2023 2:09 PM
80	Greenways unsafe Traffic Calming I have found cars tends to speed along greenways anyway - I hope some of the traffic calming measures would include flower boxes and other more obstructive measures.	6/19/2023 1:59 PM
81	other comments Protected Bike Lane Speed Bump Issues (for Cyclists) sharing a lanes with cars is annoying because the road ends up more degraded from the weight of vehicles and the need for speed bumps is also unappealing for cyclists but obviously required for calming speeding cars.	6/19/2023 12:21 PM
82	Support Design I do go to this area much. If car traffic is slow and infrequent then this is acceptable.	6/19/2023 10:01 AM
83	Traffic Calming Please add lots of physical traffic calming features to the neighbourhood greenway parts.	6/19/2023 3:54 AM

84	Greenways unsafe Sharrows are dangerous and useless	6/18/2023 9:24 PM
85	Reduce Car Space Traffic Calming Make streets less car friendly	6/18/2023 7:50 PM
86	Greenways unsafe Protected Bike Lane This design requires vehicle traffic to CARE in order to be safe. I would invite any of the survey stakeholders to take a walk on the greenways we have and sample the empathy that vehicle traffic has for pedestrians or bikes	6/18/2023 7:14 PM
87	Greenways unsafe Traffic Calming Intersections need to be treated appropriately to minimize the possibility of vehicles hitting bikes. Roundabouts, roadway narrowing immediately before intersections with separate pathway for bikes through the intersection - things that will increase the visibility of cyclists and force drivers to slow down in intersections, especially when making turns.	6/18/2023 6:53 PM
88	Traffic Calming Les mesure de contrôle de la vitesse des véhicules à moteur. Réduction de la limite de vitesse, dos d'âne etc.	6/18/2023 5:24 PM
89	Greenways unsafe Speed Bump Issues (for Cyclists) Traffic Calming What's with the standard sharrows? We've been told these are not allowed under the Manitoba Highway Traffic Act. Please don't misrepresent what you can actually build. Anyway, never mind "real" sharrows or Winnipeg sharrows. Studies show the former may increase risk, while the latter is an untested and potentially dangerous improvisation that serves no purpose except to make the city feel it has done something. If the speed humps to be installed are of the same poor standard as were recently added on Oakenwald Ave., never mind them either. You try to bring home peaches and eggs in your bike basket on that junk! Please use proper bumpouts, islands, mini roundabouts, or other traffic calming that won't interfere with cycling and that the city is able to execute properly.	6/18/2023 3:37 PM
90	Unnecessary - low traffic I hate these active transportation corridors! I live near Lyndale and the 30km speed limit is not warranted give the low number of people actually cycling on Lyndale AND the fact Lyndale is so wide!!	6/18/2023 9:52 AM
91	Speed Bump Issues (for Cyclists) Traffic Calming No road parking and fully treed boulevards are needed for this to feel safe. I like the implementation of speed bumps, though would it be possible especially if there's room for cyclists to go around them without impeding their effectiveness at calming car speeds.	6/17/2023 9:01 PM
92	Greenways unsafe Protected Bike Lane drivers don't always respect the painted bikes on the road and it's meaningless in the winter, would be nice to have SOME bike protection on these streets	6/17/2023 7:32 PM
93	Support Design Yes! Great idea.	6/17/2023 4:42 PM
94	misunderstood survey Yes!! Put the bike lanes in residential areas and leave the businesses and parking alone. It's safer and better for everybody!	6/17/2023 3:27 PM
95	Support Design Traffic Calming These streets need a 30kmh speed limit in addition to the traffic calming.	6/17/2023 3:10 PM
96	Greenways unsafe Protected Bike Lane Combined bike/car lanes scare most bicyclists and annoy car users. They don't help either group. You should create distinct one way bike lanes on each side of the road.	6/17/2023 2:43 PM
97	Support Design I like this very much.	6/16/2023 1:35 PM
98	Greenways unsafe Protected Bike Lane It would be safer for cyclists if the route was entirely separated from vehicle traffic	6/16/2023 12:20 PM
99	Greenways unsafe Specific Design Element Cars pass dangerously on greenways - more signage to be cautious. "Share the Road" is too neutral for a situation where one party is at a far greater risk for fatalities.	6/16/2023 10:29 AM
100	Specific Design Element Add painted bike lanes to make it more obvious that bikes belong	6/16/2023 10:27 AM
101	Support Design The side streets aren't a major concern when cycling because traffic is already relatively calm and slow, but anything to slow it down further is welcome.	6/16/2023 9:56 AM
102	Expand Connectivity The BIGGEST issue here is what cyclists are supposed to do after riding north and east along Notre Dame and La Verendrye. Let's see a connection to the Northeast Pioneers Greenway. Sure, there's a nice ramp just north of the second train bridge,	6/16/2023 7:09 AM

	just before Nairn/Regent, but that's on the east side of the street, and cyclists have just been thrown out from La Verendrye onto Archibald without a proper route to get to that ramp. And then, after using that ramp, there's no real path to get to the Greenway.	
103	n/a Never enter this area.	6/15/2023 8:05 PM
104	Greenways unsafe Protected Bike Lane I do not support mixing pedestrians, bikes and vehicles. The a/n scenario has a very wide boulevard. Could it be narrowed and separate bikes lanes created.	6/15/2023 5:08 PM
105	Greenways unsafe Protected Bike Lane The speed bumps are great but I do prefer physical separation, even on calmer routes.	6/15/2023 4:51 PM
106	Greenways unsafe Is there vehicle parking allowed on these streets? Parked cars would block cyclist "lanes" causing them to go closer to vehicles.	6/15/2023 4:02 PM
107	vegetation The 4 trees that need to be removed should dug out and replanted instead of just removed and/or destroyed.	6/15/2023 2:51 PM
108	Speed Bump Issues (for Cyclists) Speed bumps are hard on wrists and tires for cyclists. For older people or people with injuries to their arms or wrists in can be a challenge. With enough space from the curb to the edge of the bump it can be somewhat avoided as long as that space is clean from debris.	6/15/2023 2:46 PM
109	Traffic Calming 30km peed limit would help. Would street parking be allowed on this street?	6/15/2023 2:28 PM
110	Support Design I already ride these a lot. They are great for cyclists as is and very accessible for new riders. Better signage and road paint would be appreciated and help to encourage first time riders to clearly understand the route.	6/15/2023 2:11 PM
111	Maintenance Concern Will the city ensure maintenance of the boulevard year round. If they become snow storage area, area will become more dangerous to travel thru, or for the residents.	6/15/2023 1:52 PM
112	Greenways unsafe Protected Bike Lane I would prefer to see a painted bicycle lane here, even if it's not a protected lane.	6/15/2023 1:35 PM
113	Traffic Calming Would like to see 30 km max speed on streets	6/15/2023 1:22 PM
114	Greenways unsafe This is just paint and a speedbump. How does this improve conditions for those that are not the most confident riders? Would you let your child cycle here independently?	6/15/2023 1:06 PM
115	Greenways unsafe Protected Bike Lane Traffic Calming Is there any evidence to support neighbourhood greenways? Traffic calming measures like speed bumps would make things better, without question. But I'm not aware of any evidence supporting improved safety through signage and street markings. If there won't be protected cycling infrastructure, then traffic calming and reduced speed limits are critical. Otherwise there is no improved safety and in fact can sometimes make things less safe for cyclists.	6/15/2023 1:00 PM
116	Traffic Calming more speed bumps, bump outs, chicanes.	6/15/2023 12:39 PM
117	Expand Connectivity While these streets are low traffic, having them dead end at Mission St. with no cycling infrastructure is dangerous. As well as ending at Nadeau st without a crossing over Provencher.	6/15/2023 12:38 PM
118	Greenways unsafe Reduce Car Space Traffic Calming As long as street parking isn't allowed on here, this should be ok, but sharrows are usually not a great solution unless there's some kind of traffic calming measure implemented	6/15/2023 12:38 PM
119	Indirect for Cyclists Why the cut-through residential? What we learned from this St-Boniface project is that direct routes are preferred. Snaking through residential is not friendly to people with limited navigational skills. Direct routes benefits everyone. I would keep this design inthe residentaial toolkit and implement it on all residential streets, but I would implement a direct connection all the way to Archibald St. where Archibald should be getting this same level of Provencher Blvd design sometime in the future.	6/15/2023 12:27 PM
120	Against Bike Lanes underutilized Fix the roads and never mind these low priority bike routes	6/15/2023 12:21 PM

