

**Winnipeg Walk Bike Projects**

**Downtown MetroQuest Survey Summary**

December 2015

Submitted by:

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## 1.0 Introduction

A MetroQuest survey was used to collect input from the public as part of a greater public engagement process. The input received from the public will be considered in the design options for the Downtown Bike Lane System Study. The survey was available on an external website accessed through the City of Winnipeg website. From October 20, 2015 to November 10, 2015, 470 respondents used the digital interactive survey. In addition to being available online through web or mobile browser, the survey was available on laptops at the Public Open House on October 20, 2015. This report summarizes the visit activity, demographics and results of the survey<sup>1</sup>.

## 2.0 Survey Activity

The survey was active from October 19, 2015 to November 10, 2015. **Table 1** and **Figure 1** show the daily visits and survey completions. In total, 885 people visited the survey and 470 completed the survey. Activity was highest at the launch of the survey and the days leading up to the survey closing.

**Table 1 – Survey Activity**

Date	Visits	Completed	
10/20/2015	72	38	52.78%
10/21/2015	58	38	65.52%
10/22/2015	25	11	44.00%
10/23/2015	58	33	56.90%
10/24/2015	33	14	42.42%
10/25/2015	8	5	62.50%
10/26/2015	21	11	52.38%
10/27/2015	11	6	54.55%
10/28/2015	9	4	44.44%
10/29/2015	20	12	60.00%
10/30/2015	19	9	47.37%
10/31/2015	7	3	42.86%
11/1/2015	10	6	60.00%
11/2/2015	28	17	60.71%
11/3/2015	28	16	57.14%
11/4/2015	9	4	44.44%
11/5/2015	15	7	46.67%
11/6/2015	132	70	53.03%
11/7/2015	76	33	43.42%
11/8/2015	69	35	50.72%
11/9/2015	118	71	60.17%
11/10/2015	59	27	45.76%
<b>Total</b>	<b>885</b>	<b>470</b>	<b>53.11%</b>

<sup>1</sup> Since the respondents are self-selecting, the results are not scientific and only a summary of the responses received. This means that no estimates of sampling error can be calculated and therefore no margin of error is attributed to the results in the report. It is not recommended to extrapolate the results to a general population.



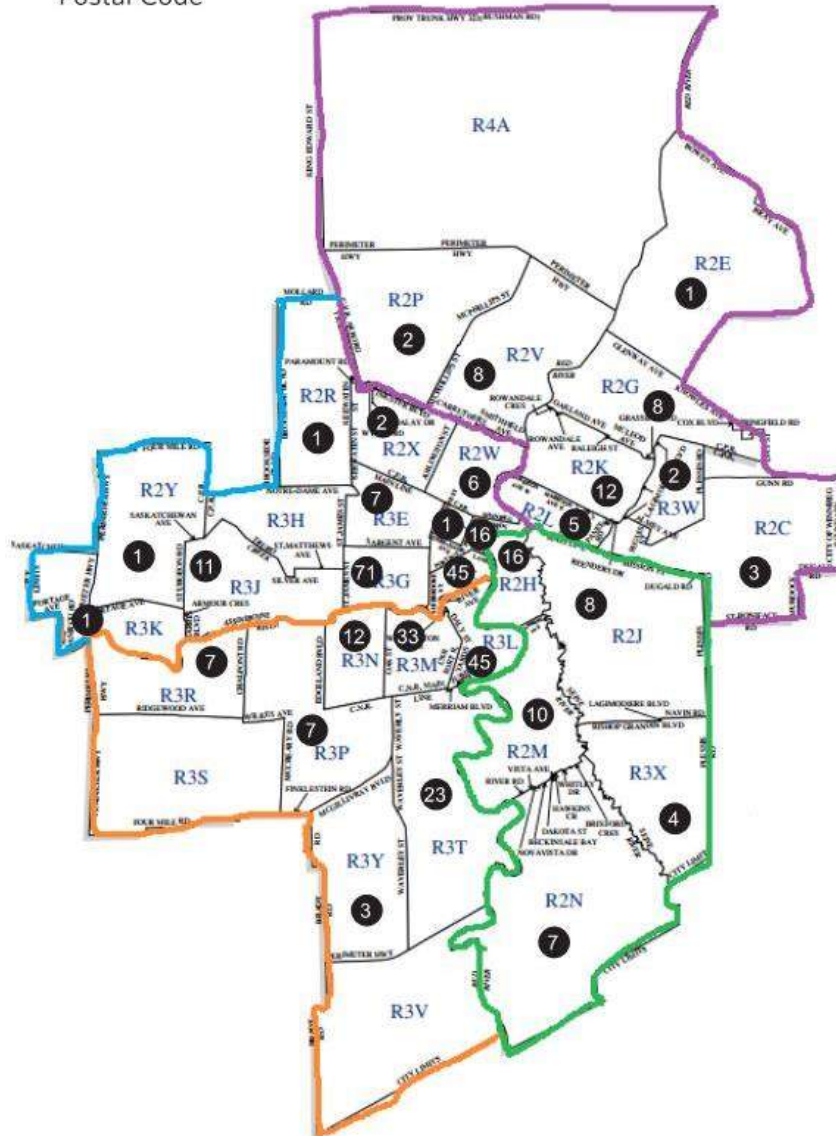
**Figure 1 – Visit Activity**

### 3.0 Demographics

Demographic questions were optional and, therefore, not all respondents provided demographic information. Out of a total 470 completed surveys, 385 (81.9%) provided their age, 364 (77.4%) their gender, 378 (80.4%) their postal code, and 389 (82.8%) their primary mode of transportation.

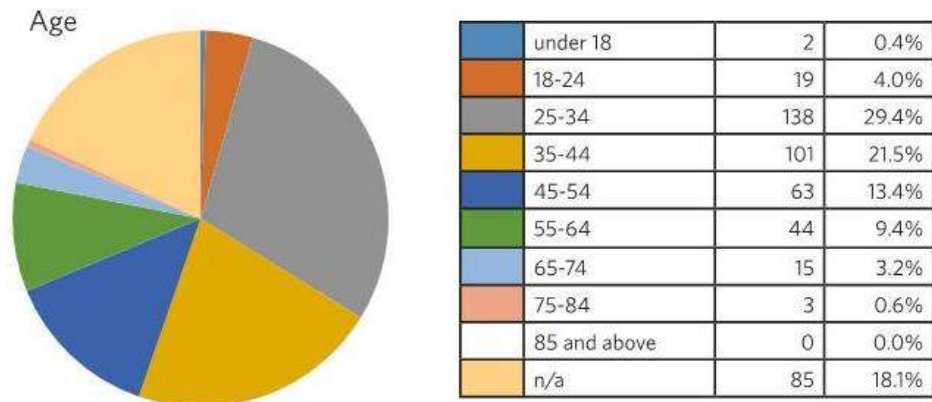
The following visuals provide additional details on collected demographic information:

## Postal Code



**Figure 2 – Respondents by Postal Code**

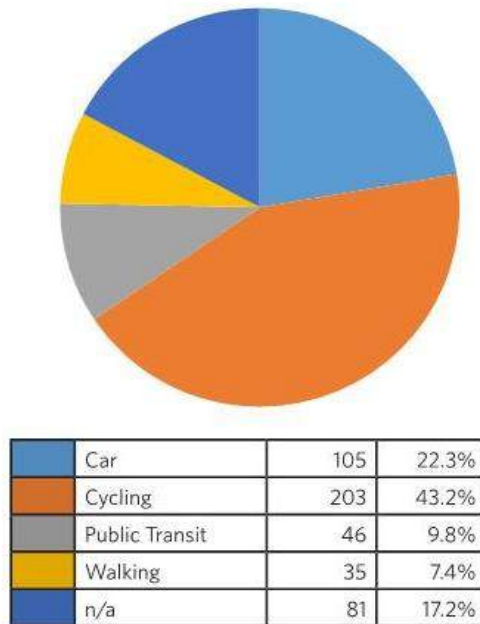
As illustrated in **Figure 2**, the majority of respondents live within a 5 km radius of the centre of downtown (defined here as Portage Ave. and Main St.). However, respondents also include residents from Winnipeg’s north, south, west, and east quadrants.



**Figure 3 – Respondents by Age**

While ages up to 85 were represented, the majority of respondents were ages 25 to 44.

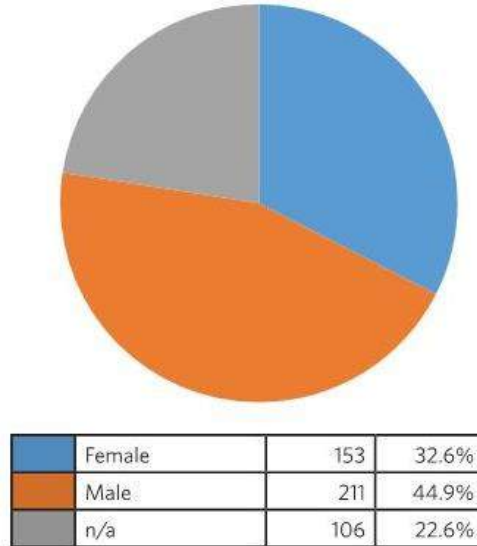
Primary mode of transportation



**Figure 4 – Respondents by Mode of Transportation**

43% of respondents cycle as their primary mode of transportation. The car (22%), public transit (10%), and walking (7%) follow as the primary mode of transportation.

Gender

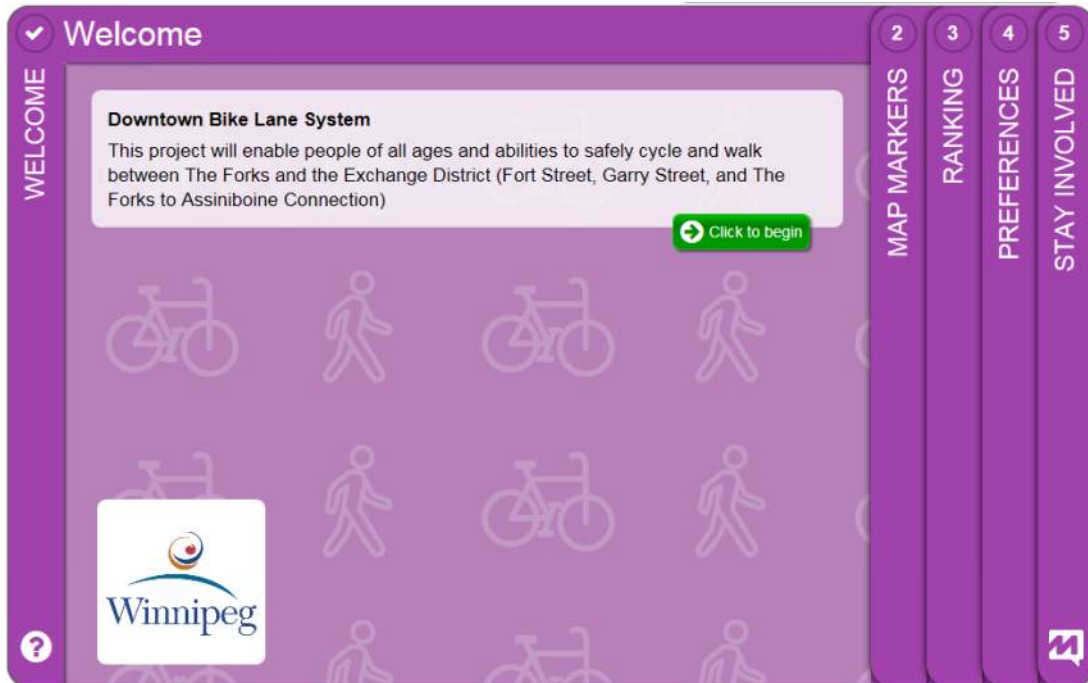


**Figure 5 – Respondents by Gender**

In total, of those who identified a gender, 45% of respondents were male and 32% were female.

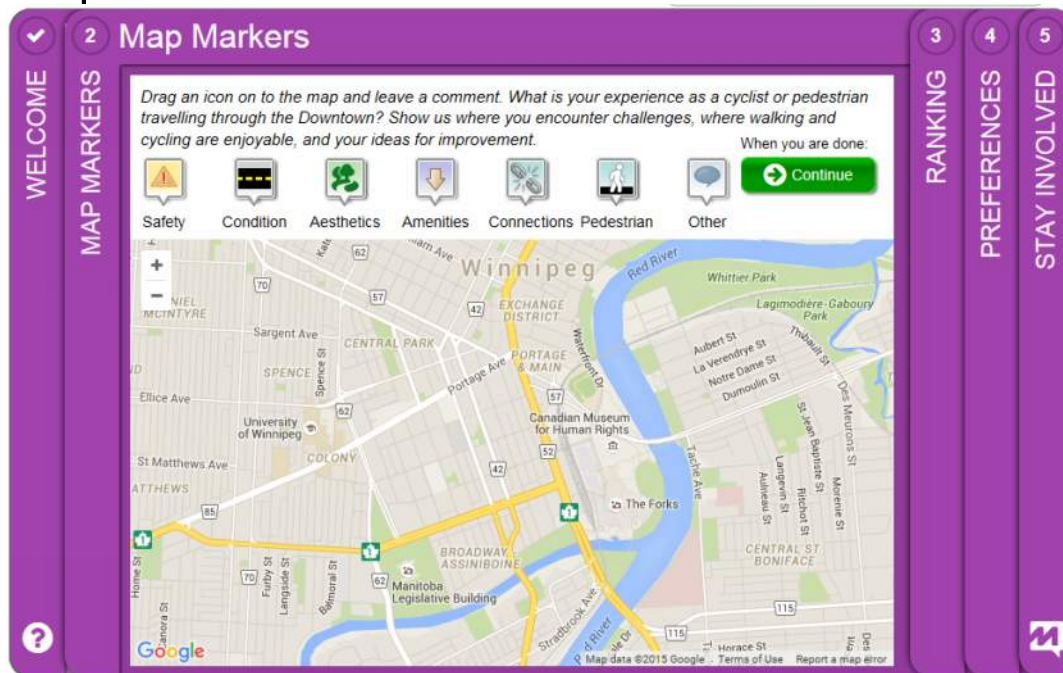
## 4.0 Survey Composition

### 1. Welcome Screen



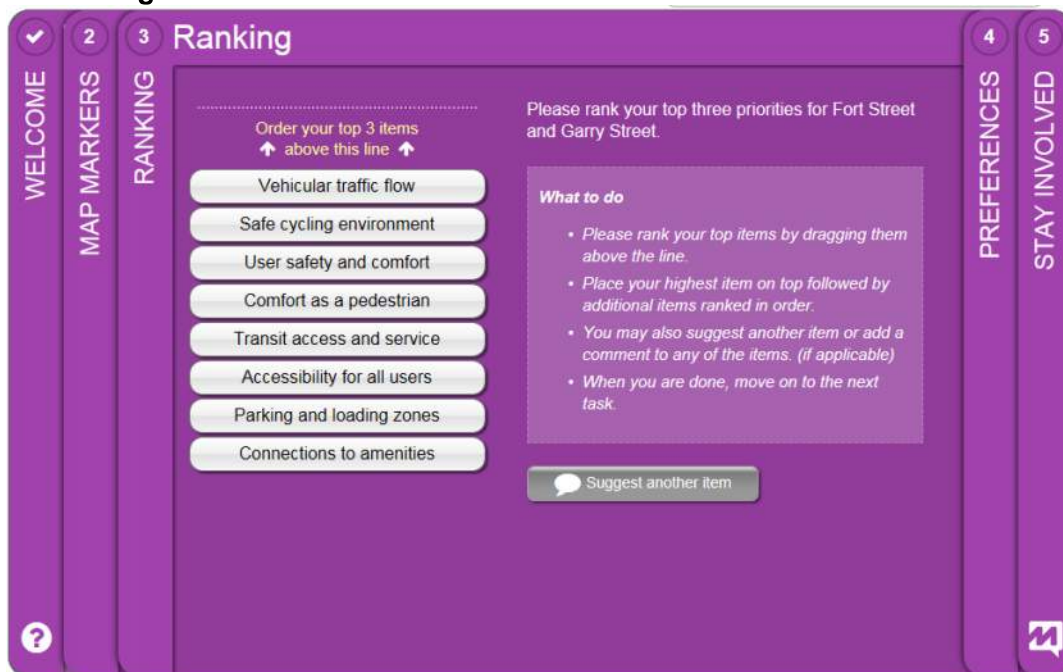
This screen introduced the study and provided a link to the City of Winnipeg website.

