

Winnipeg Walk Bike Projects
Downtown Bike Lane System Stakeholder Meetings

December 2015

Submitted by:
MMM Group Limited

5515081

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**Appendix A – Downtown Bike Lane System Stakeholder Meeting
Discussion Notes**

Appendix B – List of Invited Stakeholders

Date: October 15, 2015

Time: 2:00 – 4:00 PM (Afternoon) and 6:00 – 8:00 PM (Evening)

Location: Fort Garry Hotel, Assiniboine B Room

1.0 Attendees

- 1x1 Architecture
- CentreVenture
- Council, City of Winnipeg
- Crystal Developers
- Downtown Winnipeg BIZ
- Exchange District BIZ
- Garrick Hotel
- Genumark
- Longboat Development
- Manitoba Hotel Association
- Manitoba Infrastructure and Transportation
- PKBW Group
- Province of Manitoba
- SkyCity
- The Forks
- The Keg Steakhouse and Bar
- The Pint Winnipeg
- WRHA

Study Team

- David Jopling MMM Group
- Brock Feenstra MMM Group
- Greg Propp MMM Group
- Kerra Mruss MMM Group
- Jaime Lacoste MMM Group
- Dave McLaughlin MMM Group
- Mike Skene Boulevard Transportation Group
- Glen Manning HTFC Planning & Design
- Ian Frank HTFC Planning & Design
- Scott Suderman City of Winnipeg
- Tiffany Skomro City of Winnipeg
- Mark Doucet City of Winnipeg

2.0 Agenda

1. Introduction
2. Presentation
3. Breakout Groups – Table Discussions and Mapping Exercise
4. Report Back and Informal Discussions

3.0 Intent of Meeting

This meeting provided an opportunity for participants to have an open discussion about the Downtown Bike Lane System Study. Participants were encouraged to express their ideas and perspectives on the existing conditions of the Fort Street, Garry Street and the Main Street and Assiniboine Avenue crossing, and opportunities for future improvements on the street. This meeting was an opportunity for stakeholders to provide information on their needs and desires for improvements on the entire right-of-way for consideration by the design team.

4.0 Format of Meeting

The event began with a presentation on the background and intent of the study, followed by group discussions. Cycling experts Mike Skene and Dave McLaughlin were in attendance, and circulated around the room answering questions and engaging in discussions as needed. A table facilitator led the group through the discussion and mapping exercises, and recorded the group's key points on a flip chart and table map. After the discussion there was a short report back session where the cycling experts summarized what they heard and discussions they had.

5.0 Breakout Group Exercise #1 - Table Discussion

The facilitator asked participants around the table to introduce themselves by indicating who they are and why they were there. The following questions were designed to prompt a discussion at the table.

1. What are the characteristics of a successful downtown street?
 - a. How do streets contribute to the overall vitality of the downtown?
2. How does the use of Fort Street, Garry Street, and the Main Street and Assiniboine Avenue crossing change during weekdays, evenings and weekends?
3. When considering the design of Fort Street, Garry Street and the Assiniboine Avenue to The Forks connection, what is important to you (sidewalks, street furniture, vegetation, lighting, transit, intersections, cycling lanes, automobile lanes, parking and loading)?
4. As the study continues, what information might be important for the public and stakeholders to consider?

6.0 Breakout Group Exercise #2 - Observations Mapping Exercise

This exercise engaged participants in providing their ideas to a study area map. Participants were asked to provide local knowledge and opinions on issues and opportunities to consider when designing a pedestrian and cycling corridor through the area. Study team observations and the previous discussion were used to probe participants to discuss issues and opportunities.