121	Traffic Calming I'd love to see speed tables at crosswalks at intersections to force drivers to actually slow down or come to a complete stop.	6/15/2023 12:13 PM
122	cost concerns Unnecessary - low traffic Waste of money	6/15/2023 12:08 PM
123	other comments why not focus on the critical mass of residents living south of Provencher... south of Marion even	6/15/2023 11:45 AM
124	Greenways unsafe Traffic Calming the markings do nothing to actually make the road safer for cyclists. It's a painting on the road but drivers' attitudes and behaviours don't change.	6/15/2023 11:23 AM
125	misunderstood survey It looks like it would eliminate on street parking which is not fair to the residents. I ride my bike the same route everyday and have never had an issue with parked vehicles	6/15/2023 11:02 AM
126	Maintenance Concern Traffic Calming The traffic calming features and reduced speed limits (30 km/h) are important if there are no protected lanes. Also during the winter, how will these lanes be maintained?	6/15/2023 11:00 AM
127	Greenways unsafe Protected Bike Lane The speed bumps will be helpful, but a proper two-way bike lane would be better and safer for everyone involved. See Shaw Street in Toronto for an example	6/15/2023 10:52 AM
128	Greenways unsafe other comments Speed Bump Issues (for Cyclists) Road bump outs are a hazard to drivers and cyclist in poor driving conditions. Non standard vehicles (vehicle with trailer, moving van etc. are required to navigate around created obstacles which decreases attention from simply driving. Speed humps are a distraction and remove the comfort and convenience of ALL road users. Speed humps are hard on bikes with a trailer or panniers, with wet tires or icy conditions and really unnecessary if the area is designed for only local traffic, cut through traffic is usually the problem.	6/15/2023 10:41 AM
129	Protected Bike Lane Traffic Flow This comment refers to all proposed & constructed bike paths. As far as I know, the Cities or Countries that are PROGRESSING are trying to WIDEN their roads, unlike here in Winnipeg, you are making the roads narrower, a symbol of regressing. Why not construct a bike path that will not affect the road's width?	6/15/2023 10:12 AM
130	misunderstood survey Protected Bike Lane there must be allowance for on-street parking. narrow the boulevard and put the bike lane alongside the sidewalks	6/15/2023 10:06 AM
131	Unnecessary - low traffic This is the current situation in that area and there is hardly any traffic, but signage will go a long way into helping people navigate through the area.	6/15/2023 10:04 AM
132	misunderstood survey other route Provencher and Marion should be for cars only and cyclist should have access from the side streets or parallel streets	6/15/2023 10:01 AM
133	Against Bike Lanes Have you consulted the people who LIVE IN THE AREA? How upset will they be? I'd be furious if you did this to my area.	6/15/2023 9:59 AM
134	Greenways unsafe Protected Bike Lane this looks dangerous for motorists and cyclists. it would be better to widen the boulevard and give the cyclists 1 lane	6/15/2023 9:59 AM
135	Speed Bump Issues (for Cyclists) Adding a speed bump just makes it more difficult for cyclists.	6/15/2023 9:52 AM
136	Greenways unsafe Maintenance Concern It doesn't really matter if it's a designated bike street it's the attitude of cars that needs to change. I cycle on designated bike route and cars still run me off the road. There also needs to be more street clearing for glass and sand.	6/15/2023 9:39 AM
137	Protected Bike Lane Reduce Car Space Traffic Calming YES. make residential routes slower and safer for pedestrians and cyclists. Make them unattractive to vehicular traffic. Honestly, the long way should be the road, and the short direct way should be for active transport. Provencher should be the greenway and vehicular traffic should have to go around.	6/15/2023 9:39 AM
138	Greenways unsafe Traffic Calming Please add actual physical infrastructure to slow down cars. Simply adding sharrow markings has been proven to make streets less safe	6/15/2023 9:38 AM
139	Greenways unsafe Traffic Calming Although traffic is lighter for these types of streets, marking the pavement doesn't protect cyclists from cars unless you have enforcement. This option is the equivalent of doing nothing, so you might as well save the cost to paint the roadway and install signs.	6/15/2023 9:37 AM

140	Greenways unsafe Protected Bike Lane Anything other than separated lanes is a danger to cyclists.	6/15/2023 9:24 AM
141	Traffic Calming Done well, these options can work, preferably if non-local traffic is diverted to alternate routes.	6/15/2023 9:20 AM
142	misunderstood survey Protected Bike Lane This is a poor example of integrating bikes into the Provencier area. Putting cyclists onto a side street with residential traffic does nothing to encourage business use on Provencier, show cyclists they are important to the growth of the city's transportation plan, and will increase traffic for residents and children in the high school traffic areas.	6/15/2023 9:12 AM
143	Greenways unsafe Reduce Car Space Speed Bump Issues (for Cyclists) 7m is still quite wide for a "shared" use road. I think cyclists will still feel unsafe. The speed bumps may help, but speed bumps are annoying to cycle over. Narrowing the road even more would be an improvement. The 1.5m sidewalks are narrow, doubling their width would be an improvement.	6/15/2023 9:10 AM
144	Cyclist Traffic Rules Bicyclists do not follow the rules of the road and expect pedestrians to get out of their way etc. They are rude and don't care who they try and run over.	6/15/2023 9:10 AM
145	Reduce Car Space Transit Eliminate the private car from the picture. Put in a bus.	6/15/2023 9:05 AM
146	other comments Support Design As long as the road markers are well painted on a regular basis.	6/15/2023 8:59 AM
147	Against Bike Lanes This is just pandering to the bike lobby	6/15/2023 8:47 AM
148	Reduce Car Space Please allow yet more space for bikes	6/15/2023 8:45 AM
149	Unnecessary - low traffic These streets are already essentially greenways, just not formally so.	6/15/2023 8:43 AM
150	Greenways unsafe other comments What is changing, is the city proposing adding painted symbol on the street? This appears to be a typical residential street.	6/15/2023 8:37 AM
151	Against Bike Lanes underutilized In any area that you destroyed roads for cars in favour of this stupidity you feel like a bird watcher waiting to see someone use them most of the year. Try to find anyone on the hottest or coldest days. Try to find anybody using them when it’s windy or rainy You can’t because it’s a stupid idea Stupid people think it’s brilliant	6/15/2023 8:37 AM
152	Protected Bike Lane Unnecessary - low traffic this area already feels pretty safe because there isn't much vehicle traffic here normally anyway, but having a dedicated lane would be nice	6/15/2023 8:36 AM
153	Greenways unsafe Protected Bike Lane Paint isn't infrastructure and plans like this will get people hurt or worse.	6/15/2023 8:26 AM
154	other route Is this "instead of"or "in addition to" the proposed changes to Provencher? You don't need both and a shared use path down Dumoulin would be much better.	6/14/2023 3:41 PM
155	concern: intersections and safety Expand Connectivity Specific Design Element The traffic lights at Mission and Archibald need to be timed to allow east bound bikes to cross Archibald safely without getting hit by cars turning left from Misson to Archibald. This is a very dangerous intersection during rush hours.	6/13/2023 9:19 PM
156	Protected Bike Lane Reduce Car Space Speed Bump Issues (for Cyclists) Paint on the road does nothing for cyclist safety. Nor does reduction in speed limit when enforcement is non-existent. Speed bumps are a minor inconvenience for motorists and punish mostly cyclists. Narrow the boulevard on both sides and put in proper separated bike lanes like you know you should.	6/13/2023 3:44 PM
157	n/a None.	6/12/2023 3:19 PM
158	Speed Bump Issues (for Cyclists) It is important that traffic calming measures do not also impede cyclists. For example, speed bumps should be designed to allow cyclists to pass through without going over.	6/12/2023 10:49 AM
159	Speed Bump Issues (for Cyclists) Support Design Depending on the method of traffic calming this would be awesome. If speed bumps are chosen then having allowance for bikes	6/12/2023 10:02 AM

