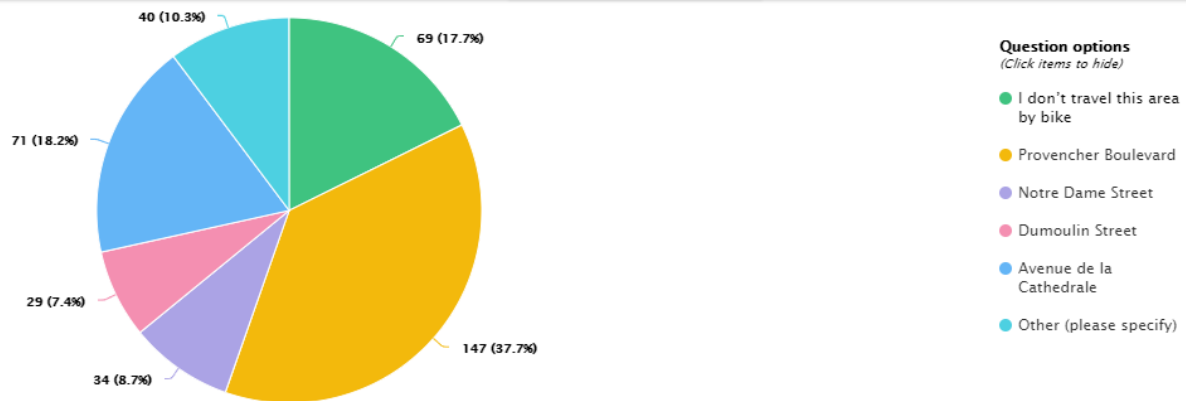


Appendix A – Analysis

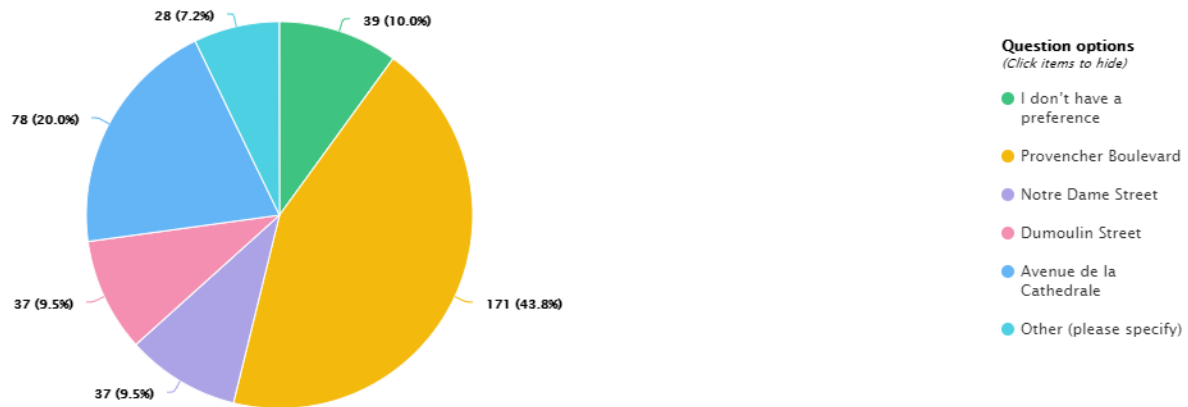
Q2 – When cycling east/west through this study area, on which street do you spend most of your time?



Q3- Why?

PROVENCHER (141 comments)	1. Amenities 2. Faster/Most direct 3. Connections: Forks, Downtown, Esplanade Riel , parks and paths 4. Less stops 5. Use to get to work
CATHEDRALE (86 comments)	1. Less vehicles 2. Provencher too dangerous 3. Connections: Tache crossing and Eslandade Riel 4. Scenic 5. Wide
NOTRE DAME (33 comments)	1. Less vehicles 2. Connects to Lagimodiere-Gaboury Park 3. Safe/ Provencher too dangerous 4. Marked as bike route
DUMOULIN (29 comments)	1. Less vehicles 2. Safe/ Provencher too dangerous 3. Quickest after Provencher 4. Connects to Lagimodiere-Gaboury Park
OTHER (37 comments)	1. Whittier Park / Lagimodiere-Gaboury 2. Tache 3. Masson 4. Augbert 5. St. Jean Baptiste

Q4 – When cycling east/west through this study area, on which street would you most like to see a formal cycling route?



Q5- Why?

PROVENCHER (151 comments)	1. Already has amenities 2. Most direct 3. Don't force cyclists to detour 4. Connections: Forks, Downtown 5. Should prioritize equity to vehicles to encourage mode shift
CATHEDRALE (62 comments)	1. Less vehicles 2. Scenic 3. Connections: Tache crossing and paths 4. Proximity to hospital and university 5. Wide
NOTRE DAME (32 comments)	1. Connects to Lagimodiere-Gaboury Park 2. Less vehicles 3. Next best is Cathedrale 4. Currently signed as bike route 5. Push through past Mission
DUMOULIN (35 comments)	1. Quickest after Provencher 2. Less vehicles 3. Provencher too busy for bikes 4. Connects to Lagimodiere-Gaboury Park 5. Pleasant/ scenic
OTHER (23 comments)	1. Educate all road users on sharing road 2. Ensure connections to existing pathways 3. Focus on motorist first/winter city

Q9 – The project team is working with stakeholders throughout the project area. Is there any group(s) you feel is(are) particularly important for us to engage? If so, who:

Is there any group(s) you feel is(are) particularly important for us to engage?

If so, who:

(183 responses)

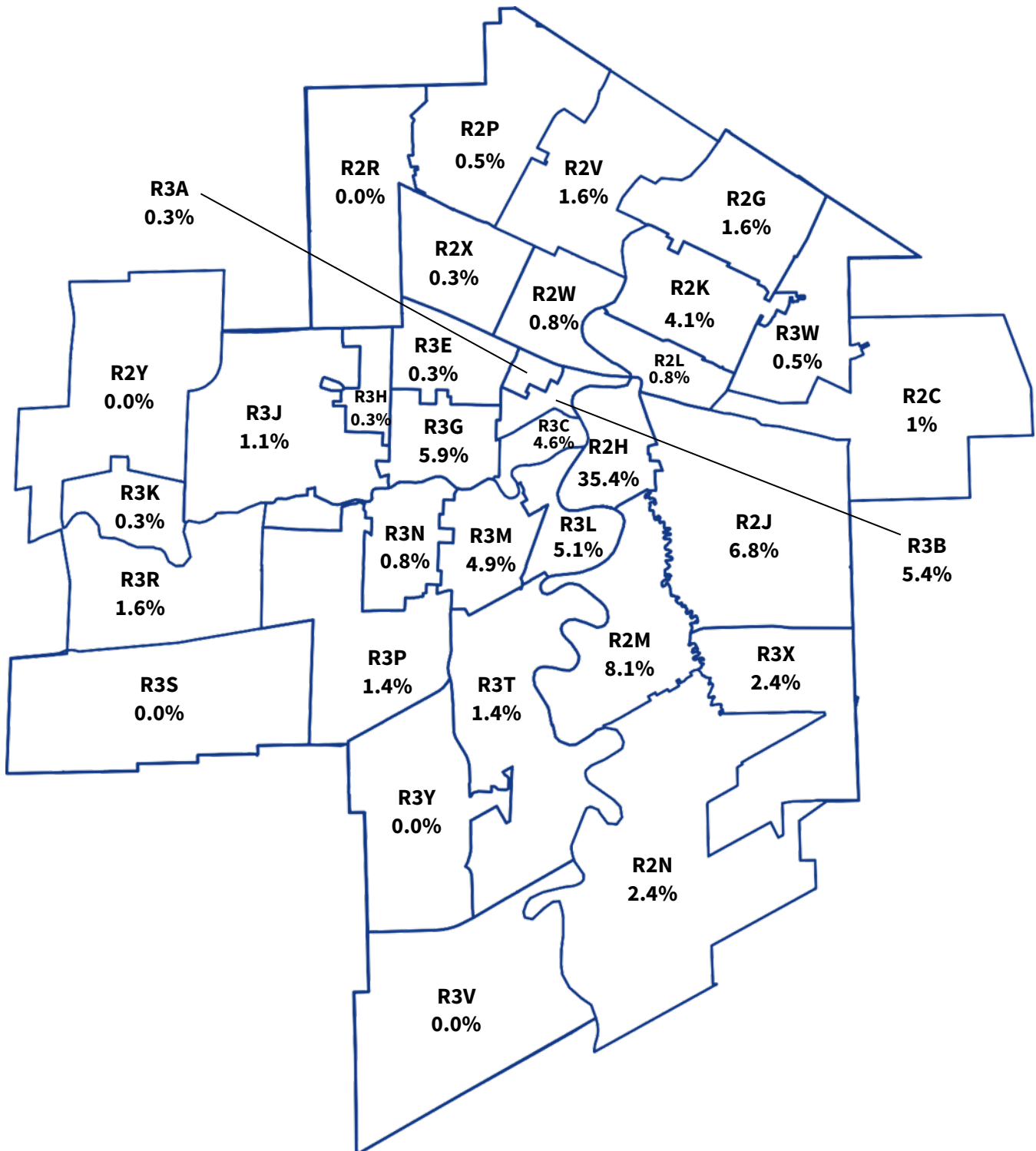
Provencher business owners/BIZ	41
Bike Winnipeg	36
Winnipeg Trails	21
Residents/ families	18
Schools/daycares	15
Coop Vélocité	14
St. Boniface Residents Association	13
Université de Saint-Boniface/students/union	13
Cyclists	12
Accessibility advocacy / Access Winnipeg	9
Downtown/Exchange residents /travel between	6
Tourism Riel	6
Seniors	5
Division scolaire franco-manitobaine (Division scolaire franco-manitobaine (DSFM))	5
Motorists	5
Community members over travel through	4
St. Boniface Hospital	4
Functional Transit	3
Green Action Centre	3
Circle Moliere / Centre Culturel Franco-Manitoban	3
Save Our Seine	3
CN	3
Safe Speeds Winnipeg	3
Enterprise Riel	3

Marginzalized - relies on modes other than car	3
Stephan Dorge	2
Festival du Voyageur	2
Youth	2
Data over business owners	2
Manitoba Cycling Assocation Rec and Trans	2
World Trade Centre	2
Accueil Francophone (Immigration) Division	2
Transit	2
MPI	2
Developers	2
Outside neighbourhoods (sage creek, royalwood, island lakes).	2

Geographic Distribution

Respondents were asked to provide the first three characters of their postal code.

Respondents represented each ward within Winnipeg. Total = 370



Appendix B – Mapbook



St. Boniface to Downtown Walk Bike Project
Phase 1 Public Engagement Mapbook



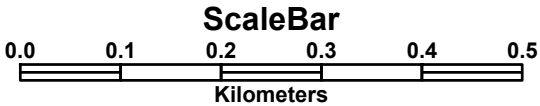
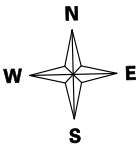
**St. Boniface to Downtown
Walk Bike Project**

Legend

- Area of Concern
- Active Transportation Network
- Street
- - - Railway

Themes:
Section 1 (3 comments)
-Changes in widths of sidewalk/boulevard
could cause issues to trees, pedestrians,
patio potential, snow sculptures

Area of Concern



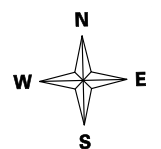


St. Boniface to Downtown Walk Bike Project

Legend

-  Important Parking
-  Active Transportation Network
-  Street
-  Railway

Important Parking



ScaleBar



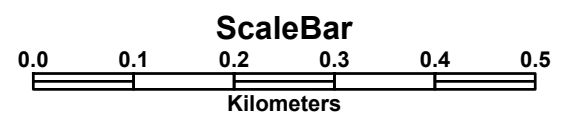
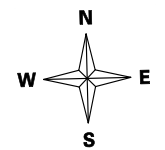


St. Boniface to Downtown Walk Bike Project

Legend

-  Key Connections
-  Active Transportation Network
-  Street
-  Railway

Key Connections



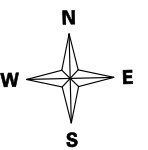


St. Boniface to Downtown Walk Bike Project

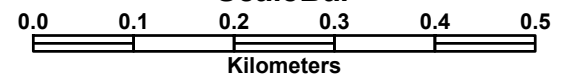
Legend

-  Key Destinations
-  Active Transportation Network
-  Street
-  Railway

Key Destinations



ScaleBar



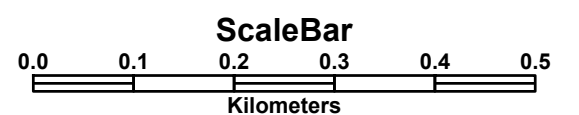
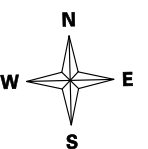


St. Boniface to Downtown Walk Bike Project

Legend

- Preferred Cycling Route
- Active Transportation Network
- Street
- Railway

Preferred Cycling Route





St. Boniface to Downtown Walk Bike Project

Legend

- Safety Issues
- Active Transportation Network
- Street
- - - Railway

Themes:

Section 1 (6 markers)

- Difficulty for cyclists crossing at lights
- Poor connection to Esplanade Riel

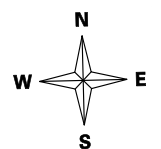
Section 2 (4 markers)

- Park paths in rough condition/blind spots due to foliage
- Thibault/ Provencher intersection complicated

Section 3 (5 markers)

- La Verendrye /Archibald intersection unsafe with vehilces not anticipating cyclist movement

Safety Issues



ScaleBar



Appendix C – Walking tour event notes

Walking Tours

Sept 15, 2020 - 9 participants

September 22, 2020 - 13 participants

Notre Dame at Thibault

- Timbuctoo food market important for food security
- Need to think about accessibility community and their use – poor quality sidewalks
- Group does not support traffic calming through traffic circles because vehicles don't yield/more education on use is required
- Speed humps are also disliked
- Suggested use of an "Idaho-stop"
- Look for treatments that inconvenience vehicles over cyclists
- Current CN barricades are ignored by people in area who pass through anyways
- If Neighbourhood Greenways are chosen to be the preferred AT route then they will require higher snow clearing priority than typical residential streets.

Dumoulin

- Better straight shot
- Experiences more traffic
 - Traffic back-ups with short cutting during rush hour
- Feels wider
- Would help to remove the 2-hour parking restriction
- Old trees
 - Trees get in way of illumination
- Does not directly connect to the park

Notre Dame

- Narrow sidewalk
- Will currently use Notre Dame sidewalks with children and speed limit should be reduced/turn street into an Open Street
- Would not use bike chariot on this street, feel forced to use sidewalk or Provencher when using this way
- Preference for street because quiet
- How would you connect north/south?

Thibault

- Parked cars on street don't appear to move

Seine River Pedestrian Bridge

- Enjoyed for being a wilderness trail
- Participants have noted flooding on paths S/E of the bridge in spring
- Noted and witnessed fast moving cyclists
- Desire for improved lighting
 - o Ensure it does not crowd the paths with light standards
 - o Not very bright at night
 - o Support for lighting like what is used on Tache Promenade
- Improve park maintenance
 - o Over grown vegetation spilling onto paths, reducing site lines and feeling of security
 - o Winter snow removal inconsistent – this will be key if moving forward with park connection
 - o Desire for more garbage cans
- Participant noted that in the past there was an additional Seine river crossing via the rail line north of bridge. Suggests City works with rail lines to improve.
- When west entrance reopened – desire for improved gateway and signage with directions

La Verendrye/ Mission and Archibald

- Discussed in both groups a desire to cross over Archibald and improve cycling on Mission as many currently use and “terrifying”
- Archibald is the “scary bit” for the connection from St. Boniface to Northeast Pioneers Greenway.
 - o Very narrow
 - o Lose gravel
 - o Big trucks
 - o Many vehicles exiting moving company on this stretch
 - o Often cyclists will use sidewalk
- Consider modifying the curb connection on Archibald connecting to LaVerendrye Street. Look at the desire lines.

Provencher and Des Meurons

- Provencher is the only road that provides a crossing to the Seine River
- Desire for a crosswalk at Rue Nadeau
- Greater desire for bike facilities on Provencher west (near commercial area) vs. east
- Bike Winnipeg does not want Provencher to fall of the long term plans for bike improvements – Pembina was possible
- Desire to know the true impacts of adding bike lanes to Provencher through a study
 - o Agreement that the biggest hurdle is the funding to add a bike lane properly
 - o Concern about impact to trees
 - Look to get a forestry assessment of the trees along Provencher. What health are they in? What species are they? What mitigation measures could be done to prevent impacts to them through construction of a protected bike lane?
 - o Class 3 cost estimate and preliminary design are required for Provencher protected bike lanes to be able to advance the project with other levels of government. Want to have a shovel-ready project for when funding is available.
- Currently there are many cyclists using Provencher
- Concern that there is too much traffic on Provencher
- Provencher is a beautiful street and a destination. It is where people want to go.
- Cyclists riding quad bikes come from The Forks over Esplanade Riel and get to Provencher and Tache then turn around and go back to The Forks because there is no good connection for them to the businesses on Provencher.
- Travel Manitoba is launching a new Tourism Strategy and St. Boniface is a priority destination. Tourism Riel want to encourage more people to come to St. Boniface through all modes of travel. Want to create a destination corridor to connect to The Forks.
- Remember the businesses along Provencher.

St. Jean Baptiste (Tour 2 stopped south of Provencher due to time restrictions)

- Wide and many drivers move quickly

Cathedrale and Aulneau (Tour 1 stopped here due to time restrictions)

- Long term connection to rapid transit and University
- Concern that use of Cathedrale is too much of a detour from Esplanade

South discussions (these were held at end but not on site)

- Tache path along the river is more for casual recreation vs. commuting
- Concern over poor sightlines at Tache crosswalk at Cathedrale
- Feeling that vehicles move quickly down Tache

Appendix D – Stakeholder discussion with the Provencher Biz

From PE Strategy**Objectives alignment:**

- To work with stakeholders to ensure concerns and aspirations over pedestrian and cycling improvements are reflected in the design.
- Communicate clear overall project aspirations and restraints: for use by all ages and abilities, cost in relation to what can feasibly be built and other technical aspects that influence decision making.
- Early and throughout the program clearly outline the potential trade-offs when introducing new bike accommodation to limited road space.
- Input by those most effected by the design (nearby landowners, residents and businesses) is sought out, understood and deeply considered in decision making.
- Develop and nurture neighbourhood partnerships to support the promotion of how to get involved in the engagement process.
- Generate excitement and awareness about the project in the community.
- Allow the public and stakeholders direct access to the Project Team.
- Create a shared understanding of project complexities and build trust in the process and support for the project.

Stakeholder Discussion with Amanda Borsboom, Executive Director, Provencher Biz**803-2020: St. Boniface to Downtown Walk/Bike****Script for Stakeholder Discussions****Introduction**

Good morning/afternoon. My name is Lauren Lange and I am a planner with WSP, an engineering and planning services provider. WSP has been engaged by the City of Winnipeg to assist with a preliminary study to guide development of a cycling connection from Esplanade Riel Footbridge and Provencher Bridge to the Archibald Street underpass multi-use path (approximately 300 m south of Nairn Avenue). The preliminary engineering study will also include connections to the Notre Dame Street pedestrian bridge over the Seine River.

Phase 1: Identifying values and needs Summer/Fall 2020

Phase 2: Exploring options Fall 2020

Phase 3: Confirm design Winter/Spring 2021

The Provencher Biz has been identified as a stakeholder for this project. Your responses to the following questions will help inform the study. We thank you in advance for your time and input.

Questions

1. How do most staff and visitors travel to your business/organization (i.e. walk, bicycle, transit, vehicle, other)?
 - Staff and visitors to Provencher primarily travel by vehicle; however, the area has seen a notable increase in bike traffic in 2020.
 - The Biz has been discussing and exploring the idea of planning for bike lanes along Provencher as part of their Streetscape Enhancement Plan (currently being prepared by FT3, should be complete by the end of 2020). The Biz would love to see bike lanes along Provencher, but not if this means the loss of on-street parking along Provencher.
 - The Biz recently joined the Central Bike Group.
2. What route do staff and visitors currently use to travel on bicycle through the study area?
 - A lot of the bike traffic in the area is coming from downtown and The Forks over the Esplanade Riel and Provencher Bridge. If their destination is to the south (Norwood, St. Vital, etc.), most cyclists turn down Tache and completely miss Provencher. Cyclists heading to a specific destination on Provencher will stay on Provencher.
3. What route would your staff and visitors like to travel on bicycle through the study area if proper facilities/connections existed?
 - Staff and visitors would love to cycle straight down Provencher if the proper facilities/connections existed. As part of the Streetscape Enhancement Plan, FT3 is looking at keeping the on-street parking and creating a separated bike lane using large planters, like those in the Exchange. This would be ideal. The Biz would be ok if a bit of the sidewalk was removed to allow for a bike path, as the sidewalks are quite wide. The Streetscape Enhancement Plan also explored incorporating bikes down the centre of the Boulevard, but this is likely not feasible due to the trees.
 - The Biz would like to identify the best possible solution to add bike lanes without removing on-street parking.
4. What are important places for your staff and visitors to connect to?
 - There are many destinations along and near Provencher - restaurants, shops, Fort Gibraltar, CCFM, insurance companies, law offices, Maison des Artistes, Tourisme Riel, Provencher Park.
 - The Biz is looking to activate Provencher Park over the upcoming year by incorporating pop-up markets and other community activities.

5. Where do staff and visitors park? Do they also park on nearby streets?
 - Most people park along Provencher, close to the Provencher Bridge. People park directly on Provencher because there is so much on-street parking available and it is free – and the Biz values this. There are also a few businesses that have large parking lots (i.e. Le Garage).
6. Have staff and/or visitors identified any safety concerns biking or walking near your business/organization? If so, what are they and/or where do they occur?
 - One safety concern for all is that Provencher is a truck route, allowing for large trucks to travel down the street. The crosswalk lights are not long enough and pedestrians are often forced to run or get stuck in the middle of the street (on the Boulevard). Would like to see longer lights at the crosswalks. Otherwise, the street is very pedestrian friendly.
7. Are there any traffic safety issues (conflicts, sight line restrictions, double parking) around your business/organization that you would like to see addressed?
 - N/A
8. Do you have bicycle racks? Any issues with them?
 - There could be more bicycle racks added along Provencher.
9. We'd like to note that the City is currently exploring one alignment route through the study area and have a number of different options, including:
 - a. Provencher Boulevard;
 - b. Notre Dame Street;
 - c. Dumoulin Street; or
 - d. Avenue de la Cathedrale;
 - e. And trails and bridges within Lagimodiere-Gaboury Park.

The addition of bike lanes can include vehicle traffic calming measures or changes to on-street parking. It's too early at this stage to know those impacts, but knowing that bike lanes can include trade-offs, are there any streets on this list you think should be avoided? Do you have a street preference(s)?

One obvious option for alignment is Provencher Boulevard; however, the street's limited right-of-way, current traffic volumes, and high on-street parking utilization would require major reconstruction work to add the bike lane. While funding is identified for building pedestrian and cycling infrastructure through the area, the project would not be able to immediately proceed to construction if the study explored and subsequently selected Provencher Boulevard as the preferred alignment. Adjustments required to accommodate a new bike lane along Provencher Boulevard are out of scope and budget of this project; if Provencher is recommended as the preferred alignment the project would be added to and prioritized against a list of other unfunded active transportation projects. Based on this, the City is exploring feasibility of other

alignments such as Notre Dame Street, Dumoulin Street, Avenue de la Cathedrale, which would better align with available funding and could be constructed upon completion of this study. Our exploration isn't limited to these areas though – we are looking to the community and those who travel through the area to help us identify the best route.

- The Biz likes the idea of having options for cycling routes through the area. If we can't go down Provencher, any way that we can get more bicycle traffic into the area would be excellent. Would not take any of these route options off the table.

10. Please let us know if there are any other options that should be considered as part of this project.

- The Biz would love it if bike lanes along Provencher were considered under the City's budget. The Biz wants more bikes in the area, they want bike lanes installed, but they also want to ensure the bike lanes don't limit other traffic. Bike lanes must be supplementary, rather than replacing on-street parking.

11. Is there anything else you would like us to take note of or consider as part of this project?

- N/A

12. Later this fall, the project will be seeking broad public input through walking tours and online input opportunities. If we provide you with promotional materials, would you be able to share these opportunities with the rest of your organization?

If you think of anything else, please feel free to let us know. You can reach me at (204) 259-5429 or lauren.lange@wsp.com. These stakeholder discussions are part of the first phase of engagement for the project. In total, there are three phases of engagement and we will keep you informed on all upcoming engagement opportunities. If possible, please share engagement information with your networks.

Thank you.

Appendix E – Summary of stakeholder discussions

St. Boniface to Downtown Walk Bike Project

Phase 1 Public Engagement – Summary of Stakeholder Discussions

October 2020

INTRODUCTION

The City of Winnipeg (the City) strives to build pedestrian and cycling infrastructure for people of all ages and abilities. The St. Boniface to Downtown Walk Bike Project will identify 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.

A total of 13 stakeholder discussions were held between August 27 and September 17, 2020 to gather input on the priorities, interests and concerns of stakeholders in the study area. Discussions were held with representatives from community organizations, businesses, institutions, and resident associations. The following stakeholders participated in one-on-one discussions over the phone:

- Bike Winnipeg
- Green Action Centre
- Club Eclipse
- Fort Gibraltar
- Festival du Voyageur
- Cool Streets
- Conseil de développement économique des municipalités bilingues du Manitoba
- Entreprise Riel
- Old St. Boniface Residents Association
- St. Boniface Library
- St. Boniface Museum
- Tourisme Riel
- Le Centre Culturel Franco Manitobain

Stakeholders provided input from their personal perspective, but also from the perspectives of their staff and visitors to their respective business, organization or institution.

KEY DISCUSSION POINTS & EMERGING THEMES

The following paragraphs provide a summary of key points of discussion and emerging themes that arose throughout the discussions.

Modes of Transportation

- A mix of transportation modes are utilized throughout the study area, including walking, biking, transit, personal vehicle and rollerblading.
- Local businesses, schools and community centres are actively working to prioritize and promote walking and biking.
- There is an openness and desire to travel through the neighbourhood as a pedestrian or cyclist.
- There is a notable increase in the number of people walking and cycling in the area in the summer months (largely due to tourism).
- A lot of people are currently walking and biking, particularly those who live and work in the area; however, there are also a few larger businesses and institutions that employ a lot of people, and many of these staff members arrive by car from other Winnipeg neighbourhoods and communities outside of Winnipeg.

Current Bike Routes

- Participants indicated they currently bike along several different routes throughout the study area, including:
 - de la Cathedrale Avenue
 - des Meurons Street to Provencher Boulevard
 - Dumoulin Street
 - Notre Dame Street
 - Provencher Boulevard
 - River trail on Tache Avenue and the Tache Promenade
 - St. Jean Baptiste Street to Provencher Boulevard
- Several participants noted that rue des Meurons is the most direct route for cyclists travelling to the study area from south Winnipeg.
- Most participants noted they do not currently bike along Provencher for long periods of time, but rather, will bike along the side streets until they need to access a destination on Provencher. Once on Provencher, many will ride on the sidewalk due to the heavy truck and vehicle traffic.
- Other participants noted they will brave the heavy truck and vehicle traffic along Provencher as it is the most direct route to their destinations.
- Side streets, pathways and sidewalks are commonly used by individuals accessing the local parks or biking with kids.

Preferred Bike Routes (If Proper Facilities / Connections Existed)

- Most participants noted their preferred cycling route for travelling through and within the study area would be Provencher, if proper designated facilities / connections existed. Participants explained that Provencher is the most direct route, with a lot of destinations and attractions fronting along Provencher. A route along Provencher would also directly connect with the existing cycling routes along the Esplanade Riel and Tache.

- Some participants noted they would prefer to continue cycling on the streets adjacent to Provencher (specifically Dumoulin, Notre Dame and de la Cathedrale), as they have much lower traffic volumes, which can make for a more comfortable cycling experience. However, if the cyclist's destination is along Provencher, traveling off Provencher requires intimate knowledge of the streets and cross-streets to ensure the cyclist arrives at Provencher at the appropriate destination point.
- A participant indicated they would like to see a continuous walking and cycling trail along the Red River.

Provencher

- As noted above, most participants voiced a preference for a designated bike route on Provencher, due to the direct connection between Downtown and Transcona, the seamless connection that could be created with the Esplanade Riel and the cycling trail on Tache and the many destination points fronting along Provencher.
- One participant noted that in an ideal world, they would like to see parking protected bike lanes in both directions along Provencher.
- Provencher also intersects with des Meurons, which provides an alternative access to the Notre Dame pedestrian bridge.
- Many participants did not like that the project messaging suggests that a designated bike route along Provencher is "off the table". They indicated they would like the Provencher option explored fully, including phased options over multiple years. Throughout the discussions, it was reiterated that there has been a lot of community support for an alignment on Provencher over the years. A participant shared that fifty business and organizations requested the City to study a Provencher alignment so that they could learn the approximate costs, which could then be used to pursue other forms of funding. They added that additional funding sources cannot be pursued if the community does not have access to a class 3 cost estimate.
- It was noted that even though the City may not currently have the funding available for a separated bike facility on Provencher, perhaps they could begin to budget and plan for it over the long-term. For example, could the City begin with one section of a separated facility along Provencher and then slowly increase the length of the facility over time?
- It was noted that part of the City's Pedestrian and Cycling Strategy is to provide choices, so the idea of only having one connection through the study area over the long-term doesn't align with the strategy.
- A participant voiced that a protected bike lane along Provencher would help to enhance the character of the street and the community of St. Boniface.
- Some participants indicated that losing parking along Provencher would be ok, as the more cycling infrastructure available, the less demand there will be for driving and vehicle parking. Others indicated that parking along Provencher cannot be removed.