7.0 Key Themes

The following themes emerged from the exercises:

- **Business:** The cost/benefit of bike lanes differs depending on the business. Some restaurants peak evening hours benefit from on-street parking. Downtown businesses should try to accommodate cyclists.
- **Snow:** Snow clearing on both streets and bike lanes is needed. Bike lanes often get neglected – building a two-way lane may allow for a typical snow plow to get through the cycle lane. Clean sand off bike lane after winter because it is dangerous for cyclists.
- **Conditions:** Road conditions are currently poor. Cycle track on Assiniboine has been blocked for a while by adjacent construction area.
- **Connectivity:** Connection to/from The Forks and St. Boniface is important. St. Boniface residents use The Forks to access Downtown. The Riverwalk connection below Main Street is not very accessible for most users.
- **Crossing:** Main Street at Assiniboine Avenue pedestrian / cycle crossing is necessary. Crossing wait times are currently an issue for cyclists unless they use the pedestrian crossing.
- **Demand:** Traffic (vehicle, pedestrian and bike) and parking demand fluctuates based on events and peak commuting. Any future increase to the residential population would put extra demand on parking and traffic. Is there currently enough residential development to require improved infrastructure? Weekend demand is inconsistent as it depends on events.
- **Design:** Each Downtown street has a different character, but some desire for a consistent urban section. Some found Sherbrook Street an ideal design, while others said that Sherbrook Street is a much different street in terms of traffic and use, and may not be the best precedent for Garry Street.
- **Separation:** Parked car protected bike lanes would maintain parking and allow for separated cycling infrastructure.
- **Two-Way vs One-Way:** Frustrations with cyclists trying to pass each other and cyclists going the wrong way could be mitigated with a two-way bike lane.
- **Education and Communication:** Better directional and educational signage and materials are needed to educate cyclists and drivers about proper use and rules of on-street cycling facilities.
- **Enhancements:** Streetscaping, planters, lighting, vegetation, heat lamps, public art, signage, patios, benches, change/shower facilities, places for people to stop, sit and enjoy, are all desirable. A balance between streetscaping and parking should be considered.
- **Events:** Jets, Moose, and other MTS Centre events create traffic and place increased pressure on parking. People stay downtown if there are things to do. Restaurant traffic can increase if there are lunch or dinner specials available. The Pint, Garrick Hotel and Fame have more vehicle and pedestrian traffic at the end of the night (at closing hours).
- **Loading:** Lost loading zones for deliveries, taxi drop-off and accessible parking are a concern. Loading that does not block cycle lanes is important.
- **Parking:** Businesses prefer close on-street parking for customers. Parking rates are rising which may make people not come downtown. Residential parking and accessible loading are needed. Bike parking is important.

- **River:** Cyclists can go along river walk under the bridge, but water levels can impact access.
- **Safety:** Concerns about cycling safety and personal safety downtown. Safety patrols and lighting important for personal safety. Cycling safety concerns include: left-turns, driver right-turns, path width, shared lanes and crowding, aggressive drivers, getting “doored”, bike theft.
- **Traffic:** Garry Street between York Avenue and Broadway Avenue has peak traffic volumes in the afternoon. Can traffic flow be improved through timing and synchronization of lights?
- **Transit:** Some routes make a right-turn onto Fort Street from St. Mary Avenue. Cycle lanes behind transit (Pembina Hwy.) do not work well.
- **Turning:** Left-turns are challenging for cyclists, and could be improved with bike boxes. Accommodating right-turns challenging for drivers and cyclists – no right-turns on red may minimize conflict.
- **Users:** Challenges with existing facilities for both drivers and cyclists. Design should accommodate a wide range of users and modes, and balance needs of users and businesses.