## 2. Map Markers



This screen asked respondents to share their experience as a cyclist or pedestrian through the Downtown. On a map of the study area, respondents dropped icons to show where challenges are encountered, where walking and cycling is enjoyable, and shared their ideas for improvement. This information was collected through the use of map icons and comment boxes. The icons included safety, condition, aesthetics, amenities, connections, pedestrian, and other.

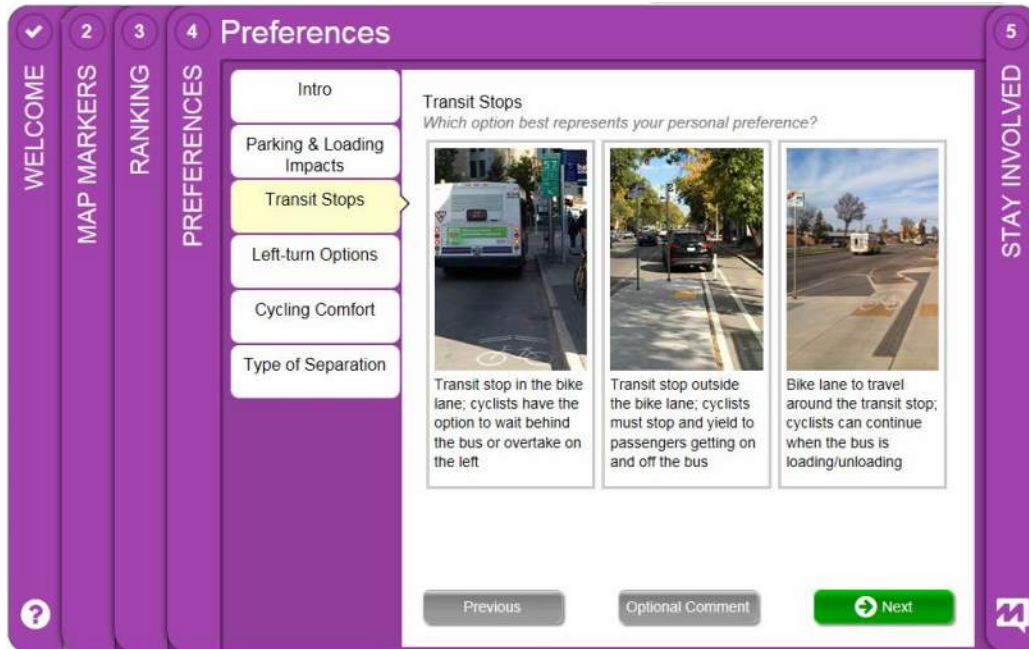
## 3. Ranking





On this screen respondents were asked to rank their top three priorities from a list of eight priorities for Fort Street and Gary Street.

#### 4. Preferences



This screen was a visual preference survey. Respondents were asked to select their personal preference from a set of images. Five sets of images displayed examples of vehicle, transit, cycling, and pedestrian facilities and infrastructure.

#### 5. Stay Involved



This screen asked demographic questions, including age, gender, postal code and primary mode of transportation.

## Screen Completion

**Table 2** shows the response and completion rates to each screen for mobile and web platforms. The Stay Involved screen had the highest start and completion rate, while the Map Markers screen saw the least amount of completed responses on both mobile and web. The Map Marker screen was the most interactive, requiring users to drop icons onto a map and provide comments. This may have been challenging to do on a mobile screen, and the time investment was greater than the other screens, which is the likely reason for it being the most incomplete screen amongst users. In general, web users tended to complete more screens.

**Table 2 – Visits and Completions by Screen**

Screen	Platform	Visits	Started	Started Rate	Completed	Completed Rate	Average Seconds
2. MAP MARKERS	Mobile	172	28	16.28%	8	4.65%	39.5
	Web	474	337	71.10%	170	35.86%	165
3. RANKING	Mobile	113	73	64.60%	68	60.18%	40
	Web	418	303	72.49%	296	70.81%	49.5
4. PREFERENCES	Mobile	83	76	91.57%	69	83.13%	152
	Web	375	327	87.20%	316	84.27%	133
5. STAY INVOLVED	Mobile	75	68	90.67%	68	90.67%	35
	Web	362	321	88.67%	321	88.67%	25

## 5.0 Results

### Map Markers

Respondents were asked to share their experience as a cyclist or pedestrian through the Downtown. On a map of the study area, respondents showed where challenges are encountered, where walking and cycling is enjoyable, and shared their ideas for improvement. This information was collected through the use of map icons and comment boxes. The icons included safety, condition, aesthetics, amenities, connections, pedestrian, and other.

Overall, 1767 markers were placed on the map, with 1505 comments. Safety was the most commonly used marker (753), followed by connection (343) and condition (241). Pedestrian (135), Amenities (91), Aesthetics (125), and Other (79) were used more infrequently.

For each marker type, all of the comments and geographic data were imported into Excel, and each comment was analyzed and coded into a series of themes. Using GIS, the themes were colour coded then placed onto study area maps in the geographic location that they were placed in by respondents. A separate map was made for each map marker, as seen in **Appendix A** and listed below. A detailed list of all comments is in **Appendix B**.

**Table 3 – Key Sub Categories**

Map	# of Markers	Key Comment Themes
Safety	753	Cycling infrastructure missing or needs improvement; Feels unsafe; Vehicle/cyclist conflicts; Difficult to turn, change lanes; Transit/pedestrian/cyclist conflicts; Cycling lanes blocked, end abruptly; Lighting/visibility issues
Condition	241	Maintenance required; Good condition; Drainage/water issues; Construction conflicts; Parking/traffic conflicts; Cycling facilities needed;
Aesthetics	125	Good aesthetics; Needs improvement; Feels unsafe
Amenities	91	Bike parking needed; Good amenities available
Connections	343	Needs better connectivity; Cycling facilities end abruptly; Difficult to turn, change lanes; Cycling facilities needed; Unsafe; Signage needed
Pedestrian	135	Unsafe street/crossing; Pedestrian facilities needed; Pedestrian facilities need improvement
Other	79	Improve cycling facilities and connections; Good cycling facilities

**Ranking**

Respondents were asked to rank their top three priorities from a list of eight priorities for Fort Street and Gary Street. The overall results can be found in **Figure 6**. “Overall Rank” indicates the position (i.e., first, second, third) of the priority, “Average Position” denotes the average position the priority was ranked by respondents among the eight priorities (note that a lower average position denotes a higher rank) and “Times Ranked” represents the total number of times a respondent selected the priority as a top three.

**Table 4 – Ranking Results**

Overall Rank	Item Name	Average Position	Times Ranked
1	Safe cycling environment	1.43	323
2	User safety and comfort	2.15	199
3	Accessibility for all users	2.16	123
4	Comfort as a pedestrian	2.17	137
5	Vehicular traffic flow	2.20	66
6	Transit access and service	2.29	107
7	Connections to amenities	2.33	112
8	Parking and Loading Zones	2.39	38
Total			1105



**Figure 6 – Ranking Results**

“Safe cycling environment” was ranked the highest and most often ranked priority, with an average position of 1.43 and 323 rankings. “Parking and loading zones” received the lowest average position (2.39) and least rankings (38). Generally speaking, the priorities ranked most frequently also have the highest average position. Although some priorities are ranked higher than others, the variation among the rankings is quite low. In particular, the ranking variation between “User safety and comfort”, “Accessibility for all users”, and “Comfort as a pedestrian” is 0.1 for each. This may indicate that on average these three priorities are relatively important to all respondents.

Respondent comments suggest that user safety and comfort for both cyclists and pedestrians is dependent on the availability of infrastructure which accommodates alternative modes of transportation. For most, this includes protected cycling facilities but may also include restricting

vehicular access to some streets downtown, minimizing traffic signal delays, as well as public communication and education. Respondents feel that downtown Winnipeg's infrastructure overly favours motorists and that the needs of transit users, cyclists, and pedestrians should also be considered through infrastructure design. Eliminating barriers such as snow and ice for cyclists, and physical barriers for those with walkers, wheelchairs, strollers, and mobility challenges is viewed by respondents as essential in providing accessibility for all users. Respondents suggest that the pedestrian experience may be enhanced by encouraging traffic to other routes, providing well-lit sidewalks in good repair, and by discouraging cyclists from using the sidewalk. One respondent stated that "Well developed bike lanes help make sidewalks safer for pedestrians. They should go hand-in-hand". Cycling facilities that increase the safety of cyclists riding downtown is of high importance to respondents. Respondents view safe cycling environments as one where protected cycling facilities are available and vehicle speed limits are reduced. A handful of respondents also link cycling facilities with maintaining vehicular traffic flow; by providing cycling infrastructure, people may be encouraged to cycle which reduces the number of cars on the road resulting in less traffic.

Below are some of comments for each ranking. Detailed comment responses for this screen are in **Appendix C**.

➤ **User Safety and Comfort**

- I think that buffer zones separating cyclists from vehicle traffic is very important. It also eliminates frustration between motorists and cyclists.
- Begin a gradual, strategic, well-consulted and well-communicated shift from a focus on vehicular accommodation to accommodating alternative modes of transportation.
- Prevent collisions. The most important detail.

➤ **Accessibility for all users**

- This means transit, cycling, pedestrians, and cars all need priority. Right now cars are overly favoured.
- Ice and snow banks are the main impediments. They should have priority clearing.
- Still too many curbs where wheelchairs cannot safely access crosswalks.
- Education for cyclists, drivers and pedestrians (including those with motorized wheelchairs and scooters) is extremely important in the whole equation to ensure all users are aware of safe ways to share and navigate our Winnipeg streets.

➤ **Comfort as a pedestrian**

- Comfort for me means room to walk down the sidewalk (not too much congestion around bus stops), a sense of safety, sidewalks are well-lit and in good repair.
- Afraid I will be hit by bike.
- Lots of blind back alleys onto Garry Street. Cars come right out over sidewalk to see traffic, don't consider the pedestrian walking. Almost hit on a daily basis when running into work.
- Well-developed bike lanes help make sidewalks safer for pedestrians. They should go hand-in-hand.

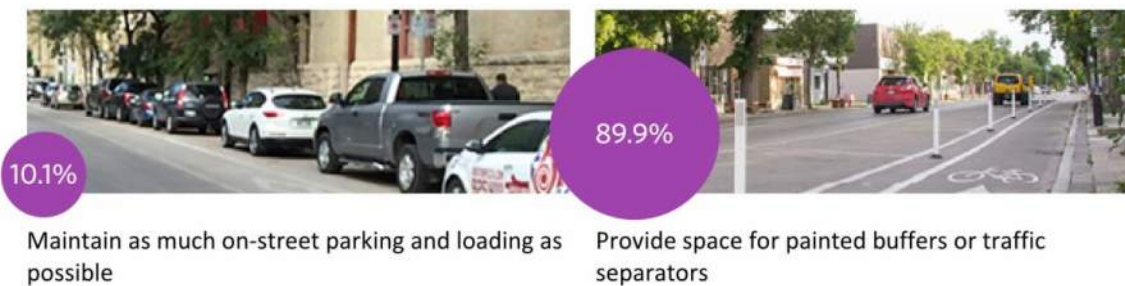
- **Safe cycling environment**
  - Must be separated bike facility.
  - There is no reason why, downtown, the speed limit should be over 40, except Portage and Main.
  - I don't feel safe in a painted only bike land when there is traffic.
- **Transit access and service**
  - Dedicate lanes on Fort and Garry to transit and bikes.
- **Vehicular traffic flow**
  - It is important to maintain vehicular traffic. Cyclists have ample paths in the downtown area.
  - People who prioritize vehicular traffic flow fail to realize that making other forms of transportation better, like public transit and cycling, results in LESS TRAFFIC because less people will be driving cars, using alternatives instead.
- **Connections to amenities**
  - Right now, Fort and Garry are quite industrial, with many empty parking lots. Not a place I really want to go, so I just use the lanes to get to Osborne or the Exchange.
  - Winnipeg is a winter city – transit connections particularly need to be close to where you're going. It's not reasonable to walk 10+ minute to wait another 15, you might actually freeze.
- **Suggest another item**
  - Highlighting areas and conflict zones with vehicles and pedestrians with the green paint currently on Fort Street.
  - Safe connections to the Exchange, the Forks, and Norwood Flats.
  - Bicycle security, lock up areas, etc.
  - More interesting streetscape for pedestrians.