Dumoulin

- Dumoulin was viewed by some as their preferred route option, due to its relatively low volume of traffic and proximity to a neighbourhood school, daycare, Fort Gibraltar, Whittier Park and residential area. Participants also like that Dumoulin is only one street

north of Provencher and the neighbourhood businesses. However, others noted that Dumoulin would not be a good route due to its high traffic volumes and on-street parking that is always utilized.

Avenue de la Cathedrale

- Many participants who noted Provencher as their preferred route, noted de la Cathedrale as their second preferred route, due to its proximity to several key neighbourhood destinations. However, other participants noted that de la Cathedrale should not be considered at all due to its high traffic volumes (university and hospital traffic), on-street parking that is always utilized, the narrowness of the street, and the significant amount of foot traffic, including many children and elderly persons.

Notre Dame

- Some participants noted that a route along Notre Dame would align best with the existing pedestrian bridge. Others noted that it was too far north from Provencher to be their preferred route.

All Routes

- It was noted that each of the proposed routes could function as a cycling route because they serve different purposes in terms of who is cycling and where they are going. For example, the side streets are great for accessing the schools, parks, and many community organizations, while Provencher is great for getting commuters safely from Downtown to Transcona and vice versa, and bringing cyclists to the many destinations along Provencher.
- A few participants noted that there should be short-term routes planned for both south and north of Provencher and a long-term plan (potentially phased over time) for a separated bike facility on Provencher.

Important Connection Points

- Participants noted several important places to connect to both in and around the study area, including:
 - Accueil Francophone
 - Businesses and organizations on Provencher
 - CCFM (cultural institution with a lot of employees and community organizations within the building, Stella's restaurant, etc.).
 - Centre Flavie St. Laurent
 - Co-Op Velo-cite
 - Downtown
 - Esplanade Riel
 - Fort Gibraltar and Whittier Park
 - Gabrielle Roy House
 - Local area schools
 - Louis Riel monuments
 - Museum of Human Rights

- o Need to identify the safest location(s) to connect the area south of Provencher to the area north of Provencher
- o Provencher Biz
- o Provencher Park
- o South end of the City
- o St. Boniface Cathedral
- o St. Boniface Cemetery
- o St. Boniface Hospital
- o St. Boniface University
- o Tache Promenade
- o The Forks

Sidewalks and Crosswalks

- Participants noted that many of the sidewalks in the area are uneven and dangerous for pedestrians, particularly those along Archibald and the most easterly portion of Provencher.
- There are also accessibility issues throughout the study area where sidewalks are disconnected from one another. This can make safe travel difficult for pedestrians, especially in the winter.
- Other participants indicated that generally sidewalk conditions are quite good. It was noted that there are some areas where curb cuts are missing (including in front of the St. Boniface Cathedral) and some sidewalks are quite narrow.
- There is a sidewalk missing on de la Cathedrale east of Aulneau. Adding this sidewalk would create a safe connection to the Community Club, old City Library and rental hall. It was noted this crossing distance could be shortened with bump-outs.
- It was noted that the sidewalk along the east side of Tache is too narrow and too close to the street, providing inadequate walking space. School children need to use this sidewalk to access the St. Boniface Museum either from the Despins bus parking or from de la Cathedrale, and it is very dangerous for them to walk here.
- It was noted that a lot of drivers do not respect the crosswalks along Provencher. Drivers are travelling too fast when people are crossing. Bump-outs may be a helpful solution.
- It was noted that the crosswalk at de la Cathedrale over Tache has poor geometry and is difficult to use as a cyclist without blocking the sidewalk, particularly if you have a bike trailer or are biking with a lot of people.
- Participants noted a need for additional signalized crosswalks along Provencher Boulevard, particularly between des Meurons and Archibald.

Bicycle Parking

- Most participants noted their business or organization provides outdoor and/or indoor bicycle parking for staff and visitors.
- Most cyclists park their bikes on Provencher or occasionally along one of the adjacent streets.
- Several participants noted a serious issue with bicycle theft in the study area and would like to see more safe, accessible bicycle parking along Provencher.

Parking

- Many of the businesses and organizations in the study area have off-street parking lots available for employees and/or visitors; however, this parking does not always meet parking demands. When parking demands cannot be met, staff and visitors mainly park along the streets adjacent to Provencher, including Dumoulin, de la Cathedrale and the side streets running north-south.
- Other businesses and organizations indicated they do not have designated off-street parking. As a result, one of their primary complaints from visitors is that there is not enough parking in the area.
- Hospital staff park along residential streets in the study area. The on-street parking demand from hospital staff and visitors can be overwhelming on these side streets.
- Participants noted minimal issues finding parking to visit the businesses along Provencher. Many noted their appreciation for the on-street parking on Provencher.

Safety

Along Provencher

- Safety for cyclists in the area could be increased with the development of a safe, designated bike route along Provencher.
- Provencher is extremely busy, with heavy truck traffic, particularly on weekdays. The heavy truck traffic is intimidating for many cyclists, which moves them to the sidewalks.
- The right turn from des Meurons to Provencher is a dangerous turning movement. One participant noted a staff member was hit by a car making this turning movement.
- Participants noted instances of cyclists being yelled at for biking directly on Provencher and for biking on the sidewalks along Provencher.
- Crossing Provencher at many points can be difficult for pedestrians and cyclists due to its width.
- Participants would ultimately like to see truck traffic moved off Provencher to improve safety and user experience for both pedestrians and cyclists.
- There appears to be a lot of accidents at the Tache and Provencher intersection due to several different traffic movements.

Along Archibald

- It is dangerous to cycle along Archibald due to the high volumes of truck traffic. Crossing Archibald is also very dangerous. It was noted that if a cyclist is coming off Mission onto Archibald, they must enter a driving lane to make that turn, coming into mixed traffic. Vehicles seem to drive at a higher speed along Mission, it is a narrow roadway, and the railway underpass impedes sightlines for drivers and cyclists.
- Paving along Archibald between Provencher and Nairn is sub-standard, which makes it very uncomfortable to cycle here.
- There is not a safe, accessible way to cross Archibald at Provencher, as a pedestrian or a cyclist.

Disconnections

- As a cyclist or pedestrian, it is very difficult and awkward to connect to the Esplanade Riel from Provencher and Tache. The underpass is not always plowed in the winter and can be flooded in spring/summer, so pedestrians and cyclists must use the at-grade crosswalk. Depending on your movement, this can result in three crossings. A pedestrian crosswalk on the west side could help improve this connection.
- The pathway between the Seine River and Notre Dame tends to flood out.

Additional Safety Issues

- A participant noted that de la Cathedrale at Aulneau is quite wide, so two cars will often pull up next to each other when one is turning, which blocks the sidewalk and removes the prioritization of pedestrians. The participant noted they regularly see cars leading through this intersection. This could potentially be improved with bump-outs.
- Notre Dame is a quiet residential street, but if it becomes a neighbourhood greenway, a 30 km/hr speed limit and/or limit traffic to one block would help to ensure safety for all along this street.
- People are frequently cutting across on foot from Despins to the west side of Tache. It is too far of a distance from the de la Cathedrale crosswalk to Dollard for foot crossings.
- School buses will regularly stop right on Tache to drop kids off (instead of using the allocated parking on Despins). This backs up traffic and creates frustration for drivers.
- Crossing Tache is generally very difficult.

Bicycle Theft

- Bicycle theft in the area has been a serious issue in recent years. Some participants and their staff members have stopped biking to work due to the frequency of bicycle theft.

Healthy Living

- Many participants spoke of the health and well-being of their employees, residents and visitors and the importance of having a safe, accessible pedestrian and cycling connection to promote walking and biking throughout the study area.
- It was noted that individuals who have been injured while cycling can be discouraged from continuing to cycle in the future, which exemplifies the need for safe cycling facilities throughout the city.

Engagement Process

- Stakeholders shared positive comments regarding the project's engagement process. Many noted their appreciation for the opportunity to provide their input through a one-on-one conversation.

Appendix F – Online survey results (English)

St. Boniface to Downtown Walk Bike Project - online survey

SURVEY RESPONSE REPORT

17 October 2019 - 27 September 2020

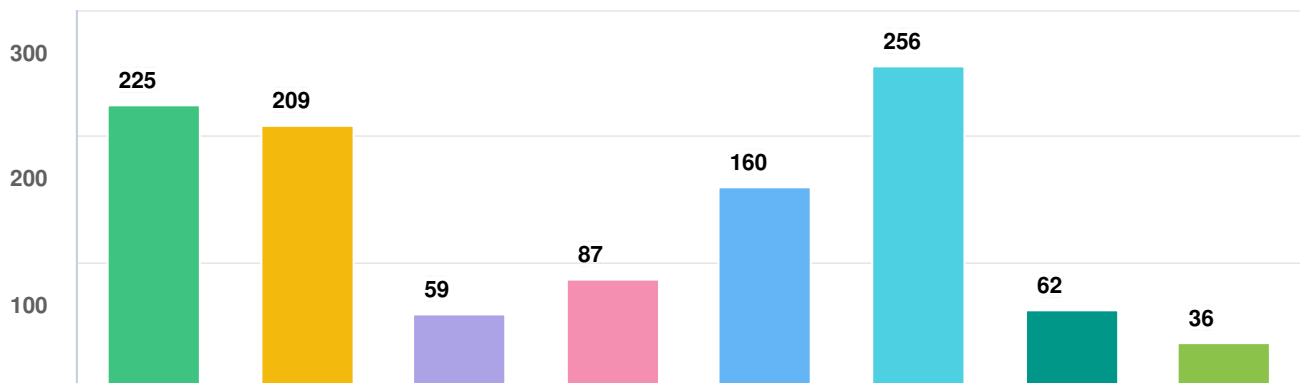
PROJECT NAME:

St.Boniface to Downtown Walk Bike Project



SURVEY QUESTIONS

Q1 What are your top three priorities for an east-west walking/cycling connection through St. Boniface? Note: Safety is not an...

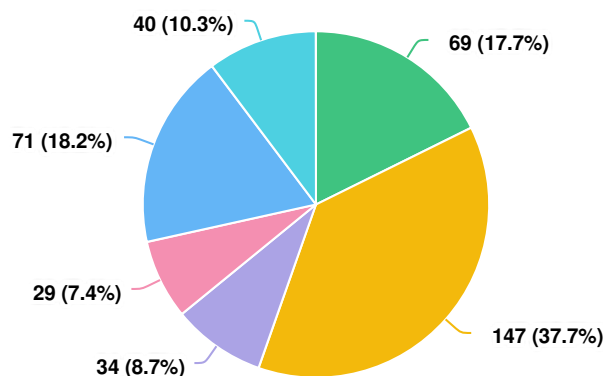


Question options

- Accessibility for all users
- Connectivity to amenities
- Maintaining on-street vehicle parking and loading
- Efficient vehicle traffic flow
- Comfort as a pedestrian
- Connectivity to other routes
- Access to transit services
- Other (please specify)

Mandatory Question (390 response(s))
Question type: Checkbox Question

Q2 When cycling east/west through this study area, on which street do you spend most of your time?



Question options

- I don't travel this area by bike
- Provencher Boulevard
- Notre Dame Street
- Dumoulin Street
- Avenue de la Cathedrale
- Other (please specify)

Mandatory Question (390 response(s))
Question type: Radio Button Question

Q3 Why do you use that street? Please explain:

Screen Name Redacted 8/27/2020 01:49 PM	Closest to Provencher
Screen Name Redacted 8/27/2020 03:48 PM	It's far less busy than Dumoulin because it's further from Provencher. It is also easier to connect to Whittier Park when heading east.
Screen Name Redacted 8/27/2020 03:49 PM	It's a main road with lots of amenities
Screen Name Redacted 8/27/2020 04:11 PM	Not a lot of traffic and it's scenic.
Screen Name Redacted 8/27/2020 04:13 PM	to cycle deeper into North St. Boniface and connect to the adjacent off-street pathways
Screen Name Redacted 8/27/2020 04:16 PM	Ease of access
Screen Name Redacted 8/27/2020 04:31 PM	Less busy compared to provencher no parked cars to door you
Screen Name Redacted 8/27/2020 05:14 PM	Low traffic and with a child carrier in the back it links from esplanade riel well enough
Screen Name Redacted 8/27/2020 05:33 PM	Safer than Provencher, however the road needs resurfacing. It is hard on bikes. I use Provencher in the Winter because it is cleaner.
Screen Name Redacted 8/27/2020 06:30 PM	Provencher is not cycle friendly.
Screen Name Redacted 8/27/2020 06:35 PM	Is quiet and on my route to work
Screen Name Redacted 8/27/2020 07:31 PM	Provencher is not safe for cyclists thought it is the most logical route. Dumoulin can also be dangerous as many commuters use it as a cut through to bypass heavy traffic on Provencher during peak hours and do not pay attention to cyclists, or do not make an effort to give a safe distance when passing.
Screen Name Redacted 8/27/2020 07:47 PM	Provencher does not feel safe for it. Too many speeding cars.

Screen Name Redacted 8/27/2020 09:13 PM	I live in Archwood community and Ave de la cathedrale is the southern most bike friendly route on my commute to downtown (other than the trail along red river)
Screen Name Redacted 8/27/2020 09:30 PM	Low traffic
Screen Name Redacted 8/27/2020 10:17 PM	Less traffic than Provencher and I can cross at the new pedestrian crosswalk on Taché
Screen Name Redacted 8/27/2020 11:00 PM	Less traffic. Quieter then provencher blvd.
Screen Name Redacted 8/28/2020 03:29 AM	Traffic calming circles
Screen Name Redacted 8/28/2020 09:10 AM	Because there are no unprotected bike lanes on Provencher.
Screen Name Redacted 8/28/2020 11:01 AM	it is on the way from my home to the bike paths in whittiar park.
Screen Name Redacted 8/28/2020 12:24 PM	because its the fastest to get to the forks if I walk or take my bike
Screen Name Redacted 8/28/2020 12:44 PM	It leads to the heart of St. Boniface
Screen Name Redacted 8/28/2020 12:56 PM	Because it's a direct connection to the bridge and therefore downtown
Screen Name Redacted 8/28/2020 01:23 PM	walk to work
Screen Name Redacted 8/28/2020 01:40 PM	local businesses, proximity to Forks and Downtown/Exchange
Screen Name Redacted 8/28/2020 02:04 PM	Store Fronts. It's a more scenic ride than other streets.
Screen Name Redacted 8/28/2020 02:34 PM	I live in Wolseley and like to visit the shops in St. B. I really like that breakfast place on Tache/Provencher. I find it very difficult to access this neighbourhood so I don't go here as much as I'd like to.
Screen Name Redacted 8/28/2020 06:06 PM	Not a busy street

Screen Name Redacted

8/28/2020 08:37 PM

Because it's faster, in better condition than side streets, and has direct access to shops/restaurants.

Screen Name Redacted

8/28/2020 08:46 PM

To patron local businesses

Screen Name Redacted

8/28/2020 09:02 PM

It is the most direct East-West street through the neighborhood, as well as being the location of the majority of shops, restaurants and services.

Screen Name Redacted

8/28/2020 09:05 PM

Provencher has the amenities, shops and services i use the most. Coffee, cheese, chocolate shop.

Screen Name Redacted

8/28/2020 09:57 PM

Travel from the south

Screen Name Redacted

8/28/2020 10:23 PM

Direct access to businesses

Screen Name Redacted

8/28/2020 11:13 PM

Access to businesses along Provencher, the library, park, CCFM, and North to Point Douglas.

Screen Name Redacted

8/28/2020 11:32 PM

i live here

Screen Name Redacted

8/29/2020 12:05 AM

It is the most direct route. It is the street with the destinations on it. Why do most people drive on provencher? Same answer. I want to ride on the same streets I drive on.

Screen Name Redacted

8/29/2020 12:30 AM

Provencher Boulevard is along my work commute, and there are several locations along it that I regularly visit, including the St. Boniface Library, Bothwell Cheese, and Café Postal.

Screen Name Redacted

8/29/2020 07:00 AM

Hopefully build around the paths to make Provencher a Winnipeg destination. More stores, cafes, street vendors and activity

Screen Name Redacted

8/29/2020 07:09 AM

We usually turn off tache onto provencher bridge

Screen Name Redacted

8/29/2020 08:07 AM

I want to Access amenities.

Screen Name Redacted

8/29/2020 08:31 AM

It is the main artery with all the businesses, restaurants, and other destinations. Also, it is the only east-west where all the north-south streets converge; many terminate at Provencher rather than de la Cathedrale or Dumoulin. Unfortunately, this requires one or more of battling with traffic, riding in the "door zone", or going on the sidewalk.

Screen Name Redacted 8/29/2020 09:26 AM	It has the most amenities on it and is the most efficient
Screen Name Redacted 8/29/2020 09:34 AM	That is where the destinations are. It is the route that connects to all other routes. It is the route that crosses both rivers.
Screen Name Redacted 8/29/2020 09:56 AM	Easy right turn of the forks pedestrian bridge,
Screen Name Redacted 8/29/2020 11:02 AM	running
Screen Name Redacted 8/29/2020 11:27 AM	It's the main commercial zone for St.Boniface.
Screen Name Redacted 8/29/2020 11:51 AM	Provencher is the street where the services/shops i want to access are located.
Screen Name Redacted 8/29/2020 12:39 PM	Most direct route. No turning/waiting to turn required. If you build a route anywhere else, I'd just continue to bike on Provencher as it would remain the most direct route.
Screen Name Redacted 8/29/2020 01:06 PM	I walk for exercise, pleasure and do my regular errands
Screen Name Redacted 8/29/2020 02:19 PM	It's quiet, the houses are nice to look at and there is low car traffic. If there was a protected bike lane on Provencher, I would probably take that instead though, de la Cathedrale is out of my way.
Screen Name Redacted 8/29/2020 03:30 PM	Weekly bike use of services along provencher. Running route. Bike access to shopping in east Winnipeg
Screen Name Redacted 8/29/2020 04:14 PM	I need to cross to get to the other side of the seine path. A more convenient crossing would be nice if the trails lined up a bit nicer
Screen Name Redacted 8/29/2020 04:34 PM	Most effective direct road. No stop signs. It is where the amenities are.
Screen Name Redacted 8/29/2020 07:04 PM	Easy access to bike paths, bus lane
Screen Name Redacted 8/29/2020 07:37 PM	I am often going to the shops and cafes on Provencher
Screen Name Redacted 8/29/2020 08:09 PM	It lines up with bridge across the Seine (Note: has been blocked for months which is annoying)

Screen Name Redacted

8/29/2020 11:43 PM

Our route from Transcona to Downtown (and beyond) is: Transcona Trail to Regent (1), Regent, Panet, Mission, Rue La Verendrye, Rue La Fleche, Dumoulin Park (footbridge), Rue Notre Dame (2), Tache, Esplanade Riel or Provencher Bridge sidewalk. (1) We are extremely disappointed that the Transcona Trail Extension project has been a victim of annual delays for the past 2 years. It was supposed to be completed in 2019. Kick CN's butt. (2) The fact the pathway from the footbridge to Rue Notre Dame has been a mess of gravel and mud for years was bad enough, but the closure of the rail crossing added significantly more inconvenience. The City should use expropriation and other tools to whip CN and other private vested interests into line. (3) Also ... The Archibald Street Pathway was completed in 2018. It is supposed to connect to the south end of the Northeast Pioneers Greenway.
(<https://www.winnipeg.ca/publicworks/pedestriansCycling/walkbikeprojects/NE-PioneersGreenwaytoarchibald.stm>) Another project that has been delayed for two years, with no end in sight. CN: 3 strikes, you're out!

Screen Name Redacted

8/30/2020 09:26 AM

Quickest yet avoiding Provencher traffic

Screen Name Redacted

8/30/2020 12:03 PM

It connects most efficiently to Whittier Park right now. When the Lagimodière-Gaboury entrance isn't closed, I just as often take Notre Dame because it's a direct route. Often for a change of scene on the way home I will return down de la Cathedrale back to the Tache Ave path.

Screen Name Redacted

8/30/2020 12:30 PM

Access to businesses and parks

Screen Name Redacted

8/30/2020 04:45 PM

Wide street. Perfect connection between Taché and my home (just southeast of study area)

Screen Name Redacted

8/30/2020 08:56 PM

Not much traffic, close to provencher (can still access shops on provencher), slower traffic

Screen Name Redacted

8/30/2020 09:03 PM

It has the most business and offers the best pedestrian experience. Its more convenient.

Screen Name Redacted

8/30/2020 09:13 PM

It is not as busy as Provencher. I would prefer to use Provencher if it had protected cycling infrastructure because it's a far more direct connection to amenities

Screen Name Redacted

8/30/2020 10:05 PM

Shops, banks, cultural agencies.

Screen Name Redacted

8/31/2020 12:37 AM

Because it's direct and has everywhere I want to go to along it.

Screen Name Redacted 8/31/2020 08:16 AM	It's my connection and the least out of the way from my route. Traffic is light and connects to the forks path.
Screen Name Redacted 8/31/2020 10:43 AM	Connect with shops
Screen Name Redacted 8/31/2020 11:47 AM	That is where all of the shops are, it connects to all other major routes.
Screen Name Redacted 8/31/2020 11:53 AM	pleasant street, little traffic
Screen Name Redacted 8/31/2020 12:00 PM	It's fastest (fewer stops)
Screen Name Redacted 8/31/2020 12:04 PM	Directly connected to downtown and its is where most of the businesses are that I would be heading to
Screen Name Redacted 8/31/2020 12:11 PM	It's a non-busy street that connects to routes that allow me to access major streets.
Screen Name Redacted 8/31/2020 12:22 PM	It provides the most direct route, and the fewest stop-starts.
Screen Name Redacted 8/31/2020 12:30 PM	I go from/to The Forks and the Seine bridge (to eventually connect to North Pioneer Greenway). This street is safer with much less traffic than Provencher. Dumoulin also has had a bunch of construction. It is slightly out of the way so I would prefer if there was a bike lane on Provencher.
Screen Name Redacted 8/31/2020 12:37 PM	It's obvious, logical and direct.
Screen Name Redacted 8/31/2020 12:50 PM	Because I don't feel safe biking on Provencher. I suggest a bike lane similar to Sherbrooke.
Screen Name Redacted 8/31/2020 12:54 PM	Recreational trips walking / biking
Screen Name Redacted 8/31/2020 01:38 PM	Most direct route. Other routes require extra stops for lights or intersections.
Screen Name Redacted 8/31/2020 01:50 PM	Easy straight forward route
Screen Name Redacted 8/31/2020 01:57 PM	I am cycling from further south in St B and heading to downtown Exchange District

Screen Name Redacted

8/31/2020 02:45 PM

Convenience

Screen Name Redacted

8/31/2020 02:50 PM

I regularly use Provencher blvd by walking & biking to go to Provencher park & splash pad with a 2 & 4yr old. I also regularly use Provencher to access CCFM & use the many businesses for morning coffee, lunch & dinner as well as to access the bike trails along the Seine river. I use Provencher by car to travel to Narin, Talbot & Mission and have never had an issue finding parking when picking up Chocolates, Sushi, coffee or running into the bank.

Screen Name Redacted

8/31/2020 02:50 PM

Avenue de la Cathedrale intersects with walking and bicycle routes (including routes through the St. Boniface University campus and Promenade Taché, which has a pedestrian crossing to de la Cathedrale), is home to some businesses I frequent, and offers access to the community and cultural centres on Provencher.

Screen Name Redacted

8/31/2020 04:03 PM

Because Provencher is unsafe and inconvenient for biking, with a combination of street parking, buses and pedestrians. I can be much faster if I am able to separate myself from motor vehicles.

Screen Name Redacted

8/31/2020 06:27 PM

Direct route with access to shops and services

Screen Name Redacted

8/31/2020 07:15 PM

It's the main road, quickest and simplest to navigate.

Screen Name Redacted

8/31/2020 07:59 PM

Walking the dog

Screen Name Redacted

8/31/2020 08:37 PM

No traffic, nice views, mostly because I am travelling this way for pleasure and not commuting.

Screen Name Redacted

8/31/2020 08:41 PM

less traffic

Screen Name Redacted

8/31/2020 09:49 PM

Safer than Provencher

Screen Name Redacted

9/01/2020 10:16 AM

Access to Mission

Screen Name Redacted

9/01/2020 10:35 AM

To visit restaurants and also as an alternate pathway to Elmwood, Henderson Highway. Also, use Provencher when cycling to get to Regent.

Screen Name Redacted

9/01/2020 11:19 AM

go to ccdm, visit friends

Screen Name Redacted 9/01/2020 11:24 AM	Provencher is the most direct route and Provencher is where the amenities are located. Do not build the infrastructure on a side street.
Screen Name Redacted 9/01/2020 11:27 AM	It feels much safer than biking on the busy and bike unfriendly Provencher.
Screen Name Redacted 9/01/2020 11:51 AM	less traffic
Screen Name Redacted 9/01/2020 12:46 PM	It's marked as a quieter street for cycling. I don't like it because it is not direct and has a weird detour near Whittier Park.
Screen Name Redacted 9/01/2020 01:20 PM	Less vehicle traffic
Screen Name Redacted 9/01/2020 01:23 PM	Walk, bike, shop
Screen Name Redacted 9/01/2020 02:10 PM	That's where the stores that I spent \$ at are. Also is most direct route.
Screen Name Redacted 9/01/2020 02:40 PM	Bike Route
Screen Name Redacted 9/01/2020 03:09 PM	No traffic and safe! Also beautiful.
Screen Name Redacted 9/01/2020 03:32 PM	More natural sceneries and it goes by my house
Screen Name Redacted 9/01/2020 05:02 PM	Note that I travel Notre Dame when I want to connect to Archibald, but not when I want to connect to destinations on Provencher or south of Provencher. You seem to be mixing questions related to connections between Esplanade Riel and east/west travel within and through North/Central St. Boniface.
Screen Name Redacted 9/01/2020 05:06 PM	Accessing local businesses/amenities (St. Boniface Library, Le Garage Café, Stella's, Café Postal, etc) along with commuting by bike from downtown to my office in East Kildonan.
Screen Name Redacted 9/01/2020 06:15 PM	Main thoroughfare. Access to bridge. Access to shops and services.
Screen Name Redacted 9/01/2020 06:41 PM	Allows for access under Provencher bridge, to go south, or over the Esplanade.

Screen Name Redacted 9/01/2020 07:15 PM	Safe and convenient
Screen Name Redacted 9/01/2020 09:38 PM	It's wide and has light traffic
Screen Name Redacted 9/01/2020 09:41 PM	To go to and from work
Screen Name Redacted 9/01/2020 10:28 PM	It is the most direct to the esplanade riel, which is the bike route to continue or come from the west
Screen Name Redacted 9/02/2020 08:38 AM	I live in the area and use the street to drive for groceries. I also take daily walks down Provencher.
Screen Name Redacted 9/02/2020 10:08 AM	Most direct
Screen Name Redacted 9/02/2020 11:25 AM	It's on my way home and there is no dedicated bike route on provencher that feels safe for biking
Screen Name Redacted 9/02/2020 04:01 PM	No other street gets you across the Seine. Any other street, sooner or later you're back on Provencher. I HATE cycling on Provencher but there is no option
Screen Name Redacted 9/02/2020 04:33 PM	Seems like most direct route through St. Boniface to and from The Forks/downtown and Transcona, via Archibald. I bike from Transcona to The Forks.
Screen Name Redacted 9/02/2020 09:03 PM	It's wide so cars aren't getting confused going by. The surface is generally in better condition. I would note however it is not a very direct route. I only take it for safety not convenience. It also does not connect properly to the downtown network (on the bridge)
Screen Name Redacted 9/02/2020 11:00 PM	To go from home to work and back.
Screen Name Redacted 9/02/2020 11:06 PM	Most direct option for east-west travel, and has places I'd like to visit.
Screen Name Redacted 9/03/2020 09:32 AM	Quick, quiet, efficient and aesthetically pleasing by the Seine.
Screen Name Redacted 9/03/2020 10:03 AM	It is safer, less traffic.
Screen Name Redacted	Because there is no safe cycling infrastructure that accesses the area

9/03/2020 10:35 AM

businesses; if I'm out for a recreational ride, I will use Cathedrale or Whittier Park path

Screen Name Redacted

9/03/2020 10:43 AM

I use notre dame street as a pedestrian because I live there and it is beautiful.

Screen Name Redacted

9/03/2020 11:06 AM

Convenience and location of home.

Screen Name Redacted

9/03/2020 11:15 AM

I live on Provencher

Screen Name Redacted

9/03/2020 03:02 PM

It connects fermor bike path to Provencher and it's fairly quiet traffic in the morning.

Screen Name Redacted

9/03/2020 04:15 PM

For connection of amenities after I park or walk there.

Screen Name Redacted

9/03/2020 03:59 PM

Shopping, appointments

Screen Name Redacted

9/03/2020 03:59 PM

I need complete access for private vehicle for disability accessibility.

Screen Name Redacted

9/03/2020 04:03 PM

because provencher doesn't have a dedicated bike lane (which it should - major reconstruction should be considered) i also live on dumoulin.

Screen Name Redacted

9/03/2020 04:05 PM

to get from Tache to Archibald without cycling on Provencher

Screen Name Redacted

9/03/2020 04:07 PM

Because Provencher is a nightmare to bike on. I would absolutely bike down Provencher if there was a direct and safe separated lane there.

Screen Name Redacted

9/03/2020 04:14 PM

Ease of access

Screen Name Redacted

9/03/2020 04:20 PM

Access to businesses

Screen Name Redacted

9/03/2020 04:23 PM

Not too much traffic

Screen Name Redacted

9/03/2020 04:31 PM

Shortest, safest, and quietest route.