Appendix A – Downtown Bike Lane System Stakeholder Meeting Discussion Notes

Q1

- Challenges for existing facilities for both motorists and cyclists
- Parking important (all times of day)
- Sherbrook Street is different than Garry Street
- Bike parking in office building
 - Change/shower facilities
- Type of restaurant/business determines cost/benefit of bike lane
- The Keg – 92% of business is “dinner”
 - Peak 5-8 PM
- Demand – how many routes to downtown are required?
- Main Street at Assiniboine Avenue pedestrian crossing is essential
 - Separate bike and pedestrian
- Garry Street streetscaping – planters
- Lost loading zones – deliveries/handicap parking
- Taxi lanes
- Increased parking demand
 - Moose, Jets etc.
 - Special Events
- Fort Street usage
- Connection to the Forks
- Safety
- Major connections
 - Assiniboine Avenue to the Forks
- Future increased residential population
- Auto traffic volume (Fort Street and Garry Street)
 - Peak hours
- Signage and education
- Consistent urban section
- St. Boniface use Forks to access downtown and Assiniboine Avenue
- Busy with people
 - Not enough residential development
- Wide range of people and interests
 - All users/modes
- More attractions downtown
- Easy access to business, residents
- Parking: free access downtown
- Each street has different characteristics within downtown

Q2

- Dead on Saturday and Sunday - less on Saturday
- Busy during Jets games
- Summer events see many people using the streets – vibrant streets
- Main crossing is necessary
- Forks track is well designed but leads nowhere
- Sign at end of cycle way by Forks Roundabout to let people know of future connection
- How will crossing work in best practice?
- Crossing wait time is an issue
- Can't get on Riverwalk very easily by bike
- Can cross Main Street going under on River Walk?
- Need to install a traffic light for Main Street crossing
- Many pedestrian deaths this summer mainly on weekends
- Light synchro will make for better flow and people will avoid racing to the next light
- Timing of lights if you go the "right" speed
 - Reward
- Cyclists are targets of aggressive drivers
 - Getting better.
- Saw someone get "doored"
- Cycling lanes could help
- Argument separate cars and bikers or share
- Never been hit by riding in a marked lane (been hit five times)
 - Narrow streets are where most accidents happened
- Turning right – vehicles will go into the lane and wait
- There is an issues of people not understanding how the lanes work
- Cars come across the bike lane
- Confident cyclist leaves space for right-turn cars
- No right-turn on red may minimize conflict.
- What are the green lanes?
- Green highlights for cars too
 - I started to notice it coming out of U/G parking
- When bike lanes were first installed in the City there was discussion if the lanes were even legal
- Depends on events, lots of activity
 - daily specials (lunch)
- Event parking for the Pint, the Garrick Hotel and Fame (busy end of night)
- delivery needs
 - Access to loading zone
- Safety of customers
 - Access to cabs to property
- People stay downtown because there are things to do

- Put buildings first (before bike lanes)
- “Carriage before horse”
- Parking rates rising, so how to get people downtown
- Climate of Winnipeg = driving
- Best use of money
- Streets quiet in evenings and weekends
 - Busy during rush hours, Jets games (cars + bus + bike)
- People on bikes move through neighborhood
- Pedestrians stay
 - Cold weather move store to store
- Bike theft! Solid bike parking is needed

Q3

- Cycle lane going behind transit doesn't work very well (e.g., Pembina); the one on Sherbrook works well
- Bishop Grandin at Dakota is a poor bike lane
- Left turns off Fort works when you use hand signal
- No problems if you signal, shoulder check and be patient
- Will be difficult for all ages and abilities to turn left
- Bike box would work well
 - I like that
- Lots of educational pieces
- If you don't ever want to bike, you will never know the bike rules
- Ads for other road users are starting to appear
- Restaurants downtown should cater to cyclists unlike suburban restaurants
- Working to identify spots for bike parking
- Bike parking is important
- New development will have covered bike parking for residents
- Bike project – Pedal in the Peg
 - Pilot project open to public
- Safety – access for cabs
- Accessibility – handicapped/transit
- Bike left turns
- Driver right turns
- Keeping pedestrians, bikes separate
- Lighting, street lighting, vegetation
 - Increase comfortable heat lamps...sidewalks
 - Parking lots
 - Clearing snow from sidewalks