## Preferences

This screen was a visual preference survey. Respondents were asked to select their personal preference from a set of images. Five sets of images displayed examples of vehicle, transit, cycling, and pedestrian facilities and infrastructure.

The following results were recorded:

### PARKING & LOADING IMPACTS



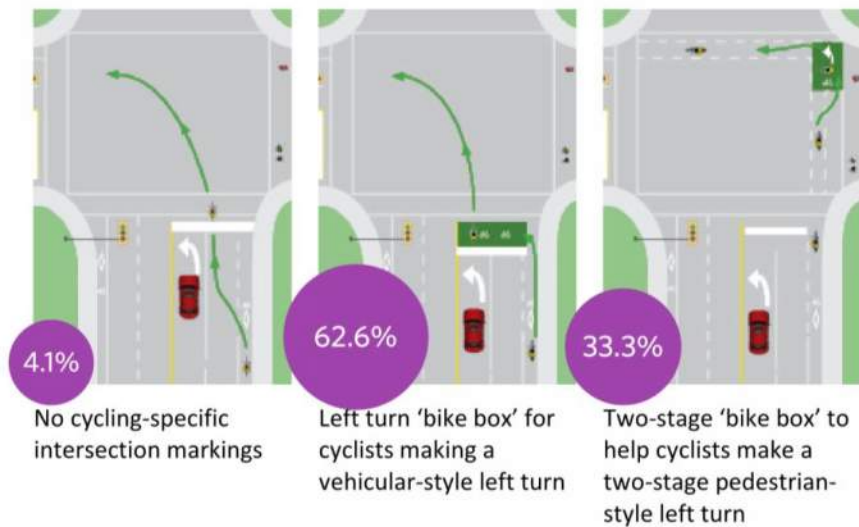
90% of respondents prefer “Provide space for painted buffers or traffic separators” and 10% prefer “Maintain as much on-street parking and loading as possible”. However, comments received for “Parking and loading impacts” suggest that respondents believe that the degree to which cycling infrastructure impacts parking and loading should be site dependent. Variables, which include the mix of business to residential, speed limit, whether the street is a cycle-priority route, and the roadway itself, will ultimately determine how parking, loading, and cycling facilities are balanced.

**TRANSIT STOPS [Choose one]** *Which option best represents your personal preference?*



Majority of respondents indicate that they prefer transit stops outside of bike lanes (Option 2) or bike lanes that travel around the transit stop (Option 3). A total of 89% of respondents preferred option 2 or option 3, with only 2.7% difference in preference. A recurring comment for transit stop preference is that it is critical to minimize the zone of interaction for cyclists and pedestrians. These comments however contradict the results of the visual survey. Option 1 has the least conflict area with pedestrians but only 11.5% of respondents indicated Option 1 as their preference.

## LEFT-TURN OPTIONS



Of the three options, 62.6% of respondents prefer the “Left turn bike-box for cyclists”. A few respondents provided suggestions to alternative or additional facilities for left-turn options. This includes protected intersections and separate green lights for motorists and cyclist/pedestrian movement.

## CYCLING COMFORT



67% of respondents indicated that they “Only cycle on bike lanes separated from traffic”. Respondents indicated that the question was unclear as to whether the respondent was providing their preference for what they would like to have built or for where they currently cycle. In addition, respondents felt that while they may prefer to cycle on a protected bike facility, they are not necessarily uncomfortable cycling on roads. In addition, one respondent noted that the provision of well-connected protected bike facilities should not result in unsafe cycling conditions on adjacent roads.



## TYPE OF SEPARATION



Paint only; cyclists can enter/exit anywhere but are vulnerable to car traffic



Buffered bike lane; cyclists can enter/exit at fewer locations but cars are discouraged from entering



Bike lane separated by parking; horizontal separation from through traffic; cyclists can enter/exit at fewer locations but are vulnerable to illegal car parking



Bike lane separated by a raised curb; physical separation from through traffic or parking; cyclists can enter/exit at fewer locations and cars are blocked from entering

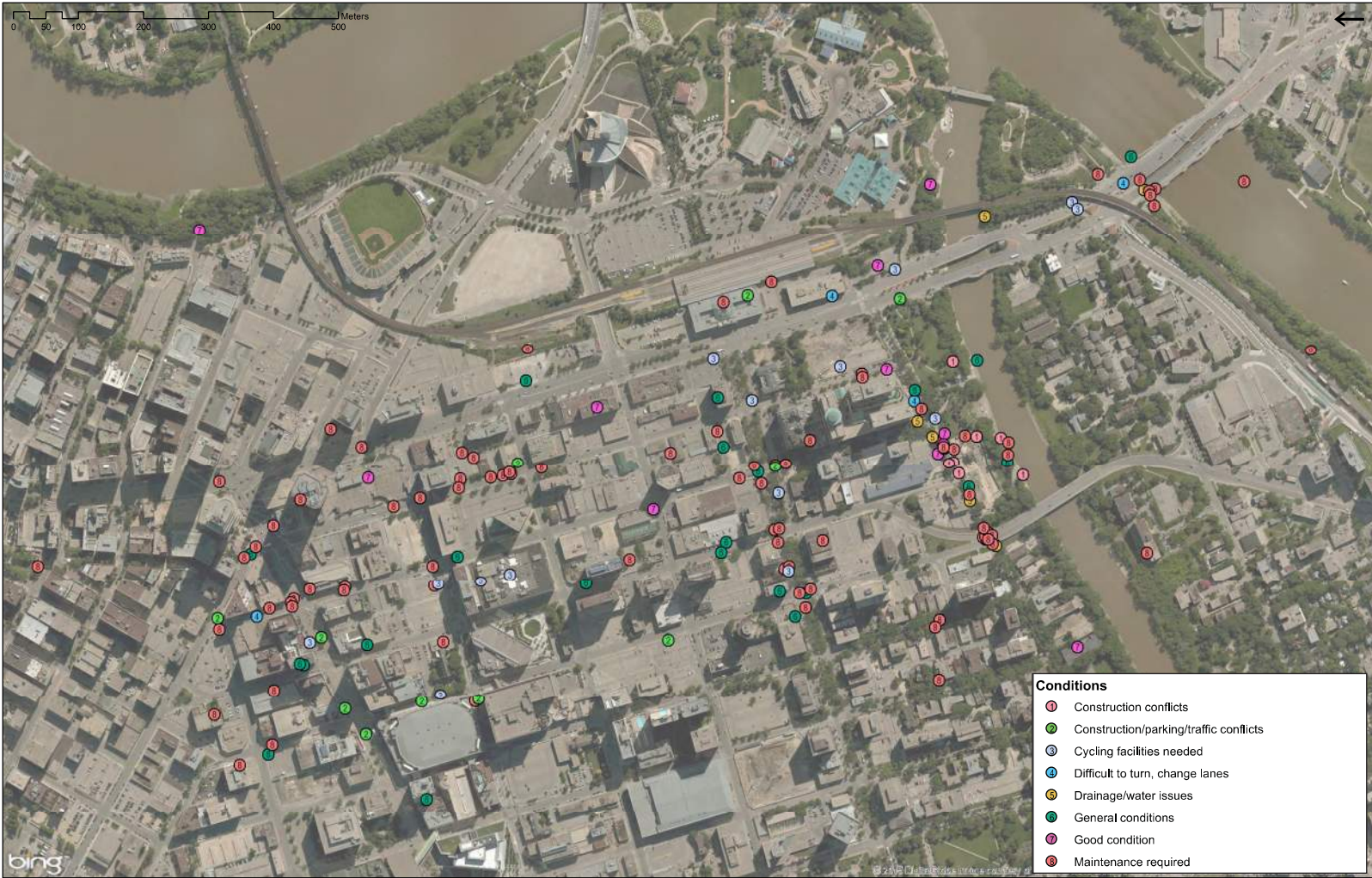
Over 50% of respondents prefer a “Bike lane separated by a raised curb”, followed by 26% preferring “Bike lane separated by parking”, 17% preferring “Buffered bike lane”, and 4% preferring “Paint only”. Respondent preferences demonstrate that any separation from vehicular traffic is much preferred over no separation. While respondents prefer protected cycling facilities, a few comments highlight concerns with the design. For example, year round maintenance and clear signage, especially for vehicle right-hand turn movements, are viewed as being very important to ensure the safety of cyclists.

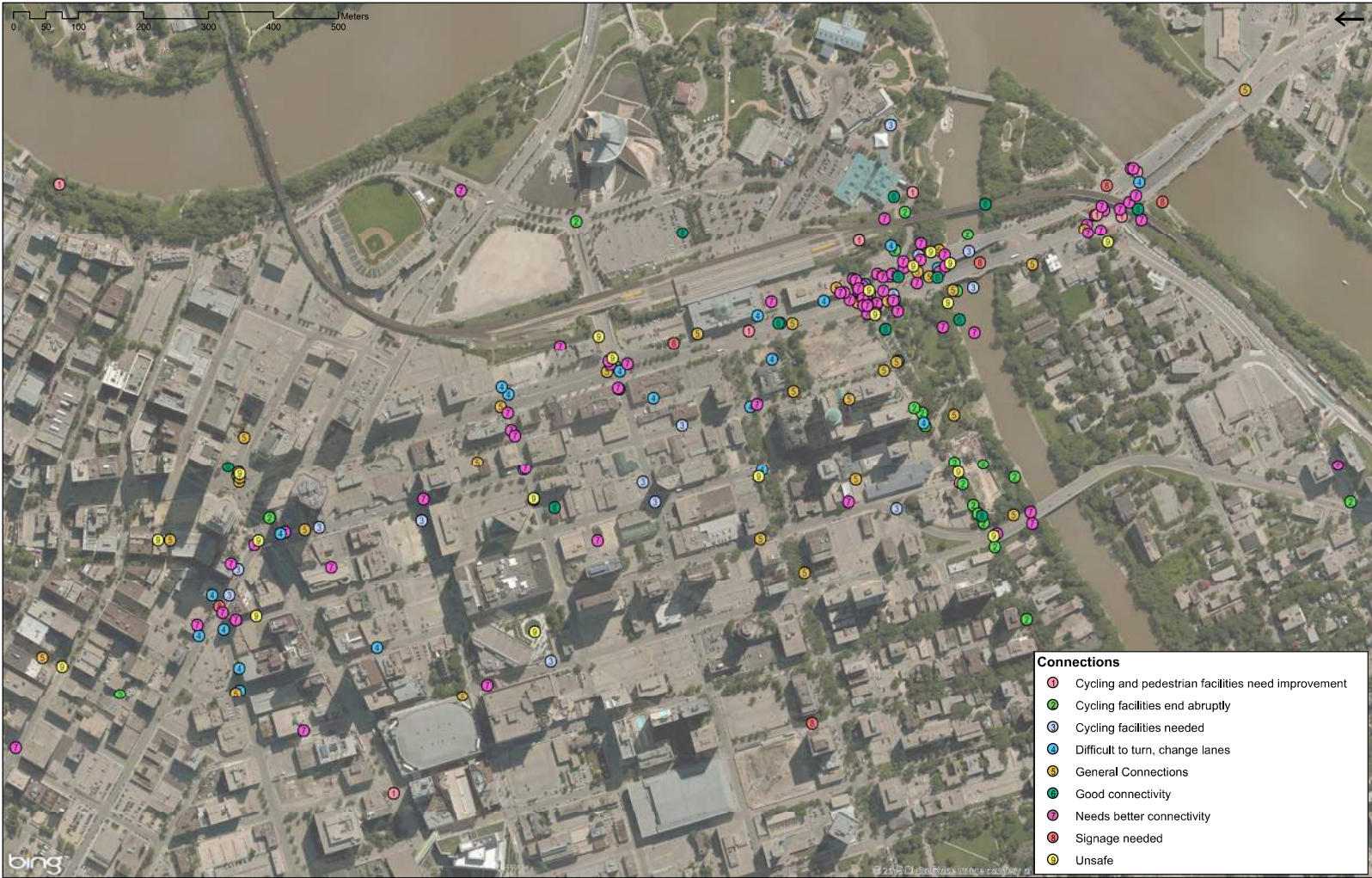
Detailed comment responses for this screen are in **Appendix D**.