Screen Name Redacted 9/03/2020 04:56 PM	Route to Downtown
Screen Name Redacted 9/03/2020 04:59 PM	work
Screen Name Redacted 9/03/2020 05:10 PM	I can connect to Cathedrale from other paths to get onto Tache when coming east of there towards The Forks
Screen Name Redacted 9/03/2020 05:16 PM	To get to amenities
Screen Name Redacted 9/03/2020 05:47 PM	I would prefer to be on Provencher, so I take one of the closest roads that is parallel.
Screen Name Redacted 9/03/2020 05:57 PM	Less traffic than Provencher
Screen Name Redacted 9/03/2020 06:23 PM	Its the main street in the area with the most amenities
Screen Name Redacted 9/03/2020 06:32 PM	less traffic
Screen Name Redacted 9/03/2020 06:54 PM	It is the most direct route to where I'm trying to go.
Screen Name Redacted 9/03/2020 06:56 PM	It connects to downtown via a number of arterial roads
Screen Name Redacted 9/03/2020 07:36 PM	I live in the area, it's also very wide compared to other streets.
Screen Name Redacted 9/03/2020 07:49 PM	Where I need to go
Screen Name Redacted 9/03/2020 08:05 PM	Quiet and light traffic.
Screen Name Redacted 9/03/2020 10:15 PM	I am trying to get to amenities on Provencher and it is the most straightforward route from the Esplanade.
Screen Name Redacted 9/04/2020 03:52 AM	Because it is the most direct route and the route that has the businesses that I visit on it.

Screen Name Redacted 9/04/2020 06:21 AM	Because it's where stuff is.
Screen Name Redacted 9/04/2020 08:15 AM	I can check the amenities that I would like to visit, it is the most direct route, it is wider and doesn't have major potholes to avoid
Screen Name Redacted 9/04/2020 09:06 AM	Most direct, especially at choke points. Also, its a nice street and has amenities.
Screen Name Redacted 9/04/2020 10:13 AM	Walking with friends.
Screen Name Redacted 9/04/2020 11:04 AM	My preference would be to cycle on Provencher but since there is no protected bike lane, it does not feel safe so I divert to a side street.
Screen Name Redacted 9/04/2020 11:23 AM	Its the easiest, and has two lanes for drivers to pass.
Screen Name Redacted 9/04/2020 11:46 AM	Provencher and Des Meurons - for access to amenities Ave de la Chathedrale - because it slow, lower flow traffic
Screen Name Redacted 9/04/2020 12:57 PM	shops.
Screen Name Redacted 9/04/2020 01:03 PM	less traffic
Screen Name Redacted 9/04/2020 01:19 PM	Comfort and lack of fast moving vehicle traffic
Screen Name Redacted 9/04/2020 01:20 PM	Most direct low traffic streets. Use the lights on Braemar to cross both Marion and Goulet as not enough time for my kids to cross without lights due to the constant traffic
Screen Name Redacted 9/04/2020 01:20 PM	Most direct route between downtown and areas further east.
Screen Name Redacted 9/04/2020 01:46 PM	Best way to get to University de Saint Boniface
Screen Name Redacted 9/04/2020 01:52 PM	Most direct route to a lot of area I want to go to.
Screen Name Redacted 9/04/2020 03:07 PM	to go to Francophone Cultural Centre

Screen Name Redacted 9/04/2020 03:13 PM	I cycle Aubert because of 4 way Stops at Intersections
Screen Name Redacted 9/04/2020 05:05 PM	Cycling path accessibility. When I cycle this area it is for pleasure, not commuting. My personal priority is connectivity to other bike paths, to safely make my way toward St. Vital, where I always seem to lose the safe bike paths (if they exist).
Screen Name Redacted 9/04/2020 05:52 PM	Less traffic
Screen Name Redacted 9/04/2020 06:01 PM	Easily accessible from Provencher bridge, and less traffic than Provencher
Screen Name Redacted 9/05/2020 12:28 PM	Pretty view and access to Tache
Screen Name Redacted 9/05/2020 02:38 PM	to reach destinations in St B or beyond into East Kildonan
Screen Name Redacted 9/05/2020 05:15 PM	Commuting to and from work, going downtown for recreation.
Screen Name Redacted 9/05/2020 06:37 PM	To avoid the steady traffic on Provencher
Screen Name Redacted 9/06/2020 10:36 AM	most direct
Screen Name Redacted 9/06/2020 10:23 PM	Convenience and less vehicle/truck trailer/bus traffic. I live south of Provencher and East of Des Meurons.
Screen Name Redacted 9/06/2020 10:47 PM	Provencher does not feel safe for cycling, so detouring through the residential streets to the South is preferable. Typically I will take these to the pedestrian bridge and connecting trails.
Screen Name Redacted 9/06/2020 11:35 PM	shortest way
Screen Name Redacted 9/06/2020 11:56 PM	Low traffic and thanks to street repair/renovations - smooth surface (for the most part) to cycle on
Screen Name Redacted 9/07/2020 07:02 AM	To get to/from CCFM.
Screen Name Redacted	I live in the area, and prefer not to mix bikes with motor vehicle traffic.

9/07/2020 02:17 PM

Screen Name Redacted

Trying to stay off Provencher

9/07/2020 09:41 PM

Screen Name Redacted

It flows the best from the Forks area to services/businesses on Provencher.

9/08/2020 09:30 AM

Screen Name Redacted

Because Provencher has no cycling facilities.

9/08/2020 12:26 PM

Screen Name Redacted

connects Des Muerons (from the Fermor bike path) to the Forks with light traffic

9/08/2020 03:14 PM

Screen Name Redacted

go to work recreation: link from EK to other areas of City

9/08/2020 08:57 PM

Screen Name Redacted

Connection with least traffic fwhrn travelling from the Northeast Pioneers Greenway and Archibald

9/09/2020 03:32 PM

Screen Name Redacted

I don't feel safe walking or biking in this area

9/09/2020 04:15 PM

Screen Name Redacted

It's quieter than Provencher (I never bike on Provencher and if I do, I use the sidewalk, unfortunately) and much larger than other parallel streets. Also it leads to a pedestrian cross walk which allows you to easily access the Esplanade Riel without going on the busy Tache street, where as streets on the other side of Provencher Are narrower and do not lead as easily to the bridge.

9/09/2020 04:37 PM

Screen Name Redacted

I would enjoy biking in this area and I have done in the past. However, the traffic is heavy.

9/09/2020 08:18 PM

Screen Name Redacted

Parked cars along provencher provide risk of getting doored. And cars don't know how to drive with bikes sharing the lane. I detour onto ave de la cathedrals only to reroute myself onto provencher after des Meurons if I'm traveling. Makes it awkward to visit the festival du voyageur office and other businesses that I frequent like cafe postale and bothwell cheese store. I wish I could ride on provencher - would save me a lot of time during my commute.

9/10/2020 10:01 AM

Screen Name Redacted

less traffic

9/10/2020 10:13 AM

Screen Name Redacted

safer, more trees and scenery

9/10/2020 10:32 AM

Screen Name Redacted 9/10/2020 02:14 PM	drive influx and wider street
Screen Name Redacted 9/10/2020 03:54 PM	quiet , relatively traffic free . plus you can cross on over the foot bridge at the seine river
Screen Name Redacted 9/10/2020 10:12 PM	That is where all the destinations are. Although I do not use the street, I use the sidewalk (carefully).
Screen Name Redacted 9/11/2020 08:38 AM	Attractive area... less traffic.
Screen Name Redacted 9/11/2020 10:00 AM	Easier to get onto the bridge from this direction
Screen Name Redacted 9/11/2020 10:02 AM	Well traveled and beautiful.
Screen Name Redacted 9/11/2020 09:06 PM	Because Provencher is a death trap for cyclists and drivers will force you into the curbs because they don't want to wait to properly pass.
Screen Name Redacted 9/11/2020 09:57 PM	Most direct from des meuron south
Screen Name Redacted 9/12/2020 01:15 PM	N/A
Screen Name Redacted 9/12/2020 04:14 PM	because it goes through
Screen Name Redacted 9/12/2020 04:56 PM	Connection to des meurons
Screen Name Redacted 9/12/2020 06:29 PM	Most direct while avoiding traffic on Provencher.
Screen Name Redacted 9/13/2020 06:50 AM	Because it's the main shopping /retail/restaurant district in the area as well as the most direct route from the bridge.
Screen Name Redacted 9/13/2020 05:39 PM	It's marked as a bike route
Screen Name Redacted 9/13/2020 06:51 PM	more direct

Screen Name Redacted 9/13/2020 06:53 PM	It's where all of the businesses are and has the best connection to the pedestrian/cycle bridge to the Forks, as well as the bike path along Tache.
Screen Name Redacted 9/13/2020 06:58 PM	Safer. Connects to east Norwood where I live. Close to Provencher bridge that takes me to work. Also La Cathédral is important to my family and history and I get to go by my grandparents' grave.
Screen Name Redacted 9/14/2020 05:02 AM	The shortest distance between point "A" and point "B" is a straight line.
Screen Name Redacted 9/14/2020 08:55 AM	it is most direct and has access to major neighborhood amenities
Screen Name Redacted 9/14/2020 09:39 AM	It connects me to Tache
Screen Name Redacted 9/14/2020 11:36 AM	closest quiet street to major artery, shortest detour
Screen Name Redacted 9/14/2020 05:41 PM	I cycle this way to an from work
Screen Name Redacted 9/15/2020 02:39 AM	It's the one that's closest to me.
Screen Name Redacted 9/15/2020 08:08 AM	To get downtown and to the Forks
Screen Name Redacted 9/15/2020 06:35 PM	I use Provencher to pop in to shops and grab take out.
Screen Name Redacted 9/15/2020 08:09 PM	Langevin is where I live, Masson is cosy, low traffic, and ends close to the Provencher/Taché intersection. I try to use the Esplanade as much as possible instead of the sidewalk on the other side of the bridge. I don't like the Provencher/Taché intersection (walking, driving or riding). So, I go from the Esplanade to Taché promenade (southbound), but I can't turn onto Masson, or de la Cathédrale (I don't like the signaled crosswalk), so I keep going along the river and use Despins or Dollard to head back to Langevin.
Screen Name Redacted 9/15/2020 11:30 PM	Main road, easy to use
Screen Name Redacted 9/16/2020 07:31 AM	To go from downtown to Elmwood
Screen Name Redacted	It leads to park entrance that goes over the railway tracks and to the Notre

9/17/2020 07:07 AM

Dame street pedestrian bridge

Screen Name Redacted

9/17/2020 11:32 AM

I work on the North side of Provencher so it is the easiest access. However, I would prefer to use Provencher in order to access the amenities (coffee shop, restaurants, etc.) And for visitors to our city, it would be important that they have the opportunity and facility to spend money in our area by accessing these shops along Provencher.

Screen Name Redacted

9/17/2020 01:47 PM

I zig,zag though Boniface, to use the safest route, with the least amount of traffic.

Screen Name Redacted

9/17/2020 04:19 PM

Off-street pathway over the Provencher Bridge

Screen Name Redacted

9/17/2020 06:27 PM

Driving to and from work

Screen Name Redacted

9/17/2020 08:21 PM

Wider up to Aulneau, crossing available at tache

Screen Name Redacted

9/17/2020 09:45 PM

I use Provencer to drive to and from work. Thats all

Screen Name Redacted

9/18/2020 12:22 AM

Because I live in the area

Screen Name Redacted

9/18/2020 01:01 PM

Away from traffic

Screen Name Redacted

9/18/2020 02:20 PM

Most direct. Good condition pavement.

Screen Name Redacted

9/18/2020 04:47 PM

it's the most direct route for me to commute by bike

Screen Name Redacted

9/18/2020 04:48 PM

Closest to my home, less traffic than Provencher

Screen Name Redacted

9/18/2020 05:20 PM

So that I don't get lost on side streets and I can get where I'm going fastest

Screen Name Redacted

9/18/2020 05:22 PM

Good street to get onto Mission and get to Transcona

Screen Name Redacted

9/18/2020 05:36 PM

i mostly bike south to north via the bike trails along the seine river that take me all the way past provencher to whittier park then i go east to west on

	those bike trails. then down the paths along tache to st. marys. i avoid these streets because they are very busy.
Screen Name Redacted 9/18/2020 05:48 PM	Notre Dame is supposed to be the bike route but it has more uneven surface than La Verendrye
Screen Name Redacted 9/18/2020 06:15 PM	Most direct and access to stores, etc.
Screen Name Redacted 9/18/2020 06:14 PM	Travel by car.
Screen Name Redacted 9/18/2020 07:41 PM	NONE
Screen Name Redacted 9/18/2020 08:11 PM	Too many potholes; They are residential streets, not bike paths.
Screen Name Redacted 9/18/2020 08:17 PM	It's the only street that actually amenities and things on it people want to go to/use. It's the only actual connection between downtown, St. B, northeast Winnipeg. Same reason cars use it – it's the only option, needs to be multi-modal. This plan needs to look at vehicular, Active Transportation, and Transit (BRT included) all at once!! Makes no sense to look at any mode of transportation in isolation. Figure out how to make it work for everyone – those giant boulevards should be put to better use!
Screen Name Redacted 9/18/2020 09:26 PM	traffic
Screen Name Redacted 9/18/2020 09:48 PM	To visit library, shop & attend child's school Ecole Provencher.
Screen Name Redacted 9/19/2020 08:47 AM	It is most efficient and fastest
Screen Name Redacted 9/19/2020 09:47 AM	More room for social distancing and cyclist flow is low
Screen Name Redacted 9/19/2020 10:53 AM	I don't bike there because there are no safe bike speces
Screen Name Redacted 9/19/2020 04:14 PM	I use several of these streets. When commuting from downtown, going east on the Provencher Bridge, I usually cross Tache (although it is awkward and a bit unsafe to do so here, once you get off the bridge, but I don't feel comfortable on Provencher) and take Masson for a couple blocks, then get on Avenue de la Cathedrale to get to St. Jean Baptiste Street where my

	partner lives. I'll use Notre Dame or Dumoulin when north of Provencher
Screen Name Redacted 9/19/2020 04:24 PM	Most direct route
Screen Name Redacted 9/20/2020 09:13 AM	access to bus service
Screen Name Redacted 9/20/2020 09:51 AM	Less traffic and more or less direct route to where I'm going
Screen Name Redacted 9/20/2020 09:52 AM	It's not as busy as Provencher at there's a pedestrian crossing at Taché where I can dismount and cross onto the mixed use path.
Screen Name Redacted 9/20/2020 09:57 AM	It's on my route to work
Screen Name Redacted 9/20/2020 10:25 AM	All amenities, most direct.
Screen Name Redacted 9/20/2020 10:25 AM	Works best to get to UW
Screen Name Redacted 9/20/2020 10:26 AM	Less vehicle traffic, Students and Seniors, CUSB, proximity to Provencher
Screen Name Redacted 9/20/2020 10:33 AM	The amenities
Screen Name Redacted 9/20/2020 10:41 AM	Because that's where I go : library, post office, shops
Screen Name Redacted 9/20/2020 10:46 AM	I bike from Transcona and Notre Dame is across from the notre dame street bridge path.
Screen Name Redacted 9/20/2020 11:16 AM	Less traffic so it feels safer for cycling than Provencher and I'm heading south overall
Screen Name Redacted 9/20/2020 11:28 AM	Shopping and getting to down town.
Screen Name Redacted 9/20/2020 11:32 AM	I live on the south side of Provencher, and Avenue de la Cathedrale has relatively low vehicle traffic. I can also connect to the Esplanade Riel easily.
Screen Name Redacted 9/20/2020 11:33 AM	Most convenient option and flows best without needing to constantly stop at intersections. When coming from south, it's easiest to take provencher when

	headings to east exchange.
Screen Name Redacted 9/20/2020 12:09 PM	Shortest route to destination, also we need to improve cycling within St Boniface, leading to amenities within the community
Screen Name Redacted 9/20/2020 12:40 PM	N/A
Screen Name Redacted 9/20/2020 01:02 PM	Connection to pedestrian bridge, bike paths, cafes and shops along Provencher as well as availability of bike parking.
Screen Name Redacted 9/20/2020 01:10 PM	Do not use.
Screen Name Redacted 9/20/2020 02:05 PM	Live near by and walk around in the area all the time
Screen Name Redacted 9/20/2020 02:18 PM	Safety of lights
Screen Name Redacted 9/20/2020 02:47 PM	I don't ride my bike because too many riders break the law and All bike riders get blamed for it. I also think we need to pay and register our bikes. If we fail to stop at a stop sign we should be ticketed just like cars are
Screen Name Redacted 9/20/2020 03:11 PM	Less time sharing the road with fast-moving vehicular traffic
Screen Name Redacted 9/20/2020 03:47 PM	Most direct through route.
Screen Name Redacted 9/20/2020 04:49 PM	Easily accessible to the bike route on Aulneau
Screen Name Redacted 9/20/2020 06:47 PM	no traffic and safer
Screen Name Redacted 9/20/2020 08:15 PM	It is a beautiful tree lined street that is much safer then Provencher. I would rather use the bike lane on Mason, Cathedral, Dumoulin or the trails along the river. So many better options
Screen Name Redacted 9/20/2020 07:51 PM	My destination is usually the park
Screen Name Redacted 9/20/2020 08:08 PM	Goes where I need to go.
Screen Name Redacted	Safer

9/20/2020 08:13 PM

Screen Name Redacted

It is the main through fare

9/20/2020 08:50 PM

Screen Name Redacted

It is a corridor that connects downtown and st. boniface area. the scenery is beautiful and iconic.

9/20/2020 09:16 PM

Screen Name Redacted

It is the main axis to places I usually go.

9/20/2020 09:44 PM

Screen Name Redacted

It's the cycle route and it's a smoother ride with less traffic than Dumoulin. It's also normally connected to the existing trail, however that route consistently gets impacted with construction and other obstructions that makes it unusable - which is actually also the #1 existing problem with the route.

9/20/2020 10:34 PM

Screen Name Redacted

Low traffic no trucks

9/20/2020 11:04 PM

Screen Name Redacted

It has the fewest stops between Des Meurons and Tache

9/20/2020 11:13 PM

Screen Name Redacted

On this road I do not slow down cars

9/20/2020 11:26 PM

Screen Name Redacted

Businesses

9/20/2020 11:52 PM

Screen Name Redacted

Low traffic

9/21/2020 12:59 AM

Screen Name Redacted

Less traffic

9/21/2020 06:11 AM

Screen Name Redacted

It is close to my house and is not as busy as Provencher.

9/21/2020 06:39 AM

Screen Name Redacted

It is connected to the bridge.

9/21/2020 07:49 AM

Screen Name Redacted

I am accessing local stores on provencher and it is usually the most direct route.

9/21/2020 07:57 AM

Screen Name Redacted

Home to work and vice versa

9/21/2020 08:46 AM

Screen Name Redacted 9/21/2020 09:01 AM	Easy and moves quickly
Screen Name Redacted 9/21/2020 09:50 AM	Because Provencher is a death trap due to lack of safety for pedestrians and cyclists. Make Provencher safe for all users.
Screen Name Redacted 9/21/2020 09:56 AM	To get Downtown
Screen Name Redacted 9/21/2020 10:07 AM	Commute to child care and work
Screen Name Redacted 9/21/2020 10:08 AM	Bike transit
Screen Name Redacted 9/21/2020 10:21 AM	As there are no stop signs
Screen Name Redacted 9/21/2020 10:22 AM	It is the nicest to walk down, the cars are less aggressive than on Marion/Goulet.
Screen Name Redacted 9/21/2020 10:27 AM	Aesthetically pleasing. Many things happen such as events. Already a crosswalk at the far west end.
Screen Name Redacted 9/21/2020 02:15 PM	Less traffic and a lot faster and safer.
Screen Name Redacted 9/21/2020 01:35 PM	to avoid the traffic of provencher
Screen Name Redacted 9/21/2020 01:59 PM	Quiet. Less traffic
Screen Name Redacted 9/21/2020 04:58 PM	It has the most amenities
Screen Name Redacted 9/21/2020 04:59 PM	I like accessing businesses along Provencher and it's the most direct and quickest route
Screen Name Redacted 9/21/2020 05:08 PM	It connects to the existing bike track. I would like to see how it would connect better to the gateway bike way too
Screen Name Redacted 9/21/2020 06:19 PM	I use this street because I stop at the shops and services.

Screen Name Redacted 9/21/2020 08:09 PM	I don't want to contend with traffic on Archibald. I used to bike primarily on Notre Dame St but since the connection across the tracks has been closed I've been using Dumoulin St. If this connection was open I would use Notre Dame St.
Screen Name Redacted 9/21/2020 08:57 PM	Quick stop ins at businesses, quickest flow, lights.
Screen Name Redacted 9/21/2020 10:19 PM	It's in my bike path to downtown
Screen Name Redacted 9/21/2020 10:47 PM	Scenery, lower traffic flow, access to path on Tache at river
Screen Name Redacted 9/22/2020 03:11 AM	Low traffic and scenic area
Screen Name Redacted 9/22/2020 07:08 AM	It's where everything is, and it's the most direct route.
Screen Name Redacted 9/22/2020 07:41 AM	less traffic and wider street that is still a direct path to downtown
Screen Name Redacted 9/22/2020 11:52 AM	It's safer than Provencher for a cyclist
Screen Name Redacted 9/22/2020 01:15 PM	Nice scenery, off main roads
Screen Name Redacted 9/22/2020 02:18 PM	Commuting from my home in Norwood to my school in Elmwood.
Screen Name Redacted 9/22/2020 02:21 PM	It's the least distance from Provencher
Screen Name Redacted 9/22/2020 06:19 PM	Most efficient.
Screen Name Redacted 9/22/2020 08:09 PM	To get to Provencher
Screen Name Redacted 9/22/2020 08:36 PM	If I'm biking in that area, it's likely because I'm shopping on Provencher or heading to the exchange. It's just a more direct route.
Screen Name Redacted 9/22/2020 09:40 PM	I drive it frequently and am a pedestrian in the area to shop or dine.

Screen Name Redacted

9/23/2020 10:37 AM

I am going from point a to point b and the current bike paths are recreational.
Which means they go around everything, not to anything.

Screen Name Redacted

9/23/2020 01:46 PM

Running; cycling; walking

Screen Name Redacted

9/23/2020 04:32 PM

Shops and services.

Screen Name Redacted

9/23/2020 04:47 PM

I live in the area and walk to get to work, shop, etc.

Screen Name Redacted

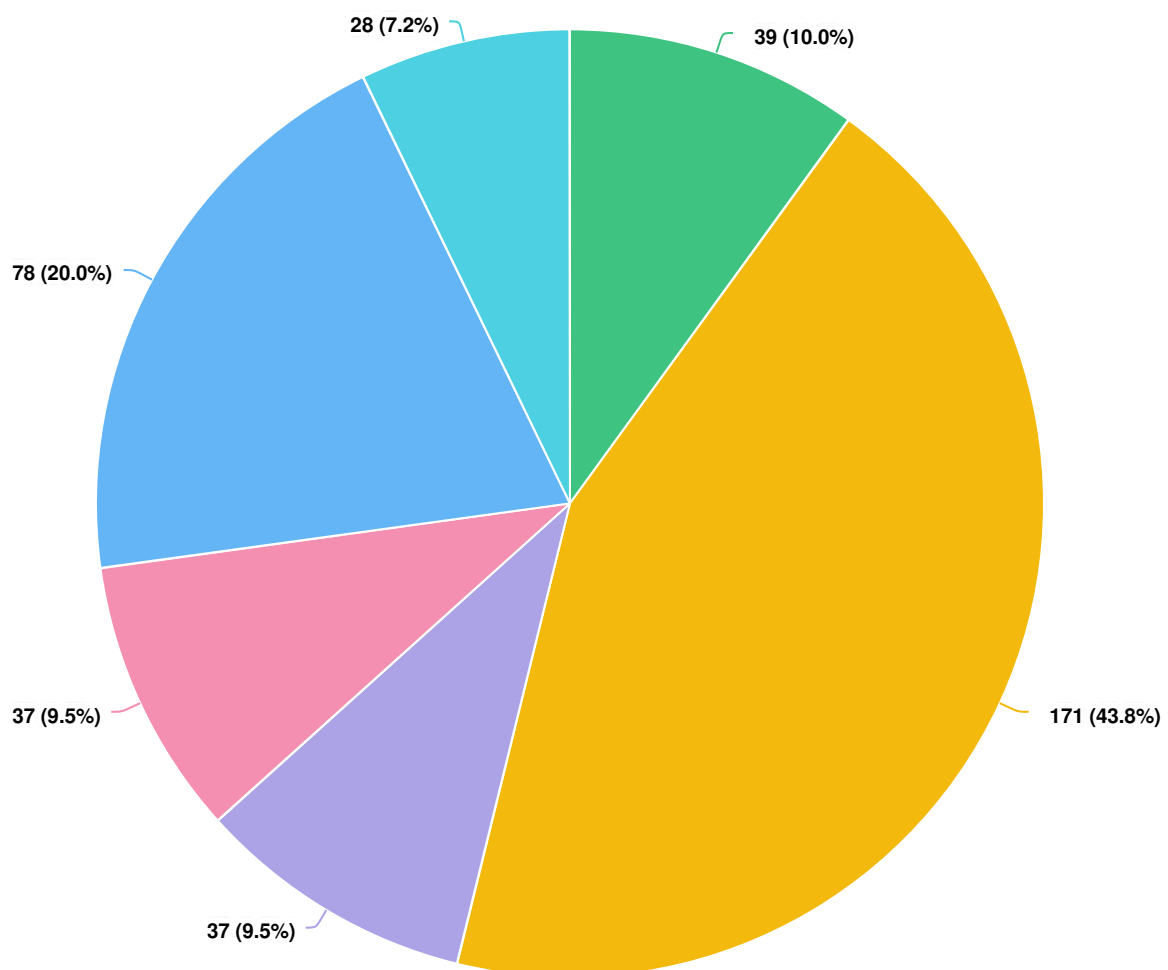
9/23/2020 11:15 PM

I don't feel that cycling along Provencher is particularly safe, due to the high volume of truck traffic and street parking along the curb lane makes it unsafe to cycle very close to the edge of the roadway. I also use de la Cathedrale connecting from Des Meurons or from Aulneau.

Optional question (329 response(s), 61 skipped)

Question type: Essay Question

Q4 When cycling east/west through this study area, on which street would you most like to see a formal cycling route? Note: One obvious option for alignment is Provencher Boulevard; however, the street's limited right-of-way, current traffic volumes, a...



Question options

- I don't have a preference
- Provencher Boulevard
- Notre Dame Street
- Dumoulin Street
- Avenue de la Cathedrale
- Other (please specify)

Mandatory Question (390 response(s))
Question type: Radio Button Question

Q5 | Please tell us why:

Screen Name Redacted

8/27/2020 01:49 PM

Provencher needs infrastructure but we need routes urgently now

Screen Name Redacted

8/27/2020 03:48 PM

It would add more people to Provencher which would benefit businesses. Diverting people AWAY from Provencher does not encourage people to stop anywhere and support the local shops.

Screen Name Redacted

8/27/2020 03:49 PM

It already has the businesses and amenities. It would be nice to make them more accessible to foot/cycle traffic.

Screen Name Redacted

8/27/2020 04:11 PM

I know it's the most difficult option, but provencher would be amazing. A lot of bike paths in the city seem focused on recreation rather than on getting to where amenities are located. Provencher has a lot of amazing local amenities that having safe access to by bike would be perfect. Additionally, the forks is a high volume biking area for both locals and tourists. Having an easy connection from the forks directly to these amenities seems like it would be very beneficial to the businesses.

Screen Name Redacted

8/27/2020 04:13 PM

understanding the logistical challenges noted above, St. Boniface and surrounding areas would be best served by having dedicated active transportation infrastructure between Archibald and Tache. Community connections, street experience, existing businesses and future development would all benefit from this proposed change.

Screen Name Redacted

8/27/2020 04:31 PM

Nearby main traffic route

Screen Name Redacted

8/27/2020 05:14 PM

It links to the university.

Screen Name Redacted

8/27/2020 05:33 PM

Provencher would be my preference, but maybe we will get more later with the east/west RT

Screen Name Redacted

8/27/2020 06:30 PM

Bike and shop.

Screen Name Redacted

8/27/2020 06:35 PM

as the access to Lag-Gab park is closed this is the closest street off Provencher that connects to the bridge across the Seine

Screen Name Redacted

8/27/2020 07:31 PM

Much of the parking on Provencher are downtown workers who dump their vehicles and catch the bus downtown. They are parking for free and abusing

the subsidized bus pass program to avoid paying for parking at their workplace. It is unnecessary to accommodate this. Metered or time limited parking should be put in place or the east side of Provencher should be converted to a bike lane as the curb lane is not moving traffic currently anyway.

Screen Name Redacted

8/27/2020 07:47 PM

It is an important street and it connects well to downtown.

Screen Name Redacted

8/27/2020 09:13 PM

Already a bike friendly route, close to the hospital and university.

Screen Name Redacted

8/27/2020 10:17 PM

Less traffic, crosswalk at Taché et de la cathédrale, Better connection to south st b/norwood after

Screen Name Redacted

8/27/2020 11:00 PM

Relatively low traffic. Already has a pedestrian crosswalk that connects to tache bike path.

Screen Name Redacted

8/28/2020 03:29 AM

more direct

Screen Name Redacted

8/28/2020 09:10 AM

Cycling infrastructure should be located on major streets to allow people on bikes safe and easy access to amenities on these major streets as well as providing the most direct routes. Cycling infrastructure should not leave people on bikes having to share a busy truck route to get to the places they want to go and in St. Boniface this is on Provencher Blvd.