	to pass through unimpeded would be important. Most other means don't affect cyclists as much.	
160	Indirect for Cyclists Protected Bike Lane Slowing down vehicle traffic on neighbourhood roads is always welcome, as it creates safer spaces for cyclists and local residents. However, I don't believe that nieghbourhood greenways should constitute critical parts in the City's bicycle network. Forcing bicycles to take convoluted, winding back-streets to connect between dedicated cycling infrastructure (i.e. between Provencher and future bike infrastructure on Archibald) is not ideal and should be avoided.	6/11/2023 11:32 AM
161	Against Bike Lanes Thieves use bikes to do their traveling and stealing from yards and stores. No more bike paths.	6/11/2023 12:45 AM
162	Against Bike Lanes cost concerns underutilized I do not support the construction of these expensive and useless pathways	6/10/2023 9:09 PM
163	Bikes off road Cyclist Traffic Rules I DON'T BELIEVE THAT CYCYLISTS BELONG IN THE SAME SPACE AS MOTOR VEHICLES. AS A PEDISTRIAN AND DRIVER, I'D RATHER SEE THEM ON THE SIDEWALK THAN ON THE STREET. IF YOU DON'T HAVE A MOTOR, GET OFF THE ROAD THAT IS MEANT FOR HEAVY, POWERFUL, POTENTIALLY DANGEROUS, MOTORIZED VEHICLES. MOST CYCLISTS DON'T OBEY TRAFFIC SIGNAGE AND RULES, DON'T HAND 'SIGNAL' AND ARE AN ALL AROUND MENACE TO MOTOR VEHICLES. IF THEY DON'T HAVE THEIR OWN DEDICATED LANE, THEY SHOULD GET ON THE SIDEWALK, INSTEAD OF HOGGING AN ENTIRE MOTOR VEHICLE LANE. THEY WANT TO BE TREATED LIKE A MOTOR VEHICLE, BUT THEY'RE NOT.	6/10/2023 4:03 PM
164	other comments What is the road speed?	6/9/2023 9:30 AM
165	other comments I don't travel in this area and I'm not sure what the difference is. You should show before and after photos	6/8/2023 11:11 PM
166	Expand Connectivity other comments Protected Bike Lane The map you are using is missing Rue Maisonneuve and the bike path that follows the Seine does not connect with Dumoulin Street. This is currently a low traffic area where cyclists can cycle in relatively safety. However, I bike this area with my young kids on the sidewalk. (If I bike alone, I use the street). If I were to design this area, I would create a multi-use path that follows the north side of Notre Dame st. It could be a shared lane for La Flèche and a multi-use path on the north side of La Vérendrye St. I would also like to have a multi-use path that starts on Provencher and follows Thibault St. until Notre Dame St. That way, families with young kids could use that to get to the nearby school or to more easily walk to the Notre Dame St. loop.	6/8/2023 9:50 PM
167	Support Design The traffic calming features on the residential streets are a must and I'm happy to see them depicted.	6/8/2023 8:37 PM
168	Greenways unsafe Protected Bike Lane Sharrow lanes are mis-understood by both cyclists and motorists, they are rarely used correctly. The province has done a poor job educating the public about what these are and how to use them. Planter boxes or parklets should be used instead, as they prevent conflict points.	6/8/2023 3:18 PM
169	Against Bike Lanes This is a terrible design and should not be used.	6/8/2023 2:56 PM
170	Reduce Car Space Traffic Calming Consider closing the street to cars altogether using modal filters. Additional traffic calming measures aside from speed bumps could be considered. No on street parking is great!	6/8/2023 2:24 PM
171	concern: intersections and safety Specific Design Element There still needs to be a safe way to get from east side of Archibald St to La Verendrye St. Suggest a bike traffic signal and button from Mission St to cross to La Verendrye St. to safely access the shared greenway.	6/8/2023 1:36 PM
172	Greenways unsafe These neigborhood options are fine for average cycling commuters that prioritize time spent away from traffic. There will certainly be a number of more comfortable commuters that prioritize speed and see limited usage of greenway treatments that will opt to take car lanes as they travel east past the end of the multi-use pathway. This will create a more dangerous merge for them as they join the flow of car traffic.	6/8/2023 12:16 PM
173	Expand Connectivity Tissot st. is used a lot by People either walking or cycling just as much as the opposite side of Provencher.	6/8/2023 12:16 PM
174	Expand Connectivity This area is already fairly safe for cyclists as these are low traffic	6/8/2023 11:51 AM

	neighborhood streets. The main concern is the connection to Archibald, and onwards to the NE Pioneers Greenway north of Nairn, as Archibald is extremely unpleasant to ride on (both road and sidewalk).	
175	Indirect for Cyclists Protected Bike Lane This does not look like an improvement at all. It would be better to have a dedicated multi use path along Seine river and north of La Verendrye st instead. Current design requires cyclists to make multiple turns and creates more conflict points.	6/8/2023 11:10 AM
176	Unnecessary - low traffic I live on Dumoulin St and there is such little traffic on these streets that I believe the traffic calming speed bumps are overkill and not worth whatever they cost. The street paint & signage and other would be sufficient.	6/8/2023 11:09 AM
177	Unnecessary - low traffic Don't love the speed bump idea	6/8/2023 9:07 AM
178	Indirect for Cyclists Protected Bike Lane This is an indirect and unprotected route. It would be better to create something more protected and direct, perhaps by offering a path connecting Nadeau and La Verandrye Street behind the houses on the north part of La Flèche.	6/8/2023 8:45 AM
179	other comments Traffic Calming On road Signs need to be kept fresh and visible.	6/8/2023 7:14 AM
180	Greenways unsafe Traffic Calming This is confusing motor vehicle operators. I don't think a vehicle should ever be allowed to get comfortable driving over a cycling symbol.	6/8/2023 4:36 AM
181	Expand Connectivity Indirect for Cyclists Unnecessary - low traffic This area is already relatively safe because there isn't much traffic. What we really need is a bike path on Archibald and connecting to the Gateway path	6/7/2023 10:48 PM
182	Greenways unsafe Traffic Calming Sharrows are a total waste of paint and a big middle finger brandished at cyclists. Just put in the speed bumps -- and consider adding *more* *real* traffic calming features that actually narrow or complexify the road, causing reasonable drivers to slow down by instinct. Sharrows need not apply.	6/7/2023 10:14 PM
183	Traffic Calming 30km/h speed limit is required. Street should be narrower to discourage speeding. Add bump outs, chicanes, planters and other traffic calming measures.	6/7/2023 9:25 PM
184	Expand Connectivity Greenways unsafe I don't love the greenways as much, and I hope some improvements will be made to Mission so it can connect to Elmwood but the speed humps will help a lot and it's a fairly low traffic area.	6/7/2023 8:50 PM
185	Expand Connectivity Another option to connect mission street's unprotected bike route with the seine river bridge could include a protected two way bike lane on La Verendrye and cuts behind some houses and behind the park in notre dame, making it much closer to the seine river with the option to also cut tbrough the park on notre dame to connect it with the neighborhood greenway on Nadeau which then links up to the proposed designs for east provencher.	6/7/2023 7:44 PM
186	Indirect for Cyclists Specific Design Element Please make sure there is great signage to allow cyclists to discover the greenways and follow them to their destination	6/7/2023 7:10 PM
187	Unnecessary - low traffic Putting speed bumps in is a good way to ruin a perfectly adequate roadway. I actively avoid areas with these design features	6/7/2023 6:24 PM
188	Cyclists should pay Start charging a fee to ride your bike	6/7/2023 6:17 PM
189	misunderstood survey AGAIN, where is the parking?????	6/7/2023 4:51 PM
190	n/a je n'utilise pas cette direction	6/7/2023 4:41 PM
191	Greenways unsafe Mixing cars and bikes is a terrible idea. Drivers in this town hate bikes way too much. It makes no sense to continue making them share space.	6/7/2023 3:53 PM
192	Against Bike Lanes cost concerns Transit Hi there - I'm not against bikes but hey we live in Winnipeg! Guess what - for a better part of the year we are one giant block of ice - how about talking about some public transport... for example your St Vital bus terminus - I mean - it appears to be designed for the convenience of buses rather than of the people it is intended to serve and in fact paid by! How about building a covered / heated giant bus shelter / station connected with the St Vital mall so that people can use it around the year. Have you imagined how painful it is to catch a bus from the mall, especially during the cold weather - which is	6/7/2023 3:02 PM