## Appendix A – Map Marker Maps

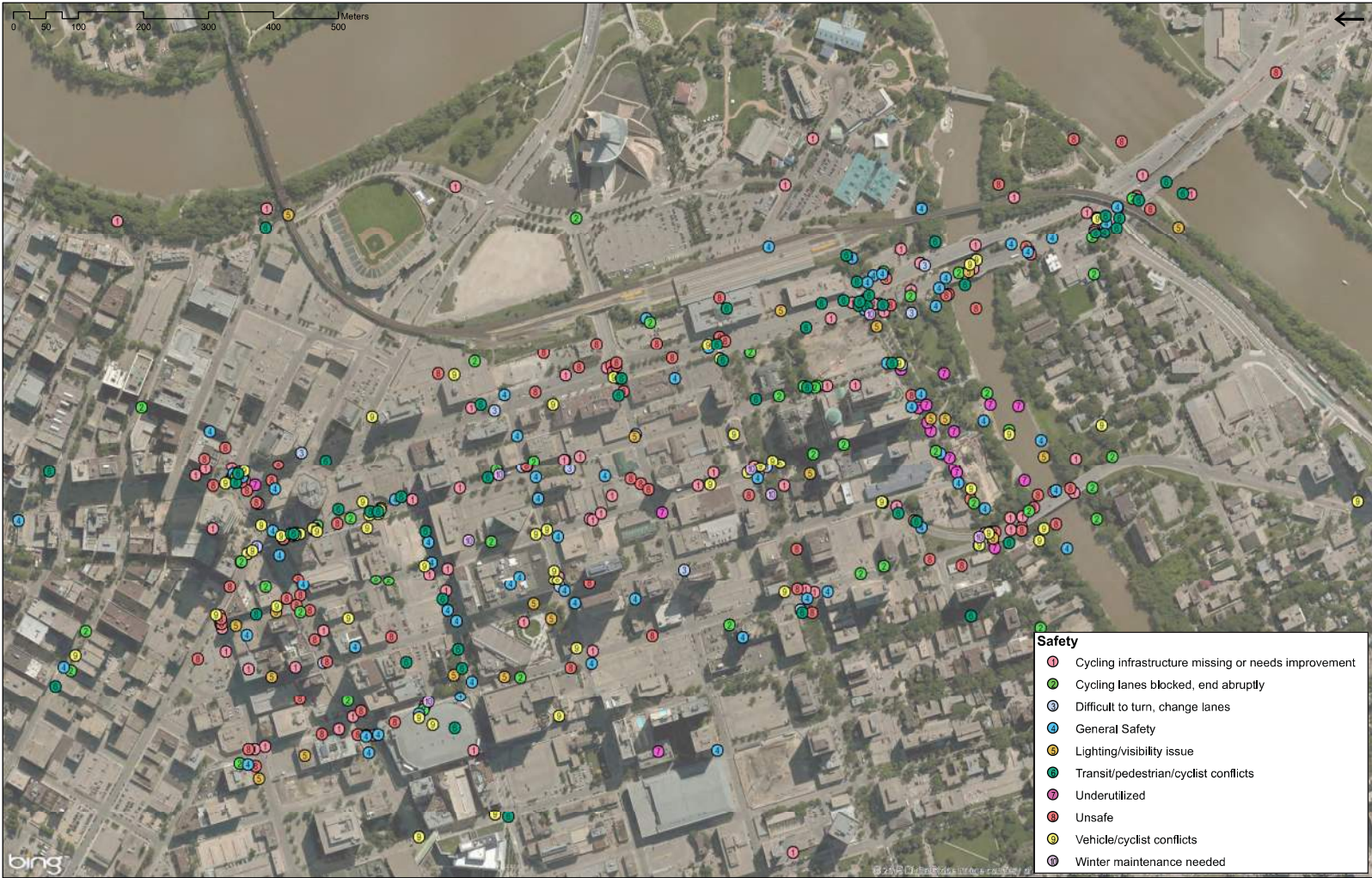




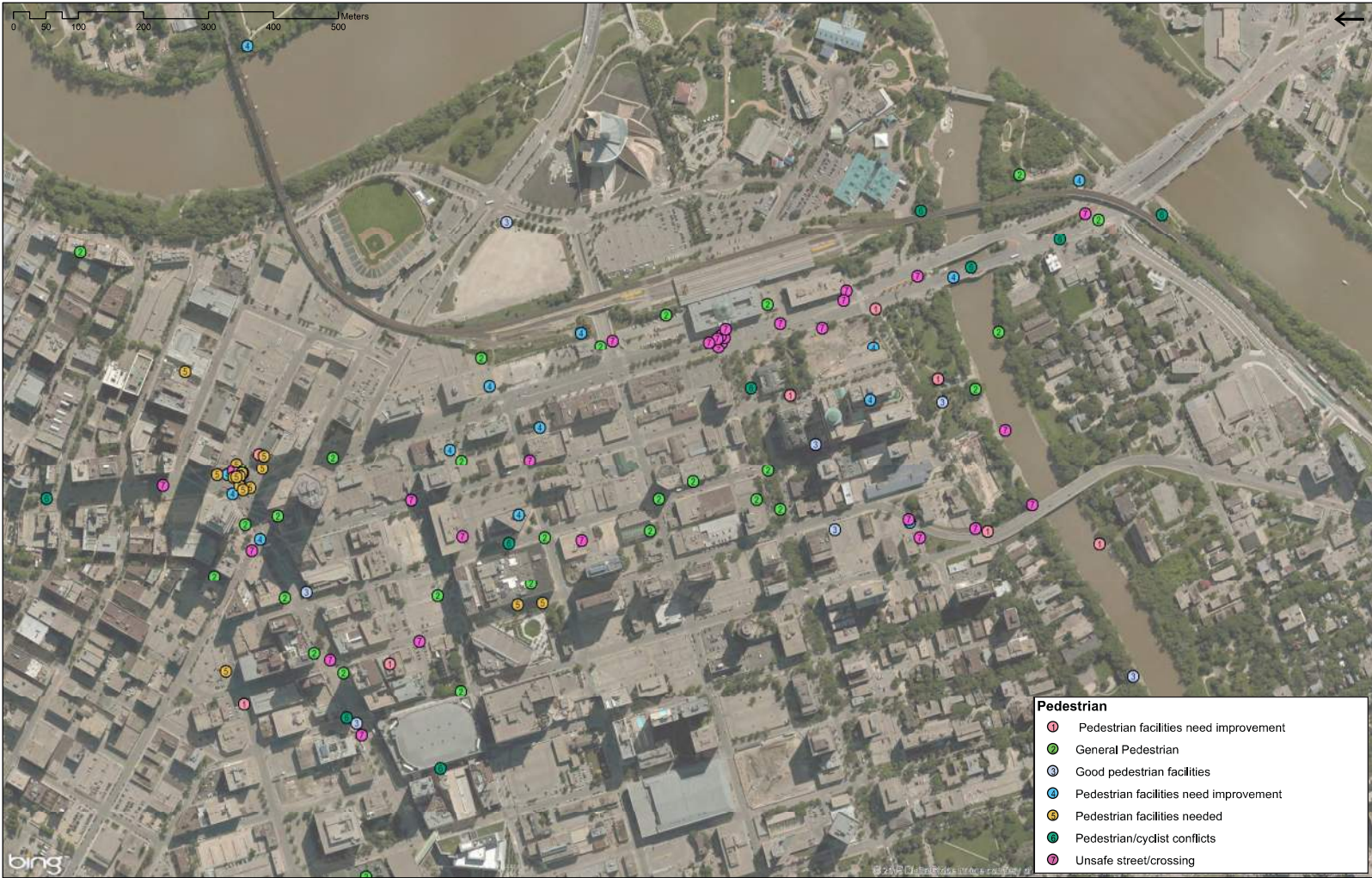












## Appendix B – Map Marker Comments

Marker Type	Comment	Coordinates	
Aesthetics	good area for both cyclists and pedestrians	49.88512328	-97.13600636
Aesthetics	the pedestrian crossing main at broadway into the train station could be more inviting as a gate way to the forks	49.88783304	-97.13554319
Aesthetics	Proper recycling bins, shade, children's playscapes needed on Portage and on Graham, really everywhere Downtown.	49.89451808	-97.14061038
Aesthetics	Good	49.88587672	-97.13695908
Aesthetics	Bike path underneath bridge good when not under water	49.88610049	-97.13305919
Aesthetics	Police HQ needs better streetscaping	49.89141355	-97.13938057
Aesthetics	On the days when I bike to work, this is the most pleasant part of my commute.	49.88672539	-97.13533974
Aesthetics	The surface parking lots here are ugly ugly ugly. Can't wait to see them gone.	49.8929065	-97.1408236
Aesthetics	The trees here are nice.	49.88758419	-97.13571668
Aesthetics	This is a park	49.88581456	-97.13574886
Aesthetics	I find it unsafe as a pedestiran walking between Broadway and Graham in this cooridor due to the large surface parking lots and generally low pedestrian volume.	49.8898929	-97.13689685
Aesthetics	improvements can be made here	49.89273904	-97.13703755
Aesthetics	Absolutely beautiful park. Love walking through here.	49.89135825	-97.14120984
Aesthetics	Garry is pretty uninspiring.	49.89047351	-97.13887095
Aesthetics	Very bad	49.89231209	-97.13952541
Aesthetics	Not a "nice" route, empty parking lots, industrial. Sort of blah. I like biking TO things, so right now I just use this route to get onto Assiniboine, heading over to Osborne Village.	49.89102648	-97.13756204
Aesthetics	Winnipeg has a tendency to initiate some great projects but puts very little into maintaining them. The Riverwalk is a prime example. The parts that are temporarily submerged under water every year are looking very rough with damage and graffiti. There is no gardening done along the walk and so the weeds take over. Planters remain untouched and it just looks neglected.	49.88523389	-97.13607073
Aesthetics	This is a lovely park, and is very pleasant to bike or walk through. We need more green spaces like this in the downtown core.	49.88542745	-97.13674664
Aesthetics	Excellent area. Public spaces for people to gather and socialize are important, and there do not seem to be many planned for the future, despite (or perhaps because of) the new developments meant to liven up the city core	49.89130295	-97.14112401
Aesthetics	The bikes lanes on Assiniboine Avenue are excellent. It's a lovely ride, a quiet street, and I use it often to come downtown. We should consider implementing more systems like this one. Not only does it ensure a safe ride for cyclists, but it creates a more peaceful area without vehicles speeding through.	49.88537214	-97.13827014
Aesthetics	The river path is so nice to ride in all seasons; when it is not under water!	49.88517858	-97.13609219
Aesthetics	Obviously a closed down Portage and Main is hugely ugly as well.	49.89574022	-97.13832378
Aesthetics	The riverwalk is an asset. Figure out a strategy to make it usable year round by raising it. Flooding an obvious problem	49.88360244	-97.14036226
Aesthetics	This is one of the prettiest sections of the trails in the survey area.	49.88385131	-97.13079214
Aesthetics	The park is very nice.	49.88554842	-97.13752717

Aesthetics	Beautiful drive to the Rady apCenter	49.87494653	-97.17044592
Aesthetics	Riverside walk	49.88349183	-97.13981509
Aesthetics	Walking and biking trails	49.87780896	-97.18356729
Aesthetics	I love walking and cycling down Assiniboine. At first I was concerned about the construction of the high rises since they blocked off the actual bike path. I'm glad there are now pylons there so that I am not jumping into traffic when I'm commuting.	49.88506798	-97.13596344
Aesthetics	enjoyable	49.88499885	-97.13668227
Aesthetics	Going under the midtown bridge is a bit scary, it's dark and loud and the road sags.	49.88510254	-97.13895142
Aesthetics	The Fort Garry park is a perfect example of how the city should incorporate greenery into downtown. I love this area	49.88838603	-97.13527679
Aesthetics	Lovely area to cycle thanks!	49.89556052	-97.13305056
Aesthetics	unappealing intersection - forced underground to cross.	49.89576786	-97.13817358
Aesthetics	The old church and trees are nice but very dark at night	49.89264385	-97.14274406
Aesthetics	Off road bike path on Assin. is always a joy to ride.	49.88703118	-97.13422537
Aesthetics	Awesome lights to get onto Osborne. Makes me feel super safe and considered as a cyclist.	49.88515093	-97.13898897
Aesthetics	Beautiful route along river	49.89126148	-97.12952614
Aesthetics	love the park	49.89139972	-97.14119911
Aesthetics	I really Like Bonnycastle Park in the daytime as a walking path to the riverwalk	49.88600812	-97.13566303
Aesthetics	The new Alloway Arch draws interest in the link between Esplanade Riel and Union Station.	49.89032145	-97.13047028
Aesthetics	Broadway in the summer is so pretty and fun to walk along!	49.88816483	-97.13840962
Aesthetics	Love the library. The new park and the change in the sidewalk on the west side have totally improved the overall experience, safety and usability of this site.	49.89148266	-97.14149952
Aesthetics	Portage is really loud with all the traffic. I don't walk or bike along here.	49.89468969	-97.14141369
Aesthetics	Nice besides the construction	49.88538597	-97.13545918
Aesthetics	nice area to bike down	49.89231209	-97.13587761
Aesthetics	aesthetics - in particular street trees should be considered a really important addition to achieving and supporting vibrancy in both Garry and Fort ROWs, perhaps not in regular spacing (lollypop fashion), but strategic locations to help frame the pedestrian realm.	49.89256091	-97.13843107
Aesthetics	Please pave this path and add lights	49.87735264	-97.13783026
Aesthetics	Riding to Manitoba museum I prefer the safety and aesthetics of the Forks route with existing underpasses Please post routes by time of riding not just distance and then Forks route will appear shorter. Also a long term plan for a cycling overpass at Assiniboine would be a good idea due to growth of cycling along the Assiniboine Ave route and to the Forks	49.88633992	-97.13340998
Aesthetics	Time lights for medium cycling speed coordinated for York and St. Mary's and Portage to avoid stops. Post the suggested speed. (Copenhagen does it!). The lights can remain times for East West car traffic on York and St. Mary's)	49.89148266	-97.13783026
Aesthetics	Train track view from Main	49.89181444	-97.13581324
Aesthetics	Nice views of the river, but lighting is poor at night.	49.8855104	-97.13600636
Aesthetics	Nice historical area that needs to be fixed up to show the heritage buildings and attractions in this area of the city.	49.89607196	-97.13995457

Aesthetics	While there are some nice spots here and there the area has a lot of deep zones made up of surface parking lots which are both aesthetically unpleasing and a safety issue as it just adds to more empty space while walking alone at night	49.8916762	-97.13774443
Aesthetics	The ride along Waterfront is beautiful.	49.89203561	-97.13540554
Aesthetics	In and around the forks - cycling and walking are great.	49.88642288	-97.13285208
Aesthetics	Pretty to have parks to walk in and pass on my way to other destinations.	49.88512328	-97.13596344
Aesthetics	I would like to see a protected bike lane on both Fort and Garry using planters or some other method beyond bollards to provide some greenery on these streets. They are very barren and lacking trees/colour.	49.89250562	-97.13850617
Aesthetics	It is setup very well with a bright future for further development	49.88672703	-97.12991238
Aesthetics	The area behind the library is a pleasant spot in the midst of the downtown.	49.8910403	-97.14137764
Aesthetics	Super nice to cycle past greenspace :)	49.88653348	-97.13516951
Aesthetics	way too many open surface parking lots	49.89280973	-97.1408987
Aesthetics	A big brown patch. The area under the bridge could be enclosed with a concrete wall up to the bike path and sidewalk.	49.8851302	-97.13855445
Aesthetics	love the protected bike lane	49.8813349	-97.15949178
Aesthetics	A beautiful ride through here.	49.88596664	-97.13494956
Aesthetics	York and St Mary need pedestrian amenities, trees, parking lot fencing, lighting etc.	49.89120619	-97.14072704
Aesthetics	Fort Street needs trees, it is incredibly bleak, parking lot fences are a mess	49.89203561	-97.13712215
Aesthetics	New park!	49.88694823	-97.13460088
Aesthetics	We need more green areas and benches on which to stop and rest.	49.89226453	-97.13967562
Aesthetics	Surface parking lots...	49.88729386	-97.13708997
Aesthetics	aesthetically OK	49.88584221	-97.16827869
Aesthetics	Too many surface parking lots and light industrial buildings make this part of downtown unappealing to walk through	49.89045969	-97.13800192
Aesthetics	i do love having the bike path here - very low traffic and a beautiful street to bike down - bike lane just needs to connect with other lanes and lead somewhere!	49.88504033	-97.13680029
Aesthetics	Nice connection to the pathway although the tall thick shrubs make merging difficult. Could a large mirror be put up to see people coming up from under the bridge?	49.88277286	-97.13202059
Aesthetics	Ex Stadium site: this is a hideous pedestrian hostile, treeless, trash strewn wasteland. An absolute disgrace.	49.88882842	-97.19783664
Aesthetics	very nice area.	49.88617402	-97.13534117
Amenities	Lots of choices to eat around here	49.89629312	-97.14081287
Amenities	not many places to park your bike. safe and secure bike parking needed.	49.89131514	-97.1396726
Amenities	All the bike lanes should be painted in a bright colour. Drivers will notice it. It's a quick solution to improve the cyclist's life. The protected bike lanes are better to get new people to start biking. The one on Assiniboine is great, I wish there were more like it.	49.89115949	-97.13711039
Amenities	Need better lighting for bus stop at night. Would be better if closer to intersection with portage for visibility	49.8948642	-97.14126483