Screen Name Redacted

8/28/2020 11:01 AM

it is the longest road and would make places the most accessible by bike

Screen Name Redacted

8/28/2020 12:24 PM

because i don't like to bike on the road and the side walk is not wide enough

Screen Name Redacted

8/28/2020 12:56 PM

Because it's probably the most frequented

Screen Name Redacted

8/28/2020 01:40 PM

Shops, access to Forks/Exchange

Screen Name Redacted

8/28/2020 02:04 PM

Store Fronts. It's a more scenic ride than other streets.

Screen Name Redacted

8/28/2020 02:34 PM

Provencher really needs to become a high street. It's bonkers to have this be a truck route. You could use a street like Cathedrale, but people who ride bikes to shop and commute just want to get where they're going. Diverting people away from all of the shops just won't work.

Screen Name Redacted 8/28/2020 06:06 PM	Has to be on a side street
Screen Name Redacted 8/28/2020 08:37 PM	Because it's a pain to get to restaurants and shops if I have to bike and dismount on an adjacent residential street. Also, it's just logical and faster to take Provencher.
Screen Name Redacted 8/28/2020 08:46 PM	Cycling and pedestrian traffic will help bring people to struggling businesses on Provencher.
Screen Name Redacted 8/28/2020 09:02 PM	As stated in the previous question, Provencher is the "obvious option for alignment" because it is the main Street through St Boniface. This cannot be overstated. A bike route on this street would give the best access to all businesses on the street without forcing cyclists to take unnecessary detours onto out of the way routes.
Screen Name Redacted 8/28/2020 09:05 PM	Provencher is the most direct route and connected to the shops and services that pedestrians and cyclists use.
Screen Name Redacted 8/28/2020 11:13 PM	It is the main, direct trunk that is fastest to downtown, and has the most businesses I would want to access.
Screen Name Redacted 8/28/2020 11:32 PM	it's nicer route
Screen Name Redacted 8/29/2020 12:05 AM	It is a complete waste of money and energy to place cycling infrastructure on low traffic residential streets. Put it on Provencher or don't do it. Greenways are pointless. We need protection on high traffic streets not little side streets with slow moving low volume traffic. Cycling routes should connect people in the neighbourhood to places in the neighbourhood, not be a bike freeway for suburbanites to occasionally ride to work on. If we want to promote mode shift routes must be direct and connected to where people are going. Suburban bike freeways that we have built everywhere are fine for recreation and limited commuting but in mature neighbourhoods priorities need to shift and be about connecting people to their every day needs. Church. Shopping. School. Work. That means main streets. Please prioritize design for those who will use it most. Neighbourhood residents. Not suburban commuters. The end points of this route are far less important than the route itself.
Screen Name Redacted 8/29/2020 12:30 AM	The side streets through the area are relatively low-traffic to begin with and are an easy ride. I'd much rather take the time to create an active transportation corridor of value than slap it on a side street that makes little difference and doesn't provide meaningful access to the goods or services in the area.
Screen Name Redacted 8/29/2020 08:07 AM	I want to access amenities. I do so with my kids. Please put à Sherbrooke style bike lane to make this street a great street for people.

Screen Name Redacted

8/29/2020 08:31 AM

This is where all the businesses, restaurants, and other destinations are.
Why would you put a bike route anywhere else?

Screen Name Redacted

8/29/2020 09:26 AM

It has businesses that people want to go

Screen Name Redacted

8/29/2020 09:34 AM

Because it's the obvious right choice. (And, duh, you know it.) Destinations, accessibility, connections, the neighbourhood's economy, and the health of the outdoor space: a major transportation corridor, our "French Quarter's" primary high street and gateway to Downtown Winnipeg. And safety. You knew the conflict here when you wrote the "safety" disclaimer in Q1. If you put the bike lane on some side street, you'd better think of the choice you made the first time a cyclist gets hit on Provencher because they were going where you knew people are going to go. Better yet, think of all the potential crashes, wounds, and deaths and make the right choice now. Q2 belies your safety statement in Q1. Budget is a lame excuse. Just get your priorities straight and take the money out of some freeway and underpass plans. Please start taking this city's health and future seriously. There's an implied promise that cycling infrastructure will be added to streets as they are rebuilt. Caveats like this and partial rebuilding like the Roblin Blvd "sharrows" are eroding faith in this social contract. Not to mention, main streets relegated to future "planning study" and major bridges with no AT plans at all. But thanks for being up front about your choices this time. Still wondering why you bother asking. On Hargrave, you (the City of Winnipeg) chose the least popular option, demonstrating that these questionnaires are at least partly public-participation theatre. I'd love to see you start respecting our choices, but I wonder how you will regain participation of Winnipeggers who stopped spending time on such feedback after they lost faith.

Screen Name Redacted

8/29/2020 09:56 AM

#1 Access to Storefronts #2 I think bike lanes also make streets visually pleasing for motorists and cyclists. Protected lanes on streets like provencher create a sense of recreation, safety, community, and a bustling network of paths. Good for visitors and might help to encourage smaller shops/cafes to the area. Wouldn't it be great to bike to cafe postal, or stellas, or Cafe promenade etc! I think if you look at other major cities, they choose these commercial/boutique routes. Traffic gets a bit more congested as you get closer to downtown, to me, it's expected. And if provencher moves a bit slower, sync the lights during rush hour and we will make do. I think the routes in the exchange turned out great (banatyne especially) despite a bit of traffic. It's a great network and a nice ride, and we've stopped on the patio for a bite or drink 2-3 times this summer just because we passed by and it looked like a good atmosphere. Do I get annoyed when driving and it's one lane and I miss a light... yes. Would I want to remove the bike lanes to get home a few minutes earlier... no. I expect it, and that's now part of Winnipeg. #3 Can people not park on the side streets? Or can you not shrink the sidewalks on Provencher slightly to accommodate the bike lane. In summary, Provencher is one of the most beautiful streets in the summer and in the city.

	It would be a very ride. In my opinion, the side streets you suggest are only good for cyclists commuting through St B, commercial streets are good for commuters and recreational cyclists. I would love to see the city hold off, and develop a plan for provencher. Winnipeggers complain, but eventually we appreciate these amenities. Take the time, and do it right!
Screen Name Redacted 8/29/2020 11:51 AM	Provencher is the street where the services/shops i want to access are located.
Screen Name Redacted 8/29/2020 12:39 PM	It is the most direct route, and goes to where I am trying to go, which is either to a business on Provencher, or to Archbald/the Provencher bridge.
Screen Name Redacted 8/29/2020 01:06 PM	It's central and connects directly to the bridge. It's scenic.
Screen Name Redacted 8/29/2020 02:19 PM	Most of the businesses that I frequent are on Provencher. This would give me a more direct route to them. Provencher is also in a lot better shape surface-wise than the side streets. A smooth ride makes a huge difference on a bike. There is little point to putting bike infrastructure on the east west side streets as car traffic is very low. Although some resurfacing would be a help to those streets. The last block on de la Cathedrale just before Des Meurons is particularly rough west bound. Notre Dame & Du Moulin have some potholes that you may not notice in a car, but you sure notice them on a bike! You end up driving on the wrong side of the street to avoid taking a header due to surface conditions. :(
Screen Name Redacted 8/29/2020 03:30 PM	Putting cycling infrastructure on smaller streets, forcing riders to take detours sends a message that cycling is not valued. Bike infrastructure projects should be visible (brazen?) and serve the cycling/mobility/pedestrian population by taking fast moving and loud cars further away along all most travelled paths.
Screen Name Redacted 8/29/2020 04:14 PM	I would like a good path to higgins
Screen Name Redacted 8/29/2020 04:34 PM	It is where the amenities are, not continuous series of stop signs, most direct route. If the other east-west roads were up graded for cyclists, I would still take Provencher!
Screen Name Redacted 8/29/2020 07:04 PM	Main street, access to bike lane option with the bus route, straight, no turns, local shops
Screen Name Redacted 8/29/2020 07:37 PM	Notre Dame, Dumoulin, and de la Cathedrale are already quiet streets without much traffic. They don't require any infrastructure changes to be bike friendly. As well, last year the City (or CN Rail?) barricaded the entrance to Lagimodiere-Gaboury Park from Notre Dame, so cyclists and pedestrians who wish to use the trails there must access them from Provencher anyhow.
Screen Name Redacted	Alignment with bridge

8/29/2020 08:09 PM

Screen Name Redacted

8/29/2020 11:43 PM

For most people (Transcona, Elmwood, EK, NK, EStPaul), Rue Notre Dame is the most convenient route. It's also been the existing (signed) route since 1998. For very few people, Avenue de la Cathedrale is better, especially in terms of the Archibals St pathway.

Screen Name Redacted

8/30/2020 09:26 AM

Same as above

Screen Name Redacted

8/30/2020 12:03 PM

This is really hard to say. Except for Provencher, all streets are residential, and could/should easily be traffic-calmed to allow people of all ages to cycle safely and comfortably. Just one cycle-priority street would not meet everyone's needs with the possible exception of commuters, and even then that depends where they are coming from. Residents need to access services (e.g. No Frills and strip malls on Goulet), send their kids to school/friends' homes by bike, and get to parks. My needs and destinations will not be the same as everyone else's. That being said, Notre Dame would make the most sense as a commuter route as it crosses the Seine and connects to Mission, which currently is used by cyclists coming from Transcona. De la Cathedrale could make sense if the "existing off-street pathway" was also upgraded for connectivity to Archibald.

Screen Name Redacted

8/30/2020 12:30 PM

The bike lane has to be on the main stretch of provencher to keep the vitality of the neighborhood. If you prioritize car movement, it will just become a through fare for cars, people will leave, people will leave and local businesses/community/culture will suffer

Screen Name Redacted

8/30/2020 04:45 PM

Notre Dame makes the most sense for an east west connection. I don't have a preference because Cathedral already works very well for myself personally.

Screen Name Redacted

8/30/2020 08:56 PM

Provencher is my preferred option. The reasons above that list why it is less feasible as an option are putting cars first. A cyclist should have as much access to the wonderful, lively area that is provencher as cars. Remove a lane of traffic. There are SIX (6!!) lanes dedicated to cars on provencher (two eastbound, two westbound, and one parking on each side). No need to remove the beautiful tree lined boulevard, remove a lane of traffic. Be creative. ...If provencher is not an option, notre dame is my second choice.

Screen Name Redacted

8/30/2020 09:03 PM

It is the most direct route through the area with the highest level of development. Proximity to restaurants, shopping and a more convenient pedestrian/cycling experience.

Screen Name Redacted

8/30/2020 09:13 PM

Bike projects should make sense for the people who use them. What's the point of making cycling infrastructure if it's out of the way? I would still need to ride unprotected on Provencher or take up sidewalk space to get to things. Also: please stop building one way bike lanes - people do not want one way bike lanes and almost always I see folks travelling the wrong direction. This is not their fault, this is a problem with building one way infrastructure when it

	makes no sense.
Screen Name Redacted 8/30/2020 10:05 PM	Because there is plenty of room and i don't want to go out of my way to connect to a bike route.
Screen Name Redacted 8/31/2020 12:37 AM	Because it is the most direct connection to the pedestrian bridge and it has everywhere that I want to go on it.
Screen Name Redacted 8/31/2020 08:16 AM	It connects to the current path. The other 3 would have a cyclists going off the cycle route. The point should be safety as well as quick access to routes. Cyclists still want to get to places quick much like drivers.
Screen Name Redacted 8/31/2020 10:43 AM	Amenities
Screen Name Redacted 8/31/2020 11:47 AM	What you are basically saying, once again, is that cyclist and pedestrians are not as important as drivers/cars. It is very disappointing to hear acknowledgement that the obvious, most practical route is along Provencher but you are not willing to give up one of 3!!! LANES OF CARS. All you would need to do is to reduce the speed on Provencher and turn one lane into an extended sidewalk and and protected bike lane. It is that simple. It is pathetic that you are asking cyclists and pedestrians to take a longer and less practical route because the 6 lanes of cares will be mad.
Screen Name Redacted 8/31/2020 11:53 AM	pleasant street
Screen Name Redacted 8/31/2020 12:00 PM	on street parking doesn't need to exist! There are plenty of side streets for this.
Screen Name Redacted 8/31/2020 12:04 PM	its the only street that goes straight through st Boniface in the study zone and almost all amenities are already there. Basically the same reasons a person would drive on that road
Screen Name Redacted 8/31/2020 12:11 PM	Provencher is a major route and with easy access to the bridge, one can then access downtown and waterfront without winding around
Screen Name Redacted 8/31/2020 12:22 PM	I use cycling as functional transportation: I will take the most direct route, whether the infrastructure supports this or not. If infrastructure was provided that followed a more direct route than Provencher, or offered less stop/starts, I would use it. Otherwise it will be infrastructure for no one, like Hay St. for South Osborne: too slow and indirect for commuters, while leisure users will continue to use scenic routes like Churchill Drive or Whittier Park. I would rather see the money saved and used to create 1 piece of functional infrastructure, than have a whole city of impractical infrastructure.
Screen Name Redacted 8/31/2020 12:30 PM	It would be the most direct route for my biking.

Screen Name Redacted 8/31/2020 12:37 PM	Obvious, logical and direct
Screen Name Redacted 8/31/2020 12:50 PM	Increases activity in front of all the retail businesses, and its the most direct route.
Screen Name Redacted 8/31/2020 12:54 PM	Reasonable "detour" from Provencher, without requiring extensive reconstruction work
Screen Name Redacted 8/31/2020 01:38 PM	The pedestrian bridge runs directly into Provencher and seems the logical way to go. Most business and restaurants I would visit are also on this street.
Screen Name Redacted 8/31/2020 01:57 PM	am cycling from further south in St B and heading to downtown Exchange District
Screen Name Redacted 8/31/2020 02:50 PM	Provencher is typically the destination so I'm not typically travelling E - W through the area unless it is recreationally to access the North East Pioneers Greenway, The forks or other trails.
Screen Name Redacted 8/31/2020 02:50 PM	Provencher Boulevard offers direct access to many stores and cultural institutions as well as a bridge across the Seine.
Screen Name Redacted 8/31/2020 04:03 PM	I could see how Dumoulin or Ave de la Cathedrale would make sense as options, and connect to other biking routes. I currently take Dumoulin mostly, as Cathedrale is awful and congested with inattentive texters dropping off kids at schools and daycares without any regard for traffic flow, however Dumoulin is more of a detour to get where I want to go.
Screen Name Redacted 8/31/2020 06:27 PM	Direct route with best access to shops and services
Screen Name Redacted 8/31/2020 07:15 PM	If the city constructs a bike path off the Provencher, it will be under utilized. Cycling is already a slower ,method of transportation, why inconvenience cyclists further? Also, cyclists also frequent the many shops along Provencher.
Screen Name Redacted 8/31/2020 07:59 PM	Would like to see wider path for traffic flow
Screen Name Redacted 8/31/2020 08:37 PM	If we are talking about commuting all your options (other than Provencher) require bikes to back track slowing down and extending the commute. If there was a way to go from the pedestrian bridge straight to Dumoulin it would actual be an efficient route connecting EK/Elmwood to downtown.
Screen Name Redacted 8/31/2020 08:41 PM	not on a high traffic area
Screen Name Redacted	Not as busy, yet major places like USB, parallel to Provencher

8/31/2020 09:49 PM

Screen Name Redacted

Directness and access to amenities.

9/01/2020 10:16 AM

Screen Name Redacted

It's a lovely area and should be a destination area. Slowing traffic and welcoming walkers and cyclists may be a draw.

9/01/2020 10:35 AM

Screen Name Redacted

its the one I use the most + it can be dangerous with all the cars in traffic + cars parked on the lines

9/01/2020 11:19 AM

Screen Name Redacted

Provencher is where the infrastructure is most needed. Cyclists require the infrastructure where the vehicle traffic is high not on quiet residential street. Provencher is a destination due to the location of numerous shops and services. Provencher is also the most direct route to downtown , The Forks, etc..

9/01/2020 11:24 AM

Screen Name Redacted

It is the most convenient for getting to Transcona and from downtown.

9/01/2020 11:27 AM

Screen Name Redacted

better improve car/trucks' awareness for other participants in traffic (pedestrians & cyclists)

9/01/2020 11:51 AM

Screen Name Redacted

I use my bicycle as a means of transportation. So just like a car, I like the most direct path possible. I also like travelling on a route with amenities - shops and other businesses. Just like a car. If the city was serious about getting more people cycling, it wouldn't be all about routing cyclists on some roundabout ride through side streets so as to not disrupt cars' usage of the streets.

9/01/2020 12:46 PM

Screen Name Redacted

It makes sense. Large trucks have no place on Provencher in my opinion. It should be flow through at 40km/h, for safety and to allow ppl to walk, cycle and shop in the area. The Trucks are only flowing through, they are not part of the neighborhood and should not have a say.

9/01/2020 01:23 PM

Screen Name Redacted

There was already a study done, and \$ invested in making provencher have a bike lane. Even St. Boniface biz wants it there. Why are we delaying the obvious and catering to 1 business (chaise restaurant) that doesn't want provencher? Notre Dame is a residential street with multiple dangerous stop signs where collisions can occur with cyclists. It's also 3 blocks away from provencher, which is the destination I want to go to.

9/01/2020 02:10 PM

Screen Name Redacted

Quiet street

9/01/2020 02:40 PM

Screen Name Redacted

The bike path through Whittier park could take care of a lot of east/west traffic at the north end of that area.

9/01/2020 03:09 PM

Screen Name Redacted 9/01/2020 03:32 PM	Better for the soul to follow the river.
Screen Name Redacted 9/01/2020 05:02 PM	This is the most direct route (in both time and distance), and it contains a number of destinations that I want to link up to, as well as the highest number of connections north and south that I like to connect to.
Screen Name Redacted 9/01/2020 05:06 PM	It's connected to businesses, and is the most direct connection to and from downtown. If you force cyclists to go out of their way by a block or two to get where they need to go, you will make cycling more inconvenient and more people will drive. The top priority of bike infrastructure needs to be building it where people actually want to go, which is down Provencher!
Screen Name Redacted 9/01/2020 06:15 PM	As noted above it is the logical connection from downtown.
Screen Name Redacted 9/01/2020 06:41 PM	If not riding through Whittier Park, Dumoulin is my preferred option.
Screen Name Redacted 9/01/2020 07:15 PM	Best choice
Screen Name Redacted 9/01/2020 09:38 PM	This street has lots of room and nice amenities to bike along beside.
Screen Name Redacted 9/01/2020 09:41 PM	More space to build there, provencher has too much traffic, big trucks. I take de la cathedrale on bike because its more quiet then provencher, which can be unsafe, busy, trucks, etc...
Screen Name Redacted 9/01/2020 10:28 PM	It is a direct route that does not push cyclists out of the way and cause them to have a longer commute. Cyclists should not be obligated to take a longer route just to make way for cars.
Screen Name Redacted 9/02/2020 08:38 AM	Proximity to Provencher
Screen Name Redacted 9/02/2020 10:08 AM	The train tracks - you're still going to be forced to ride part of Provencher if you're coming from further east and headed downtown
Screen Name Redacted 9/02/2020 11:25 AM	It makes the most sense as there is no other bridge to cross the seine creek - another bridge further south would be helpful. Also the traffic lanes with the boulevard are more than wide enough to offer dedicated transit lanes and bus lanes that would creat a wider buffer for pedestrians. I don't walk down Provencher for more than a block or two due to the traffic noise dust and pollution. Would love to more often and frequent shops more if it was calmer and buffered.
Screen Name Redacted	safety

9/02/2020 03:24 PM

Screen Name Redacted

9/02/2020 04:01 PM

As before, no other street is actually an E/W route through St B. All others are (a) residential so already pretty safe for cycling, and (b) stop before the Seine. If you don't make Provencher safe for cycling you're just pretending to want safe cycling infrastructure in St B. You claim the point is to "improve travel choices, accessibility and connectivity for people of all ages and abilities between the Esplanade Riel Footbridge/Provencher Bridge and the multi-use path on Archibald Street south of Narin Avenue" but there is NO WAY to get to Archibald St WITHOUT USING PROVENCHER. No Provencher cycle path = no connectivity between the Esplanade Riel Footbridge/Provencher Bridge and the multi-use path on Archibald Street south of Narin Avenue = absolutely worthless study

Screen Name Redacted

9/02/2020 04:33 PM

Seems like this could be 2nd most direct route for bikes to use (if not using Provencher) to bike between Archibald and the Provencher bridge. Notre Dame has the pedestrian bridge, to connect Notre Dame to Archibald via Rue La Fleche, yes? Seems like 2nd best route if Provencher is out of the question.

Screen Name Redacted

9/02/2020 09:03 PM

I have to go on this street inevitably. The only reason I try to stay off of it most of the time is surface quality and safety.

Screen Name Redacted

9/02/2020 11:00 PM

This is a major street with already a wide sidewalk often used by cyclers Instead of the street.

Screen Name Redacted

9/02/2020 11:06 PM

Like other road users, cyclists are going to want to access businesses on Provencher. Having a route streets over works for connectivity, but does nothing to address the lack of accessibility to shops and businesses compared to other modes of traffic.

Screen Name Redacted

9/03/2020 09:32 AM

Du moulin would be a logical choice coming off the N-D pedestrian bridge heading West.

Screen Name Redacted

9/03/2020 10:03 AM

Only one block from Provencher and it is a quite street and scenic.

Screen Name Redacted

9/03/2020 10:35 AM

The excuses to not implement on Provencher are insulting and pathetic. It seems like you've already concluded that you want to half-a*s this and put up a few signs on a residential street - then why bother with the engagement?? People on bikes want to go to the same places as people travelling by other means - i.e. businesses on Provencher. Part of the point of adding AT is to reduce current vehicle volumes.

Screen Name Redacted

9/03/2020 10:43 AM

Because it would connect to the pedestrian bridge over the Seine River, if the railroad wasn't blocked. Low volume of traffic and already designated a bike pathway.

Screen Name Redacted

It connects to tache

9/03/2020 03:02 PM

Screen Name Redacted

Most businesses, most convenient, most direct

9/03/2020 03:59 PM

Screen Name Redacted

disability accessibility - something this city deems unimportant.

9/03/2020 03:59 PM

Screen Name Redacted

cycling flow-connectivity, brings cyclists along Provencher Blvd (encouraging them to visit the businesses), should consider the same treatment as Sherbrooke with little impact to parking and keeping all traffic to one multi-use corridor, diverting to Notre Dame is a weak approach and along Dumoulin, it's still interrupted flow for a cyclist

9/03/2020 04:03 PM

Screen Name Redacted

It's the most logical connection between the paths along the riverbank and path along the Seine

9/03/2020 04:05 PM

Screen Name Redacted

Because cycling infrastructure should exist on main thoroughfares. The only way we are going to get people commuter cycling if we provide safe and fast routes. I like to stop on my way home from downtown at the stores along Provencher to grab some groceries, coffee, or a loaf of bread. The City needs to start treating cycling as a viable transportation option year round, not just a fun leisurely activity to do on a weekend when time is not a factor. Look at how many lanes already exist on Provencher! Let's perhaps think about who we are prioritizing in these transportation plans and think about the long term effects of climate change, obesity, and community when we are designing infrastructure. It's been done on Sherbrook, let's do it on Provencher!

9/03/2020 04:07 PM

Screen Name Redacted

It's a main artery and should accomodate cyclists

9/03/2020 04:14 PM

Screen Name Redacted

Easiest access to business and amenities

9/03/2020 04:20 PM

Screen Name Redacted

Makes the most sense and offers lower costs to get to Archibald

9/03/2020 04:23 PM

Screen Name Redacted

Good route from north east winnipeg neighbourhoods

9/03/2020 04:31 PM

Screen Name Redacted

most direct route closest to main transportation corridor with best connections to linkages at both east and west ends.

9/03/2020 04:49 PM

Screen Name Redacted

best choice

9/03/2020 04:59 PM

Screen Name Redacted 9/03/2020 05:10 PM	Cathedrale is low traffic and scenic/historic sights along the way
Screen Name Redacted 9/03/2020 05:13 PM	See comments above. With limited resources (and budget cuts) to AT, we need to be smart. The key is always (and should be) connectivity between existing pathways. I trust the end goal is to connect St. Boniface to the Northeast Pioneer pathway. If not, it should be. There is a gap from Talbot to Archibald & Mission.
Screen Name Redacted 9/03/2020 05:16 PM	It would provide the most direct route through st. B for bicyclists like myself.
Screen Name Redacted 9/03/2020 05:47 PM	Because that's the solution that makes most sense. That's where most shops are, making this accessible will bring people in. I do not understand why there is a need for an arterial road of this size when most people using Provencher could use other roads and _will_ adapt if changes happen. Yes, some will complain, but has any work ever been undertaken in this city without people moaning about change? Personally, I would much rather work be delayed until proper funding is found that can transform Provencher into something like what has been done on Sherbrook than have some half-assed useless attempt (avenue de la cathedrale is already bike friendly).
Screen Name Redacted 9/03/2020 05:57 PM	connects to existing pathway towards Archibald
Screen Name Redacted 9/03/2020 06:23 PM	Its the main street with all the major attractions. Yes, vehicle traffic will be affected, but it's no difference to that which was down throughout the exchange area. I am a majority vehicle driver, and I fully support proper cycle and walking access throughout the city.
Screen Name Redacted 9/03/2020 07:15 PM	It's the most direct rout and connects with all the things you would want to do in the area
Screen Name Redacted 9/03/2020 06:56 PM	Because provencher is a major road with lots of shops and places to check out and it allows me to go to those places without having to detour
Screen Name Redacted 9/03/2020 07:36 PM	People will always prefer the most direct route.
Screen Name Redacted 9/03/2020 07:49 PM	its nice and wide
Screen Name Redacted 9/03/2020 08:05 PM	Light traffic
Screen Name Redacted 9/03/2020 08:36 PM	Good for students

Screen Name Redacted

9/03/2020 10:15 PM

Here we go. First, I understand the disclaimer about Provencher being expensive and difficult, but in several years of filling out this type of engagement survey, attending open houses, etc., I've never seen similar context (costs, obstacles) being disclosed for any other proposed projects. I am extremely dismayed by this framing of the project, because Provencher absolutely is the logical place to run the bike infrastructure. Cyclists who don't want to use Provencher already don't - the side streets are fine for that; we don't need to spend money on public engagement or adding infrastructure to something that will probably not result in mode shift. Provencher is where virtually ALL of the neighbourhood amenities are. Restaurants, library, park, theatre, cultural facilities, coffee shops, bookstore, ice cream, etc... why on earth would you want to take foot/bike traffic AWAY from all of those businesses? If all you are trying to do is to make it easier to zip through St B on your way to or away from downtown, then an off-Provencher route is fine and already exists. But if you are trying to provide people a way to travel *to and within* St B, then the bike and pedestrian infrastructure has to be on Provencher - no two ways about it. If we can't afford it now, then let's save up until we can. Let's access some of the AT money the federal government is granting during COVID. But please let's not waste money doing engagement and building something that really will create very little change. I suggest building on this engagement to create a Provencher pilot project that will allow us to work out any kinks and find solutions to the challenges before we build something permanent.

Screen Name Redacted

9/03/2020 11:01 PM

Part way between Provencher and Goulet

Screen Name Redacted

9/04/2020 03:52 AM

Because Provencher is the most direct route and most importantly it is the route that has the businesses that I visit on it. There should be protected bike lanes on Provencher.

Screen Name Redacted

9/04/2020 06:21 AM

Because it's where stuff is.

Screen Name Redacted

9/04/2020 08:15 AM

Typically, I take the sidewalk on Provencher because the street parking makes it feel unsafe to bike on the street. Cathedrale is preferable to Notre Dame or Dumoulin because it's wider and I don't need to cross Provencher twice (as generally I would be coming from downtown and going south or from south and going downtown).

Screen Name Redacted

9/04/2020 09:06 AM

I naturally go this way when in the area, in spite of traffic and no cycling facilities for the reasons stated above in #3. If anyone should have to make a detour, it should be a motorized vehicle. I'd prefer we accommodate all users safely. Is this not similar to Maryland/Sherbrook? That seems to be working well.

Screen Name Redacted

9/04/2020 10:13 AM

I have osteoarthritis, and I am unable to ride a bicycle.

Screen Name Redacted

9/04/2020 11:04 AM

Because if you are going to spend money on a Walk/Bike project, the entire point is to make it as accessible and as efficient as possible for all users. Provencher is so clearly the best, most direct option and it has the space to incorporate protected bike lanes on the massive boulevard. Provencher also has the businesses that owners and customers would benefit from having a safe Walk/Bike strategy. Diverting to a side street misses the entire point of connectivity and accessibility.

Screen Name Redacted

9/04/2020 11:23 AM

Ave de la Cathedrale is adjacent enough, I suppose Dumoulin would also work, but I would still choose de la Cathedrale.

Screen Name Redacted

9/04/2020 11:46 AM

As an alternative to Provencher alignment a rider wouldn't need to travel as far north to travel east-west

Screen Name Redacted

9/04/2020 12:29 PM

Easy access, not too far out of the way.

Screen Name Redacted

9/04/2020 12:39 PM

Because it has direct access to the park on the East side of Thibeault

Screen Name Redacted

9/04/2020 12:57 PM

It is very important to have bicycle facilities on the streets with the shops.

Screen Name Redacted

9/04/2020 01:03 PM

appears to be room for the traffic and connection to the pedestrian bridge over River

Screen Name Redacted

9/04/2020 01:19 PM

More direct and better connections. Shows the city making actual progress towards making cycling a viable alternative for transportation. Creating neighbourhood greenways is easy and can be used to feed the main route (Provencher) but should not be our choice for that main network spine.

Screen Name Redacted

9/04/2020 01:20 PM

I don't have a need for a bike pathway going east/west so doesn't affect me. Due to potential traffic accessing Ecole Provencher, Avenue de la Cathedrale would be convenient.

Screen Name Redacted

9/04/2020 01:20 PM

As I said, it's the most direct route going east and west.