	what 10 out of the 12 months? I suspect people who design these things never have to use them, do they? And you are talking about building bike lanes!!!	
193	Expand Connectivity Again this is not connecting larger parts of the city for commuters. There is a large gap from here continuing east. A good start but I think showing the overall plan is necessary to realize we can't simply end protected bike lanes and assune people can continue on roads for the rest of the commute.	6/7/2023 2:52 PM
194	Against Bike Lanes Cyclists should pay Traffic Flow underutilized Make cyclists pay the entire cost. Streets are congested enough without catering to a few cyclists. Improve traffic flow stop wasting time and money on something no one will use 8 months of the year	6/7/2023 2:35 PM
195	Greenways unsafe Protected Bike Lane Shared lanes, even in quieter residential areas often feel dangerous. Drivers are just too impatient and will take unnecessary risks when behind a cyclist.	6/7/2023 1:57 PM
196	Greenways unsafe Protected Bike Lane I think bikers should be separated from traffic where at all possible. I'm not sure how I would feel about using this route, I would have to try it.	6/7/2023 1:45 PM
197	Greenways unsafe Protected Bike Lane It is much better and safer to have seperate dedicated bike lanes	6/7/2023 1:43 PM
198	Greenways unsafe Traffic Calming cars need signage and enforcement in order to respect the rights of cyclists. otherwise they drive recklessly around cyclists when on shared routes.	6/7/2023 1:22 PM
199	Support Design This makes sense and should be applied in the Pointe Hebert area West of Whittier Park	6/7/2023 1:14 PM
200	Greenways unsafe I don’t trust drivers would obey the slower speeds and give enough room. I would be hesitant about taking my kids if cars could “share” the road. On existing slowed streets (e.g. Egerton during summer months) I find people roar past us and don’t respect that it’s a dedicated bike route	6/7/2023 1:03 PM
201	Greenways unsafe I'm not sure how sharing the lanes will work, but it's better than nothing.	6/7/2023 12:55 PM
202	Greenways unsafe This will work if you eliminate street parking in the area on those streets - otherwise there isn’t room for cyclists and cars - it wouldn’t be any different than it is now.	6/7/2023 12:55 PM
203	Greenways unsafe Protected Bike Lane Painted bike path doesn’t create a protective barrier for cyclists and pedestrians. You need to actual physical barriers designated for cyclists and pedtestrians’ uses.	6/7/2023 12:44 PM
204	Greenways unsafe There are pros and cons but it's a much needed improvement	6/7/2023 12:15 PM
205	Protected Bike Lane I prefer protected bike lanes	6/7/2023 11:56 AM
206	Greenways unsafe Protected Bike Lane I have been hit/nearly hit by someone driving their car far more times than is reasonable. It is not safe to ride a bicycle without physical separation from cars.	6/7/2023 11:01 AM
207	Unnecessary - low traffic Basically it is what exists today except for some paint. however, vehicle traffic is likely very light so it should be workable.	6/7/2023 11:00 AM
208	Against Bike Lanes cost concerns underutilized Traffic counts do not warrant this expensive change	6/7/2023 10:36 AM
209	Indirect for Cyclists I would prefer if this ran down Provencher instead of snaking through poorly maintained side streets and getting ejected awkwardly into Archibald, but it's not terrible.	6/7/2023 10:36 AM
210	other comments It’s confusing.	6/7/2023 10:34 AM
211	Support Design This is suitable for this area as it is lower traffic. I don't think a separate bike lane is necessary so this is great.	6/7/2023 9:33 AM
212	Greenways unsafe other comments Is this really safe for cyclists of all ages and comfort levels? Where else is this design implemented in the city? One of the biggest pet leaves as a cyclist is having inconsistent active transit ways. It confuses pedestrians and motorists. Choose one way with similar signage and colours and implement it across the city to make a cohesive path.	6/7/2023 9:28 AM
213	Bikes off road Cyclist Traffic Rules Will all residents become aware that their street is now	6/7/2023 9:19 AM

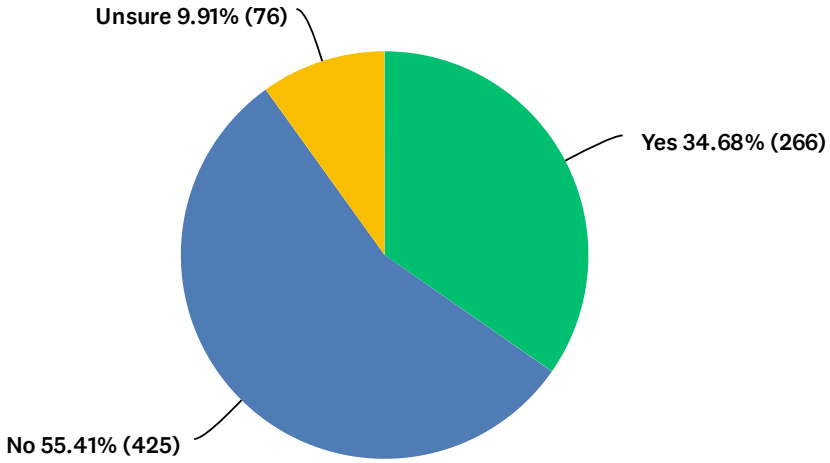
	a 5-10 km/hr route? People on bikes do not respect car traffic or pedestrians	
214	Support Design I don't frequent this part as often and when I do I typically approach from Thibault St over the pedestrian bridge. I think the mixed use design makes sense. There is already little through vehicle traffic here so I don't think much needs to be done to make is safer for cyclists or pedestrians.	6/7/2023 9:16 AM
215	n/a I have using the route already for my cycling needs	6/7/2023 9:06 AM
216	Expand Connectivity As mentioned earlier, consider the lack of infrastructure on Archibald that cyclists heading east on these greenways encounter. No objection to the design just encourage envisioning that next step	6/7/2023 8:27 AM
217	Greenways unsafe Neighbourhood greenways do nothing to encourage me to cycle on a particular route more frequently. I don't find them any safer than any other low-traffic neighbourhood route.	6/7/2023 8:10 AM
218	Expand Connectivity Indirect for Cyclists Rather than cycle through the neighbourhood (assuming speed limit is 30kph at all times), bike lanes are still necessary all the way down Provencher to Archibald; create bike lanes on Archibald to connect with Archibald bikes lanes further south and NE Pioneers Greenway further north.	6/7/2023 8:10 AM
219	Expand Connectivity Protected Bike Lane This is part of the missing link between Pioneer Parkway and the Seine River paths. Such a key link needs a separated bike path.	6/7/2023 8:07 AM
220	Greenways unsafe Traffic Calming Neighbourhood greenways are fine but there needs to be more done to update the street design to reflect they're for shared use. A sign and some paint on the road don't stop drivers from going as fast as they can.	6/7/2023 7:43 AM
221	Greenways unsafe Shared lanes are dangerous!	6/7/2023 7:31 AM
222	Unnecessary - low traffic I honestly don’t think many people are going to bike here. It’s fine.	6/7/2023 7:24 AM
223	Greenways unsafe If cyclists are given priority then my kids could still take this route. If cats still own the road then what do my children do?	6/7/2023 7:15 AM
224	Greenways unsafe Protected Bike Lane Traffic Calming Anytime you are forcing cyclists and cars to share the street, it's dangerous for cyclists. Without concrete, defined plans for safety (30km/h limits, limits on street parking, etc) I don't know if it'll help	6/7/2023 7:11 AM
225	Greenways unsafe Traffic Calming Shared lanes aren't ideal because vehicles don't share the road well. And while speed bumps are good, narrowing the roads is better for slowing down traffic, so make the boulevard and sidewalk bigger. These streets basically shouldn't be used by vehicles unless they live there so forcing them to slow down shouldn't be a problem.	6/7/2023 6:26 AM
226	Greenways unsafe Drivers can still be tempted to unsafely overtake people on bikes if the drivers feel impatient.	6/7/2023 6:00 AM
227	Support Design For some streets I would be worried about vehicle parking. However, the proposed layout is wonderful.	6/6/2023 11:18 PM
228	Support Design I don’t travel in this area, but a greenway would make me more likely to see if heading that direction fits for our needs.	6/6/2023 9:24 PM
229	Specific Design Element Speed Bump Issues (for Cyclists) unnessesary. speed bumps should have flat cyclist cutouts. traffic stop lights / signs should prioritize cyclists	6/6/2023 9:06 PM
230	cost concerns Unnecessary - low traffic I already cycle on these routes. They are not busy. Added markings couldn’t hurt but I would not spend much on this section.	6/6/2023 9:00 PM
231	concern: intersections and safety Specific Design Element A proper intersection between Nadeau and Provencher would be much appreciated. When the existing trail through Lagimodiere-Gaboury Park is closed, the connection between Rue Notre Dame and Provencher is not the clearest and connecting to Provencher is harder than it should be.	6/6/2023 8:53 PM
232	Support Design Using this section connecting to the existing paths and parks rather than the Archibald intersection but still moving into Provencher is a win-win-win	6/6/2023 8:49 PM
233	Support Design I would use this to access some businesses in Transcona and this neighbourhood by bike instead of car.	6/6/2023 8:39 PM