Amenities	Add a left turn hook here to allow people on bikes with a safe way to make the left turn off of northbound Main Street.	49.89200797	-97.13616729
Amenities	As a destination location, it would be nice to see bike racks available.	49.85502928	-97.14350581
Amenities	A lack of public use amenities.	49.90519396	-97.15824723
Amenities	A waterfountain! It would be lovely to see more waterfountains at the RT stations, and other active transit corridor stops.	49.85680004	-97.1268332
Amenities	Traffic calmed corridor due to school. Makes an ideal route for an active transit corridor.	49.86805941	-97.15610147
Amenities	More bike lock ups needed!	49.86386857	-97.13466525
Amenities	Bike lock up needed.	49.85775456	-97.14399934
Amenities	New bike rack needed at community centre.	49.85996786	-97.14378476
Amenities	This is a wonderful part of my ride to work! Need more places like it.	49.8837229	-97.14271197
Amenities	Lovely path here, love it. However lots of riders go the wrong way on the 1-way to get to the crossing at Memorial. It is not clear if it's allowed- maybe needs signage to state it is (or is not?) a 2-way for bikes only here behind the Leg.	49.88310974	-97.14618737
Amenities	Very bad	49.89424735	-97.13918209
Amenities	Bicycle parking facilities are sometimes in short supply in various places, including in the Exchange area during festivals.	49.89571257	-97.14017987
Amenities	make a repair shelter, changing tires, air pressure, tools for minor repairs	49.88401722	-97.13643551
Amenities	I can never find space to park my bike on Portage, existing racks are very often full	49.89442705	-97.14131713
Amenities	Main St has no dedicated bike lanes, the inside lane is shared with buses and is very dangerous for cyclists. Bike and buses should never share a lane. Bikes need their own dedicated lanes.	49.88776391	-97.13410735
Amenities	Organic food store	49.8794406	-97.17063904
Amenities	Spirit Park and gardens	49.89449617	-97.15722799
Amenities	Fresh Produce, buckwheat honey, strawberries in the Spring	49.88788833	-97.12744474
Amenities	Kim's clothing repair shop	49.88188797	-97.1894896
Amenities	Great gym and salt water pool	49.87269242	-97.21287847
Amenities	Hi Gong classes	49.88427991	-97.15543628
Amenities	Dino's Grocery	49.89716393	-97.14674592
Amenities	Park and sculptures	49.89152414	-97.14112401
Amenities	Beautiful museum	49.89072235	-97.13108182
Amenities	Great grocery store	49.90892519	-97.13269114
Amenities	Wonderful museum	49.9064101	-97.13749766
Amenities	Mitchell Fabrics	49.90269249	-97.13558793
Amenities	Canadian Footware	49.89947218	-97.14269042
Amenities	Organic food store	49.87637085	-97.14309812
Amenities	Where are the bike racks for the MTS center? Out of 15,000 capacity, surely many would ride bikes.	49.8934387	-97.1435219
Amenities	Giant ugly surface car park lot. No signs of bike parking. So common, i could put this on nearly every downtown street.	49.89153105	-97.13591516
Amenities	not enough parking around MTS and other major downtown destinations	49.89292032	-97.14392424
Amenities	food trucks! aya!	49.88791598	-97.13956833

Amenities	There needs to be significant signage and intuitive routes chosen in alignment with peoples' expected 'desire lines'. It needs to be logical and simple for me and others to get from the Forks to the Exchange and back.	49.89656957	-97.13866711
Amenities	Overall, Assiniboine track is good for cycling when there's no snow. Needs more upkeep in winter. Especially when apartments push their snow onto track.	49.8861602	-97.13627458
Amenities	there are a great number of retail and commercial amenities located in Winnipeg Square - having/retaining bike route access to this location is important. Adding more bike parking near entrances is important (I always struggle to find a spot). the set back on the east side of Fort, near the mid block transit stop offers a great location for a bike parking station	49.89363913	-97.13828087
Amenities	In July and August, the Assiniboine Ave bike way is congested with bikes, meanwhile, there are very few cars on the road during these months	49.88574543	-97.137326
Amenities	We could really use more structures to lock up bikes outside of Fame and The Pint. There is one bike locking structure outside of The Pint and the same bike has been rusting away on it for over a year.	49.89383266	-97.14044809
Amenities	More lock up structures all along this side of the MTS Centre would be great. Could even have a bike security person for some events that watches the bikes for tips.	49.89283738	-97.14328051
Amenities	The bench seating overlooking the Red River on the Norwood Bridge is not currently placed in front of the iron railings where you could sit and watch the river unobstructed.. Instead, the benches are currently placed in front of the solid concrete railing which a person can't SEE THROUGH.. This makes the seats on the Norwood Bridge not useable to sit on to enjoy the view of the river. This is such a wasted opportunity. Please move the benches so that they are in front of the iron railings, so that people of can sit there and enjoy the view. All this money spent on this bridge, and currently there is no place to sit and be able to actually see the river. It's easy to fix though, and I'd like to help you do that.	49.88189394	-97.12977985
Amenities	We need a bike parking plan in downtown Winnipeg. ALL buses need bike racks, and every single block needs bike racks.	49.88985695	-97.15128387
Amenities	I live in this area, and we need bike parking for residents, pronto!	49.88387343	-97.14175804
Amenities	Bike lanes required on Broadway to access all the businesses. Car parking is a waste of resources.	49.88689293	-97.14385986
Amenities	not a lot of amenities along this street as many businesses have closed and lost of construction in this area.	49.88888371	-97.14055538
Amenities	more bike parking throughout the city and at fast food facilities in particular.	49.89421971	-97.14303374
Amenities	It is super frustrating that pretty soon after it opened the Assiniboine bike lane was compromised by construction projects that last years.	49.88650583	-97.13551283
Amenities	A number of amenities are in this area that I go to but the surface parking lots don't add anything.	49.89272679	-97.14057684

Amenities	The Times Changed as done so much for this city and the area. It would be a travesty to lose it to demolition by neglect.	49.89203561	-97.13645697
Amenities	This sidewalk is supposed to connect the two AT paths in the area but it is not wide enough and curb cuts are in bad shape	49.8844078	-97.1323666
Amenities	We need more bike racks for parking along this stretch. Very few around	49.88716944	-97.13702023
Amenities	bike parking areas that don't interfere with pedestrians, or transit. well lit in the dark would be nice too.	49.89413677	-97.13926792
Amenities	lack of public washrooms has people relieving themselves beside buildings etc.	49.89491085	-97.1408987
Amenities	This bike path is fantastic, more like this please!!	49.88346418	-97.1593523
Amenities	where to navigate at portage and main?	49.89557435	-97.13875294
Amenities	Lack of bike parking along Main Street.	49.89225679	-97.13686466
Amenities	Hurrah for bus rapid transit.	49.88351837	-97.13231649
Amenities	Have more places to lock up bikes	49.88656113	-97.13520169
Amenities	Have more places to lock up bikes	49.88904961	-97.13468671
Amenities	Have more places to lock up bikes	49.89536701	-97.13850617
Amenities	Have more places to lock up bikes	49.89380501	-97.14350581
Amenities	For tourists you may want to consider putting in bike path maps like the pedestrian maps that are around and where they link up. would make tourist use more likely i think	49.89126148	-97.13873148
Amenities	Suggest separating pedestrians and bikes on sidewalk. People on bikes do not want to cross over to the east side of the bridge to get to assiniboine bike path so there is two way traffic on the sidewalk on the west side. A physical separation would allow for bikes and pedestrians to both feel safe on the sidewalk.	49.88526154	-97.13298082
Amenities	Provide separated bike infrastructure all the way on Smith.	49.89254709	-97.1413815
Amenities	Provide separated bike infrastructure on Donald.	49.89294797	-97.14309812
Amenities	i use Graham a lot as a cyclist to get through downtown - ow traffic as most of it is usually just buses and cyclists.	49.89258856	-97.1401906
Amenities	Ellice would be a great place for a dedicated bike lane. Portage is the only alternative for getting from the West End to Downtown, and it is even worse than Ellice for cyclists, and probably harder to adapt.	49.89539465	-97.14270115
Condition	Donald at Broadway very rutted lanes	49.88810953	-97.1389246
Condition	Assiniboine Ave bike facility interrupted for *years* by construction, while auto facility unaffected (except in conflict with cycling). Seems backwards in disregard for more vulnerable mode, treats cycling as second class. A network connection is only as good as its weakest link, in terms of usefulness, accessibility, safety, and return on investment.	49.88561409	-97.13753521
Condition	Not clear if bikes are allowed in many parts of the sidewalks/paths either side of Main St.	49.88426608	-97.13157535
Condition	Cyclists dismount signs: I think the 85th percentile rides through these. Needs rethinking.	49.88382365	-97.1320045
Condition	protected bike lane currently ends at condo construction. Otherwise love the protected bike lane on Assiniboine! Great for biking with kids!	49.88669467	-97.13540014
Condition	Inconsistent pavement	49.89249179	-97.13842571



Condition	I really enjoy the protected bike lane and I'm looking forward to when the apartment block construction is over so that we can easily use it again.	49.88598374	-97.13636303
Condition	Portage is not pleasant to ride on...it would be nice to have a bike lane there too.	49.89443033	-97.14187924
Condition	Fix the paint	49.89466348	-97.13885562
Condition	Bike lane is in very poor condition when crossing Garry	49.89468375	-97.14098263
Condition	water gathers under midtown bridge  General clearing in winter is pretty brutal too!	49.88519231	-97.13887978
Condition	There are long longitudinal cracks in the pavement here.	49.89398471	-97.1406734
Condition	The curb or bike lane on most streets are cracked and covered in debris.	49.89471733	-97.14107037
Condition	This road is cobblestone, which is very tough on a bike's narrower tires. You need a full suspension bike to be comfortable.	49.88834455	-97.13363528
Condition	The Churchill Parkway route under the bridge is nice, but it's often under water of mucky.	49.88328444	-97.13123202
Condition	Walking under the underpass in the summer is disgusting as there is no caging to prevent the pigeons from defecating on the side walk which quickly accumulates and begins to smell with the heat	49.88523389	-97.13882804
Condition	Broken road	49.89539465	-97.14013159
Condition	sidewalk and road conditions are poor on Fort and Garry south of Graham	49.88960259	-97.13740478
Condition	Bike path south of Broadway get covered by parked cars - but not much room to add a lane	49.88732783	-97.13539389
Condition	Northbound Main from the rapid transit corridor to Portage Avenue is quite good because of diamond lanes. It could be improved by a separated bike lane (Main Street sidewalk is very wide and has very few pedestrians)	49.88665099	-97.13323295
Condition	Southbound Main Street is slow in the diamond lane because of all the lights.	49.88908417	-97.13537872
Condition	Condition of bike lane through intersection deteriorated - feels unsafe travelling across Memorial/Broadway and on St Mary Ave from Carlton to Memorial	49.88903578	-97.14959979
Condition	Eastbound diamond lane on Portage in rough condition for bicycle	49.88929845	-97.15552211
Condition	pot holes, gravel, heaving...	49.8644495	-97.14271188
Condition	Sherbrook, both North and South bound are in very poor condition.	49.90198763	-97.15749621
Condition	The Maryland bike lane is riddled with potholes, debris and bus stops.	49.89546376	-97.16007113
Condition	Cracked and pot hole riddles surface.	49.88227511	-97.16097236
Condition	Large puddles here almost all year long.	49.87208393	-97.16732383
Condition	Lots of debris and gravel litters this bike lane; carried over from the gravel lots and roads to the south.	49.85675854	-97.15485692
Condition	The Assiniboine bike path is generally quite a comfortable path for cyclists but is continually blocked or closed for construction.	49.88588092	-97.13684372
Condition	Fort St in rough shape south of Graham	49.89178679	-97.13807702
Condition	Garry in rough shape, particularly at Graham - several potholes	49.89279591	-97.14009404
Condition	Garry crossing Broadway is incredibly bumpy.	49.88815101	-97.13754058
Condition	Very bad	49.89579551	-97.13858128