Screen Name Redacted

9/04/2020 01:46 PM

Long term goal of doing this on Provencher- is best solution to reducing vehicles and increasing cycling

Screen Name Redacted

9/04/2020 01:52 PM

There is a lot of car & truck traffic on this street

Screen Name Redacted

9/04/2020 03:07 PM

Generally gets me closer to where I want to go

Screen Name Redacted 9/04/2020 03:13 PM	Notre Dame is a good choice if cycling gets priority East- West and West East over vehicules with cross streets making full stops
Screen Name Redacted 9/04/2020 05:05 PM	Because it would be easy to access and find when crossing over the bridge.
Screen Name Redacted 9/04/2020 05:52 PM	Better traffic flow
Screen Name Redacted 9/04/2020 06:01 PM	Low vehicular traffic
Screen Name Redacted 9/05/2020 02:38 PM	Sidestreets don't need cycling infrastructure - they're already good enough for biking on if drivers can refrain from being inconsiderate jerks who drive too fast. It's the major streets that need dedicated cycling infrastructure to keep bikes and cars away from each other. Furthermore, it's the major streets that make reasonable commuting routes, and even more importantly for Provencher -- *bring customers to local business*. It is a well established fact that having cyclists go through a neighbourhood can increase consumer interactions. https://www.cbc.ca/news/business/biking-lanes-business-health-1.5165954
Screen Name Redacted 9/05/2020 05:15 PM	Any dedicated bike lane would be appreciated
Screen Name Redacted 9/05/2020 06:37 PM	Because provencher traffic is too heavy
Screen Name Redacted 9/06/2020 10:36 AM	most direct; cut the police budget to pay for it
Screen Name Redacted 9/06/2020 10:23 PM	Convenience as I live south of Provencher and East of Des Meurons.
Screen Name Redacted 9/06/2020 10:47 PM	Notre Dame has the most straightforward connections to the existing trails to the East and West.
Screen Name Redacted 9/06/2020 11:35 PM	most logical way to implement, it's already a path there, it's a scenic route, it's out of the way of traffic and won't cause problems for parking, ZERO car/cyclist collision risk, low taxpayer cost
Screen Name Redacted 9/06/2020 11:56 PM	quieter street than Provencher
Screen Name Redacted 9/07/2020 07:02 AM	Simplest route after Provencher.

Screen Name Redacted 9/07/2020 02:17 PM	This would keep the bikes away from higher speed traffic, which would be safer for both.
Screen Name Redacted 9/07/2020 09:41 PM	Low vehicle traffic, esp large commercial vehicles. And preferable lower speeds
Screen Name Redacted 9/08/2020 09:30 AM	Provencher has the best flow through the area and to reach local businesses.
Screen Name Redacted 9/08/2020 10:05 AM	Its not Provencher
Screen Name Redacted 9/08/2020 12:26 PM	It is the most direct route, and it's most of the things I'm going to are located.
Screen Name Redacted 9/08/2020 03:14 PM	Already a good bike route. Just requires better access onto the esplanade
Screen Name Redacted 9/08/2020 08:57 PM	any route that is safe and with limited parking lane
Screen Name Redacted 9/09/2020 03:32 PM	Ease of access from NPG
Screen Name Redacted 9/09/2020 04:37 PM	Same reasons as above
Screen Name Redacted 9/09/2020 08:18 PM	It runs parallel to Provencher and provides the longest stretch.
Screen Name Redacted 9/10/2020 10:01 AM	Would love a bike lane (separated) - this street is def wide enough! And would keep the sidewalks safe for pedestrians.
Screen Name Redacted 9/10/2020 10:13 AM	access to businesses
Screen Name Redacted 9/10/2020 02:14 PM	longer route, i think it should go till Point Douglas and Nairn
Screen Name Redacted 9/10/2020 03:54 PM	it would impact traffic volumes and send it into the side streets
Screen Name Redacted 9/10/2020 10:12 PM	That is where all the destinations are, so any route MUST pass here. It is a waste of resources to consider alternative routing. Given the funding dilemma, it would be best to implement it as a long-ish term pilot project

(prefab curbs, paint, etc) with whatever available funds for two reasons: 1) it is better to build the right thing temporarily rather than the wrong thing permanently, and 2) a pilot would permit changes to the design in real time, since the initial design is bound to be problematic for at least some stakeholders.

Screen Name Redacted

9/11/2020 08:38 AM

make it a no truck route...most prominent street in st.B...need a vision that makes this street a destination...

Screen Name Redacted

9/11/2020 10:00 AM

Any of these side streets seem safer less busy

Screen Name Redacted

9/11/2020 10:02 AM

Direct exit route from Park, straight simple line all the way to Tache.

Screen Name Redacted

9/11/2020 09:06 PM

Only if you connect it to other pathways. Otherwise Provencher is required in order to make it efficient for cyclists.

Screen Name Redacted

9/11/2020 09:57 PM

Fastest from south Desmueron

Screen Name Redacted

9/12/2020 04:14 PM

I can wait.

Screen Name Redacted

9/12/2020 04:56 PM

Best connector to existing paths

Screen Name Redacted

9/12/2020 06:29 PM

Cathedrale may also make sense for those connecting south. Also, if one could actually cross the train tracks at Notre Dame it would make sense but it has been closed since I started commuting through there, creating a problem area to get around and reconnect to the footbridge on the other side.

Screen Name Redacted

9/13/2020 06:50 AM

See above - Provencher is the obvious street on which to build a complete street. Installing safe cycling facilities on back roads will do little to shift people out of vehicles as they won't see what is possible.

Screen Name Redacted

9/13/2020 05:39 PM

Seems to naturally connect tote trials (if the railway ever finishes what they are doing)

Screen Name Redacted

9/13/2020 06:53 PM

It's the obvious choice for connectivity and for benefits for the businesses along Provencher (after construction). It seems overdue.

Screen Name Redacted

9/13/2020 06:57 PM

Straight forward route and most ammenities

Screen Name Redacted

9/13/2020 06:58 PM

It's already wide and connects well to des meurons and tâche. Also goes by collège Louis Riel and université de st Boniface.

Screen Name Redacted

9/14/2020 05:02 AM

Peaceful

Screen Name Redacted

9/14/2020 08:55 AM

Provencher is where the majority of the places people are trying to access are located. I bike and drive often on Provencher. Driving on provencher is fine, traffic is rarely bad. Biking on Provencher is dangerous and scary. If you build the lane on an inconvenient sidestreet, many if not most cyclists will continue to ride on provencher anyways, so why not build the lane where people actually want/need it.

Screen Name Redacted

9/14/2020 09:39 AM

It provides a direct route to Provencher

Screen Name Redacted

9/14/2020 11:36 AM

little to no residential on this street, least disruption for residents

Screen Name Redacted

9/14/2020 02:22 PM

As a cyclist and pedestrian, using a quieter residential street that has less motor vehicle traffic, lower speed, less noise, and less exhaust pollution than Provencher Blvd will always be more preferable. According to Google maps, Notre Dame St already has a surface railway crossing, so it appears as the easiest route to implement a cycling route along that can feed onto Des Meurons and Tache. A very close secondary choice would Cathedral Ave as it would be a more direct connection to those accessing many cultural, educational, and recreational centres such as, St Boniface University, CCFM, and College Louis Riel.

Screen Name Redacted

9/15/2020 02:39 AM

While Provencher will require more time/effort, it seems like the most straightforward way of bridging the gap in direct cycling routes from the east central to west central side of the City (though a gap would still have to be filled on Archibald) One concern I have with the Provencher route, however, is that it might interfere with a possible Rapid Transit line through Provencher. If that's true, I might prefer the cycling route to be aligned differently

Screen Name Redacted

9/15/2020 08:08 AM

Scenic, wide street

Screen Name Redacted

9/15/2020 06:35 PM

This will allow users to access shopping amenities on their way by. It will increase foot traffic and sales.

Screen Name Redacted

9/15/2020 08:09 PM

It's feasible. Would really to see collaboration with Provencher business owners (what their vision for the street is), and a real investment in the maintenance of the trees that are on the median boulevard. Provencher should be THE formal cycling route, even though this would take more time.

Screen Name Redacted

9/15/2020 11:30 PM

Less people on side streets. Maintain neighborhood as it is.

Screen Name Redacted 9/16/2020 07:31 AM	Easier to go to elmwood
Screen Name Redacted 9/16/2020 12:39 PM	Mostly because there are large buildings rather than houses and small apartments, so increased movement of people is less disruptive, combined with the beauty of this street - pedestrians and bikers would benefit greatly from more beauty and less fumes.
Screen Name Redacted 9/17/2020 07:07 AM	my current route
Screen Name Redacted 9/17/2020 11:32 AM	For through traffic, it would be great to have access to the amenities (coffee shop, restaurants, etc.) A city attracts visitors if they can cycle to various areas and stop for a coffee or other. If we cannot do Provencher, we should at least ensure connectivity with it, bicycle racks and crossings to access from Dumoulin or de la Cathédrale.
Screen Name Redacted 9/17/2020 01:47 PM	Avenue de la Cathedrale goes to far north, need another street going more south or at least not north.
Screen Name Redacted 9/17/2020 04:19 PM	Indifferent between Notre Dame and Dumoulin. I'd prefer the cycling route to the north of Provencher due to where I live.
Screen Name Redacted 9/17/2020 07:10 PM	See 4
Screen Name Redacted 9/17/2020 08:21 PM	thats where the businesses are, cyclists are much more likely to stop than a car with such limited on-street parking
Screen Name Redacted 9/17/2020 09:45 PM	protected bike lanes take away alot of parking for the business community-learn a lesson from what happened in the exchange--extra angle parking spots do not make up for what was lost.
Screen Name Redacted 9/18/2020 12:22 AM	Closer to Marion street
Screen Name Redacted 9/18/2020 01:01 PM	Most direct route if it was safe
Screen Name Redacted 9/18/2020 02:20 PM	There are more commercial establishments that I wish to patronize south of Provencher than North.
Screen Name Redacted 9/18/2020 04:47 PM	Most direct route
Screen Name Redacted 9/18/2020 04:48 PM	Ease of use.

Screen Name Redacted

9/18/2020 05:20 PM

Because you don't have to live in the area to know how to get there and get places from there also we know businesses would benefit from increased cycling there

Screen Name Redacted

9/18/2020 05:22 PM

Safe and connects well to Watt/Archibald and Mission St

Screen Name Redacted

9/18/2020 05:27 PM

It's at the southern tip of a connector from the south east.

Screen Name Redacted

9/18/2020 05:36 PM

this street is a little more quite and safer. plus there are already crossing lights on that intersection.

Screen Name Redacted

9/18/2020 05:48 PM

Provencher would be ideal but given the caveat above, if you can create a well built route that is one block off of provencher, that would be a reasonable alternative.

Screen Name Redacted

9/18/2020 06:15 PM

Close to Provencher, limited traffic, pleasant trees, and convenient to Archibald Street underpass via Notre Dame pedestrian bridge.

Screen Name Redacted

9/18/2020 06:14 PM

Provencher is too busy at peak times, traffic would be hampered with a Bike path on it.

Screen Name Redacted

9/18/2020 06:55 PM

there is 100 times more vehicle traffic than cyclists .

Screen Name Redacted

9/18/2020 07:41 PM

walk and bike paths are not cost effective in this environment.

Screen Name Redacted

9/18/2020 08:11 PM

Closer to me

Screen Name Redacted

9/18/2020 08:17 PM

See above

Screen Name Redacted

9/18/2020 10:15 PM

Less traffic disturbance

Screen Name Redacted

9/18/2020 09:48 PM

Connects to Belvédère, encourage family cycling to school, provencher park, universitaire, la Belle baguette & potentially new child care centre being built nearby.

Screen Name Redacted

9/19/2020 08:47 AM

It has the most straight-forward connection to other bike routes

Screen Name Redacted

Has a lower traffic flow than Provencher

9/19/2020 09:47 AM

Screen Name Redacted

9/19/2020 10:53 AM

The city should become more bike-friendly. Putting the bike lane on a secondary street reinforces the idea that biking is a secondary means of transportation - when it should become a primary means of transportation.

Screen Name Redacted

9/19/2020 04:14 PM

I'd prefer Provencher, but because of budget constrictions I like Avenue de la Cathedrale because there is a way to connect with it from the south side of the Esplanade Riel and the multi use path on Tache, although it can be tight on that path with lots of pedestrians. Not sure the best way to cross Tache though. I think in general it's a good connector street to different things in St. Boniface

Screen Name Redacted

9/19/2020 04:24 PM

Most direct route

Screen Name Redacted

9/19/2020 07:58 PM

Less traffic disruption

Screen Name Redacted

9/20/2020 09:51 AM

Base the decision in something other than public opinion. What is the most efficient route.

Screen Name Redacted

9/20/2020 09:52 AM

It's the most direct. I'd use it if it were protected. People that don't know the area very well will be able to find it easily.

Screen Name Redacted

9/20/2020 10:25 AM

It's the most useful.

Screen Name Redacted

9/20/2020 10:25 AM

With traffic & parked cars, can be a little wacky. Cars don't stop at the cross walk at Tache & de la Cathedrale. Definitely need a flashing light. Once you hit the button, 3-5 cars will go through. We regularly bike with our kids here & have taught them to be particularly careful at this crosswalk. I honestly think cars are looking at the river , not the road. Scary!

Screen Name Redacted

9/20/2020 10:26 AM

CUSB

Screen Name Redacted

9/20/2020 10:31 AM

because bikes are not typically used 365 days of the year

Screen Name Redacted

9/20/2020 10:41 AM

Because you said Provencher was not an option which sucks

Screen Name Redacted

9/20/2020 10:46 AM

Would encourage more shopping and better support business.

Screen Name Redacted

Cycle routes on less busy side streets are a waste of time and money as

9/20/2020 10:52 AM

they are already much safer to bike down without set lanes. Where cyclists need access and a safe mode of transportation is down busy streets such as Provencher. If a cyclist needs to access a business on Provencher and the bike lane comes up a side street and ends at Provencher there is no safe way for them to get to that business. Most people would resort to sidewalks which is what we want to prevent.

Screen Name Redacted

Close to university and more accessible for south st. B

9/20/2020 11:28 AM

Screen Name Redacted

It would be the better option to also connect to a North/South route. As someone who cycles from a southern area of this study, I would not go north of provencher to an route there.

9/20/2020 11:33 AM

Screen Name Redacted

Access to downtown

9/20/2020 12:09 PM

Screen Name Redacted

Safest location

9/20/2020 12:40 PM

Screen Name Redacted

Pretty much a straight shot from Tache to Drs Meurons without affecting traffic and parkung on provenchier

9/20/2020 12:40 PM

Screen Name Redacted

Because that's where the stores are. The city has put access to bike parking, trails, parks on Provencher, but no bike lane?

9/20/2020 01:02 PM

Screen Name Redacted

Personal security concerns.

9/20/2020 01:10 PM

Screen Name Redacted

better than provencher

9/20/2020 02:18 PM

Screen Name Redacted

Most direct route downtown

9/20/2020 02:47 PM

Screen Name Redacted

It is the most direct through route and connects to the most amenties.

9/20/2020 03:47 PM

Screen Name Redacted

Dumoulin would have the best access to shops on Provencher and would provide the most direct route to trail connections at Des Meurons and eastward to connections to the Pioneer Greenway.

9/20/2020 05:20 PM

Screen Name Redacted

less traffic lights less traffic more space - safer

9/20/2020 06:47 PM

Screen Name Redacted

It is a direct route especially to the bridge at the end of the street over the Seine River. There is a choke point on the Provencher route

9/20/2020 08:15 PM

Screen Name Redacted

9/20/2020 07:51 PM

Bike paths increase traffic to businesses and there are so many on Provencher that would benefit

Screen Name Redacted

9/20/2020 08:07 PM

It would be closer to the centre of the population in the area.

Screen Name Redacted

9/20/2020 08:08 PM

We need to prioritize active transportation where things are and where it will be used. Spend the money for quality infrastructure that is vital for our city and the planet.

Screen Name Redacted

9/20/2020 08:13 PM

Safer

Screen Name Redacted

9/20/2020 08:50 PM

Because it is the main street

Screen Name Redacted

9/20/2020 10:34 PM

It's the cycle route and it's a smoother ride with less traffic than Dumoulin. It's also normally connected to the existing trail, however that route consistently gets impacted with construction and other obstructions that makes it unusable - which is actually also the #1 existing problem with the route.

Screen Name Redacted

9/20/2020 11:04 PM

keep8ng away from the goods and service routes with no traffic

Screen Name Redacted

9/20/2020 11:13 PM

I think it strikes a good balance between an efficient route, low traffic volumes, available space, low cost. I think inexperienced riders would prefer it over Provencher.

Screen Name Redacted

9/20/2020 11:26 PM

I don't need cycling route, I can commute around cars effectively

Screen Name Redacted

9/20/2020 11:52 PM

It would encourage university students to bike more, and passing by the cemetery would encourage people to stop by and view history

Screen Name Redacted

9/21/2020 06:11 AM

nice views. Away from traffic

Screen Name Redacted

9/21/2020 06:39 AM

It is a quieter street and Provencher is already busy. Adding bike traffic would be worse.

Screen Name Redacted

9/21/2020 07:49 AM

It is close by, wide and a beautiful street.

Screen Name Redacted

9/21/2020 07:57 AM

I need to bike on provencher to get to the local stores. When commuting I can't see myself taking an out of the way route. The city should wait until there is funding available as the side streets don't really need a bike lane,

	especially if speeds are lowered to 30 km
Screen Name Redacted 9/21/2020 09:01 AM	There is enough space for both bikes and pedestrians
Screen Name Redacted 9/21/2020 09:29 AM	This street is less likely to have a lot of traffic
Screen Name Redacted 9/21/2020 09:50 AM	Don't cheap out in the typical Winnipeg fashion. Do it RIGHT and place it down Provencher.
Screen Name Redacted 9/21/2020 09:56 AM	Keep cycling off of Provencher
Screen Name Redacted 9/21/2020 10:07 AM	Has the most traffic on it. Most dangerous for cyclists.
Screen Name Redacted 9/21/2020 10:22 AM	It is the most connected street in St Boniface.
Screen Name Redacted 9/21/2020 10:32 AM	It's more central compared to Notre Dame and Dumoulin and wouldn't affect traffic flow like Provencher
Screen Name Redacted 9/21/2020 10:50 AM	Slower, wider street, scenic route.
Screen Name Redacted 9/21/2020 02:15 PM	If going east I take Avenue de la Cathedrale as I don't have to cross Provencher.
Screen Name Redacted 9/21/2020 01:35 PM	as a cyclist i am looking for a safe and protected bike route, the placement of the route is not essential, its the protected aspects of the route as well as ability to connect to subsequent routes that is the priority
Screen Name Redacted 9/21/2020 04:58 PM	It has the most amenities, and would provide the most convenience for the most users. It would also increase the volume of cyclists/pedestrians in the area which would benefit businesses on that street. It would be the most useful route.
Screen Name Redacted 9/21/2020 04:59 PM	I feel that accessing the amenities is worth it. Why would you want to deviate away from those businesses when people will be cycling to reach them anyway, still on a street that does not accommodate cycling safely or well? There are inexpensive ways to test the efficacy of a protected bike lane without having to do major reconstruction - i.e.: installation of pylons or other barriers, even seasonally.
Screen Name Redacted 9/21/2020 05:08 PM	The biggest issue is connectivity of existing bike paths which should be the next step in Winnipegs alternative transport infrasture

Screen Name Redacted

9/21/2020 06:19 PM

The community has been asking for a protected bike lane on Provencher for years. It has also asked to divert big trucks to other streets because of the noise/impact on the community. This is our main artery as a community. It gives us access to all the shops and services (that I use). So many organizations, businesses and groups have submitted letters in favour of a protected bike lane ON Provencher. We are not at square one, although it seems like you are treating it as such., I think it is disingenuous to say that Provencher would cost more - it was the city's decision to go ahead and repave Provencher only a few years ago when it had already been quite some time that community members had been requesting a protected bike lane. Cyclist and pedestrians stop more often and spend more money at shops and services (up to 45% more) than motorists do. Provencher should not only be looked upon as a "way through" but also as a destination.

Screen Name Redacted

9/21/2020 08:09 PM

When cycling through the area I am heading from downtown to/from Elmwood, so, personally, a street north of Archibald is most convenient. I think having the cycling route more than "one street away" from the main artery would be too inconvenient for most people travelling on bicycle.

Screen Name Redacted

9/21/2020 08:57 PM

It's obviously the main artery. People in cars need to see the normalization of cycling & its safety & speed so that they can consider leaving their cars at home. Why segregate? Have you never seen an Amsterdam streetscape?

Screen Name Redacted

9/21/2020 10:19 PM

good location, it's an accessible street close to where I currently bike

Screen Name Redacted

9/21/2020 10:35 PM

it connect best with the bridge over the Seine river although CN has closed the crossing at rue Notre Dame. This street will only work for cycling if it becomes a through street for cycling without stops at every intersection

Screen Name Redacted

9/22/2020 03:11 AM

Safer with less traffic and the view is scenic.

Screen Name Redacted

9/22/2020 07:08 AM

Infrastructure that is located where services are not, and which requires users to go out of their way, won't be used to its fullest extent. It also sends a clear message that the City values car drivers so much more than cyclists, that it won't even let them share a thoroughfare.

Screen Name Redacted

9/22/2020 07:41 AM

as mentioned above, no need to make a costly change

Screen Name Redacted

9/22/2020 11:52 AM

If Provencher is not an option this seems like the most logical route.

Screen Name Redacted

9/22/2020 01:15 PM

Bicycles should be able to be part of vibrant roads like Provencher.

Screen Name Redacted

9/22/2020 01:40 PM

They hardly ever obey the rules of the road and pay nothing to ride on them

Screen Name Redacted

9/22/2020 02:18 PM

Because I want to shop at businesses on provencher. It would benefit the businesses.

Screen Name Redacted

9/22/2020 02:21 PM

Is the most easily connected to Provencher and its amenities, without interfering with Provencher itself.

Screen Name Redacted

9/22/2020 06:19 PM

Most room.

Screen Name Redacted

9/22/2020 08:09 PM

Because the question suggests an alternative to Provencher, which I prefer....!!!

Screen Name Redacted

9/22/2020 08:36 PM

Going to the north side of Provencher would be a detour. My guess is the majority of people biking are south of Provencher.

Screen Name Redacted

9/22/2020 08:53 PM

Seems like the most direct route. It is also very central.

Screen Name Redacted

9/22/2020 09:40 PM

This is a main route frequently traveled by cyclists and connects well to downtown as well as other main routes.

Screen Name Redacted

9/23/2020 10:37 AM

because I have to use it anyway.

Screen Name Redacted

9/23/2020 04:32 PM

This street/boulevard is very wide, perhaps too wide, and presents an opportunity to be programmed to be more inviting and functional.

Screen Name Redacted

9/23/2020 04:47 PM

I feel the more we open up the streets to bikes and pedestrians, the more we create a walkable, accessible city. I chose to live in St. Boniface because of it's central accessible location, enabling me to walk and bike easily to almost everywhere I need to go. Anything that continues to build upon this healthy tradition of exercise and combatting the pollution of cars is a plus in my opinion.

Screen Name Redacted

9/23/2020 11:15 PM

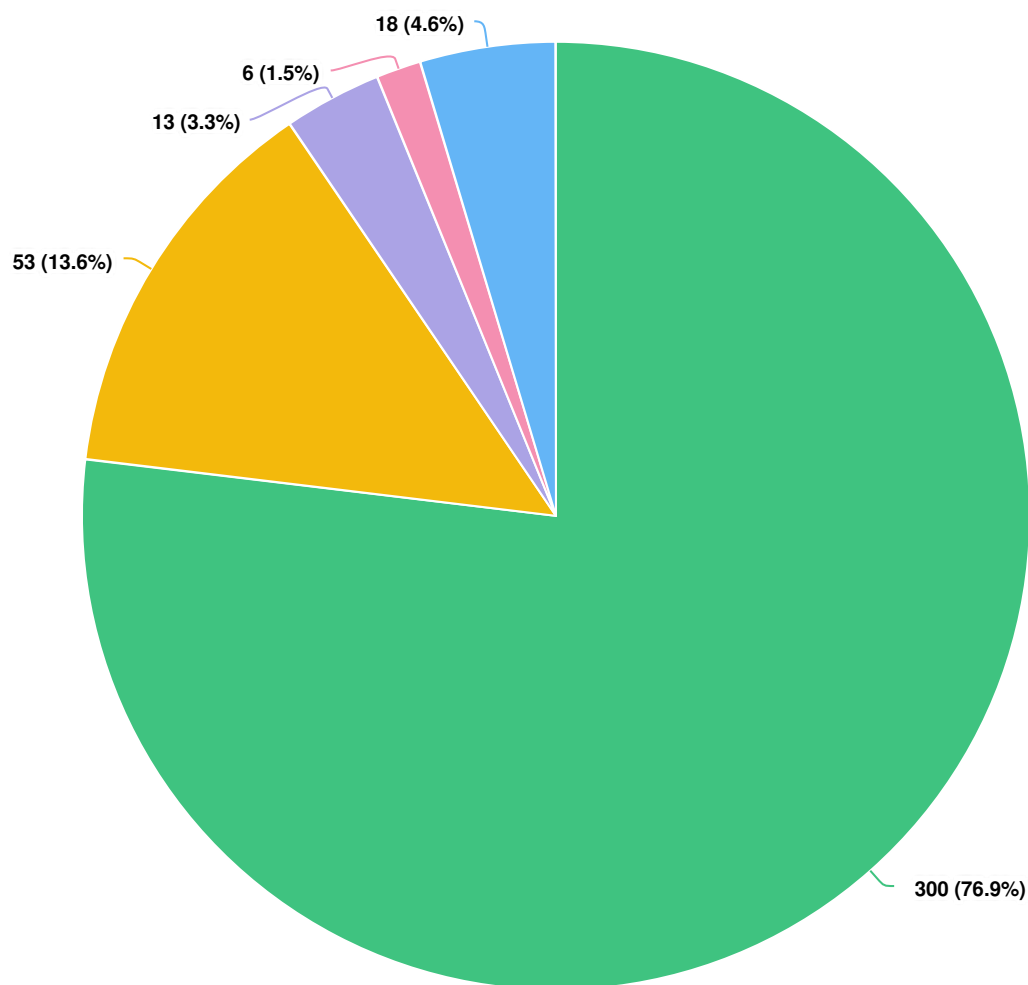
I understand this would result in a delay; however, I would rather see this route selected to enhance the commercial potential of Provencher Blvd as well as the obvious interconnection with the Esplanade Riel, the Forks, downtown bike grid and Waterfront Drive. I also see it as being more in alignment with the overall neighbourhood development plan for North St. Boniface to add density along the western half of Provencher (between Taché and Des Meurons) as it would provide more support to car-free (or single car) living options than routes that are much more residential in scope. Further, de la Cathédrale already has substantial limits in the width of the roadway, and as a resident of central St. Boniface, I would be much less likely to use a pathway that requires me to cycle 1-2 additional blocks north

past Provencher in order to then loop back towards the bridge and make the crossing there into downtown. If I was rating a secondary choice, I would say de la Cathédrale. It runs past the USB and schools, is much closer to St. Boniface Hospital and would have an easier connection point to St. Jean Baptiste (and onwards through to Enfield). Furthermore, despite the relative density in North St. Boniface, there are far fewer apartments and multi-family dwellings, so perhaps I am incorrect but I think there would be more usage if a single route was selected to place it on the central St. B side of Provencher. Sometimes it is worth waiting for the better option than opting for a less-than-ideal version we could do right away.

Optional question (312 response(s), 78 skipped)

Question type: Essay Question

Q6 The purpose of this project is to improve travel choices, accessibility and connectivity for people of all ages and abilities between the Esplanade Riel Footbridge/Provencher Bridge and the multi-use path on Archibald Street south of Narin Avenue. ...



Question options

● Strongly support ● Support ● Neutral ● Don't support ● Strongly don't support

Mandatory Question (390 response(s))
Question type: Radio Button Question

Q7 | If you responded 'don't support' or 'strongly don't support', what elements of a walk/bike route are you most concerned with?

Screen Name Redacted

8/27/2020 02:15 PM

Would not feel safe sharing the route (sidewalk) with cyclists

Screen Name Redacted

8/27/2020 10:18 PM

We need to be more focused on vehicle traffic and flow. We need to take a step back and stop with all the bike lanes and needless money spent on studies and put it to better use.

Screen Name Redacted

8/28/2020 06:06 PM

It impedes traffic, limits parking and is far too costly considering cyclists contribute nothing in taxes

Screen Name Redacted

9/01/2020 07:15 PM

Waste of tax dollars to cater to anti-car idealogues who hate western culture

Screen Name Redacted

9/02/2020 10:23 AM

I feel the route is unnecessary. The traffic flow is acceptable as is and I've never had any troubles navigating in the area. It seems like a waste of time and money to fix something that isnt broken

Screen Name Redacted

9/04/2020 08:43 PM

All of it. The money you are wasting on this project can be better used to fix streets, which is your primary function. The money we pay in taxes is for infrastructure not fantasy. These goofy "active transportation" projects are impractical in this climate. This is Winnipeg, remember, winter.

Screen Name Redacted

9/08/2020 10:05 AM

Bikers that disobey rules of the road and cause slow downs and accidents

Screen Name Redacted

9/10/2020 03:54 PM

we dont need it, there is no money to pay for it, plus you can bike on Notre Dame or Dumoulin

Screen Name Redacted

9/17/2020 06:27 PM

Waste of money for a short season, spend money on fixing roads

Screen Name Redacted

9/17/2020 07:10 PM

I don't appreciate the attitude of cyclists that believe they own the road . They should be insured and registered . Our climate is not the same as other provinces and those pushing for this need to wake up . I drive all day long and see too many cyclists not obeying rules of the road and therefore the onus is put on drivers . In the middle of our harsh climate i see sidewalks not accessible because of snow but then the bike routes are clear and very few cyclists use them in cold weather . Did I mention that wpg streets are narrow and then you throw snow on them(which are poorly and randomly cleared) and now you want to add cyclists and or bike paths to narrow road ways

even more. We have more important problems in Winnipeg than worrying about a few people who want to ride around in their tight shorts for a few months.