Q4

- On Fort Street from Broadway to Portage Ave there is parking – could easily move bike lane to curb and move parking out to protect cyclists and preserve parking
- Want to be able to let faster bikes pass
- Frustrates me when people ride the wrong way down the bike lane down Sherbrook
- Two-way lane allows for a “normal” snow plow to get through
- I like the idea of a 2-way lane; is it is better and safer?
- 2-way bike lane on a 1-way street sounds complicated
- 2-way only if it is protected lane
- Cheap to move paint to curb to protect by cars
- For walking I like that the paths have been leveled out
- Leave plastic on yellow pedestrian pads and it wears off and becomes garbage
- Detailed feedback from business owners on street
 - Loading, etc.
- Accessibility and easy access of Fork to Assiniboine for all users
- **Parking needed for area no barricade in front of stores
- Balance needs of all uses and business
- Balance uniqueness of business and user experience (unique needs for facilities)
- Messaging – how to approach entire street (beyond bikes)
- Existing cross-section working
- Panhandling – downtown biz/patrols/safety
- Public art – “nuit blanche” – make it more memorable – wayfinding
- Lighting
- Increase flow
- Improve signage of streets – difficult for out-of-town quests (capture attention, good promotion)

Maps

- Good idea bike crossing [proposed Assiniboine to Forks Crossing]
- Keg parking on-street
- Bus turning [St. Mary Avenue and Fort Street]
- Loading [PKBW Chartered Accountants – 219 Fort Street]
- Traffic [Fort between Graham and Portage Avenue]
- Afternoon peak traffic volumes [Garry between York and Broadway]
- Water levels
- Bikes under bridge on river walk
- Elderly and clients need loading [219 Fort Street]
- Open Portage & Main – help connect downtown -> increase foot traffic
- Connections [circle around Assiniboine Ave to Forks]
 - Conflict ped, bike, car
 - Confusing

- Residential parking issues and handicap loading [Fort and Garry, from Assiniboine to halfway to Broadway]
- Entertainment Hub [including. the Pint and nearby surrounding area]

General Discussion

- Vibrancy
 - People/activities
 - Storefronts
- Safety
 - Winter
 - Comfort level higher if separate facility
- Buildings to sidewalk
- Places to sit example “cool gardens”
- Interchange of residents (demographic)
- Positive user experience
- Complete streets
 - Clear delineation of users
- Street furniture
- Unique development option
- Improve the whole row
- Pedestrian safety (lighting improvements)
- Accessibility (barricades)
- Wayfinding signage is inconsistent
- Snow clearing (sidewalks and bike facilities)
- Daycares have little green space
- Links to rapid transit confusing
- Longer pedestrian crossing time at signal
- Temporary bike lanes in spring to fall?
- Year round “captive” cyclists impact
- Dedicated cycle route + more users?
- Physically separated = safer?
- Cycle users living in downtown
- Aesthetics of cycle facility
- Bike security redevelopment
- Quiet during evening
- Centre median refuge area
- Visibility northbound on Main at Assiniboine
- Connecting pedestrian corridors
- Reduce surface parking lots
- Redevelopment potential
- Green space

- Public amenities
- Adding residential units
- Parking - too much surface parking
- Continuity of cycling routes
- Changes is difficult (just do it?)
- Painted lanes not working
- Cycle lanes clearly delineated
- Intersection issues (turning vehicles)
- Green is good on bike lanes
- Bike storage (secure)
- No bike lane [Fort between Assiniboine and Broadway]
- Sand on bike route
- Living Downtown – less car dependent
- Safety
 - Personal
- Better lighting
- Foot Patrol is good
 - Bike safety
- Width of cycling path
 - Crowded out
 - Car doors
 - Want to be in middle of lane
 - Getting passed by cyclists
- Would like to only consider one side
 - Car door on one side, cars travelling on the other
 - Sherbrook is ideal
 - Build streets for people, not vehicles
- Multi-modal
- Was ok in Vancouver when lived there
- Love the planters but it removes parking and we need to balance both
- Have loading in front that need some access
- Near Assiniboine Avenue on Fort Street (Between Assiniboine and Broadway) have icon of cycling lane where cars park and cover the lane up
 - Protected cycling by car might be a solution
- Condition of road is poor
 - Grooves of the car on Broadway Avenue are terrible
 - At every intersection
- Cycle track on Assiniboine has been blocked
- Hope future construction considers cycling
 - In Copenhagen has laws you can't block lanes
- D condo did try to accommodate 1.5 years after
 - Impressed by that