Condition	This is part of my regular running route, and the sidewalk conditions under the bridge are dicey. Cracked, heaving concrete, poor lighting. I haven't tumbled yet, but have to be very, very cautious.	49.88794363	-97.13971853
Condition	Poor joint condition in bike lane	49.88703118	-97.13551283
Condition	The road conditions at this intersection are poor, especially for cyclists.	49.88805423	-97.13889241
Condition	Terrible road on Assiniboine through the Legislative grounds	49.88324296	-97.14553356
Condition	Poor road condition	49.88788833	-97.14888096
Condition	condition on the whole area!	49.89529789	-97.14458942
Condition	some rough patches on the road	49.89275444	-97.14053392
Condition	Crumbling pavement and bumps in this area within the bike lane.	49.89189738	-97.13811994
Condition	I really like the Assiniboine bike way; I use it regularly, although I love the river side path too, and use that when I am not in a hurry.	49.88385131	-97.14107037
Condition	I cross Main walking my bike across the cross walk regularly. I like the system, because I don't have to wait; I can cross when I get there and I have caught the eyes of the drivers.	49.88689293	-97.13317394
Condition	I find the on-street lanes helpful, but drivers need to be taught to keep their distance; they can go by quite fast, very close.	49.89170385	-97.1378088
Condition	I like the new bike lane for accessing the forks from Main; it is particularly helpful coming out of the forks. In the past, I had to ride on the sidewalk because of the one way, or go around via the rough cobblestone route. The new route is great.	49.88622932	-97.1313715
Condition	Thanks to whoever plowed the route that connects the leg grounds to under the Osborne bridge; that is a safe route, and it is busy even in the winter. If it is not plowed, it forces us to cross Osborne with that slow light.	49.88274521	-97.14767933
Condition	Needs a bike lane.	49.88788833	-97.13976145
Condition	Trail under water many months. Trail poorly maintained and littered with garbage.	49.88313235	-97.13119984
Condition	The condition of downtown streets can be jarring for cyclists. Separate cycling lanes would remain in good shape for longer as they would escape the wear and tear from car traffic.	49.89211856	-97.14037299
Condition	Assiniboine Ave is great. Use it to travel east or west. Not pleasant around the building construction.	49.88584221	-97.13667154
Condition	When it rains, the bike lane floods.	49.88584221	-97.13697195
Condition	All over downtown, especially around the Red River College area, up to Notre Dame, Exchange District etc. Sidewalks are not maintained properly, snow is not shovelled properly, area is not cleaned. Pedestrians walk everywhere, including back lanes (that are never maintained and are the worst for tripping)	49.90079903	-97.14695513
Condition	Need a bike lane on Donald Street. MEC has a bike shop and it is hard to get to and from with no infrastructure.	49.89258856	-97.14285135
Condition	Portage Avenue is very bumpy in the curb lane, this is dangerous and challenging for bike tires. Much worse in the winter.	49.89388795	-97.14328051

Condition	Broadway, despite the name, has narrow lanes. Hard to squeeze a bike down this busy street with parked cars. What about a path down the middle part, which is wide and spacious?	49.88808879	-97.13815749
Condition	This block is awesome! Great condition, nice new lines, space for all users, including cyclists.	49.89390869	-97.13918746
Condition	Great dirt and paved paths for both a leisure ride or more fun/physical on the dirt one, lovely	49.89626547	-97.13319004
Condition	Overhanging branches and degrading condition of curb lane.	49.90195999	-97.15621948
Condition	Once you pass Sargent, the bike lane moves to the far right lane. The problem with this is there are many potholes so it's more dangerous. Also in winter this area does not get cleared. Winter riding down Sherbrook is very good until you pass Sargent then it becomes dangerous, but not as bad as riding down Maryland	49.89785503	-97.15846181
Condition	Water and leaf build up makes the track unrideable.	49.88520624	-97.13881731
Condition	very poor road condition	49.89488321	-97.14293718
Condition	Poor road condition here but it's a nice low volume road.	49.88769479	-97.13697195
Condition	poor curb lane condition	49.8708531	-97.1442461
Condition	The brick used on graham for the bus lane 15yrs ago, needs to be dealt with.	49.89258856	-97.1417141
Condition	Light N Fort not activated by bikes.	49.88852427	-97.13619947
Condition	The brand new bike way is already full of holes because the surface was never properly prepared for bike traffic, they just dumped concrete barriers and painted lanes.	49.88495737	-97.13703632
Condition	A little bit of paint goes a long way for the bike lanes on Fort and Garry but it is imperative that those spaces be properly paved (which they currently aren't). It is not okay to have road snakes or potholes in the middle of a bike lane, especially in the middle of a street with traffic whizzing by	49.89247797	-97.13823795
Condition	When going southbound on Donald over Broadway, the dips in the road on Broadway are pretty harrowing on a bicycle.	49.88757036	-97.14017987
Condition	The concrete is in a horrible condition.	49.88241338	-97.14725018
Condition	Right now there are painted bike lanes on Fort and Garry, but they are done so poorly that each year they get blurrier as new paint is inaccurately applied over the old.. Hopefully the new traffic protected lanes will be substantially different and will avoid these issues caused by maintenance crews?	49.89247797	-97.13763714
Condition	Flooding sometimes makes this section inaccessible.	49.8854551	-97.13197231
Condition	Love the cycling infrastructure when I can use it.	49.88622932	-97.13643551
Condition	Cycling over these two bridges is super confusing. The cycling infrastructure is not purposeful and it shows.	49.88418313	-97.13171482
Condition	Those green cycling lanes are the best. Please do this everywhere.	49.89374972	-97.13832379
Condition	Assiniboine past the Leg needs to be paved over. Too bumpy for cyclists.	49.88296643	-97.13896751
Condition	Crappy asphalt and potholes.	49.88701736	-97.13558793
Condition	Poor drainage on cycle track underneath Donald. Always a huge puddle when it rains or snow melts.	49.88516476	-97.13874221
Condition	Very rough pavement on westbound Assiniboine.	49.88570396	-97.13698268
Condition	Bike lane on Berry is in ridiculously poor shape. Very dangerous.	49.89010026	-97.21015334

Condition	The Assiniboine Cycling path was put up in 2011, and has been largely obstructed since 2012 because of construction. It would be nice to see accommodations for cyclists be done during times of construction just as there are for cars.	49.88578691	-97.13514805
Condition	good traffic flow	49.88979613	-97.13864565
Condition	I think this is the area where they painted the lane green. Great for visibility, however very slippery when wet.	49.89822822	-97.14055538
Condition	pavement condition in the curb lane on Garry, across Broadway is horrible - depression of pavement in tire tracks on Broadway causes significant bumping for cyclists heading south on Garry	49.88844133	-97.13759422
Condition	There are many relatively deep and wide pavement cracks that run within the existing bike lane - potentially causing cyclists to lose control if their tires get into the crack. (from Portage all the way to Graham)	49.89446852	-97.14076996
Condition	Surface is in horrible condition	49.89301709	-97.13868588
Condition	Has recently been patched, but is still poor	49.89180752	-97.13804215
Condition	Poor road condition	49.8952426	-97.13988751
Condition	The patch between the roadway and the cycle track where the mountable curb was removed to allow for bicycle traffic should have asphalt put down instead of being graded with gravel	49.88523734	-97.13864833
Condition	Poor	49.89210473	-97.14295328
Condition	Poor	49.89469833	-97.14114949
Condition	I like the sharrows but they need paint that lasts longer.	49.89502144	-97.13943958
Condition	Bad pavement on bike lane all the way from Broadway to Portage And Ellice	49.88898049	-97.13688612
Condition	Biking on the right side of Ellice turning onto Garry (continuing past Portage) is pretty rough!	49.89517349	-97.14140682
Condition	poor drainage on the Assiniboine Ave bike lane	49.88505415	-97.13898897
Condition	the bike lane veers off the road at Garry and it's hard to turn left onto Fort while maintaining motion/momentum	49.88628462	-97.13601708
Condition	Long, wide longitudinal cracks	49.89500761	-97.14120984
Condition	Poor drainage in the bike lanes.	49.88544127	-97.13809848
Condition	bike lane always has sand and gravel which is a hazard when riding. Also being forced into traffic with the current construction	49.88618093	-97.13617265
Condition	Snow clearing Policies need to be updated to prioritize cycle infrastructure. Including new "bike size" snow clearing equipment.	49.89164855	-97.13536263
Condition	All bicycle routes must be monitored for safe comfortable conditions. Driving by in a pickup truck is NOT adequate.	49.89568493	-97.1417141
Condition	Separated bike lanes with raised separation will be better	49.89172652	-97.14017858
Condition	Broadway pavement is often rutted, bad to cross north/south	49.88833073	-97.13798046
Condition	All of Broadway's sidewalks and the roadway are pitted, bumpy and in a poor condition for walking.	49.88788833	-97.13967562
Condition	roads are in rough shape and can be vary hazardous to travel on.	49.89386031	-97.13763714
Condition	The lack of street sweeping means that the Assiniboine bike lane is slippery with leaves.	49.88600812	-97.13675737
Condition	I appreciate that the Sandhu (?) development made an effort to provide a continuous bike lane during construction. There are still often trucks parked in the lane however.	49.88592516	-97.1371007
Condition	I appreciate the downtown cycling lanes.	49.89065323	-97.13652134

Condition	Lots of parked cars with doors that blindly swing open before checking for cyclists.	49.88949199	-97.14141369
Condition	Very poor and dangerous biking conditions along all of Main Street	49.88866252	-97.13394642
Condition	Very poor and dangerous biking conditions getting into & out of downtown. Poor and/or confusing marking of routes.	49.88744594	-97.13909626
Condition	This path is a great connection to the forks and exchange district but it is often flooded. Needs upgrading to keep it from flooding	49.88335357	-97.13103354
Condition	Fort and Garry Street are in very poor condition. and not pleasant to ride a bike on.	49.89137207	-97.13789463
Condition	it would be very nice to have the bike lanes plowed in winter.	49.88495737	-97.13677883
Condition	connection from norwood bridge to St mary's is difficult	49.88357478	-97.13111401
Condition	cobblestone is difficult for bikes when wet (underpass to forks)	49.88750124	-97.13386059
Condition	curb lanes especially damaged and difficult to navigate with traffic as a result	49.88805423	-97.13918209
Condition	Princess St. bike lane is horrible -- full of potholes and cracks.	49.89486938	-97.14412808
Condition	I understand the construction around the new condo unit on Assiniboine, but would love to see the whole route from Osborne to Main Street resurfaced to make for better cycling	49.88539979	-97.136693
Condition	river walk is poorly landscaped and always smells of swampy river	49.88191562	-97.13094234
Condition	sidewalks are in poor shape - its not a pedestrian friendly area	49.89430264	-97.13729382
Condition	OMG potholes under the overpass on the street traveling from Main to Osborne.	49.88511637	-97.13879049
Condition	Threads are terrible hTA rule for Cycling "as close to the curb as practicable" has no practical value	49.88639523	-97.15480328
Condition	entirety of Fort St between Portage and Broadway could use re-paving.	49.89337649	-97.13889241
Condition	good multi-use street but lights are so poorly timed, that it is inefficient for bikes. and Not enough room to bus slow buses	49.89206326	-97.142905
Condition	poor surface condition	49.88573161	-97.14192867
Condition	There is a huge pothole in the North Lane here. It hasn't been fixed since December 2014 when I moved here.	49.88510254	-97.13896215
Condition	Broadway is rutted here making it a bumpy ride to cross.	49.88772244	-97.14027107
Condition	This dedicated bikeway is lovely and safe when it's not obstructed by construction or unplowed snow.	49.8854551	-97.13796973
Condition	Most of winnipeg not bike friendly where cars and bikes "share" the road	49.89358384	-97.14379549
Condition	cracks in pavement need to be filled. can catch an tire edge when pavement wet	49.89399328	-97.1407485
Condition	bike lane is the lowest point on the road. Thus, water gathers. I find it dangerous and inconvenient to swerve in and out of bike lane.	49.88906343	-97.15260386
Condition	much like the water build up concern, there are often, large, road imperfections that cause me to hug the curb one second and then swerve into the middle of the car lane to avoid a huge pothole.	49.89661103	-97.15217471
Condition	Taking Donald as a bike route feels safer than Portage and Broadway, but often is very inconvenient to be caught behind busses	49.89269915	-97.14050174

Condition	For cycling, Broadway in general is too crowded and too dangerous.	49.88815101	-97.13758349
Condition	Very Rough road	49.88863487	-97.13789195
Condition	I LOVE the cycletrack. I feel safe and I love seeing all the cyclists. It gets BUSY in the summer!	49.88585604	-97.13689148
Condition	Sidewalks Fort - Graham to Broadway barely walkable	49.89231209	-97.13772297
Condition	The underpass is not usable. Either it's flooded, or so muddy it's unpassable. The alternative over the bridges is not ideal because of the pedestrian traffic, the lights, etc.	49.88656113	-97.13383913
Condition	The riverwalk under the bridges is often underwater, breaking the connection between the Churchill drive parkway system and the Forks.	49.8832153	-97.13125348
Condition	When the bike route moves to the sidewalk, PLEASE have appropriate signage as to when we're on the sidewalk and when we're on the road! (Applies throughout city.)	49.85170894	-97.150383
Condition	lots of pot holes on right side forces cyclists to go into traffic to avoid. Dedicated cyclist lane doesn't start until after Broadway. Missing link between Assiniboine path and Broadway	49.88577308	-97.1406734
Condition	gravel path from the forks connecting to the bridge is often washed out and difficult to bike on safely	49.88393426	-97.1309638
Condition	when i rode on Assiniboine earlier this summer to Manyfest, I had to find an alternative route because this bike route was closed, with the condo development happening!	49.88570396	-97.13727236
Condition	I walk downtown every week day and I have fallen several times due to ice on sidewalks or sidewalks in need of repair	49.89008699	-97.13971853
Condition	Where the bike paths join is often overgrown and therefore is a blind corner.	49.88313235	-97.13155389
Condition	There has been construction blocking this bike route almost as long as it has been open. Construction workers and vehicles do not take this route seriously, and even though detours are set up for bikes, trucks are often parked in the lane blocking established detours, and workers regularly step into bicycle traffic without looking. The route is not respected in the same way a motor vehicle route would be.	49.88506798	-97.136693
Condition	Assiniboine av under the Midtown bridge here is full of dangerous potholes and often floods when it rains.	49.88516476	-97.13887095
Condition	It can be unclear for motorists which lane to be in. I was almost runover by a cab who drove straight when he was in a left-turn only lane.	49.89571257	-97.14148879
Condition	Some pretty big ruts leading up to the manhole in the bike lane crossing Broadway.	49.88801276	-97.13751376
Condition	Inadequate repair- about six areas where puddles full width of path persistent long after rain	49.88086479	-97.1344614
Condition	pavement close to curb not in good shape	49.88582839	-97.1408236
Condition	The road condition of Broadway is horrible - uneven roads make for a very bumpy and dangerous crossing for cyclists.	49.88762566	-97.14056611
Condition	Dangerous road conditions (uneven surfaces, potholes, changing lanes) and constant construction make it very difficult to bike down Portage	49.894275	-97.14176774
Condition	recent improvements did not include cycling plan.	49.88661643	-97.1669054
Condition	continuously under construction	49.88473616	-97.13748693
Condition	Often Parked Cars	49.89283738	-97.14303374