Screen Name Redacted

9/17/2020 09:45 PM

I dont want the driving lanes for cars to be effected by a bike lane

Screen Name Redacted

9/18/2020 06:55 PM

less vehicle lanes causing traffic disruptions

Screen Name Redacted

9/18/2020 07:41 PM

waste of time and money

Screen Name Redacted

9/19/2020 09:47 AM

Pedestrician and cyclist safety

Screen Name Redacted

9/19/2020 07:58 PM

Already the downtown has been made unsafe and restrictive for vehicle travel as well as parking. Also unsafe for cyclists because of the bike lanes used by so few

Screen Name Redacted

9/20/2020 09:57 AM

Funding for bike paths should be used for other more important infrastructure.

Screen Name Redacted

9/20/2020 10:31 AM

the ability of vehicles to move with out having cyclists who feel they do not need to follow the rules of the road

Screen Name Redacted

9/20/2020 11:50 AM

Its good thw way it is

Screen Name Redacted

9/20/2020 01:10 PM

Do not cycle, physically disable.

Screen Name Redacted

9/20/2020 02:47 PM

I am concerned with increase traffic slow on other streets and more road rage out there. If this goes through all cyclists must be treated like vehicle drivers and ticketed for all offences and get points for them. Not fair that vehicle traffic is punished and we are not

Screen Name Redacted

9/20/2020 11:04 PM

politicians pretending to be engineers

Screen Name Redacted

9/20/2020 11:26 PM

By building bike lines you are going to take away car lines. That's going to make my commute to work longer. Eventhough I cycle from time to time it is more important to me to have smooth and easy commute to work.

Screen Name Redacted

9/21/2020 09:56 AM

Too much car traffic on Provencher

Screen Name Redacted

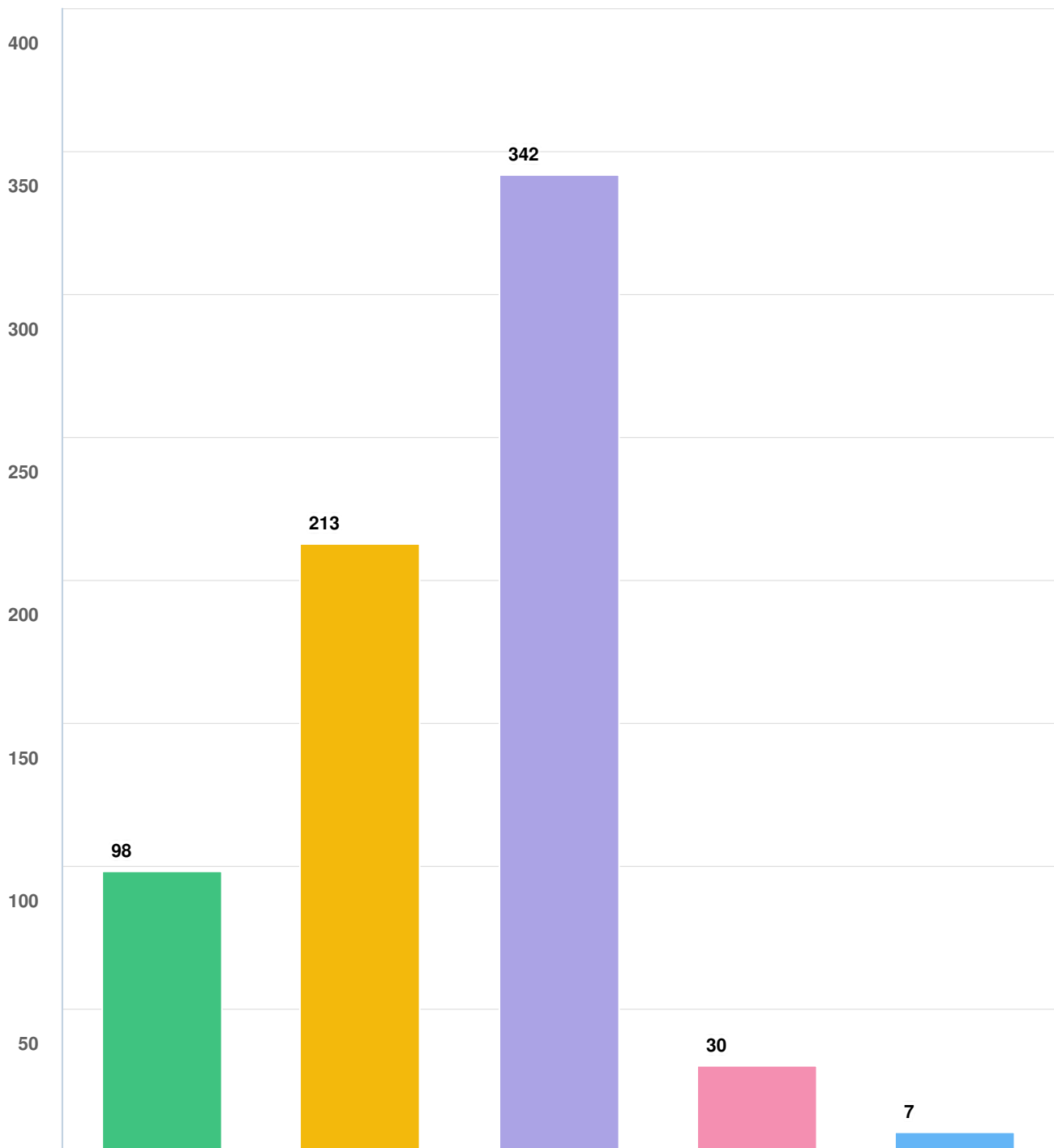
That cyclist learn the rules of the road and obey them

9/22/2020 01:40 PM

Mandatory Question (24 response(s))

Question type: Essay Question

Q8 What type of future events would you be most likely to participate? Check all that apply.



Question options

- Public workshop: in-person ● Public workshop: online ● Online survey
● Self-led discussion kit to hold your own meeting and submit group feedback ● Other (please specify)

Optional question (383 response(s), 7 skipped)

Question type: Checkbox Question

Q9 | The project team is working with stakeholders throughout the project area. Is there any group(s) you feel is(are) particularly important for us to engage? If so, who:

Screen Name Redacted 8/27/2020 01:49 PM	schools
Screen Name Redacted 8/27/2020 03:48 PM	Seniors, disabled folks, Bike Winnipeg and cyclists
Screen Name Redacted 8/27/2020 03:49 PM	Business owners along provencher
Screen Name Redacted 8/27/2020 04:13 PM	Provencher Blvd Biz, Festival du Voyageur and Winnipeg Trails
Screen Name Redacted 8/27/2020 05:33 PM	Bike Winnipeg, Manitoba Cycling Assoc Rec and Trans , Transcona Biz, Provencher Biz
Screen Name Redacted 8/27/2020 07:31 PM	Green action centre, St. Boniface residents association.
Screen Name Redacted 8/27/2020 07:47 PM	Coop Vélocité Université de Saint-Boniface World Trade Centre Winnipeg ZAC Boulevard Provencher MMF Goulet branch Parish of St-Boniface FNP St Boniface University student's association Accueil Francophone (Immigration) Division Scolaire Franco-manitobaine Louis Riel School Division
Screen Name Redacted 8/27/2020 09:13 PM	Business owners/store fronts along Provencher mainly but also along the other proposed streets. Also the university and hopstial
Screen Name Redacted 8/27/2020 10:18 PM	Stop this initiative
Screen Name Redacted 8/28/2020 09:10 AM	The stakeholders that supported protected bike lanes on Provencher Blvd 5 years ago. https://bikewinnipeg.ca/2015/03/28/provencher-boulevard-parking-protected-bike-lanes/
Screen Name Redacted 8/28/2020 10:25 AM	Coop vélo cité
Screen Name Redacted 8/28/2020 12:44 PM	Norwood Biz
Screen Name Redacted 8/28/2020 02:34 PM	Definitely Circle Moliere and the cultural centre. Getting to shows there is a real nightmare, especially in winter. The #10 bus only comes by every 30 or

Screen Name Redacted 8/28/2020 09:02 PM	40 minutes in the evening, it's really terrible. St Boniface BLZ, Winnipeg Trails and any and all bike groups
Screen Name Redacted 8/28/2020 11:13 PM	Functional Transit Winnipeg to connect to Transit services and accessibility. Bike Winnipeg Manitobans with Disabilities
Screen Name Redacted 8/29/2020 12:05 AM	People who ride a bike every day.
Screen Name Redacted 8/29/2020 12:30 AM	Obviously, the retail clients in the area. There are numerous locations that a well-designed active transportation corridor could bring.
Screen Name Redacted 8/29/2020 08:31 AM	Tourisme Riel. Bike Winnipeg. Winnipeg Trails.
Screen Name Redacted 8/29/2020 09:34 AM	Those businesses on Provencher who want to send cycling traffic to a side street and would prefer not to have ride-by walk-in patronage. Oh. Is that nobody?
Screen Name Redacted 8/29/2020 11:27 AM	Any tourism entities. Tourism Winnipeg, travel Manitoba or even tourism riel as they can help design programming around these paths to increase revenue.
Screen Name Redacted 8/29/2020 11:51 AM	Find a way to engage the younger citizens who are using active transport. It is future generations you are investing in and for.
Screen Name Redacted 8/29/2020 01:06 PM	Functional Transit Winnipeg
Screen Name Redacted 8/29/2020 02:19 PM	Please take the opinion of community members with more weight. St. Boniface is one of the most walkable communities and a lot of people use it as their only means of transportation. The people walking and cycling in this area are most likely to be community members. Car traffic is going to be people just passing through for all of 5-10 minutes. The foot/cycle traffic are the people who are in the area for hours. Think of the majority of hours of use on Provencher that are not rush hour. Also detours by foot or by bicycle measure way longer in time than detours by car. There should be a safe direct route for cyclists and they should not be relegated to poorly maintained side streets. Bike ridership is up with COVID. The new condo that went up on Notre Dame is surrounded by bike racks. Make sure that you talk to cyclists that live in the area. Make sure that you talk to seniors that live in the area. I live in a household with a car, but car-drivership is not a permanent state. People age out of driving and the infrastructure needs to be there to allow people to stay mobile. Driving is also pretty expensive and many use bicycles as their cheap form of transportation. They should not have to take a

	longer route because they cannot afford a call. Also many people with wheeled mobility devices benefit from protected bike lanes . They too deserve a direct route to where they are going!
Screen Name Redacted 8/29/2020 03:30 PM	Bike Winnipeg.
Screen Name Redacted 8/29/2020 04:14 PM	Environmental groups
Screen Name Redacted 8/29/2020 07:04 PM	Université de Saint Boniface, staff at major employers (St Boniface Hospital), local businesses, residents
Screen Name Redacted 8/29/2020 07:37 PM	I think the focus should be on speaking to local residents so they have the largest say in what is done to their neighbourhood, as opposed to Winnipeggers who merely pass through St Boniface as part of their commute.
Screen Name Redacted 8/29/2020 08:09 PM	People who currently walk and bike in this area.
Screen Name Redacted 8/30/2020 12:03 PM	Coop Vélo-Cité, University of St. Boniface, and local schools.
Screen Name Redacted 8/30/2020 12:30 PM	Local businesses and residents, NOT suburbanites who just use the area to drive through. If they don't live/work there, there opinion should not be weighted equally.
Screen Name Redacted 8/30/2020 08:56 PM	People living in the exchange and downtown who access st. boniface regularly. Cycle Velo. Accessibility advocacy groups. Any of the schools/daycares in St. Boniface who struggle to safely walk in the area.
Screen Name Redacted 8/30/2020 09:03 PM	Winnipeg Trails.
Screen Name Redacted 8/30/2020 09:13 PM	Please actively seek out cyclists in the area for their feedback. These are the only people who can tell you what makes sense. If you slap together a project on a side street/with one way lanes, people will not use it and it will be a total waste of money. Do this thing right and spend the bit extra to figure it out and it's going to have great value for people and businesses in the area, regardless of what reactionary drivers and business owners think.
Screen Name Redacted 8/30/2020 10:05 PM	Old St. Boniface Residents Association, Université de Saint-Boniface Student Union, Vélo Cité Coop, Centre Culturel Franco-manitobain.
Screen Name Redacted 8/31/2020 11:47 AM	The cyclists and pedestrians, the schools and families!!
Screen Name Redacted	winnipeg trails

8/31/2020 12:04 PM

Screen Name Redacted

8/31/2020 12:22 PM

Please listen to data, instead of business owners, when considering removing on-street parking. There are countless examples to show how beneficial removing on-street parking can be for community businesses.

Screen Name Redacted

8/31/2020 12:37 PM

Businesses and residents and those who will be using the active transportation paths. Not car drivers.

Screen Name Redacted

8/31/2020 12:54 PM

Winnipeg Trails Association, Walk Bike Winnipeg, Access Winnipeg

Screen Name Redacted

8/31/2020 02:50 PM

The Forks, Winnipeg Trails Association, Bike Winnipeg, Old St. Boniface Residents Association, Provencher BIZ, The many schools & College Louis-Riel.

Screen Name Redacted

8/31/2020 04:03 PM

Parent councils and daycares in the area, coop velocite, USB

Screen Name Redacted

8/31/2020 09:49 PM

Students attending USB, staff biking to places like St Boniface hospital & businesses along Taché & Provencher.

Screen Name Redacted

9/01/2020 10:16 AM

Stephane Dorge has worked for years to collect endorsements for a protected bike lane on Provencher, and needs to be consulted as part of this project. The planning department, which adopted the North St. Boniface Secondary Plan.

Screen Name Redacted

9/01/2020 10:35 AM

the residents/businesses of course and cyclists

Screen Name Redacted

9/01/2020 11:24 AM

Cycling groups.

Screen Name Redacted

9/01/2020 11:27 AM

Downtown residents as they are the people most likely to use active transportation already and know what is needed to make it safer and easier for other city residents to feel comfortable biking.

Screen Name Redacted

9/01/2020 11:51 AM

artists

Screen Name Redacted

9/01/2020 01:23 PM

Norwood Flats Residence Association, Old St B Residence Association,

Screen Name Redacted

9/01/2020 02:10 PM

Bike Winnipeg, Winnipeg Trails, Coolstreets, st. Boniface biz. Cyclists of winnipeg.

Screen Name Redacted

9/01/2020 03:32 PM

Old St. BONIFACE Resident Association and Pointe Hebert resident group

Screen Name Redacted

9/01/2020 05:02 PM

Stephane Dorge

Screen Name Redacted

9/01/2020 05:06 PM

Bike Winnipeg Winnipeg Trails Association

Screen Name Redacted

9/01/2020 06:15 PM

Schools,

Screen Name Redacted

9/01/2020 07:15 PM

Taxpayers/property owners and renters

Screen Name Redacted

9/01/2020 09:41 PM

Velocité, a saint Boniface bike coop. Also Natural Cycle, which isn't too far away.

Screen Name Redacted

9/01/2020 10:28 PM

People who work downtown and use these routes for their commute

Screen Name Redacted

9/02/2020 08:38 AM

Transit

Screen Name Redacted

9/02/2020 04:01 PM

People who travel between St Boniface and downtown

Screen Name Redacted

9/02/2020 11:06 PM

Winnipeg Trails, Winnipeg Transit, Provencher Biz

Screen Name Redacted

9/03/2020 09:32 AM

I presume you have approached the business owners on Provencher. This is a critical stakeholder's group.

Screen Name Redacted

9/03/2020 10:03 AM

schools

Screen Name Redacted

9/03/2020 10:43 AM

railroad that is blocked to pedestrian and cyclists at Gaboury lagimodiere park entrance for ~ 1 year. The apartment buildings being built along notre dame street. The traffic calming department at City of Winnipeg (unsure who talks to who); residents; active transportation network and cycling groups; local businesses (to bring pedestrian and cyclists to their business); "street links" to discuss safety and use of park areas for homeless people; parking for local soccer clubs etc that use the park

Screen Name Redacted

9/03/2020 03:02 PM

Commuters who work at HSC and downtown

Screen Name Redacted 9/03/2020 04:15 PM	People who live around their or use that road to connect from point a to point b and local business owners.
Screen Name Redacted 9/03/2020 03:59 PM	Bike Winnipeg, Winnipeg Trails, Safe Speeds Winnipeg, YIMBY Winnipeg (land use needs to be considered & included), Functional Transit Winnipeg
Screen Name Redacted 9/03/2020 03:59 PM	Those with disabilities
Screen Name Redacted 9/03/2020 04:03 PM	provencher biz, residents of old st boniface, universite de st. boniface, entreprise riel, riel tourismes, trails association
Screen Name Redacted 9/03/2020 04:07 PM	Bike Winnipeg. The businesses on Provencher (who already support an active transportation route on this street because it's good for business!)
Screen Name Redacted 9/03/2020 04:14 PM	Bike Winnipeg
Screen Name Redacted 9/03/2020 04:31 PM	Bike Winnipeg
Screen Name Redacted 9/03/2020 05:16 PM	Bicyclists and experts on urban design (eg planners, architects)
Screen Name Redacted 9/03/2020 05:16 PM	Local businesses
Screen Name Redacted 9/03/2020 08:05 PM	No preference
Screen Name Redacted 9/03/2020 11:01 PM	Families, tourist spots around Tache, schools in area, Save the Seine,
Screen Name Redacted 9/04/2020 03:52 AM	Bike Winnipeg
Screen Name Redacted 9/04/2020 09:06 AM	Great question. Don't neglect schools and parents in the area.
Screen Name Redacted 9/04/2020 10:13 AM	The disability community to include people with canes, walkers and wheelchairs.
Screen Name Redacted 9/04/2020 11:04 AM	I understand that business owners will be concerned about street parking but with the large boulevard that is unused, there should be a solution that works for everyone. Provencher has so much potential to be bustling, vibrant street

	but without the right vision, it will remain being just a funnel for cars. We need to strive for better for Saint-Boniface and for Winnipeg.
Screen Name Redacted 9/04/2020 11:46 AM	Library, Festivale, Save the Seine
Screen Name Redacted 9/04/2020 12:29 PM	Business owners, MPI, local community groups.
Screen Name Redacted 9/04/2020 12:39 PM	No
Screen Name Redacted 9/04/2020 01:19 PM	Bike Winnipeg, St B Biz, St B residents assoc if exists
Screen Name Redacted 9/04/2020 01:20 PM	More marginalized members of the community. i.e. people who do not own cars, and rely on active transportation.
Screen Name Redacted 9/04/2020 01:52 PM	Bike Winnipeg
Screen Name Redacted 9/04/2020 03:13 PM	north St Boniface residents Association , École Taché parents association, DSFM
Screen Name Redacted 9/04/2020 06:01 PM	Bike Winnipeg
Screen Name Redacted 9/04/2020 08:43 PM	All the people of Winnipeg, not just the ones you are targeting.
Screen Name Redacted 9/05/2020 02:38 PM	Find out what kids in the area would like, not just grumpy long-time homeowners who never leave their house anyway but complain about any changes. Today's children are stuck with the short-sighted infrastructure choices we insist on making today based on the lack of vision of older residents.
Screen Name Redacted 9/05/2020 05:15 PM	Old St Boniface Association
Screen Name Redacted 9/06/2020 04:51 PM	Transcona's Trails Association
Screen Name Redacted 9/06/2020 10:23 PM	St. Boniface Residence Association
Screen Name Redacted	The Province of Manitoba and railway companies - get rid of the damn rail

9/06/2020 10:47 PM

lines! We'd have a safer city and a fully connected route for an active transit corridor. Wouldn't that make everyone's lives easier?! :)

Screen Name Redacted

9/06/2020 11:35 PM

Businesses and residents who's parking and traffic load may be affected if done improperly

Screen Name Redacted

9/07/2020 07:02 AM

Provencher BIZ

Screen Name Redacted

9/07/2020 02:17 PM

Homeowners along the proposed streets

Screen Name Redacted

9/07/2020 09:41 PM

River East Neighbourhood Network - Trails Committee - they have led all the work on the NPG

Screen Name Redacted

9/09/2020 03:32 PM

Winnipeg Trails Association as a representative of the Northeast Pioneers Greenway

Screen Name Redacted

9/09/2020 04:15 PM

For someone to walk or bike to get to this area and then proceed through this proposed pathway you have to feel safe this is not a feel safe area to or from this proposed pathway

Screen Name Redacted

9/09/2020 04:37 PM

St Boniface University (on Cathedral Ave), Co-op vélo cite (bike co-op)

Screen Name Redacted

9/10/2020 10:01 AM

Bike Winnipeg - they represent the needs of the cycling community in all neighbourhoods

Screen Name Redacted

9/10/2020 10:12 PM

Safe Speeds Winnipeg, Provencher BIZ, Bike Winnipeg, Winnipeg Trails

Screen Name Redacted

9/11/2020 08:38 AM

developers... st. B needs more modern affordable housing alternatives near Provencher blvd. to attract young people and bring more vibrancy to the area, which in turn would attract more small business.

Screen Name Redacted

9/11/2020 10:00 AM

People w disabilities

Screen Name Redacted

9/12/2020 04:14 PM

Advocate groups for the differently abled for accessibility recommendations

Screen Name Redacted

9/12/2020 06:29 PM

Bike Winnipeg

Screen Name Redacted

9/13/2020 06:50 AM

Schools in the areas should undergo the school travel planning process to determine how best to remove barriers to active school travel, as was done in the Wolseley to Downtown project. We need youth to be engaged in

	transportation planning now, as they'll be using the roads for longer than us adults, and are not typically engaged through this process.
Screen Name Redacted 9/13/2020 05:39 PM	Bike winnipeg
Screen Name Redacted 9/13/2020 06:53 PM	Social service agencies to make sure the development prioritizes the needs of low income people who may be more likely to use active or public transit.
Screen Name Redacted 9/13/2020 06:58 PM	DSFM. SFM. All the commerce on provencher
Screen Name Redacted 9/14/2020 05:02 AM	Police and Neighbor hood watch groups .
Screen Name Redacted 9/14/2020 02:22 PM	Bike Winnipeg, Green Action Centre, Coop Velo-Cité, Save Our Seine, Manitoba Cycling Association
Screen Name Redacted 9/15/2020 02:39 AM	Small businesses and communal institutions (esp. Francophone) in the area, particularly on Provencher.
Screen Name Redacted 9/15/2020 08:08 AM	Local residents
Screen Name Redacted 9/15/2020 06:35 PM	Talk to the businesses on Provencher
Screen Name Redacted 9/16/2020 07:31 AM	Bike Winnipeg, Winnipeg trails
Screen Name Redacted 9/17/2020 11:32 AM	Entreprises Riel; Provencher BIZ, Tourisme Riel
Screen Name Redacted 9/17/2020 01:47 PM	no comment
Screen Name Redacted 9/17/2020 07:10 PM	Mpi
Screen Name Redacted 9/17/2020 08:21 PM	families with kids who live in st. Boniface and use existing methods to get to the forks (and who might venture to Nairn if it was more easily accessible by bike)
Screen Name Redacted 9/17/2020 09:45 PM	engage the business people that will be effected if you put in a protected bike lane on Provencer and/or Archibald

Screen Name Redacted 9/18/2020 01:01 PM	BIZ Zones
Screen Name Redacted 9/18/2020 05:20 PM	Cyclists
Screen Name Redacted 9/18/2020 05:22 PM	Bike Winnipeg
Screen Name Redacted 9/18/2020 05:27 PM	The communities of southdale, island lakes, sage creek, and royalwood should be involved. There's many cyclists that stick to the bishop grandin corridor and the community paths/streets since there isn't a connection to north/south paths that connect with the bishop grandin corridor unless you go all the way to lagimodiere.
Screen Name Redacted 9/18/2020 06:14 PM	n/a
Screen Name Redacted 9/18/2020 07:41 PM	the general public, that has to pay for the select few
Screen Name Redacted 9/18/2020 08:11 PM	Commuters. Don't take away parking.
Screen Name Redacted 9/18/2020 08:17 PM	Bike Winnipeg, Winnipeg Trails Association
Screen Name Redacted 9/18/2020 09:48 PM	Local schools, St Boniface university, local businesses
Screen Name Redacted 9/19/2020 09:47 AM	None
Screen Name Redacted 9/19/2020 04:14 PM	Schools/students, and transit users come to mind
Screen Name Redacted 9/19/2020 07:58 PM	It is the sidewalks is the area that should get your attention Cleaning in the winter for seniors and ability to use wheelchairs or medical scooters
Screen Name Redacted 9/20/2020 09:51 AM	Bike Winnipeg
Screen Name Redacted 9/20/2020 09:52 AM	Co-op vélocité, Winnipeg Trails, make sure to talk to Janelle Delorme and Ian Walker.
Screen Name Redacted	Yes, motorists!

9/20/2020 09:57 AM

Screen Name Redacted Cyclists and pedestrians.

9/20/2020 10:25 AM

Screen Name Redacted CUSB

9/20/2020 10:26 AM

Screen Name Redacted any driver who wishes to participate

9/20/2020 10:31 AM

Screen Name Redacted No

9/20/2020 10:33 AM

Screen Name Redacted Société de la francophonie manitobaine - Tourisme Riel

9/20/2020 10:41 AM

Screen Name Redacted N/A

9/20/2020 10:46 AM

Screen Name Redacted Local businesses. Changes to traffic flow or parking can hit them harder than expected so they need to be considered

9/20/2020 11:16 AM

Screen Name Redacted People that work down town and commute from transcona/st b

9/20/2020 11:28 AM

Screen Name Redacted Local BIZ organizations that have a better vision for the city than most of our politicians.

9/20/2020 11:33 AM

Screen Name Redacted StB Biz

9/20/2020 12:40 PM

Screen Name Redacted The residents

9/20/2020 12:40 PM

Screen Name Redacted bike winnipeg

9/20/2020 02:18 PM

Screen Name Redacted None come to mind

9/20/2020 02:47 PM

Screen Name Redacted Bike Winnipeg

9/20/2020 06:47 PM

Screen Name Redacted All business owners on Provencher and the residents on the streets

9/20/2020 08:15 PM

considered for the routes

Screen Name Redacted

Bike Winnipeg

9/20/2020 07:51 PM

Screen Name Redacted

Poor people.

9/20/2020 08:08 PM

Screen Name Redacted

Homeowners and property owners.

9/20/2020 08:13 PM

Screen Name Redacted

It would be nice to engage multi-ethnic groups. I believe Bike Week Winnipeg would be a group to help achieve this goal.

9/20/2020 09:16 PM

Screen Name Redacted

Existing commuters. Perhaps you could setup an in person station on the route for a few days. Better to listen to people out on the road than people on their couch who've never been out

9/20/2020 10:34 PM

Screen Name Redacted

business owners, truck drivers and buses i see to many fellow cyclists have near misses due to ignorance. Nevrr had these issues in europe

9/20/2020 11:04 PM

Screen Name Redacted

Local schools. Provide paths so students can walk/bike to school instead of being reliant on buses and parents dropping them off. Local businesses. Coordinate locations to securely lock up bikes while shopping. Perhaps with video surveillance. Local bike shops. (Woodcock, Bikes and Beyond, Alter Ego, etc...) They have ride clubs and can tell you the routes that most riders use or want to use.

9/20/2020 11:13 PM

Screen Name Redacted

Regular people who drive to work everyday. It seems like no one cares about that group.

9/20/2020 11:26 PM

Screen Name Redacted

St B university student union, st B cycling club (velo cite), schools

9/20/2020 11:52 PM

Screen Name Redacted

Do not consult with the OSBRA. They are anti-everything.

9/21/2020 09:50 AM

Screen Name Redacted

L'union national metis saint joseph du Manitoba

9/21/2020 10:27 AM

Screen Name Redacted

Residents of the area, and small business along the proposed routes

9/21/2020 04:58 PM

Screen Name Redacted

DSFM, School Boards Association

9/21/2020 04:59 PM

Screen Name Redacted

9/21/2020 05:08 PM

CN Rail and CP Rail and the Province

Screen Name Redacted

9/21/2020 06:19 PM

Coop Vélo-Cité (the St-Boniface community bike shop)

Screen Name Redacted

9/21/2020 08:09 PM

People with disabilities, people who already use active transportation in the area

Screen Name Redacted

9/21/2020 08:57 PM

Indigenous elders and Métis grassroots / students.

Screen Name Redacted

9/21/2020 10:19 PM

Cyclists!

Screen Name Redacted

9/21/2020 10:35 PM

Bike Winnipeg , North St Boniface residents association

Screen Name Redacted

9/22/2020 03:11 AM

Provencher associations that represent the people here... Resident's association, Provencher Biz, etc.

Screen Name Redacted

9/22/2020 07:08 AM

school aged kids, poor folks, newcomers,

Screen Name Redacted

9/22/2020 11:52 AM

Coop Vélocité (the local bike coop)

Screen Name Redacted

9/22/2020 01:40 PM

No

Screen Name Redacted

9/22/2020 02:18 PM

Bike Winnipeg. Winnipeg trails. Safe speeds Winnipeg

Screen Name Redacted

9/22/2020 02:21 PM

Developers who may be interested in building close to activate transport, like TOD for bikes

Screen Name Redacted

9/22/2020 06:19 PM

Seniors.

Screen Name Redacted

9/22/2020 08:09 PM

Any groups (or individuals) with knowledge of and passion for biking....

Screen Name Redacted

9/22/2020 08:36 PM

Residents, notably those who cycle.

Screen Name Redacted

9/22/2020 09:40 PM

Community residents, there are apartment buildings and houses all over Provencher.

Screen Name Redacted

9/23/2020 10:37 AM

businesses and people who live in the area.