- Keep sand off cycle lane after winter
 - Street cleaned but not on cycle lane
- Places for people to stop, sit, and enjoy
 - Accessibility, patio, benches
- Minimize surface lot, mixed use, active street front
 - Transparency and connectivity
- Wide sidewalks, interact with streets

Appendix B – List of Invited Stakeholders

BUSINESS/ORGANIZATION	INVITATION METHOD
1254536 ONTARIO LIMITED	REGISTERED MAIL
1642190 ALBERTA LTD.	REGISTERED MAIL
195 FORT STREET LTD.	REGISTERED MAIL
1X1 ARCHITECTURE INC.	REGISTERED MAIL
2 KELLY'S CAFE	REGISTERED MAIL
213 NOTRE DAME	HAND DELIVERED
215 HOLDINGS LTD.	REGISTERED MAIL
224 NOTRE DAME	HAND DELIVERED
225 GRAHAM AVENUE DEVELOPMENT INC.	REGISTERED MAIL
233 PORTAGE AVE INC	REGISTERED MAIL
235 NOTRE DAME	HAND DELIVERED
237 NOTRE DAME	HAND DELIVERED
2444764 MANITOBA LTD	REGISTERED MAIL
251 - A NOTRE DAME	HAND DELIVERED
2618967 MANITOBA LTD	REGISTERED MAIL
3031632 MANITOBA INC	REGISTERED MAIL
3104834 MANITOBA LTD	REGISTERED MAIL
3104893 MANITOBA LTD	REGISTERED MAIL
3190677 MANITOBA LTD	LEFT FOR PICKUP AT POST OFFICE
4301498 MANITOBA LTD	REGISTERED MAIL
5182353 MANITOBA LTD.	REGISTERED MAIL
53044 MANITOBA LTD.	REGISTERED MAIL
5830177 MANITOBA LTD.	REGISTERED MAIL

60961 MANITOBA LTD	REGISTERED MAIL
6441352 MANITOBA LTD.	REGISTERED MAIL
6523013 MANITOBA LTD.	LEFT FOR PICKUP AT POST OFFICE
6566074 MANITOBA LTD	REGISTERED MAIL
6593250 MANITOBA LTD.	REGISTERED MAIL
6610412 MANITOBA LTD	REGISTERED MAIL
6610412 MANITOBA LTD.	REGISTERED MAIL
6619593 MANITOBA LTD.	REGISTERED MAIL
79592 MANITOBA LTD	REGISTERED MAIL
ACKLANDS-GRAINGER INC.	REGISTERED MAIL
ADVANTAGE DOWNTOWN	RETURNED
AFFINITY ARCHITECTURE INC.	REGISTERED MAIL
ARMY, NAVY & AIR FORCE VETERANS	RETURNED
ARTHUR J. NITIKMAN AGENCIES	LEFT FOR PICKUP AT POST OFFICE
ARTIS REIT	REGISTERED MAIL
ASSINIBOINE ATHLETIC CLUB	REGISTERED MAIL
ATLANTIC ESCAPES TRAVEL	RETURNED
BARNES & DUNCAN LAND SURVEYORS	REGISTERED MAIL
BEACON HILL LODGE	REGISTERED MAIL
BIG DEAL CATERING	REGISTERED MAIL
BNB REAL ESTATES CO LTD.	REGISTERED MAIL
BOEHM HOTEL CORP	REGISTERED MAIL
BRENT BUSINESS SERVICES LTD.	REGISTERED MAIL
C/O KRYNSKI & ASSOCIATES LTD	RETURNED
CAMBRIAN CREDIT UNION LIMITED	REGISTERED MAIL