Condition	The new bikeway on Assiniboine was been unusable for the past two years at least, and the surface of Assiniboine is in need of repair, especially under the bridge	49.8855657	-97.136693
Condition	the road conditions are also not very conducive to safety walking or cycling because they are uneven.	49.88899431	-97.13411808
Condition	same as other comment	49.89568493	-97.14355946
Condition	Early season maintenance of river path.	49.88319802	-97.13133395
Condition	Sidewalk paver stones are broken and very uneven here. Easy to fall, turn an ankle, or whatever.	49.89148958	-97.14966953
Condition	blocking the bike lane for 4 years is a joke.	49.88575926	-97.13730454
Condition	crumbling all along fort street	49.89206326	-97.13816285
Condition	see safety note	49.88523389	-97.13737965
Condition	Bike lane is in poor condition, lots of pot holes and rain water does not drain quickly	49.88585258	-97.13694513
Connections	I will try Fort & Garry for access between Mountain Equipment Co-op and Broadway	49.89209091	-97.13952541
Connections	Fantastic bike cage in the Millennium Libary Parkade, but it only has one bike-friendly entrance/exit on Donald Street and no connectivity with the downtown bike lanes. Smith Street entrance should be made bike-friendly	49.8910956	-97.14198232
Connections	Assiniboine Cycle track ends on sidewalk. No connection anywhere.	49.88696897	-97.13397324
Connections	Difficult to turn left at St. Mary as a cyclist	49.89160984	-97.1379657
Connections	surface connections?	49.88603925	-97.13322608
Connections	confusion on where to go heading north on fort and crossing portage	49.89419042	-97.14022255
Connections	Difficult crosswalks. Need to wait several lights to make it through when heading Southbound	49.88391398	-97.13180987
Connections	widen sidewalk and make it a shared sidewalk with bicycle traffic moving in both directions. to connect with Forks Cycle Track	49.88717189	-97.13266754
Connections	No bike lane across bridge, often quickest route	49.88505098	-97.13874626
Connections	no connection for cyclist to Assiniboine	49.88631924	-97.13265848
Connections	no connection to Forks for cyclist	49.88679467	-97.13369004
Connections	It's rarely clear to cyclists that certain sidewalks are ok to bike on- I've been cycling for years and only just recently made the connection by seeing "Cyclists Yield to Pedestrian Signs". Specific to this bridge is that there are several blind spots that could be solved through the use of mirrors, or some sort of reminder that the corner is blind- I've seen many close calls between pedestrians and cyclists here and on the other side of the bridge	49.8866554	-97.13387879
Connections	Getting from Mahatma Gandhi way (path to St Boniface and the Forks) to St Mary's safely and smoothly is hard- there's no real way to turn from Main onto St Mary without dismounting and acting as a pedestrian. And why does a bike lane only appear on St Mary after a block or so? It should start immediately. It's not safe.	49.89187618	-97.13674657
Connections	This is the main problem on my commute. We need a safer, faster way to cross main and continue the bike path.	49.88722719	-97.13348326

Connections	Transition from multi use path to sidewalk is not great, and features a random diversion between some very low use driveways.  Very difficult to move from path to roadway. No effective way to turn left.	49.88598047	-97.13286845
Connections	Poor connection to NB Main from protected lane on Norwood Bridge.	49.8834822	-97.13080072
Connections	Allowing construction to block protected cycling infrastructure for anything more than a temporary basis is ridiculous. First safe cycle route in Winnipeg now less safe than before. Especially need to address WB cycle traffic.	49.88562162	-97.13750378
Connections	Cyclists (all traffic, really) heading NB on one-ways just lose themselves crossing Broadway because roadway width changes dramatically. Can we do something to protect cyclists?	49.88845218	-97.13627815
Connections	More thought needs to be put into getting cycle traffic safely to/from the library. Coming from Osborne Village or St. Boniface, there is no route safe enough to bring children!	49.89133992	-97.14139764
Connections	Plaza is always full of people; feels safe and welcoming	49.89568493	-97.13823527
Connections	existing bike lane on norwood bridge forces cyclists onto sidewalk. Single curb cut shared by bikes and pedestrians causes conflict point.	49.88339504	-97.13086724
Connections	Key connection into the downtown requiring additional consideration. Mixing of cyclists and pedestrians on sidewalks. Mixing of buses and bicycles at the diamond lanes. Feels dangerous, protected bike lanes on Main Street would do more to encourage people to bike, as it is the most direct route into the downtown for many.	49.88564865	-97.13276625
Connections	Need a connection to the Forks	49.88687911	-97.13395715
Connections	Need connection to the Forks, Having only the southern link at Assiniboine is not adequate.	49.89050116	-97.13560939
Connections	The connection from Arthur to Garry can be a bit sketchy. Cars often pass you in the Notre Dame counterflow lane, even if you are positioned in the middle of the lane.	49.89596138	-97.14187503
Connections	Bike lanes just suddenly end with no signage explaining what to do. Same with green bike lanes. Confusing for cyclists and motorists.	49.89297562	-97.13871002
Connections	Assiniboine Ave to The Forks is very cumbersome unless you detour a bit by dropping down to river, crossing under Main St, and then climbing up to The Forks via the South Point.	49.88672703	-97.13274479
Connections	West of Main St, York is one-way east. So after crossing Main St westward from York (east of Main St), you can't access the Fort St bike lane unless you travel one block on the north sidewalk on York St. A contraflow bike lane is needed on that one block of York St.	49.89036292	-97.13612437
Connections	Fort St and Garry St to/from Albert St and Arthur St is confusing unless you're very familiar with it. The contraflow bike lane on Notre dame between Arthur and Garry is great, but clear signage and/or pavement marking is needed, as it also is for Fort to Albert.	49.89598902	-97.14164972
Connections	As a cyclist, it is hard to get from the cycle track to NB Main as you have to dismount and cross at the pedestrian cooridor. I would like to see a similar light that is in place at Osborne and Assiniboine here	49.88705884	-97.13387132



Connections	Connection from bike lane	49.89526333	-97.13984191
Connections	Poor/confusing connection from Assiniboine Ave into Forks	49.88708649	-97.13361382
Connections	The active transit corridor is not well marked here. The connection is a path that leads to the Forks (East). What is the provision for a North active transit path through Osborne Village? None.	49.86855731	-97.13711143
Connections	Again, the active transit path here goes East-West. What is North-South provision? None.	49.88248251	-97.14826941
Connections	Bike lane just ends. It doesn't even end at a destination. This leaves the cyclist having to merge back to sharing lanes with motorists.	49.89958275	-97.15820432
Connections	The active transit corridor that accompanies the RT corridor just ends. No wayfinding signs.	49.86291417	-97.14451432
Connections	Access from Osborne onto this corridor is not well marked or easy to navigate.	49.87494653	-97.14013696
Connections	Again, why do the active corridors push us East? Simple North/South is needed. Daily commuters do not want/need to pass through to the Forks. That is a destination location. Tourist location.	49.8804085	-97.13689685
Connections	Very long wait to cross Broadway in north and south directions. Cars Often don't see pedestrains when the car is turning left.	49.8883722	-97.13784099
Connections	Can be difficult to make a right hand turn from the Assiniboine bike path onto connecting streets (e.g. Edmonton) as it means cutting across the lane of vehicle traffic. Cars and cyclists alike seem unsure about who has the right of way.	49.88396744	-97.14225895
Connections	No safe/convenient connection between the Forks/Waterfront Drive bike path and Assiniboine bike path. Cyclists must either attempt to navigate across busy Main Street traffic at York, or ride on sidewalk to access the pedestrian crossing.	49.88702013	-97.1338139
Connections	The Assiniboine bike lane needs a connection across Main Street.	49.88700353	-97.13418245
Connections	Very bad	49.89546376	-97.14149952
Connections	This is a weird spot, we have to merge to the right, but then when we cross Portage we usually end up cycling into parked cars, or having to move over into a busy traffic lane for cars.	49.89491085	-97.13958979
Connections	I work at Broadway and Kennedy and find it easier to get to the Exchange using Fort than I do to get back to work. Sometimes, it takes a great deal of planning to think of a bike route where I won't have obstacles, be required to turn left at a large intersection or have to go out of my way to find a route that feels safer.	49.89485556	-97.13954687
Connections	This is the only real east-west bike route north of Assiniboine and it is shared with buses which is slower and not pleasant.	49.89297562	-97.1391499
Connections	Continuous interruptions in the bike lane due to construction projects	49.88457025	-97.14055538
Connections	Coming from the south or The Forks and crossing Main to go west.	49.8855104	-97.1344614
Connections	it is difficult to get into the left hand lane to turn	49.89538083	-97.14250803
Connections	Crossing traffic to get to Assiniboine is inconvenient both at the pedestrian crosswalk and at the end of the Forks separated lane (it just ends!).	49.88567631	-97.13240147

Connections	Completing this bike route would be great!	49.88559335	-97.1377337
Connections	Very confusing and inconvenient way to cross Main Street with more potential for cyclist and car collisions.	49.88589751	-97.13386059
Connections	When cycling Northbound on Main and turning West onto Assiniboine, it would be fantastic if there was a smoother way to do so during heavier traffic other than taking the pedestrian crossing by foot.	49.88714179	-97.13373184
Connections	portage and main - the least active transportation intersection in the galaxy	49.89551906	-97.13838816
Connections	Cycling lanes that just end are common.	49.88611872	-97.13652134
Connections	awkward connection coming north over bridge and turning west on Assiniboine	49.88703118	-97.13384181
Connections	I love the Assiniboine Cycletrack, but why does it turn into the sidewalk at the east end of Assiniboine?	49.88674086	-97.13449359
Connections	Cyclists coming from the Osborne area and wanting to connect to Main St. north or various downtown locations or the Exchange area west of Main St frequently use sidewalks to cross the Assiniboine River rather than cross to the east side of Main St and then have to cross back to the west side in a few blocks. A friendlier Main St. crossing is needed	49.88404487	-97.13203669
Connections	connecting from the forks to assiniboine when the river walk is closed	49.88653348	-97.13319004
Connections	no easy connection to Albert st.	49.89565037	-97.14136541
Connections	No bike crossing and bike lane ends at main and have to pull bike on to sidewalk to cross main.	49.88701736	-97.13397861
Connections	No link to forks from assiniboine ave. Have to ride on sidewalk to get here.	49.8865473	-97.13305593
Connections	Forks path ways are not set up for bikes, and you cant easliy ride through without being with on streets with no bike lanes, or having to carry bike up stairway.	49.88682381	-97.1301806
Connections	Bike lane ends forcing cyclists into traffic	49.89108177	-97.1325624
Connections	Water front drive is not connected to bike routes south of portage, no bikelanes at all until you get to St Mary	49.89268878	-97.1320501
Connections	This is a two way route for cyclists but is not set up for us to travel through it from both directions	49.88647126	-97.13155925
Connections	I ride along Waterfront, and under the underpass to York at Main. I want to continue Westbound on St Mary Ave, but it is nearly impossible to find a road-route to make the left turn from Main onto St Mary Ave. I have to dismount and walk my bike from Main & York to St Mary Ave & Fort	49.89188355	-97.13636041
Connections	No connection from Assiniboine to Forks.	49.88718326	-97.13350654
Connections	From this area access to the north and west (or northwest) can be difficult, esp. in high traffic times. Clear and protected cycling corridors in these directions should be provided.	49.89557435	-97.14099526
Connections	The bike way is great but should connect directly across Main St.	49.88573161	-97.13420391
Connections	When the river has flooded it takes about 8 mins to get from the bikeway from Osborne across to the Forks. You have to wait for 4 or 5 cross signals. Big disincentive.	49.88385131	-97.13162899

Connections	Need to use Crosswalk across Main St at Assiniboine St. Must be a better way	49.88595281	-97.13437557
Connections	Great bike lanes	49.88833073	-97.15963125
Connections	Having a better connection here would help a lot of cyclist. Going up the bridge is not reasonable as I'm still thrown into traffic on a multilane bridge. Having a connection across the bridge to the forks would increase accessibility and safety.	49.88589751	-97.1330452
Connections	It would be nice to have a better connection between the Fort/Garry and McDermot/Bannatyne systems, although I think this is less of a problem than it is for other connections (like Sherbrook/Maryland to West Alexander) if cyclists are encouraged to use Albert Street which has low traffic flow.	49.89557435	-97.14027643
Connections	I commute to work M-F. I would like to safely and legally turn off Sherbrook onto Cornish, however, traffic barricades, curbs etc, force me to cycle on the sidewalk to get to Cornish.	49.87890134	-97.15987802
Connections	Crossing Portage Avenue takes more than a few seconds, especially if people aren't perfectly able bodied (even if they are)	49.89315532	-97.14499712
Connections	This is obviously bad, please fix, maybe similar to the crossing north of Osborne Bridge	49.88688602	-97.13416636
Connections	Do you ride on the road, with high-speed traffic, or on the sidewalk, annoying pedestrians, and also illegal? There are no good options over the midtown bridge.	49.88508872	-97.13879049
Connections	Is there a bike path here, or what? No signs lead to rider confusion about the right place to ride. Can I use the sidewalk? Will that get me a ticket?	49.88360244	-97.13166654
Connections	What's the alternative when the riverwalk is closed?	49.88595973	-97.13310421
Connections	Poor signage on this good cyclist connection to the river walk.	49.88526845	-97.1383962
Connections	Fort is a cycling street. But there's no way for me to turn off the cycling path to the street in a way the cars recognise. No stop sign for cars. Just fake it like always	49.88654039	-97.13520572
Connections	Often flooded river walk sends cyclists to cross 8 lanes of traffic.	49.88633992	-97.13291645
Connections	on again off again bike lane - makes it tough for a cyclist traveling up McDermot heading to waterfront through the exchange and on to the network of trails along waterfront and the forks	49.89839409	-97.14448214
Connections	New path into Forks is awesome but inaccessible from the South without being forced onto sidewalks.	49.88822013	-97.13448286
Connections	Bike lane disappears just as getting to Health Sciences Centre and street deteriorates in condition.	49.89949982	-97.15819359
Connections	The new two-way bike line from the Forks is wonderful, and the separated bike lane on Assiniboine is fantastic (if half of it weren't closed due to construction) so it's absolutely ridiculous that there's no connection whatsoever between the two.	49.88606342	-97.1333456