234	Support Design This has worked very well on Eugenie, I think it would work wonders here as well	6/6/2023 8:11 PM
235	Support Design Excellent	6/6/2023 8:00 PM
236	misunderstood survey Street parking for affected businesses and homeowners. Also, affects on busses.	6/6/2023 7:56 PM
237	Greenways unsafe Traffic Calming Putting cyclists on the road is fine, but it only takes one moment of distraction or anger from a car of truck to end a cyclist's life. This design is very attractive though. The narrow design effectively communicates that lower speed is desired.	6/6/2023 7:55 PM
238	Greenways unsafe Winnipeg drivers are crazy and they would never respect a shared bike road. They would mow down bikers or honk or speed past them too closely	6/6/2023 7:46 PM
239	Greenways unsafe Protected Bike Lane Traffic Calming Combing car and bike traffic is not a great idea, sharrows are ignored by motorists and give cyclists a false sense of safety.	6/6/2023 7:42 PM
240	Greenways unsafe Traffic Calming This would be fine for me as an adult. Not sure about taking kids but then I'm not familiar with how busy the road is. Perhaps if the speed limit was also reduced to 30 km/h.	6/6/2023 7:41 PM
241	Traffic Calming As long as the speed limit is 30km/h and added curbs which stick out at intersection so ensure cars slow down, this is a good compromise	6/6/2023 7:24 PM
242	Unnecessary - low traffic No need for reduced speed or speed bumps on already quiet residential streets. Certainly not anything like the abutment on Kenny which is ridiculous.	6/6/2023 7:20 PM
243	Support Design Traffic Calming As long as the vehicles are moving slow, I think this will work well.	6/6/2023 7:19 PM
244	Greenways unsafe Traffic Calming Painted sharrows are better than nothing but are frequently ignored or difficult to see, especially during the winter when they're useless.	6/6/2023 7:12 PM
245	Greenways unsafe Protected Bike Lane Better than what is currently there, would prefer more protection - even painted bike lane lines.	6/6/2023 7:04 PM
246	misunderstood survey Allow parking even with only 7m. We have it in on every other street in North St. B.	6/6/2023 6:58 PM
247	Speed Bump Issues (for Cyclists) Having cuts in the speed bump so that bikes can pass unhindered would be a bonus.	6/6/2023 6:18 PM
248	Support Design Using side streets through the area is a much more peaceful and practical route for bike lanes.	6/6/2023 5:46 PM
249	Support Design Good	6/6/2023 5:24 PM
250	Expand Connectivity Unnecessary - low traffic I'm not sure that I've ever encountered a car driving on these streets. Closing the road (to vehicles) across Mission already made this area quite safe and I see tons of people biking there already. If residents are opposed to the speed bumps I would let them win as they are hardly needed. We just need a better way to get here from Transcona please!	6/6/2023 5:20 PM
251	Speed Bump Issues (for Cyclists) speedbumps are awful to all road users.	6/6/2023 5:17 PM
252	Greenways unsafe Traffic Calming You just added sparrows and that doesn't work. 30km along this routes & traffic calming methods would be actions you could take that would make a difference.	6/6/2023 5:07 PM
253	Greenways unsafe Traffic Calming Add speed bumps at intersections so they can be elevated crosswalks. Make sure speed limit is 30. Add some bollards in the middle of the road to act as a traffic calming element.	6/6/2023 4:55 PM
254	Indirect for Cyclists Specific Design Element Four turns to get from Provencher to Mission is too many, and complicates the route. It would be to go Provencher > La Fleche > La Verandrye as it's way more direct. On routes such as this, the city should switch to "Share the Road" signage that shows cyclists in *front* of vehicles while sharing a lane, not the current ones that shows vehicles passing, especially on narrow streets. Bike route signage should also say where the route goes to, like on the SWBRT AT path. It would still be better to have more defined, protected infrastructure for cyclists than mixing in with traffic.	6/6/2023 4:53 PM

255	other comments unless the pavement is fixed putting painted markings on a residential road is not a great use of funds.	6/6/2023 4:42 PM
256	Specific Design Element vegetation design should focus on enhanced signage, greenery, public art, etc	6/6/2023 4:41 PM
257	Protected Bike Lane Bikes need protected lanes	6/6/2023 4:35 PM
258	misunderstood survey This survey poorly identifies the consequences or changes required to accomodate these bike lanes I.e. removal of street parking for residents.	6/6/2023 4:32 PM
259	Greenways unsafe This design is dependant on drivers deciding whether or not to follow the road rules. Often they will not follow the signage and attempt to pass slower cyclists. It is less safe for cyclists.	6/6/2023 4:30 PM
260	Support Design We've been using these for 24 years. Thanks for making them even better.	6/6/2023 4:27 PM
261	Traffic Calming Neighbourhood Greenways should include traffic calming to prevent cut-through traffic from SB Archibald onto WB Provencher	6/6/2023 4:04 PM

Q19 Did you participate in any of the previous public engagement for the St. Boniface to Downtown Walk Bike Project?

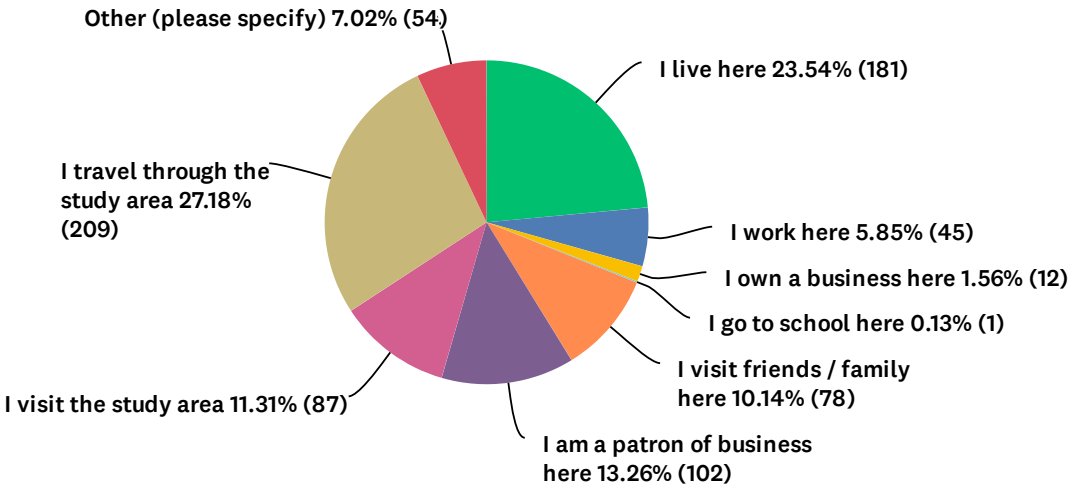
Answered: 767 Skipped: 172



ANSWER CHOICES	RESPONSES	
Yes	34.68%	266
No	55.41%	425
Unsure	9.91%	76
TOTAL		767

Q20 What is your main connection to the study area? Select the option that best describes you.

Answered: 769 Skipped: 170



ANSWER CHOICES	RESPONSES	
I live here	23.54%	181
I work here	5.85%	45
I own a business here	1.56%	12
I go to school here	0.13%	1
I visit friends / family here	10.14%	78
I am a patron of business here	13.26%	102
I visit the study area	11.31%	87
I travel through the study area	27.18%	209
Other (please specify)	7.02%	54
TOTAL		769

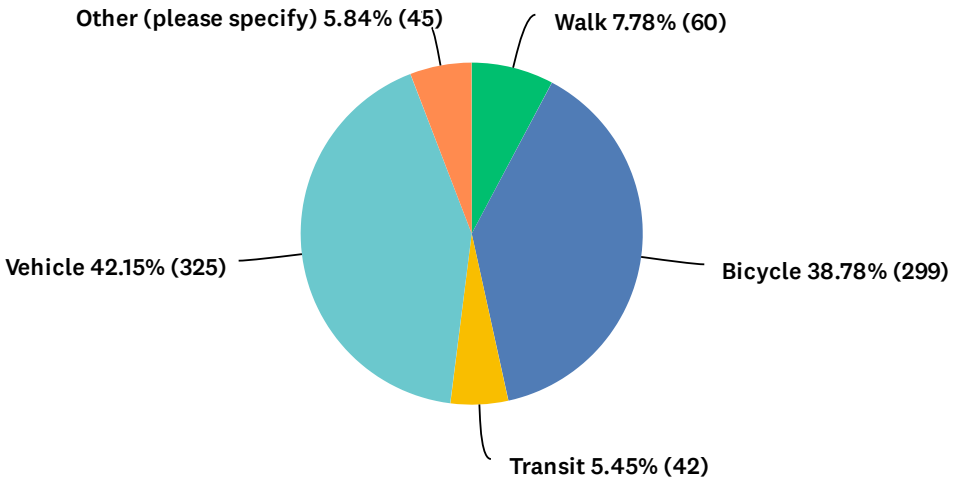
#	OTHER (PLEASE SPECIFY)	DATE
1	all of the above except school (live, work, own business, friends and family, travel)	7/11/2023 2:05 PM
2	I am a biker and support any dedicated bike lanes. It can be scary out there without them.	7/6/2023 11:42 AM
3	many of these items	7/2/2023 7:22 PM
4	Live and work here	7/2/2023 5:16 PM
5	I run a business that does deliveries in the area (by car and bicycle)	6/29/2023 4:52 PM
6	We are suspicious of all City projects, based on degrading past experiences.	6/29/2023 3:07 PM
7	I travel through and am a patron of business	6/26/2023 12:46 AM