CANWEST DIGITIZING	RETURNED
CAROLINE, DAVID & FREDERICK ROBERTSON	RETURNED
CENTREVENTURE	EMAIL
CERIDIAN CANADA LTD.	REGISTERED MAIL
CFL CUSTOM FINANCING & LEASING	REGISTERED MAIL
CITY OF WINNIPEG - PP&D	RETURNED
CLIPPER HOTELS LTD.	REGISTERED MAIL
CLUB 200	REGISTERED MAIL
CONZATTI LINDA E	REGISTERED MAIL
COUNCILLOR GILROY	EMAIL
CREDENTIAL FINANCIAL INC.	REGISTERED MAIL
CRYSTAL DEVELOPERS LTD	REGISTERED MAIL
CUMIS LIFE INSURANCE COMPANY	REGISTERED MAIL
CUNNINGHAM LINDSEY CANADA LTD.	REGISTERED MAIL
DEANNA BETTERIDGE	EMAIL
DEFINING PRESENCE MARKETING GROUP	LEFT FOR PICKUP AT POST OFFICE
DIRECT DATA PRODUCTS LTD.	REGISTERED MAIL
DOMO GASOLINE CORPORATION LTD.	REGISTERED MAIL
DORWIN HOTEL LTD	REGISTERED MAIL
DOWNTOWN BIZ	EMAIL
DOWNTOWN NEIGHBOURHOOD ASSOCIATION	EMAIL
DR. BOLTON'S OFFICE	REGISTERED MAIL
DR. JOSHI'S OFFICE	RETURNED
DR. ROBINSON'S OFFICE	REGISTERED MAIL
EMRY MARKETING SERVICES	RETURNED

ENG SHIRLEY M Y	REGISTERED MAIL
ENVISION PROMOTIONAL MARKETING	RETURNED
EPH APPAREL	REGISTERED MAIL
ESHMADE A. F. AND ASSOCIATES	REGISTERED MAIL
EVOLUTION CAFE-PRIMA VENTURES INC.	REGISTERED MAIL
EXCHANGE DISTRICT BIZ	EMAIL
FAME NIGHTCLUB	LEFT FOR PICKUP AT POST OFFICE
FAMENA'S ROTI	REGISTERED MAIL
FINE LINE COMMUNICATIONS LTD.	REGISTERED MAIL
FORENSIC ACCOUNTING	REGISTERED MAIL
FORT CONSULTING	RETURNED
FORT GARRY PLACE MALL	REGISTERED MAIL
FORT PARK INC.	REGISTERED MAIL
FORT STREET CLINIC	REGISTERED MAIL
FOUNTAIN TIRE	REGISTERED MAIL
FRAMAR INVESTMENTS LTD	LEFT FOR PICKUP AT POST OFFICE
FRESH PROJECTS DESIGN BUILDERS	REGISTERED MAIL
FRIENDS OF UPPER FORT GARRY	REGISTERED MAIL
GAIL'S ON GARRY	REGISTERED MAIL
GARRICK HOTEL	REGISTERED MAIL
GENUMARK	REGISTERED MAIL
GERMAN CANADIAN CONGRESS	REGISTERED MAIL
GRAIN EXCHANGE CURLING CLUB	RETURNED
GROLLE FINE ART	REGISTERED MAIL
HANA HOLDINGS LTD.	REGISTERED MAIL