Screen Name Redacted

9/23/2020 01:46 PM

The disabled persons community (to ensure better access to those with mobility and accessibility needs); student community (Université de Saint-Boniface); active commuters (many run groups run in this area)

Screen Name Redacted

9/23/2020 04:32 PM

All: young families, couples, and seniors.

Screen Name Redacted

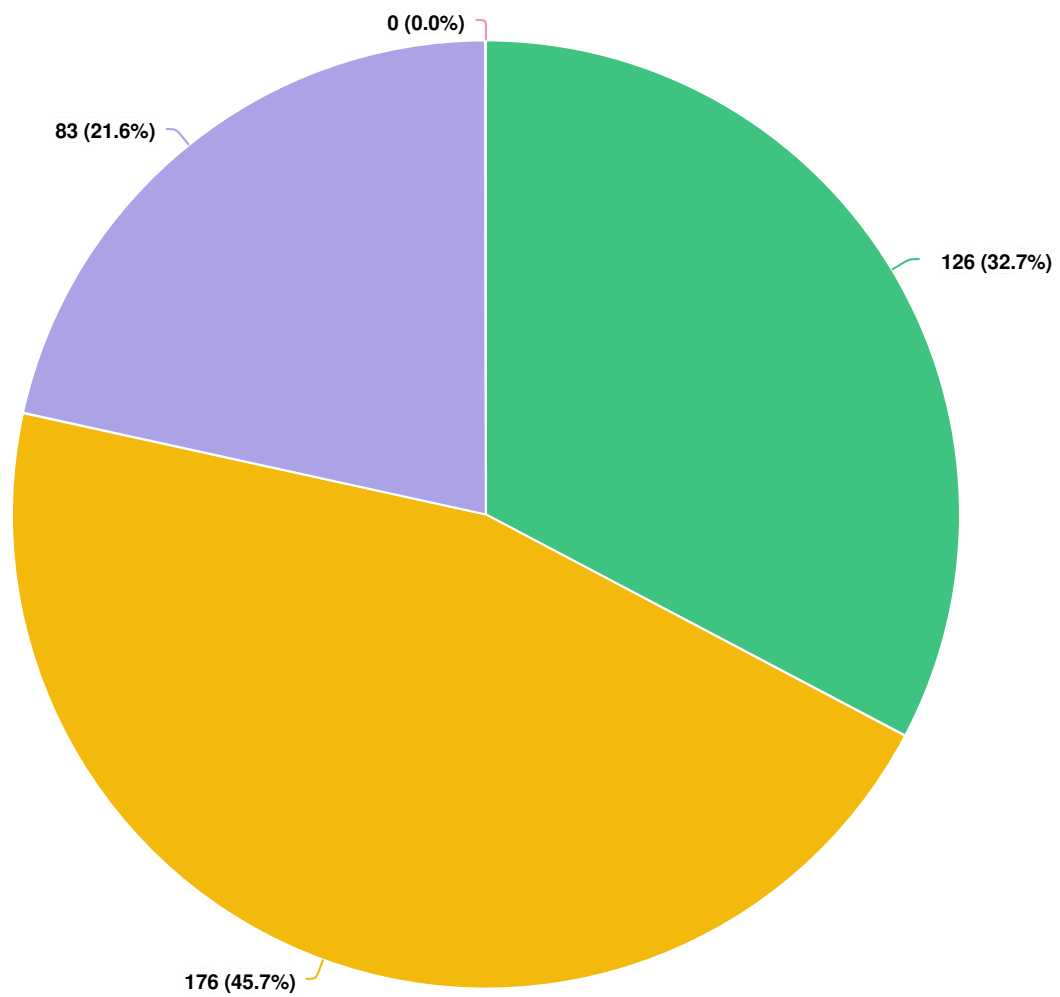
9/23/2020 11:15 PM

Vélo-Cité, Accueil Francophone, CCFM, SFM, Université de Saint-Boniface, Entreprises Riel, Word Trade Centre Winnipeg, Provencher BIZ, Old. St. Boniface Residents Association, St. Boniface General Hospital / Catholic Health Corporation

Optional question (183 response(s), 207 skipped)

Question type: Essay Question

Q10 What is your age?

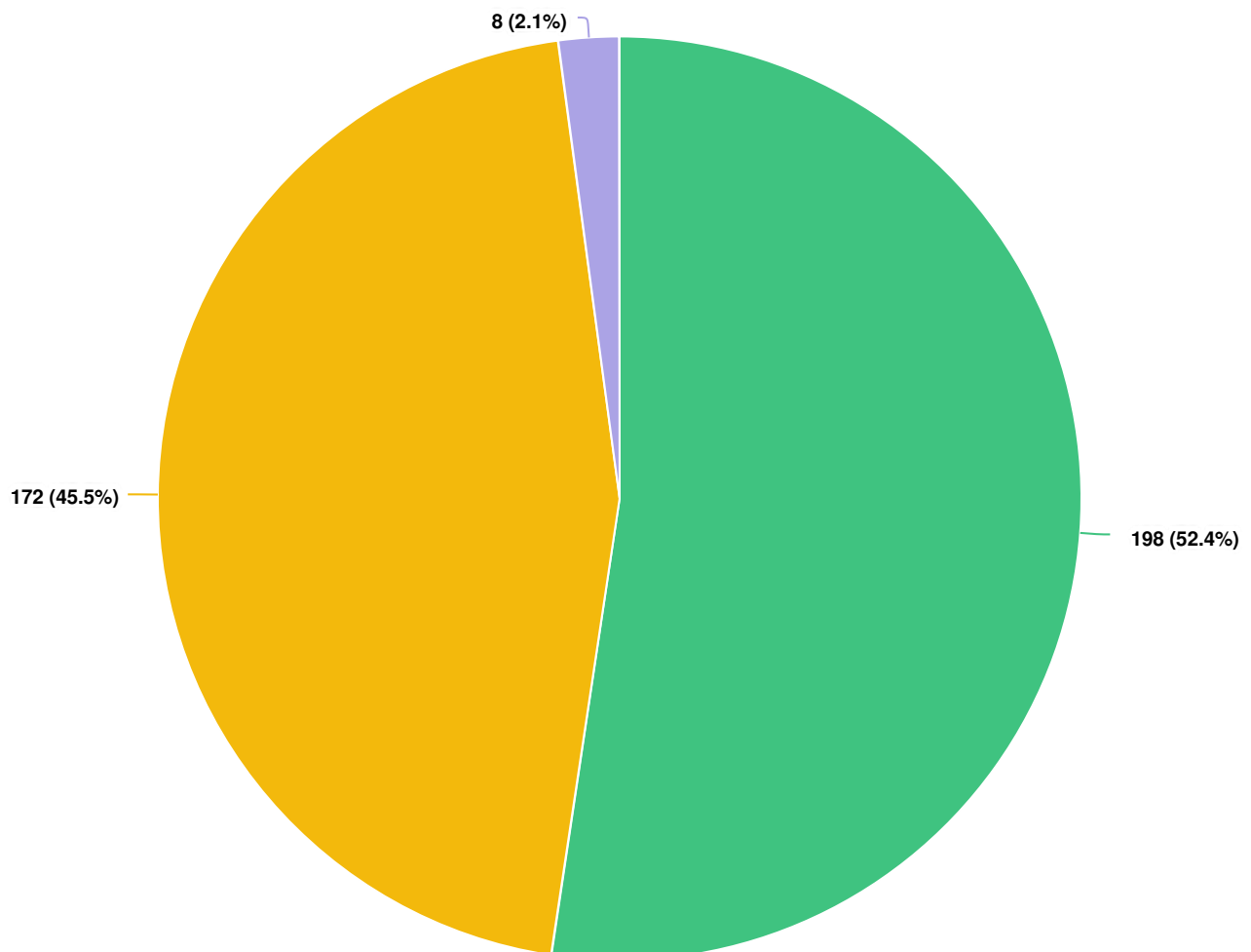


Question options

18-34 35-55 56+ Under 18

*Optional question (385 response(s), 5 skipped)
Question type: Radio Button Question*

Q11 | How do you identify?



Question options

☒ Male ☒ Female ☐ Other (please specify)

Optional question (378 response(s), 12 skipped)

Question type: Radio Button Question

Q12 Please provide the first three characters of your postal code

Screen Name Redacted R3c
8/27/2020 01:49 PM

Screen Name Redacted R2H
8/27/2020 02:15 PM

Screen Name Redacted R3C
8/27/2020 03:48 PM

Screen Name Redacted R2M
8/27/2020 03:49 PM

Screen Name Redacted R3L
8/27/2020 04:11 PM

Screen Name Redacted R2H
8/27/2020 04:13 PM

Screen Name Redacted r2j
8/27/2020 04:16 PM

Screen Name Redacted R3B
8/27/2020 04:19 PM

Screen Name Redacted R2H
8/27/2020 04:19 PM

Screen Name Redacted R2M
8/27/2020 04:31 PM

Screen Name Redacted R2H
8/27/2020 05:14 PM

Screen Name Redacted R2N
8/27/2020 05:33 PM

Screen Name Redacted R2H
8/27/2020 06:30 PM

Screen Name Redacted r2v
8/27/2020 06:35 PM

Screen Name Redacted R2H
8/27/2020 07:31 PM

Screen Name Redacted R2H
8/27/2020 07:47 PM

Screen Name Redacted R2J
8/27/2020 09:13 PM

Screen Name Redacted R2H
8/27/2020 09:30 PM

Screen Name Redacted R2H
8/27/2020 10:17 PM

Screen Name Redacted r2h
8/27/2020 10:18 PM

Screen Name Redacted R2h
8/27/2020 10:58 PM

Screen Name Redacted R2H
8/27/2020 11:00 PM

Screen Name Redacted R2j
8/28/2020 03:29 AM

Screen Name Redacted r3t
8/28/2020 09:10 AM

Screen Name Redacted R2H
8/28/2020 10:25 AM

Screen Name Redacted r2m
8/28/2020 11:01 AM

Screen Name Redacted r2k
8/28/2020 12:24 PM

Screen Name Redacted R3X
8/28/2020 12:44 PM

Screen Name Redacted R3A
8/28/2020 12:56 PM

Screen Name Redacted	r3r
8/28/2020 01:23 PM	
Screen Name Redacted	R2H
8/28/2020 01:40 PM	
Screen Name Redacted	R2M
8/28/2020 02:04 PM	
Screen Name Redacted	R3G 1H1
8/28/2020 02:34 PM	
Screen Name Redacted	R2m
8/28/2020 06:06 PM	
Screen Name Redacted	r3m
8/28/2020 08:37 PM	
Screen Name Redacted	R3n
8/28/2020 08:46 PM	
Screen Name Redacted	R2N
8/28/2020 09:02 PM	
Screen Name Redacted	R2N
8/28/2020 09:05 PM	
Screen Name Redacted	R3M
8/28/2020 09:57 PM	
Screen Name Redacted	R3b
8/28/2020 10:23 PM	
Screen Name Redacted	R2P
8/28/2020 10:59 PM	
Screen Name Redacted	r2h
8/28/2020 11:13 PM	
Screen Name Redacted	r2h
8/28/2020 11:32 PM	
Screen Name Redacted	R3B
8/29/2020 12:05 AM	

Screen Name Redacted R2M
8/29/2020 12:30 AM

Screen Name Redacted R2H
8/29/2020 07:00 AM

Screen Name Redacted R2J
8/29/2020 07:09 AM

Screen Name Redacted R2H
8/29/2020 08:07 AM

Screen Name Redacted R2m
8/29/2020 08:31 AM

Screen Name Redacted R3L
8/29/2020 09:26 AM

Screen Name Redacted R3T
8/29/2020 09:34 AM

Screen Name Redacted R3L
8/29/2020 09:56 AM

Screen Name Redacted r2h
8/29/2020 11:02 AM

Screen Name Redacted R3L
8/29/2020 11:27 AM

Screen Name Redacted R2N
8/29/2020 11:51 AM

Screen Name Redacted R2H
8/29/2020 12:39 PM

Screen Name Redacted R2H
8/29/2020 01:06 PM

Screen Name Redacted R3m
8/29/2020 01:30 PM

Screen Name Redacted R2H
8/29/2020 02:19 PM

Screen Name Redacted R3b
8/29/2020 03:30 PM

Screen Name Redacted R3M
8/29/2020 04:14 PM

Screen Name Redacted R2H
8/29/2020 04:34 PM

Screen Name Redacted R2H
8/29/2020 07:04 PM

Screen Name Redacted R2H
8/29/2020 07:37 PM

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8/29/2020 08:09 PM

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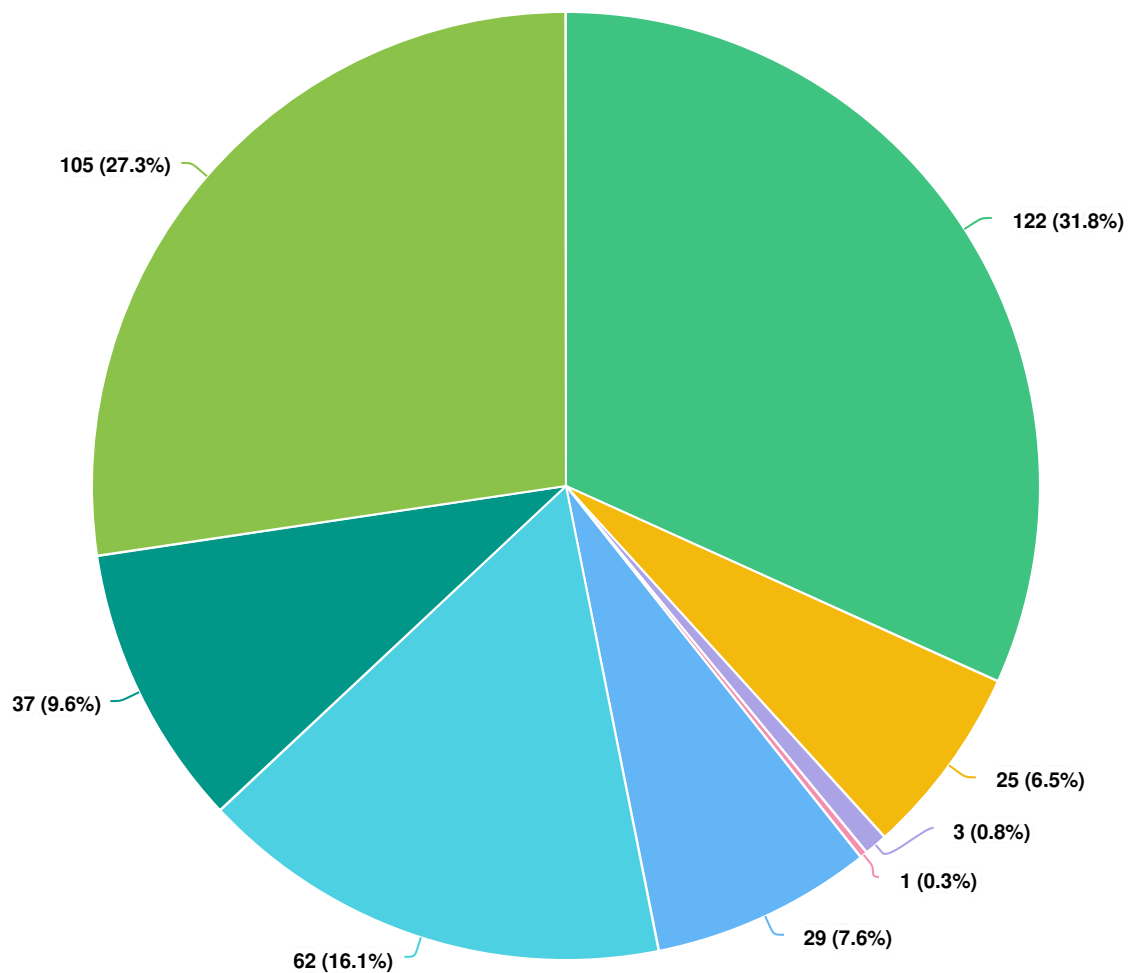
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Optional question (374 response(s), 16 skipped)

Question type: Single Line Question

Q13 What is your main connection to the study area?



Question options

- ☐ I live here ☐ I work here ☐ I own a business here ☐ I go to school here ☐ I visit friends / family here
☐ I am a patron of businesses here ☐ I visit the study area ☐ I travel through the study area

Optional question (384 response(s), 6 skipped)

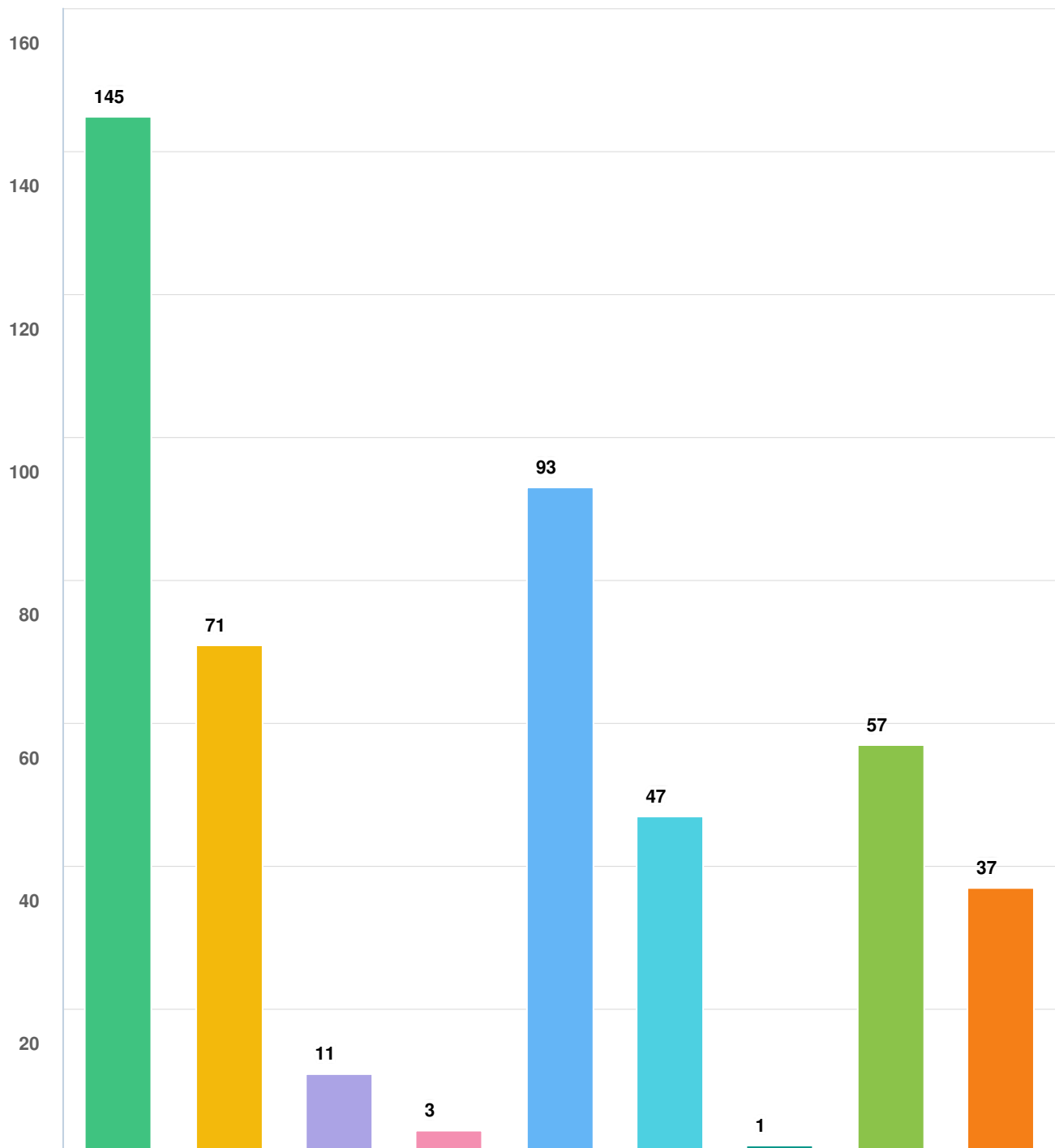
Question type: Radio Button Question

Q14 Which modes of transportation do you use the most? Please rank with (1) as your most common mode and (4) as your least common mode.

OPTIONS	AVG. RANK
Bicycle	2.02
Vehicle	2.23
Walk	2.30
Transit	3.32

Optional question (385 response(s), 5 skipped)
Question type: Ranking Question

Q15 Where did you hear about this project? (choose all that apply)



Question options

Facebook Twitter Postcard Signage Email Public Engagement newsletter
Walking tour event Word of mouth Other (please specify)

Optional question (385 response(s), 5 skipped)

Question type: Checkbox Question

Appendix F – Online survey results (French)

Projet « À pied, à vélo » de Saint-Boniface : Sondage en ligne

SURVEY RESPONSE REPORT

20 October 2019 - 29 September 2020

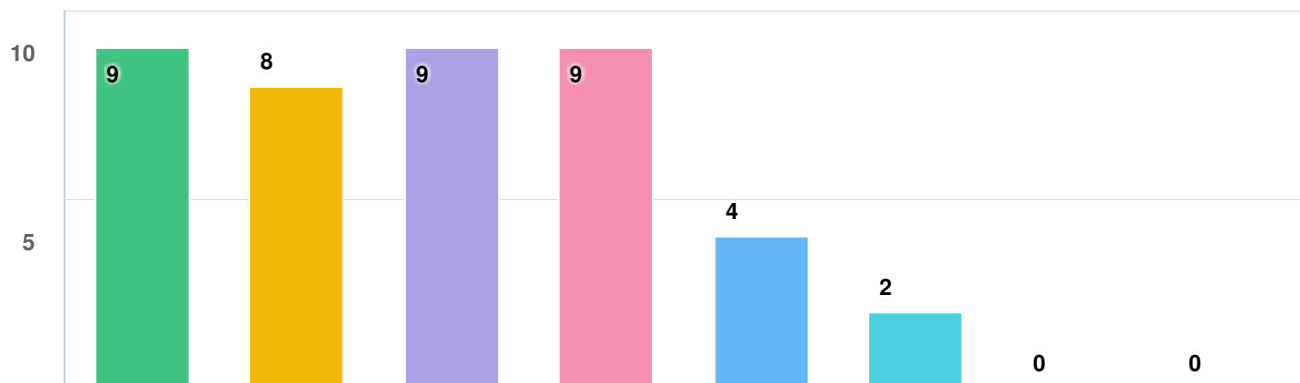
PROJECT NAME:

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



SURVEY QUESTIONS

Q1 Quelles sont vos trois plus grandes priorités en ce qui concerne une liaison d'est en ouest pour les promenades à pied et à...

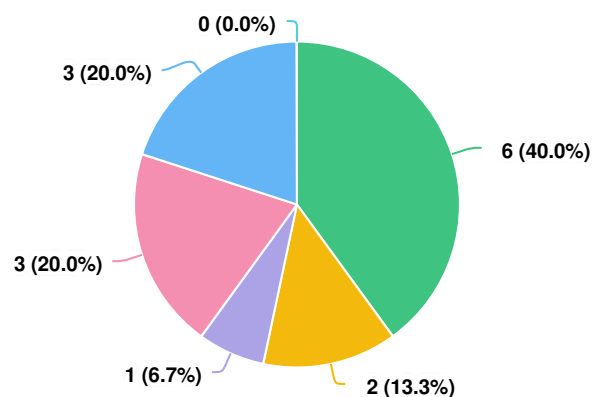


Question options

- Accessibilité pour tous les utilisateurs
 ● Connectivité aux commodités
 ● Confort des piétons
- Connectivité à d'autres itinéraires
 ● Accès aux transports en commun
 ● Autre (veuillez préciser)
- Maintien du stationnement et du chargement sur rue
 ● Circulation efficace des véhicules

Optional question (15 response(s), 0 skipped)
Question type: Checkbox Question

Q2 Lorsque vous vous promenez à vélo en direction est ou ouest dans le secteur à l'étude, sur quelle rue passez-vous le plus d...



Question options

- Le boulevard Provencher
 ● La rue Notre-Dame
 ● La rue Dumoulin
 ● L'avenue de la Cathédrale
 ● Autre :
- Je ne me déplace pas dans ce secteur à vélo

Optional question (15 response(s), 0 skipped)
Question type: Radio Button Question

Q3 Pourquoi utilisez-vous cette rue? Veuillez expliquer :

Screen name redacted

8/28/2020 10:06 AM

Pour aller chez les commerçants de la rue Provencher et pour aller du travail à la maison.

Screen name redacted

9/01/2020 09:35 AM

Pour me rendre au centre-ville.

Anonymous

9/01/2020 06:35 PM

J'utilise cette rue pour me rendre chez moi.

Anonymous

9/02/2020 02:22 PM

plus direct

Anonymous

9/02/2020 10:32 PM

Me rendre à une garderie

Anonymous

9/02/2020 11:09 PM

Pour arrêter faire du magasinage et pour prendre un café

Anonymous

9/03/2020 07:34 AM

Plus tranquille et sécuritaire que la rue Provencher.

Screen name redacted

9/03/2020 12:17 PM

Plus rapide

Anonymous

9/03/2020 02:10 PM

plus tranquille, pratique et sécuritaire

Anonymous

9/03/2020 06:31 PM

Près de ma demeure, peu de circulation de voitures.

Anonymous

9/12/2020 07:25 AM

Proche de mon domicile. Débouche sur Taché vers le nord ou le sud.

Anonymous

9/20/2020 12:23 PM

Je n'ai pas choisi de route spécifique à la question #2 (j'ai choisi "autre" car Provencher n'est pas la route que je prend régulièrement. Voici ma réponse à nouveau. Je me déplace la façon la plus directe à ma destination et je considère la sécurité dans mes choix. Si Provencher aurait une piste sécuritaire de vélo, c'est là que j'irais la majorité du temps, car mes destinations sont là. À cause je trouve cela dangereux d'aller sur Provencher, je choisis d'autres routes moins achalandées...tous dépend de ma destination. Je suis en vélo pour le transport pas pour le plaisir (quoi que me

rendre en bicyclette est normalement plaisant quand il n'a pas beaucoup de trafique).

Anonymous

9/21/2020 07:29 PM

C'est centrale!

Anonymous

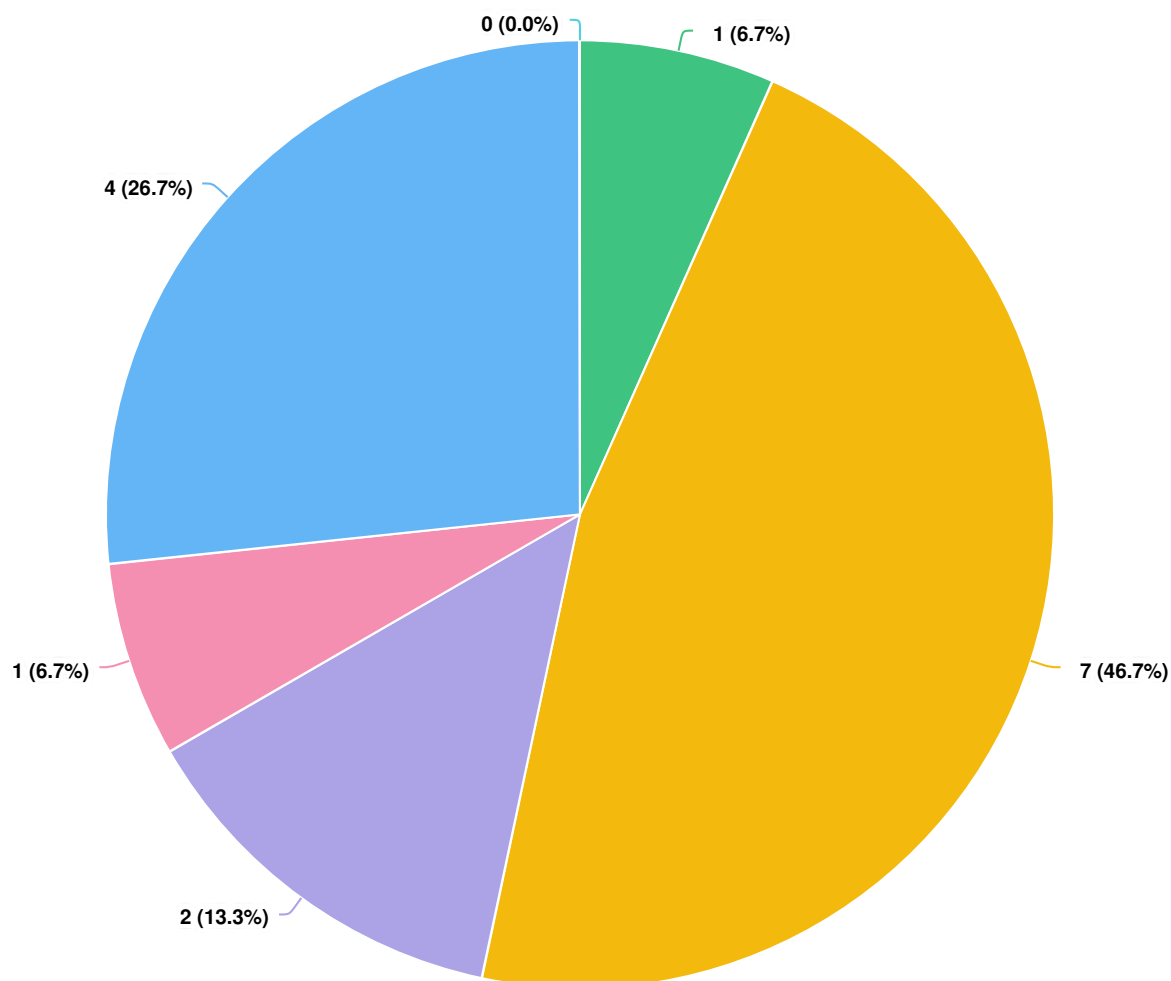
9/22/2020 03:15 PM

Je ne suis pas à l'aise sur le boulevard Provencher, puis la rue Dumoulin est plus facilement accessible ou moins éloignée que les autres rues.