8	If the bike lanes on Provencher, I would visit businesses on my bike way more often	6/25/2023 9:39 PM
9	I visit friends, family and I am a patron, and I travel through the area (by bike, and on foot).	6/25/2023 8:16 PM
10	I own property on Provencher.	6/23/2023 6:12 PM
11	I visit, I cycle, drive, walk, work, patronize businesses and live close	6/21/2023 6:28 PM
12	All of the above	6/21/2023 6:17 PM
13	I live near The Forks and recently began exploring Bike Trails in the area.	6/21/2023 3:00 PM
14	I live, work, own a buisness and recreate here (by bike mostly actually) all year long.	6/21/2023 11:20 AM
15	As a bilingual (French/English) family, St B plays a central role for us - location of our kids' schools, business meetings, cultural experiences, and shopping	6/20/2023 8:31 PM
16	We frequent businesses in the area and we also travel through the area on both bicycles and in a motorized vehicle from time to time.	6/20/2023 11:39 AM
17	Would like to see protected bike lanes connected across the whole city to protect all riders.	6/20/2023 6:00 AM
18	Ride in the area on our bikes for recreation.	6/19/2023 3:38 PM
19	I live in Winnipeg. I drive in Winnipeg. I ride my bike in Winnipeg. I want what is best for me, my family and every other resident with respect to transportation.	6/18/2023 6:55 PM
20	I visit friends, patronize businesses, visit, and travel through.	6/18/2023 3:39 PM
21	I live out of town, but visit about once a month	6/18/2023 3:26 PM
22	I work here and have many friends in the area.	6/17/2023 4:44 PM
23	I live work and own property on Provencher. I moved here because I wanted to see the area grow and the constant threats of bike lanes makes me want to leave before the devastation. You're killing our neighbourhood and destroying our equity. If you're going to do it, just give us notice so we can vacate and save our retirement.	6/17/2023 3:29 PM
24	I study city planning as a hobby.	6/17/2023 2:44 PM
25	I own property on Provencher Blvd. so I'm well-aware of how dangerous this street can be,	6/17/2023 11:15 AM
26	I have friends in the area, I do business in the area, and travel through.	6/15/2023 5:11 PM
27	I don't really have a connection, I like to participate in surveys	6/15/2023 4:03 PM
28	live, work, travel through and travel to the area	6/15/2023 12:40 PM
29	This should be a multi-select. I visit friends at Proencher/Des Meurons, visit businesses along here, and pass through to Transcona this way.	6/15/2023 12:28 PM
30	one of many running/cycling routes from the forks	6/15/2023 11:57 AM
31	I don't live near these routes, and most likely will never use these.	6/15/2023 11:24 AM
32	I like to ride my bike in the area because it’s near my home in the Exchange and it’s nice and quiet	6/15/2023 11:02 AM
33	I travel around work related trip	6/15/2023 10:12 AM
34	Live, work, play - 40+ year connection to the area.	6/14/2023 3:43 PM
35	Je travaillais sur St. Boniface	6/10/2023 3:39 PM
36	we bike to St B, the Forks, the Exchange for fun and exercise	6/8/2023 11:44 AM
37	Most of the above!	6/7/2023 8:50 PM
38	Want cyclist to start obeying the rules of the road. rules o the road	6/7/2023 6:19 PM
39	I commute through here on a bike daily	6/7/2023 12:18 PM
40	All of the above	6/7/2023 10:36 AM
41	I use these paths for recreational riding	6/7/2023 8:51 AM

42	I previously lived on Waterfront and would have loved this bike route	6/7/2023 8:47 AM
43	Je visite cette zone, je fréquente ses commerces et je la traverse.	6/7/2023 6:50 AM
44	I live nearby (close to Marion)	6/6/2023 10:21 PM
45	I live and work here	6/6/2023 9:07 PM
46	I am forced to bus/drive through the area and having cycling routes would greatly improve my ability and willingness to commute and visit this area	6/6/2023 8:51 PM
47	No	6/6/2023 8:20 PM
48	Building bike infrastructure in St. Boniface would help me patronize the businesses in the neighbourhood, as a cyclist that lives across the Red from it.	6/6/2023 7:58 PM
49	Also shop there, visit the study area and drive through.	6/6/2023 7:22 PM
50	I spend a lot of time cycling through Whittier park and then south along the trails or the river in winter.	6/6/2023 6:30 PM
51	I work downtown	6/6/2023 5:47 PM
52	I visit the area on bike for fun	6/6/2023 4:57 PM
53	I have a keen interest in the development of the area.	6/6/2023 4:56 PM
54	I patronize businesses but mostly cycle recreationally	6/6/2023 4:43 PM

Q21 What is your primary form of transportation? Please choose one.

Answered: 771 Skipped: 168



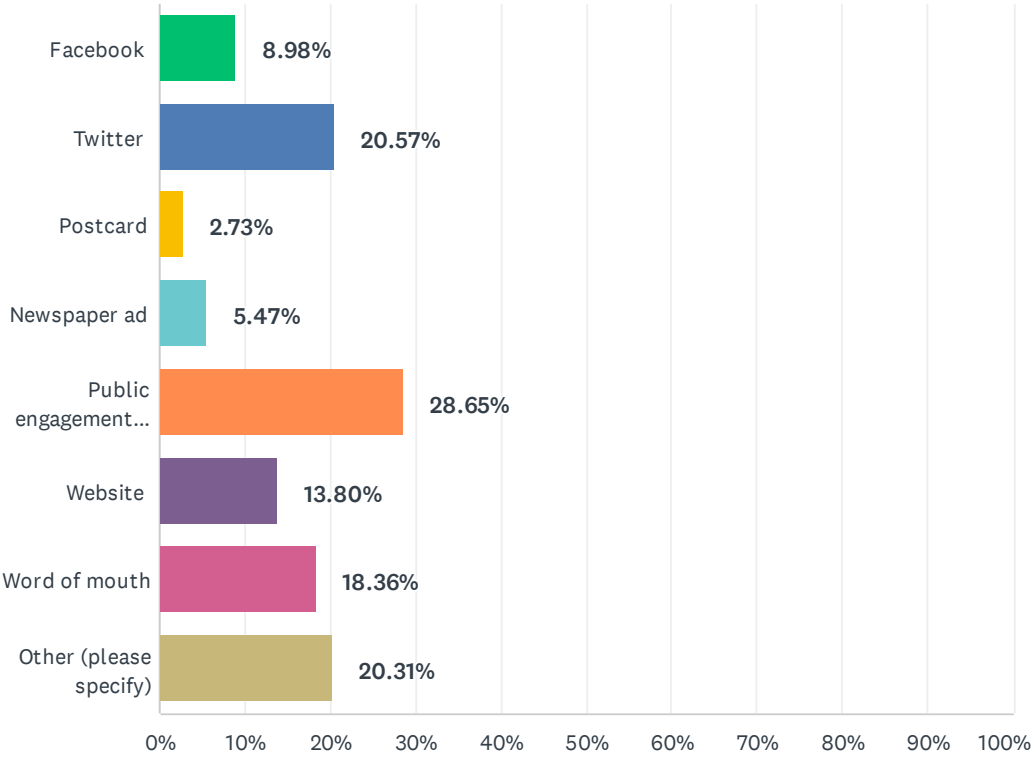
ANSWER CHOICES	RESPONSES	
Walk	7.78%	60
Bicycle	38.78%	299
Transit	5.45%	42
Vehicle	42.15%	325
Other (please specify)	5.84%	45
TOTAL		771

#	OTHER (PLEASE SPECIFY)	DATE
1	walk, car, transit	7/11/2023 2:05 PM
2	bike and vehicle.	7/11/2023 1:59 PM
3	walk, bike, limited car use.	7/11/2023 1:53 PM
4	Half vehicle half transit	7/5/2023 12:13 AM
5	In descending order of frequency and ascending order of trip distance: walk, bike, and (occasionally) drive.	7/4/2023 7:43 AM
6	Drive with bike in car, so both.	6/29/2023 10:39 PM
7	Combination of Vehicle, Bike and Walk	6/29/2023 6:50 PM
8	Combination of walking, car and biking.	6/28/2023 3:44 PM
9	I Walk, transit & vehicle through this area.	6/27/2023 2:06 PM
10	vehicle for work, cycle and walk for leisure	6/21/2023 6:28 PM
11	in equal amounts: bike, walk, drive	6/21/2023 11:20 AM
12	Equal parts bike, bus, walk and occasionally drive.	6/20/2023 8:31 PM