HANDY MART	LEFT FOR PICKUP AT POST OFFICE
HARVIC INVESTMENTS INC.	LEFT FOR PICKUP AT POST OFFICE
HER MAJESTY THE QUEEN -PROVINCE OF MANITOBA	RETURNED
HIGH ROAD COMMERCIAL CLEANING INC.	REGISTERED MAIL
HILLARY ALLUM	EMAIL
HIRST COUNSELLING	REGISTERED MAIL
HONIGMAN BRENDA D	REGISTERED MAIL
HREIT HOLDINGS 19 CORPORATION	REGISTERED MAIL
I.G. INVESTMENT MANAGEMENT LTD.	REGISTERED MAIL
ISICO MANITOBA LTD.	REGISTERED MAIL
JACKPOT CAFE	REGISTERED MAIL
JAMIE L. TURNER LAW FIRM	LEFT FOR PICKUP AT POST OFFICE
JUBILEE FUND INC.	REGISTERED MAIL
K.A.R.E. LTD.	REGISTERED MAIL
KELLETT COPY CENTRES	RETURNED
KIDS AND COMPANY	REGISTERED MAIL
KNH SAWATZKY & ASSOCIATES	RETURNED
KNOWLES WORKINGTON BRIDGES	REGISTERED MAIL
KRAUT KING-BAVARIAN QUICK RESTAURANT	RETURNED
KUCHER NICHOLS	CITY PLACE PO
LANROY HOLDINGS INC.	LEFT FOR PICKUP AT POST OFFICE
LEIBL TIRE HOLDINGS LTD.	REGISTERED MAIL
LEON A. BROWN	REGISTERED MAIL
LINDSAY BUILDING	HAND DELIVERED
LONGBOAT CAPITAL INC.	REGISTERED MAIL

LS PROPERTIES (158 FORT STREET) INC.	REGISTERED MAIL
MANITOBA CLUB	REGISTERED MAIL
MANITOBA COMMUNITY SERVICES COUNCIL	REGISTERED MAIL
MANITOBA FAMILY SERVICES & HOUSING	REGISTERED MAIL
MANITOBA HOTEL ASSOCIATION	EMAIL
MANITOBA HYDRO	EMAIL
MANITOBA HYDRO GAS	EMAIL
MANITOBA HYDRO MAJOR PROJECTS	EMAIL
MANITOBA LAND SURVEYORS ASSOCIATION	REGISTERED MAIL
MANITOBA RESTAURANT & FOODSERVICES ASSOCIATION	EMAIL
MANITOBA TRANSPORT & GOVERNMENT SERVICES	REGISTERED MAIL
MB INFORMATION & COMMUNICATIONS TECH.	REGISTERED MAIL
METRIC MARKETING	REGISTERED MAIL
MEYER RYPP & ASSOCIATES	REGISTERED MAIL
MOOD DISORDERS ASSOCIATION OF MANITOBA	REGISTERED MAIL
MORRELL'S VACUUM AND APPLIANCE SERVICE	REGISTERED MAIL
MOXIE'S GRILL	EMAIL
MPIC	REGISTERED MAIL
NOBLE LOCK AND KEY NOTREDAME	HAND DELIVERED
NORTH AMERICAN LUMBER LTD.	REGISTERED MAIL
NORTHCO COMMERCE CORPORATION	REGISTERED MAIL
NOVA 3 ENGINEERING LTD	REGISTERED MAIL
OPTICIANS ASSOCIATION OF CANADA	REGISTERED MAIL
OUTDOOR BOX OFFICE (OBO SECURITY)	RETURNED
OXFORD HOTEL	HAND DELIVERED