Optional question (14 response(s), 1 skipped)

Question type: Essay Question

Q4 Lorsque vous vous déplacez en direction est ou ouest dans le secteur à l'étude, sur quelle rue aimeriez-vous voir des pistes cyclables désignées? Remarque : Une solution évidente pour le tracé est le boulevard Provencher; toutefois, le droit de pass...



Question options

- Je n'ai pas de préférence
- Le boulevard Provencher
- La rue Notre-Dame
- La rue Dumoulin
- L'avenue de la Cathédrale
- Autre :

Optional question (15 response(s), 0 skipped)
Question type: Radio Button Question

Q5 | Veuillez nous dire pourquoi :

Screen name redacted

8/28/2020 10:06 AM

Parce que le boulevard n'est pas sécuritaire pour les cyclistes et ce serait bien qu'il le soit.

Screen name redacted

9/01/2020 09:35 AM

J'aimerais que les changements soient effectués le plus rapidement possible. Par ailleurs, le boul. Provencher est très important pour le futur .

Anonymous

9/01/2020 06:35 PM

Je préfère la rue Notre-Dame parce qu'elle se connecte bien au parc Lagimodière Gaboury et c'est plus près d'où je réside. Cathédrale n'est pas idéale puisque elle termine sur la Des Meurons une rue qui n'est pas idéale pour les cyclistes.

Anonymous

9/02/2020 02:22 PM

En autant qu'il y ai une piste peu importe où

Anonymous

9/02/2020 11:09 PM

C'est une artère principale et c'est important pour les cyclistes de pouvoir s'arrêter pour un café ou une bière ou pour acheter du bon fromage et du bon chocolat!

Anonymous

9/03/2020 07:34 AM

C 'est moins bruyant et plus pittoresque que la rue ProVencher.

Screen name redacted

9/03/2020 12:17 PM

Il n'y a pas d'autres routes qui offrent une traversée plutôt directe des rivières Rouge et Seine, tout simplement.

Anonymous

9/03/2020 02:10 PM

juste un bloc de Provencher - l'avenue de la cathédrale est déjà navigable sans autre intervention

Anonymous

9/03/2020 06:31 PM

Près du blvd Provencher, central, situé au milieu de l'enceinte historique, donne accès à des voies nord-sud (Aulneau, Langevin, St-Jean-Baptiste et de la Morénie) peu achalandées.

Anonymous

9/12/2020 07:25 AM

Proche de mon domicile

Anonymous

9/20/2020 12:23 PM

Il faut absolument que la ville mette les pistes cyclables/ les pistes de transport actifs comme une priorité! Suggérer autres rues que Provencher démontre que le transport actif n'est pas un choix prioritaire pour la ville. On est dans une crise climatique. Donc, même si vous dites que le boulevard Provencher n'est pas un bon choix, moi je trouve que Provencher est le meilleur choix même si ça va prendre plus d'année à construire. If we are going to build something, let's build it right! Il faut que la ville est de la vision

et penser aux futures générations, pas juste le présent. Le trafic véhiculaire va réduire dans le future si plus de monde prend le transport publique et le transport actif. Mais pour que le monde fait des choix plus écologiques, il faut que ça soit accessible, sécuritaire et un choix facile. Augmente les taxes foncières pour payer pour ces projets. Je suis prête à payer plus de taxe foncières pour cette cause.

Anonymous

9/21/2020 07:29 PM

C'est centrale et le Boulevard a besoin d'un update. On devrait avoir moins de traffic et rendre le Boulevard plus intime en général.

Anonymous

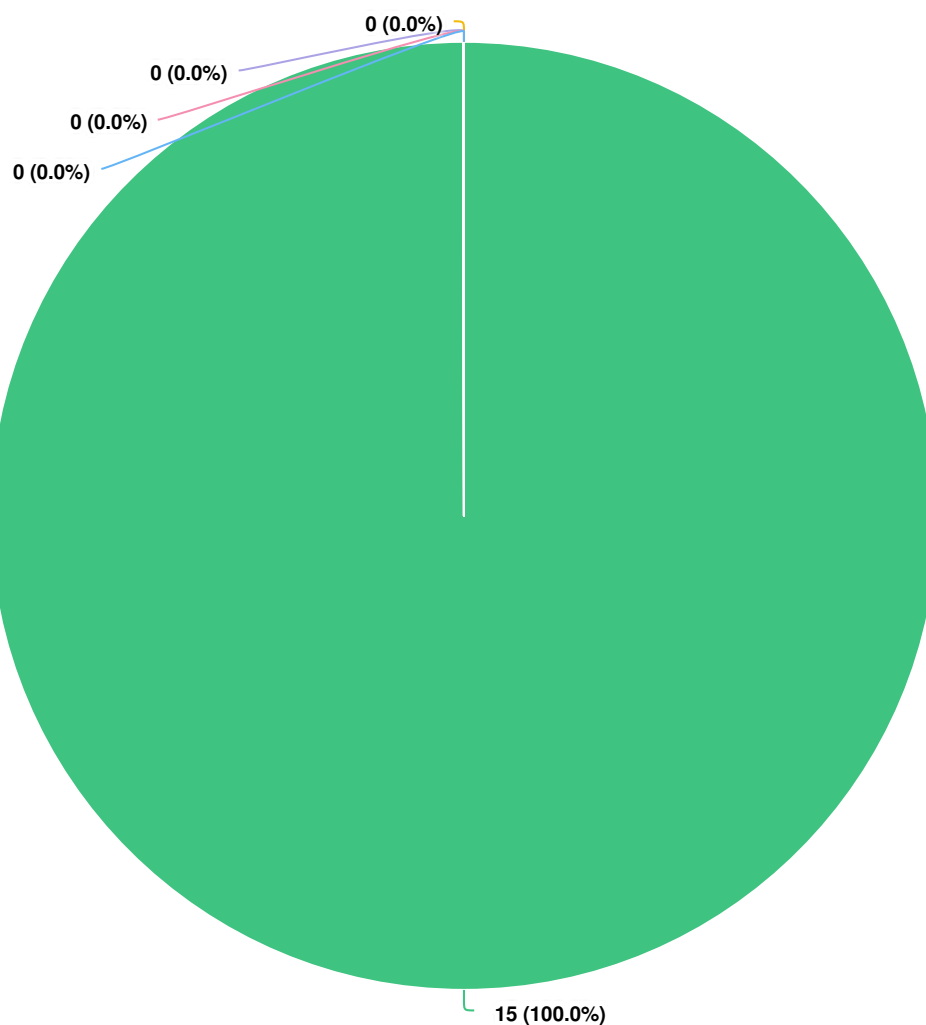
9/22/2020 03:15 PM

Ça serait bien de ne pas avoir besoin d'allonger mon parcours comme je le fais actuellement. De plus, je serai plus portée à arrêter aux commerces sur la Provencher.

Optional question (13 response(s), 2 skipped)

Question type: Essay Question

Q6 Ce projet a pour objet d'améliorer les choix de modes de transport, l'accessibilité et la connectivité pour les personnes de tous les âges et de tous les niveaux entre la passerelle de l'Esplanade Riel/le pont Provencher et le sentier polyvalent su...

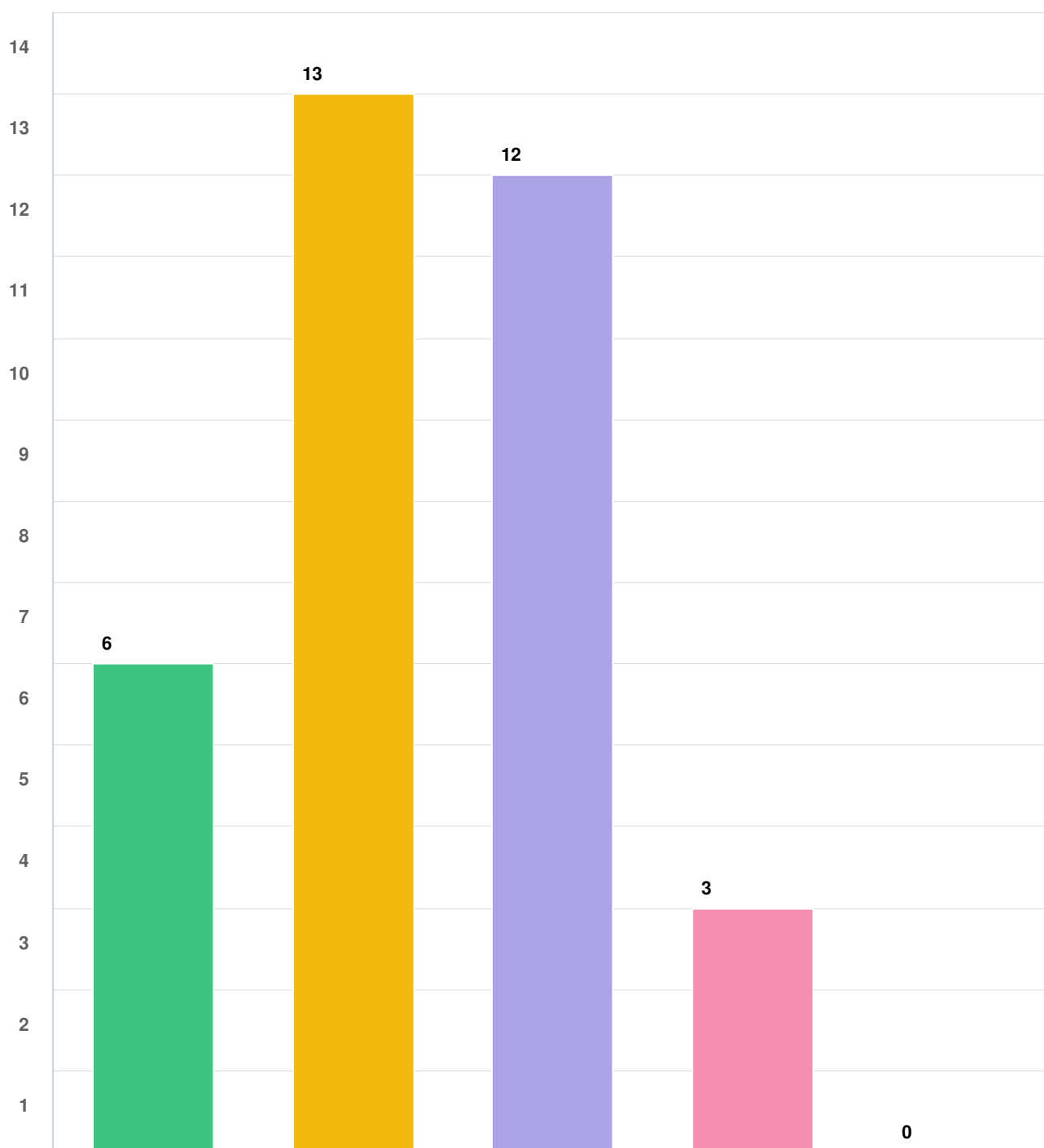


Question options

● Très favorable ● Favorable ● Neutre ● Défavorable ● Très défavorable

Mandatory Question (15 response(s))
Question type: Radio Button Question

Q8 À quel type d'événement futur seriez-vous le plus susceptible de participer?



Question options

- ☒ Atelier public : en personne ☒ Atelier public : en ligne ☒ Sondage en ligne
☒ Trousse de discussion autonome pour organiser votre propre réunion et envoyer la rétroaction du groupe ☐ Autre :

Optional question (15 response(s), 0 skipped)

Question type: Checkbox Question

Q9 | L'équipe de projet collabore avec des intervenants dans tout le secteur du projet. Y a-t-il un groupe que vous estimez particulièrement important à consulter? Dans l'affirmative, qui :

Screen name redacted

8/28/2020 10:06 AM

Bike Winnipeg, le CCFM, les biz des alentours.

Anonymous

9/02/2020 02:22 PM

Biketrails winnipeg

Anonymous

9/03/2020 07:34 AM

Vélocité

Screen name redacted

9/03/2020 12:17 PM

Save Our Seine, Bike Week Winnipeg, Vélo-Cité, Défi transport

Anonymous

9/03/2020 02:10 PM

Centre de santé Saint-Boniface, ORSW, Vélo Cité Coop, Association des résidents de Saint-Boniface

Anonymous

9/03/2020 06:31 PM

Bike Winnipeg, Entreprise Riel (impact sur le tourisme)

Anonymous

9/12/2020 07:25 AM

Coop Vélo cité

Anonymous

9/20/2020 12:23 PM

Bike Winnipeg, le Conseil Jeunesse Provincial, Vélo-Cité

Anonymous

9/21/2020 07:29 PM

Co-op Vélo-Cité

Anonymous

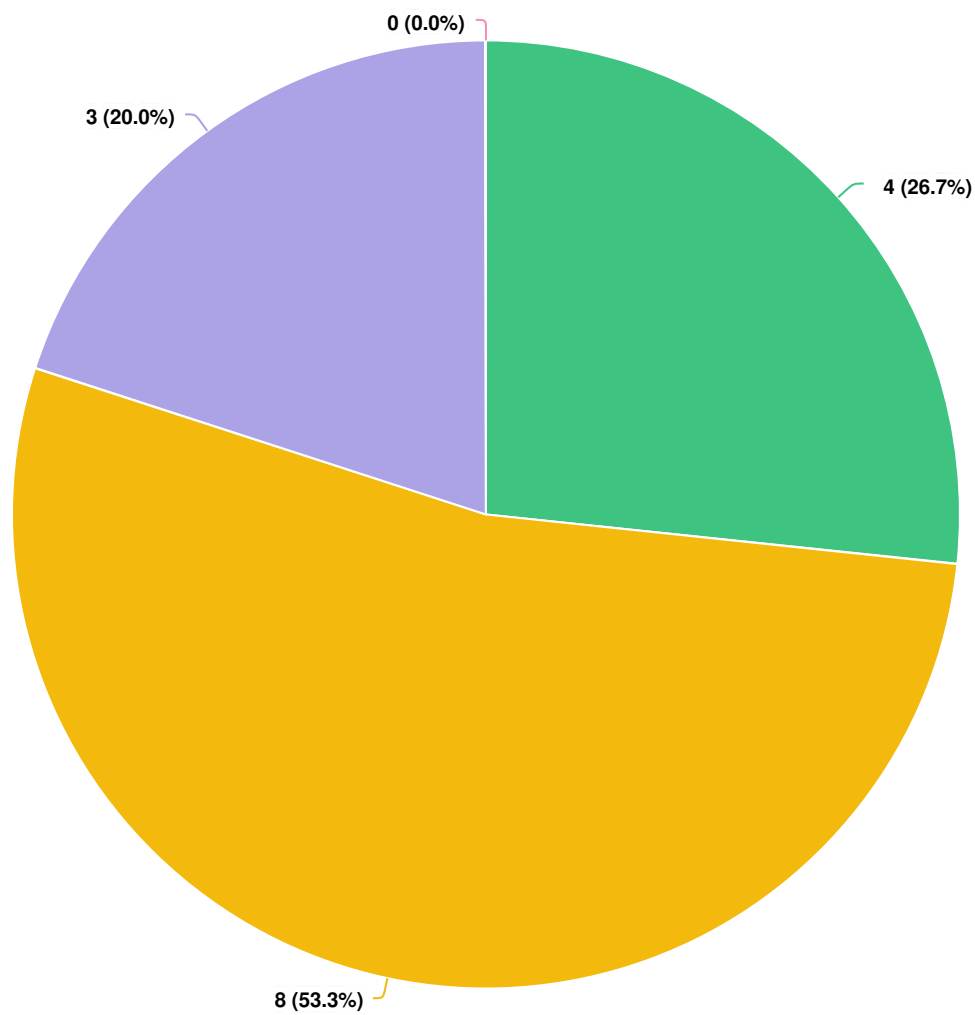
9/22/2020 03:15 PM

Directorat de l'activité sportive

Optional question (10 response(s), 5 skipped)

Question type: Essay Question

Q10 Quel âge avez-vous?

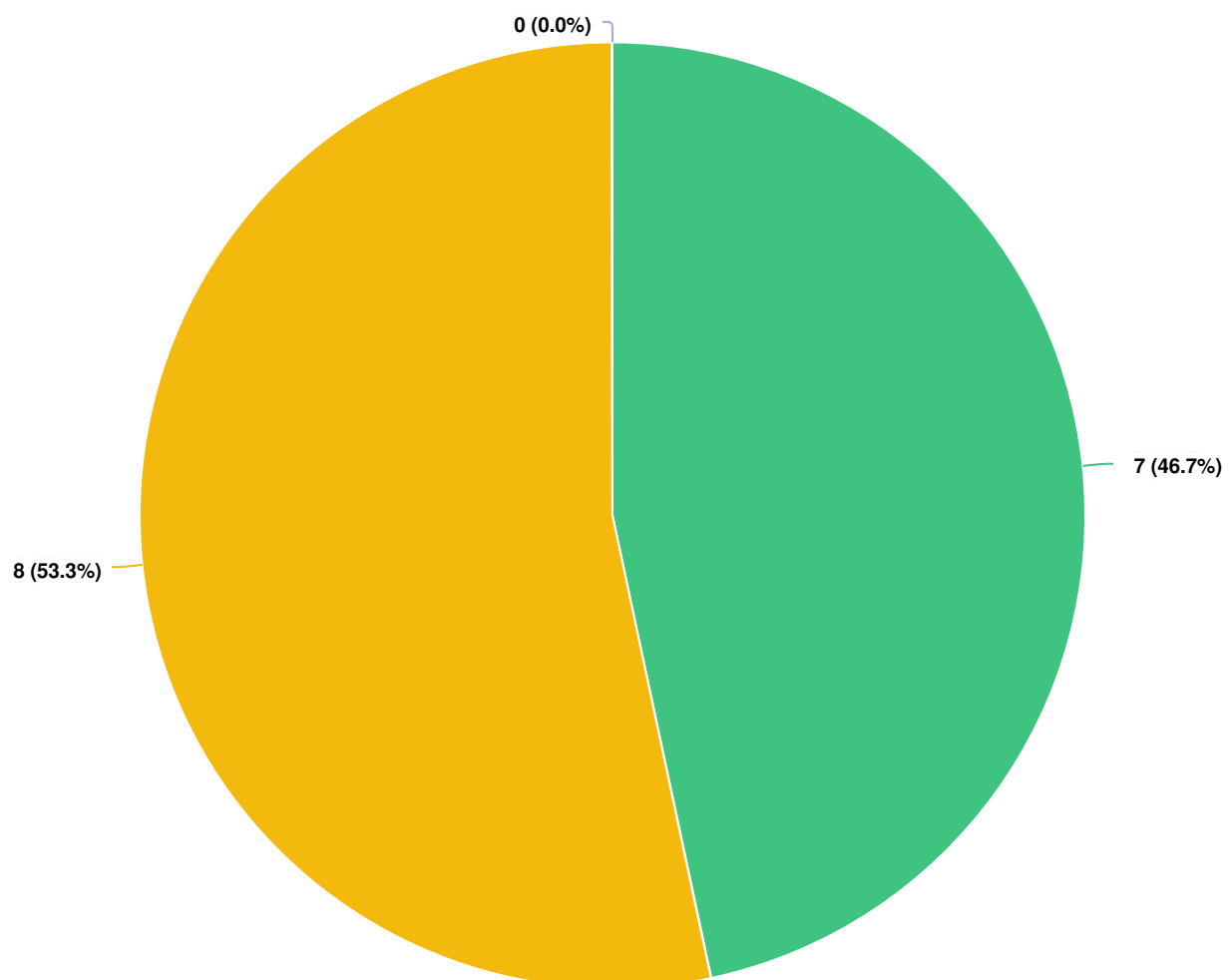


Question options

● De 18 à 34 ans ● De 35 à 55 ans ● 56 ans ou plus ● Moins de 18 ans

Optional question (15 response(s), 0 skipped)
Question type: Radio Button Question

Q11 Comment vous identifiez-vous?



Question options

☒ Homme ☒ Femme ☐ Other (please specify)

Optional question (15 response(s), 0 skipped)

Question type: Radio Button Question

Q12 | Veuillez indiquer les trois premiers caractères de votre code postal

Screen name redacted R2H
8/28/2020 10:06 AM

Screen name redacted R2H
9/01/2020 09:35 AM

Anonymous R2H
9/01/2020 06:35 PM

Anonymous r2m
9/02/2020 02:22 PM

Anonymous R2H
9/02/2020 10:32 PM

Anonymous R2M
9/02/2020 11:09 PM

Anonymous R3P
9/03/2020 07:34 AM

Screen name redacted R3L
9/03/2020 12:17 PM

Anonymous R2J
9/03/2020 02:10 PM

Anonymous R2H
9/03/2020 06:31 PM

Anonymous R2H
9/12/2020 07:25 AM

Anonymous R2H
9/20/2020 12:23 PM

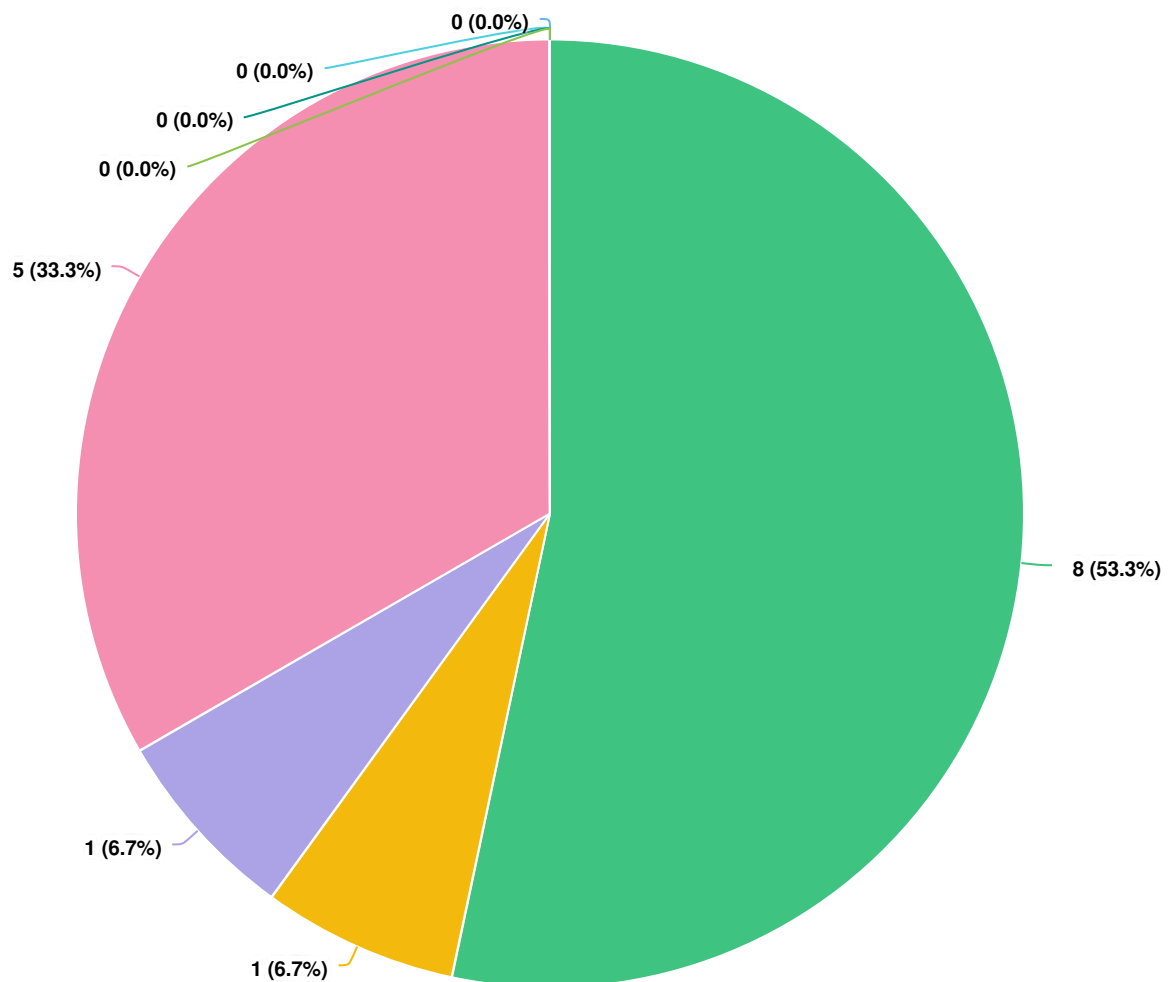
Anonymous R2H
9/21/2020 07:29 PM

Anonymous R3B
9/22/2020 03:15 PM

Optional question (14 response(s), 1 skipped)

Question type: Single Line Question

Q13 Quel est votre principal lien avec le secteur à l'étude?



Question options

- J'habite ici
- Je suis propriétaire d'une entreprise ici
- Je suis client d'entreprises ici
- Je me déplace dans le secteur à l'étude
- Je travaille ici
- Je vais à l'école ici
- Je rends visite à des amis ou à de la famille ici
- Je visite le secteur à l'étude

Optional question (15 response(s), 0 skipped)

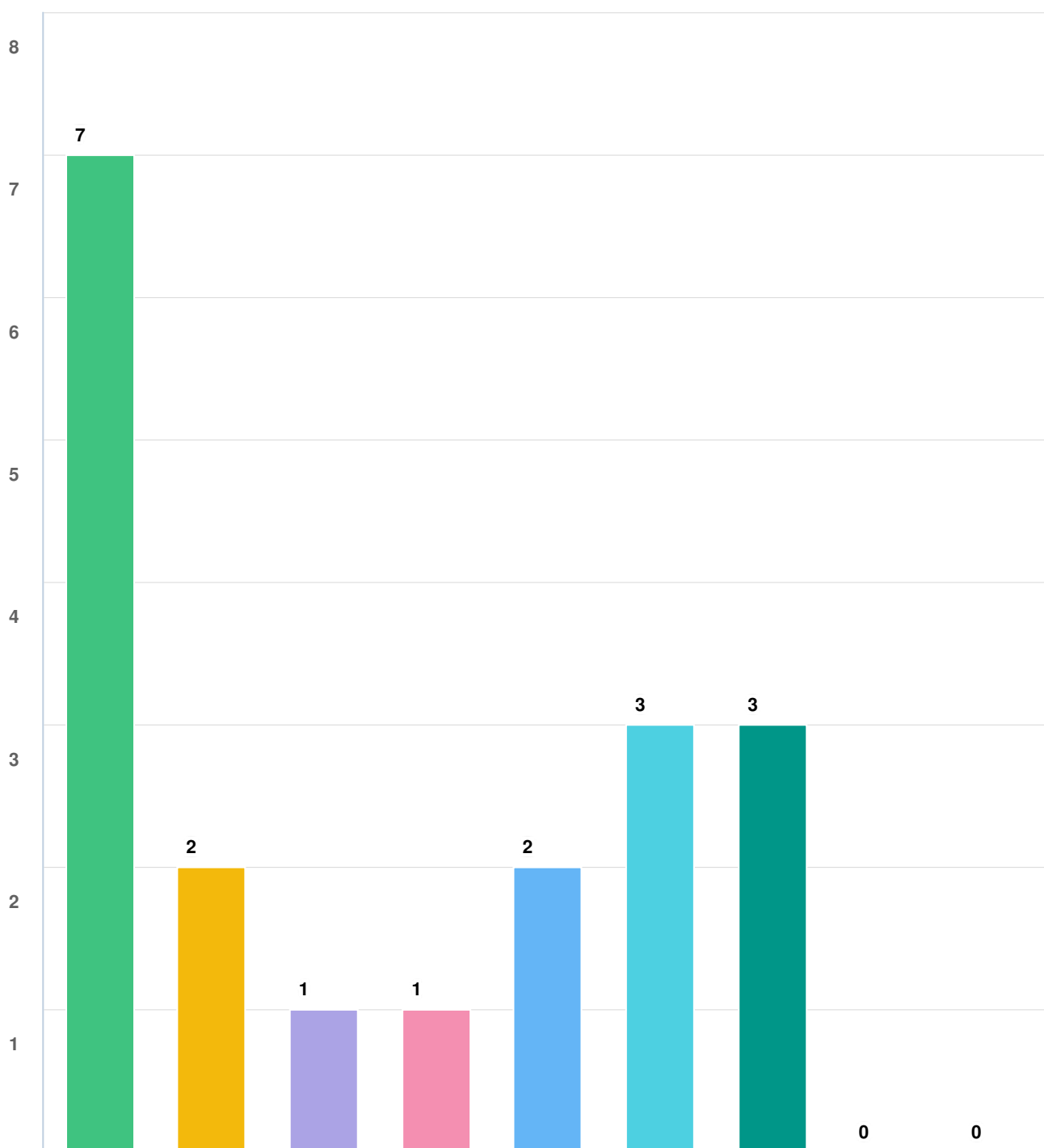
Question type: Radio Button Question

Q14 Quels moyens de transport utilisez-vous le plus souvent? Veuillez classer chaque moyen de transport par ordre d'importance, (1) étant le moyen de transport que vous utilisez le plus souvent et (4), le moins souvent.

OPTIONS	AVG. RANK
À vélo	1.73
À pied	1.79
Véhicule	2.57
Transports en commun	3.71

Optional question (15 response(s), 0 skipped)
Question type: Ranking Question

Q15 Où avez-vous entendu parler de ce projet? (Choisissez toutes les réponses pertinentes.)



Question options

Facebook Twitter Pancarte Courriel Bulletin d'information sur la participation publique
Bouche-à-oreille Other (please specify) Carte postale Visite guidée à pied

Optional question (15 response(s), 0 skipped)

Question type: Checkbox Question