13	Bicycle summer, car/bus winter. (one car family with toddler)	6/20/2023 3:40 PM
14	Mostly transit, followed by walking, then cycling in good weather.	6/20/2023 11:39 AM
15	Would bike if it was safer	6/18/2023 7:51 PM
16	Malheureusement c'est l'auto…en attendant que de vrai parcours sécuritaires de vélo se développent	6/18/2023 5:27 PM
17	All of the above (usually don't cycle in winter due to lack of safe infrastructure).	6/18/2023 3:39 PM
18	I have a recumbent trike I use	6/18/2023 3:26 PM
19	Most of the above.	6/17/2023 3:29 PM
20	Bike often. Close second to vehicle.	6/16/2023 1:36 PM
21	Walking when travelling within area. And sidewalks are cleared!	6/15/2023 1:54 PM
22	depends on the day and destination	6/15/2023 10:08 AM
23	Bike in summer / drive in winter	6/15/2023 9:54 AM
24	I use all form of travel through this area	6/15/2023 8:41 AM
25	J'utilise un vehicule autant que je marche et je pedale. Je n'ai pas un seul mode principal.	6/13/2023 12:30 PM
26	I bike and walk a lot; I don't drive.	6/10/2023 8:31 AM
27	Bicycle and Vehicle (depending on the weather)	6/8/2023 9:51 PM
28	Wheelchair	6/8/2023 12:18 PM
29	I bike to work and I use my vehicle after hours	6/8/2023 9:08 AM
30	I can only use a bicycle around my house	6/8/2023 6:54 AM
31	My wife drives. I bike when possible. Transit too dangerous now!	6/7/2023 4:53 PM
32	Bike May-Oct, bus Oct-April	6/7/2023 3:54 PM
33	I use both transit and bicycle during the year for get to work	6/7/2023 2:02 PM
34	Bicycle, walk, transit	6/7/2023 12:45 PM
35	bike summer, drive winter	6/7/2023 11:16 AM
36	Bicycle in the summer, car in the winter	6/7/2023 10:50 AM
37	Car and bike	6/7/2023 10:36 AM
38	Why only one option ? Not feeling guilty using a vehicle and cycling like majority of folks .	6/7/2023 8:39 AM
39	Would bike more if safer	6/6/2023 8:07 PM
40	Both cycling and transit	6/6/2023 8:01 PM
41	Bus in winter and bike in summer	6/6/2023 7:42 PM
42	All of the above depending on where I'm going and if I have the kids with me or not	6/6/2023 5:44 PM
43	Bike & walk in summer. Walk & bus in winter.	6/6/2023 5:09 PM
44	Running	6/6/2023 4:58 PM
45	Car in winter, bicycle in the summer	6/6/2023 4:27 PM

Q22 How did you hear about this project? Please check all that apply.

Answered: 768 Skipped: 171



ANSWER CHOICES	RESPONSES	
Facebook	8.98%	69
Twitter	20.57%	158
Postcard	2.73%	21
Newspaper ad	5.47%	42
Public engagement newsletter	28.65%	220
Website	13.80%	106
Word of mouth	18.36%	141
Other (please specify)	20.31%	156
Total Respondents: 768		

#	OTHER (PLEASE SPECIFY)	DATE
1	Cbc radio	7/6/2023 4:04 PM
2	Public engagement when they had a booth on the street	7/6/2023 1:06 PM
3	City of Winnipeg - Employee information	7/6/2023 10:28 AM
4	Radio	7/6/2023 7:22 AM

5	neighbour	7/5/2023 5:31 PM
6	Link shared	7/5/2023 3:21 PM
7	Bicycle valet service at Kilter Brewing Event	7/5/2023 10:49 AM
8	flyer handed out at Bike Valet at The Forks	7/4/2023 10:26 PM
9	Flyer at Canada Day event at the Forks	7/4/2023 11:49 AM
10	News article.	7/4/2023 11:16 AM
11	Bike Valet at the Forks on Canada Day	7/3/2023 12:08 PM
12	coucil meetings	7/2/2023 7:22 PM
13	Email	7/1/2023 10:50 AM
14	e-mail	6/30/2023 10:59 AM
15	Email	6/29/2023 4:23 PM
16	Email	6/29/2023 2:53 PM
17	Email	6/29/2023 2:44 PM
18	Was looking at the bike routes map and came across the future projects	6/26/2023 4:36 PM
19	Bike Valet Winnipeg	6/26/2023 12:56 PM
20	City of Winnipeg email list for projects.	6/24/2023 10:28 AM
21	Nouvelles	6/24/2023 9:53 AM
22	Winnipeg Biking Instagram account	6/23/2023 1:43 PM
23	Email	6/22/2023 8:54 PM
24	Instagram	6/22/2023 5:15 PM
25	instagram	6/22/2023 9:25 AM
26	Provencher Blvd. BIZ	6/21/2023 7:13 PM
27	Through the Business Improvement zone	6/21/2023 6:28 PM
28	From a BIZ	6/21/2023 6:17 PM
29	Provencher Biz	6/21/2023 5:42 PM
30	Instagram	6/21/2023 4:32 PM
31	Through Bike Winnipeg	6/21/2023 3:43 PM
32	email	6/21/2023 3:14 PM
33	Instagram	6/21/2023 2:25 PM
34	Bike Winnipeg	6/20/2023 3:51 PM
35	Bike Winnipeg	6/20/2023 3:40 PM
36	Instagram	6/20/2023 3:32 PM
37	Email notice and an imbedded link to the St. Boniface to Downtown Walk Bike Project webpage	6/20/2023 12:20 PM
38	Bike Week Pit Stop	6/19/2023 4:58 PM
39	CBC	6/19/2023 3:19 PM
40	my partner	6/19/2023 12:22 PM
41	e mail	6/19/2023 12:16 PM
42	Bike Winnipeg	6/19/2023 10:02 AM

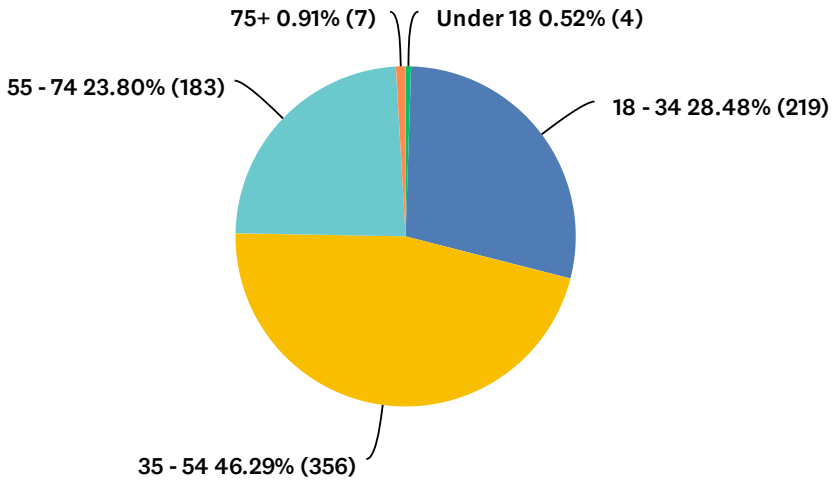
43	Email	6/19/2023 6:44 AM
44	Engaged with people who are involved	6/18/2023 7:51 PM
45	email from city	6/18/2023 6:55 PM
46	CBC	6/17/2023 4:44 PM
47	city emailed me	6/17/2023 9:40 AM
48	I'm on your email list.	6/16/2023 9:58 AM
49	email	6/16/2023 5:03 AM
50	An6 email	6/15/2023 9:48 PM
51	TV	6/15/2023 8:06 PM
52	Email	6/15/2023 8:00 PM
53	e-mail	6/15/2023 6:01 PM
54	3 things today from the City email	6/15/2023 4:03 PM
55	Email	6/15/2023 1:23 PM
56	email	6/15/2023 11:57 AM
57	email	6/15/2023 11:24 AM
58	Don't remember.	6/15/2023 11:24 AM
59	The news on tv and also three things for city workers	6/15/2023 11:05 AM
60	Email	6/15/2023 11:02 AM
61	email	6/15/2023 11:00 AM
62	Email	6/15/2023 10:42 AM
63	Ciy email	6/15/2023 10:12 AM
64	public engagement email	6/15/2023 10:08 AM
65	email	6/15/2023 10:07 AM
66	City email	6/15/2023 10:01 AM
67	city email	6/15/2023 10:00 AM
68	Email	6/15/2023 9:39 AM
69	City of Winnipeg 3 things today	6/15/2023 9:39 AM
70	It was on the news	6/15/2023 9:38 AM
71	Email	6/15/2023 9:22 AM
72	Newspaper article	6/15/2023 9:06 AM
73	email from the city	6/15/2023 8:48 AM
74	No	6/15/2023 8:38 AM
75	email	6/15/2023 8:27 AM
76	Radio and Bike Winnipeg	6/13/2023 9:19 PM
77	CBC article	6/12/2023 10:50 AM
78	News report	6/8/2023 3:19 PM
79	Post on Winnipeg sub Reddit	6/8/2023 1:38 PM
80	google news link	6/8/2023 1:11 PM