PERSON TECHNOLOGIES INC.	REGISTERED MAIL
PETER GWYN LAW OFFICE	REGISTERED MAIL
PIERCY AND ASSOCIATES	LEFT FOR PICKUP AT POST OFFICE
PKBW GROUP CHARTERED ACCOUNTANTS	REGISTERED MAIL
PONY CORRAL	EMAIL
PRAIRIE 360	EMAIL
PRECISION MOVEMENT AND THERAPIES	REGISTERED MAIL
PRIORITY REALTY INC.	REGISTERED MAIL
PRO. INSTITUTE OF THE PUBLIC SERVICE	REGISTERED MAIL
PROBE RESEARCH INC.	REGISTERED MAIL
PROVINCE OF MANITOBA	EMAIL
PUBLIC CAPITAL COMPANY	REGISTERED MAIL
PYRAMID CABARET	LEFT FOR PICKUP AT POST OFFICE
R.D. SALES	REGISTERED MAIL
RBC ROYAL BANK OF CANADA	RETURNED
RESIDENTS OF THE EXCHANGE DISTRICT (R:ED)	EMAIL
RICHO CANADA INC.	REGISTERED MAIL
RICOH CANADA INC.	REGISTERED MAIL
RIDEAU TOWERS INC.	REGISTERED MAIL
RILEYS	REGISTERED MAIL
ROBERTSON COLLEGE NOTRE DAME	HAND DELIVERED
ROYAL CANADIAN PROPERTIES LIMITED	REGISTERED MAIL
S.J. KERNAGHAN ADJUSTERS LIMITED	REGISTERED MAIL
SAM'S FOODFARE	REGISTERED MAIL
SANDHU PROPERTIES LTD.	REGISTERED MAIL

SETS ON FORT	REGISTERED MAIL
SHELAGH GRAHAM	EMAIL
SHWARMA KHAN	EMAIL
SKYCITY CENTRE	EMAIL
SKYCITY CENTRE/ROYAL LEPAGE	EMAIL
STEPHEN ROSENFELD'S ACCOUNTING OFFICE	REGISTERED MAIL
SUBWAY	HAND DELIVERED
SUN LIFE ASSURANCE COMPANY OF CANADA	REGISTERED MAIL
SYMCOR INC.	RETURNED
TELENIUM INC.	REGISTERED MAIL
TELPAY INCORPORATED	REGISTERED MAIL
THE CITY OF WINNIPEG	REGISTERED MAIL
THE FORKS	EMAIL
THE GARRY STREET PROBATION	REGISTERED MAIL
THE KEG	EMAIL
THE KEG STEAKHOUSE & BAR	REGISTERED MAIL
THE KINGSFORD DEVELOPMENT CORPORATION	REGISTERED MAIL
THE MANITOBA HYDRO ELECTRIC BOARD	REGISTERED MAIL
THE NORTHWEST COMPANY	EMAIL
THE PINT	REGISTERED MAIL
THE WAWANESA MUTUAL INSURANCE COMPANY	REGISTERED MAIL
THE WINDSOR HOTEL	REGISTERED MAIL
THUNDERCHILD INVESTMENTS LTD.	REGISTERED MAIL
U OF M - ABORIGINAL EDUCATION CENTRE	REGISTERED MAIL
UNION CENTRE INC	REGISTERED MAIL

URBAN DESIGN ADVISORY COMMITTEE	EMAIL
URBANITE HAIR CO.	REGISTERED MAIL
VAN OSCH DESIGN INC.	REGISTERED MAIL
VENDOME HOTEL & BLEACHERS SPORTS BAR	REGISTERED MAIL
VENEXO (THE PINT WINNIPEG)	EMAIL
WESTERN CANADA LOTTERY CORPORATION	REGISTERED MAIL
WINCITY FINANCIAL SERVICES	REGISTERED MAIL
WINNIPEG CLINIC	EMAIL
WINNIPEG POLICE (HQ)	EMAIL
WINNIPEG REGIONAL HEALTH AUTHORITY	EMAIL
WINNIPEG SQUARE	REGISTERED MAIL
WPG ASSOC. OF PUBLIC SERVICE OFFICERS	REGISTERED MAIL
YOGA PUBLIC	REGISTERED MAIL