81	CBC Article	6/8/2023 12:17 PM
82	Newspaper article	6/8/2023 11:31 AM
83	CBC	6/8/2023 10:56 AM
84	Email	6/8/2023 8:45 AM
85	Newspaper article	6/8/2023 4:40 AM
86	Bike WPG	6/8/2023 4:36 AM
87	CBC	6/7/2023 10:50 PM
88	CTV NEWS WINNIPEG	6/7/2023 10:13 PM
89	CBC article	6/7/2023 7:11 PM
90	Tv	6/7/2023 6:19 PM
91	Cbc	6/7/2023 3:59 PM
92	Someone dropped info off at our office	6/7/2023 3:05 PM
93	CBC	6/7/2023 3:02 PM
94	CBC news article	6/7/2023 2:45 PM
95	Cbc	6/7/2023 2:36 PM
96	Reddit	6/7/2023 2:21 PM
97	CBC News Article	6/7/2023 1:47 PM
98	Reddit	6/7/2023 1:43 PM
99	Reddit	6/7/2023 1:19 PM
100	CBC app	6/7/2023 1:11 PM
101	CBC news	6/7/2023 1:07 PM
102	CBC news	6/7/2023 1:03 PM
103	CBC story and link	6/7/2023 12:56 PM
104	Reddit	6/7/2023 12:45 PM
105	CBC MANITOBA WEBSITE CHECKING TODAY'S NEWS	6/7/2023 12:28 PM
106	Email	6/7/2023 12:17 PM
107	REddit	6/7/2023 11:27 AM
108	Reddit	6/7/2023 10:50 AM
109	Reddit	6/7/2023 10:21 AM
110	Reddit	6/7/2023 9:53 AM
111	Reddit	6/7/2023 9:35 AM
112	CBC news article	6/7/2023 9:34 AM
113	abc	6/7/2023 9:34 AM
114	Google newsfeed	6/7/2023 9:29 AM
115	CBC website	6/7/2023 9:20 AM
116	webmail	6/7/2023 9:06 AM
117	Free Press article	6/7/2023 9:00 AM
118	CBC website	6/7/2023 8:51 AM

119	Reddit	6/7/2023 8:47 AM
120	Cbc article	6/7/2023 8:45 AM
121	CBC	6/7/2023 8:29 AM
122	Cbc news	6/7/2023 8:05 AM
123	Online news	6/7/2023 7:44 AM
124	Reddit	6/7/2023 7:14 AM
125	CBC	6/7/2023 6:50 AM
126	Reddit	6/7/2023 6:39 AM
127	Reddit	6/7/2023 6:35 AM
128	CBC app	6/7/2023 6:21 AM
129	Reddit	6/7/2023 5:41 AM
130	Social media	6/7/2023 3:37 AM
131	Redfit	6/7/2023 2:41 AM
132	Reddit	6/7/2023 1:59 AM
133	Suivi par courriel	6/7/2023 1:42 AM
134	Reddit	6/6/2023 11:40 PM
135	Reddit	6/6/2023 11:19 PM
136	Reddit.com/r/Winnipeg	6/6/2023 10:07 PM
137	Reddit.com/r/winnipeg	6/6/2023 9:33 PM
138	reddit	6/6/2023 9:06 PM
139	Reddit	6/6/2023 8:37 PM
140	Reddit	6/6/2023 8:35 PM
141	reddit	6/6/2023 7:58 PM
142	E-mail	6/6/2023 7:56 PM
143	Reddit	6/6/2023 7:53 PM
144	Reddit	6/6/2023 7:43 PM
145	Reddit	6/6/2023 7:24 PM
146	Reddit	6/6/2023 7:16 PM
147	Reddit	6/6/2023 6:59 PM
148	Reddit	6/6/2023 6:21 PM
149	Skyscraper Forum	6/6/2023 5:47 PM
150	Reddit post	6/6/2023 5:44 PM
151	Reddit	6/6/2023 5:21 PM
152	Email	6/6/2023 4:58 PM
153	Reddit	6/6/2023 4:57 PM
154	Reddit	6/6/2023 4:56 PM
155	email	6/6/2023 4:43 PM
156	email	6/6/2023 4:34 PM

Q23 What is your age?

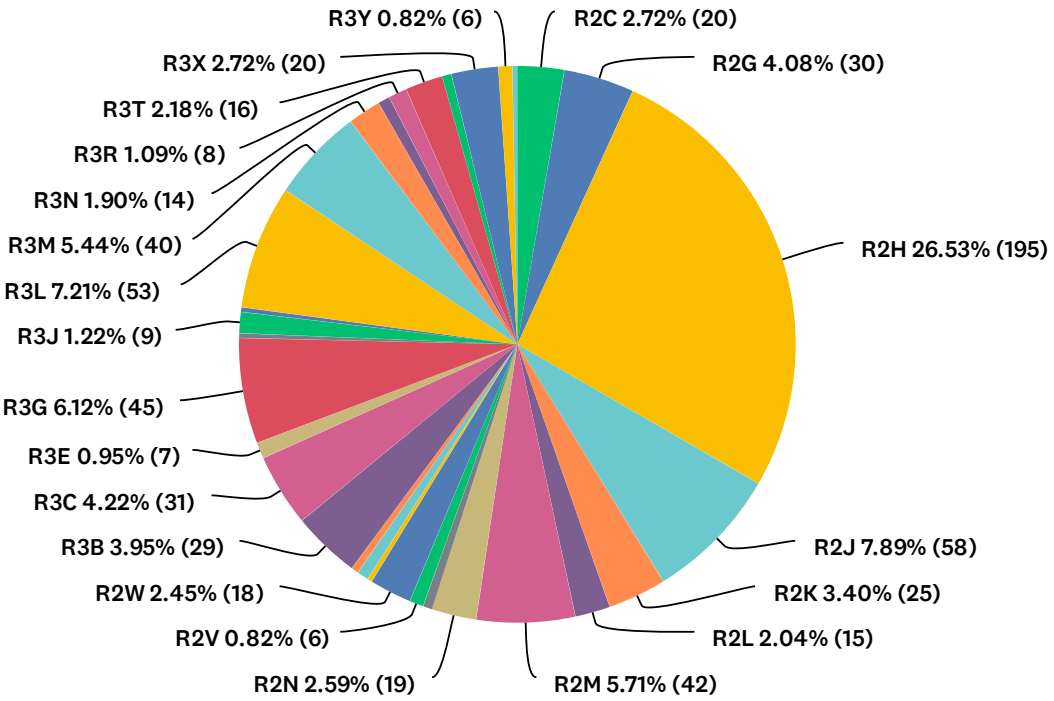
Answered: 769 Skipped: 170



ANSWER CHOICES	RESPONSES	
Under 18	0.52%	4
18 - 34	28.48%	219
35 - 54	46.29%	356
55 - 74	23.80%	183
75+	0.91%	7
TOTAL		769

Q24 Please provide the first three characters of your postal code.

Answered: 735 Skipped: 204



ANSWER CHOICES	RESPONSES	
R2C	2.72%	20
R2G	4.08%	30
R2H	26.53%	195
R2J	7.89%	58
R2K	3.40%	25
R2L	2.04%	15
R2M	5.71%	42
R2N	2.59%	19
R2P	0.00%	0
R2R	0.54%	4
R2V	0.82%	6
R2W	2.45%	18
R2X	0.27%	2
R2Y	0.68%	5
R3A	0.41%	3
R3B	3.95%	29
R3C	4.22%	31
R3E	0.95%	7
R3G	6.12%	45
R3H	0.27%	2
R3J	1.22%	9
R3K	0.27%	2
R3L	7.21%	53
R3M	5.44%	40
R3N	1.90%	14
R3P	0.68%	5
R3R	1.09%	8
R3S	0.00%	0
R3T	2.18%	16
R3V	0.00%	0
R3W	0.54%	4
R3X	2.72%	20

R3Y	0.82%	6
I do not live in Winnipeg	0.27%	2
TOTAL		735

#	I DO NOT LIVE IN WINNIPEG	DATE
1	Ste Anne	6/22/2023 1:06 PM
2	R0K	6/18/2023 3:26 PM