Connections	It's really aggravating that the lovely Assiniboine bike lane abruptly ends, leaving cyclists to either take the sidewalk to cross the bridge, or awkwardly enter the street where they must awkwardly move into a middle lane to avoid turning onto River. And then the second bridge has a lovely but useless bike path -- with no way to get on or off it.	49.88385131	-97.13214397
Connections	Crossing to get to forks	49.88725239	-97.13392496
Connections	The Bus/Bike lane going Northbound here seems to disappear from signage for some reason.	49.88964406	-97.13503003
Connections	Need a safe way to connect from the Exchange to the downtown and this bike route.	49.89518731	-97.14139223
Connections	Need a safe way to connect from the downtown to the Exchange.	49.89521496	-97.13976145
Connections	The crossing from Assiniboine to the Forks (and onwards) is very awkward.	49.88705884	-97.13357091
Connections	How will the downtown bike lanes connect with the BRT facility?	49.88382365	-97.13170409
Connections	Need consideration as to how to link to east-west traffic. Graham is awful for biking and St. Mary isn't the most safe.	49.89145502	-97.13855982
Connections	Please work with Province to try to complete the cycle path.	49.88163909	-97.14596272
Connections	Please improve AT path connection along the Alexander docks.	49.89822822	-97.13240147
Connections	scary going across here on foot or on bike. The river path is not an option most of the year. Also from a different perspective, I don't think tourists wanting to go to the exchange from the forks or vice versa would think of going down to the river path first, so this connection on Main Street is essential.	49.88617402	-97.13283062
Connections	Union Station provides a great pedestrian gateway into the Forks from Main Street.	49.88960259	-97.13270187
Connections	Nice new bike facility at Gibraltar Trail, but it doesn't link up with other bike facilities.	49.88672703	-97.13167191
Connections	Only option to cross Main by bike is to use the controlled cross walk. Not ideal since pedestrians are there, plus there's no obvious or intuitive connection to keep biking towards the Forks that doesn't involve illegal and unsafe biking on the sidewalk.	49.88665791	-97.13376403
Connections	I would find it useful to connect with mcdermot and bannatyne cycling lanes as I go to work at HSC, as do many others. Will those be tied? A protected biking lane on those routes next ? :) I was nearly 'taken out' there recently because a driver tried a sudden grab of a rare parking spot. Where parking is a hot commodity it becomes dangerous for cyclists. Drivers' eyes are trained on the parking spot and they forget all else.	49.89659721	-97.13986874
Connections	The bike path that was recently put up coming off of Main Street going into the forks is connected to almost nothing.	49.88656113	-97.13197231

Connections	the connection from south of portage to the exchange district is not intuitive - in particular because of how the two street grids come together without direct street alignment of many north south running streets. when considering options for cycling improvements (potentially choosing garry or fort to accommodate a bi-directional cycle track), consideration needs to be given to the indirectness of travel route between origins (or destinations both east east or west of Garry and Fort south of the study area to destinations	49.89569875	-97.14124203
Connections	the intersection treatment of the new facility should carefully consider how best to retain separation from vehicle traffic during turning maneuver. This is particularly important at intersections with Graham, St. Mary and York - as these are important east west routes for cyclists	49.89145502	-97.13858128
Connections	The cycletrack ends. It just ends. Provision for alternatives during construction was poor.	49.88523734	-97.13854104
Connections	Connection from Assiniboine to Forks is poor	49.88671666	-97.13337511
Connections	Lanes on Garry do not align on either side of Broadway. CONFUSION.	49.88833073	-97.1376881
Connections	When river trail under the norwood bridge is closed, getting to the other side by crossing river and then Main is an inconvenience. The difference is a matter of crossing 12 lanes of traffic.	49.88394117	-97.13182211
Connections	Allow cyclists to turn on red light.	49.89562508	-97.14171774
Connections	Need bike box to improve connection with St. Mary bike lane.	49.89158869	-97.13793755
Connections	Improve facilities and clarity for left-turning cyclists. Also, provide improved pavement markings (green?) or signage to allow right turning cyclists to move to the front of the queue.	49.88614195	-97.13647134
Connections	Obvious improved connection needs. Regardless of what you do, please consider prioritizing pedestrians and cyclists by minimizing crossing delays and weaving requirements. And why not make this connection pretty! We could make this into a cycling and pedestrian gateway into the forks!	49.88709132	-97.1338284
Connections	As a cyclist, is difficult to make a left turn from Ellice and connect to the Exchange.	49.89581168	-97.14100599
Connections	northbound cyclists must cross Main Street to get into downtown; not an easy manoeuver.	49.88761239	-97.13398075
Connections	You could easily add a hood turn here that would allow a cyclist turning left onto St. Mary to wait to the side of the curb lane before proceeding onto St. Mary when the light changes.	49.89198032	-97.1362102
Connections	The bike lane on St. Mary needs to connect to Main Street.	49.89181444	-97.13711143
Connections	There is no transition off of the separated bike lanes on the bridge.	49.88345035	-97.13080287
Connections	There is no transition onto the separated bike lanes on the bridge.	49.88339504	-97.13136077
Connections	There should be a proper bike lane along York to help connect the Sherbrook area to The Forks. It is difficult to travel from west to east in this area of town	49.88996202	-97.13808775
Connections	The bike lane northbound on Fort is situated on the right hand side of the road which makes it difficult to make 2 lane changes and then left turns at St. Mary Avenue. during rush hours	49.88987907	-97.13626385

Connections	Have bike parking near the corner of Portage and Garry as this is a main transit hub	49.88711469	-97.13825598
Connections	Tough transition to downtown after the forks	49.89036292	-97.13574886
Connections	not enough options to cross main and access the forks	49.89068088	-97.13498712
Connections	no cycling lane on Donald bridge	49.8845979	-97.13825941
Connections	bike lane runs out somewhere in here	49.89699806	-97.14321613
Connections	Coming up off the river path under the bridge and onto Queen E Way pushes you on to a busy side walk and west side bus stop.	49.8837407	-97.13240147
Connections	There seems to be confusion where the bike lane ends and begins as you transition from Main, over the Queen E Way and over the <u>Norwood Bridges</u> .	49.88667173	-97.13283062
Connections	With the highrise construction, there is an obvious break on a great cycling path.	49.88484677	-97.13755131
Connections	York avenue needs a bike lane. St mary has it for West bound traffic, it only makes sense that York, the East bound artery, would too.	49.8897823	-97.13848472
Connections	the bike lane on assinaboine ends with no clear connection to southbound, northbound or to the forks. the cycling lane ends on a side walk. many cyclists use the west sidewalk on main to cross the assinaboine river, cross stradbrook. cyclists must cross the street at a pedestrian crosswalk to reach northbound main st or the forks. a cycling lane under main street would be most welcome, kind of like Osborne. I prefer the underpass to waiting at the traffic light.	49.88578691	-97.1336031
Connections	cyclists often use the side walk to cross stradbrook near main st going southbound. Access to northbound Main street requires use of the pedestrian sidewalk. The underpass along the red river is closed or difficult to travel most of the year.	49.88385131	-97.13214397
Connections	Bike lanes being blocked off for years at a time...	49.88617402	-97.13626385
Connections	difficult to get on and off the bridge while cycling.	49.88335357	-97.13108182
Connections	Difficult to turn west off St Mary's North while cycling	49.88851045	-97.13436484
Connections	An effective connection with the Forks would go under the bridge utilizing a stretch of the river walk.. (It would be great if that could be raised in that area). This would also potentially reduce crossing at <u>Assiniboine Ave</u> .	49.88689293	-97.1333456
Connections	Shoulder ends abruptly, forcing bikes to merge into traffic.	49.88065739	-97.14772224
Connections	I currently use the sidewalk on Main tp get from The Forks to the <u>Assinibione Crosswalk</u> .	49.88633992	-97.13349581
Connections	hard to turn left here or on st mary's from st boniface	49.88827543	-97.13531971
Connections	I love this path, but don't have the strength to go downhill before going uphill again. Is there a reason it doesn't just run along the (not busy) street?	49.88296643	-97.14819431
Connections	Lack of good connection to cross Main Street	49.88733534	-97.13377476
Connections	Cycling westbound means you are forced to turn north onto Main and travel across a few lanes of traffic to get into the turning lanes to continue westbound on St. Mary. Very intimidating.	49.89047351	-97.13548064

Connections	Very frustrating that we have never been able to fully use the fabulous protected bike lane on Assiniboine since it's been built. Between the work on Osborne Bridge and the condo developments, this beautiful and busy cycle track has been blocked for much of its length or in poor condition due to construction. In spite of this it's one of the busiest routes downtown -- imagine what it would be like if it were actually fully open!	49.88569013	-97.13726163
Connections	Again probably goes without saying but this crossing is dangerous, difficult and frustrating when you are on a bike. First you have to shimmy over from the path (or even the road) to the pedestrian corridor, dismount, cross a very wide roadway, then either ride on the sidewalk or walk your bike. I don't ride a bike so that I can take it for a walk :)	49.88689293	-97.13419318
Connections	Graham Avenue excellent for bus connections.	49.89115919	-97.13872976
Connections	Parked cars! At Fort and Portage cyclists are in the wide sharrows lane, after crossing Portage now they are driving right into parked and loading cars without enough room to pass safely in the same lane given that this is a turn. Sep when connecting to Albert.	49.89547068	-97.14038104
Connections	High rise development disrupting bike lane with no alternative route. Sad, dangerous, and sends an unfriendly message!	49.88628462	-97.13615656
Connections	various one-ways, etc could use a "except cyclists" bike path exception for ease of travel and improved safety	49.88645053	-97.13834524
Connections	very poor north/south transit service in downtown; only route between vaughn and main only runs every 23+ min even in rush hour (the 99)	49.89054263	-97.13935375
Connections	Better connection between Assiniboine bike lane and the Forks	49.88631227	-97.13300228
Connections	Difficult to cross	49.88606342	-97.13316321
Connections	Crissing Main is a huge pain	49.88862105	-97.13468671
Connections	Excellent link from main st into the forks, a ped/cycling overpass over main st would be fantastic.	49.8866026	-97.13337779
Connections	bike lanes east of main st end abruptly at main st, nowhere to go from there.	49.89043204	-97.1356523
Connections	would be nice to have bike lane connection from mts centre to assiniboine	49.89195267	-97.14256167
Connections	connection between assiniboine cycletrack and fort gibraltar trail is weak and unassuming. dedicated bike infra is needed on east side of Main. sharing space with pedestrians is dangerous and confusing to everyone.	49.88714179	-97.1336782
Connections	connection between museum of human rights and downtown and assiniboine cycletrack is weak and confusing. better signage and more bike-only infra is needed	49.89026615	-97.13558793
Connections	As a cyclist, it can be challenging to cross the Assiniboine river on the sidewalk. Hard to get by pedestrians and they give dirty looks and make comments.	49.8855657	-97.13351727
Connections	Ongoing construction blocks bike lane	49.88539288	-97.13817894
Connections	no signage	49.88744594	-97.14304447
Connections	Suddenly we are on the sidewalk here. There should be a curved access to give a line of sight before entering the sidewalk.	49.88692058	-97.13401616

Connections	The crosswalk should be moved to the south side of Assiniboine with a cycling/pedestrian signal similar to Osborne.	49.88697588	-97.13375866
Connections	Bike corridor ends abruptly	49.88703118	-97.13401079
Connections	Walking from the Exchange to the Human Rights Museum was convoluted, indirect and not a pleasant walk	49.89120619	-97.13523388
Connections	For cycling, coming from Assiniboine to the forks is awkward. As far as I can tell the only way to cross is the crosswalk, which forces you to become a pedestrian.	49.88700353	-97.13400275
Connections	This heavily used path is unnecessarily blocked for a development on the south side offering no alternative but to merge with car traffic. Dangerous, awkward and inconvenient	49.88507144	-97.13901848
Connections	Have to ride on Sidewalk, that isn't technically marked for cyclepath, to go between DT and Forks	49.88681344	-97.13339657
Connections	No specific cyclpe-friendly connection from east side of main to Assiniboine Ave path. Pedestrian crossing is a workaround but not ideal.	49.88739064	-97.13377476
Connections	Where does bike lane on Fort go once you hit Portage Ave?	49.89508004	-97.13926792
Connections	Going from northbound diamond lane onto the Assiniboine Ave. cycletrack.	49.88640905	-97.13313639
Connections	Going eastbound on the Assiniboine Ave cycletrack, making a right onto Main Street to go southbound, suddenly the cycletrack ends. Choice is to either ride the shared sidewalk (still dangerous with pedestrians) or to bump down into the shy lane just approaching the bridge. There is a small indentation in the curb to get on to the road but it's still a CURB. The transition is NOT zero-entry and is dangerous.	49.88663026	-97.13386595
Connections	Awesome connection to the gravel path alongside Donald and/or to the Forks, BUT it's like super secret!! Only the locals who know about it ride it.	49.88335357	-97.13164508
Connections	Since the pass under the bridge is always flooded or so full of mud it's not passable, it's VERY disruptive to go through the lights and intersections to go over the bridge.	49.88658878	-97.13409662
Connections	Another spot where there's no indication if you stay on the sidewalk or move to the street.	49.84639593	-97.11605072
Connections	The bike lane for west-bound cyclists just ends and it isn't clear where cyclist should continue.	49.88457025	-97.13849545
Connections	Better connection with the forks / rest of infrastructure would be good	49.88707266	-97.13387132
Connections	Construction taking over the assiniboine bikeway. Shouldn't just abruptly stop.	49.88555188	-97.13775516
Connections	Bike lane starts at Fort St. It is missing between Main St and Fort St.	49.89175914	-97.13721871
Connections	The bike lane ends and you are left on the left side of all the vehicles. Very dangerous!	49.89782048	-97.14268506
Connections	construction difficult to navigate - new condos	49.88531684	-97.13835597
Connections	I usually use the cross walk and walk my bike across the street but it'd be great if there was an actual bike route!	49.88819248	-97.13448286
Connections	I try to avoid donald on bike because there is a disconnect from Ellice to portage as the bike lane ends	49.89444087	-97.14379549



Connections	streets acting as one-ways for cyclists are very frustrating. have seen lots of people on the sidewalk in these cases. is there a way to have two way cyclist traffic safely and maintain motor traffic flow?	49.8935009	-97.14190722
Connections	would be so nice to have nice connection to the rapid transit multiuse path that is OBVIOUS	49.88329826	-97.13186502
Connections	need lanes and lock ups around high traffic areas--MTS centre bike valet would be so awesome to decrease parking overload at events, but even just to get to small shops	49.89499379	-97.14053392
Connections	Separated bike lane ends before Portage. Should continue across and into roads in the exchange.	49.89438558	-97.13941813
Connections	All of Fort should be physically separated for bikes and vehicles, particularly given the bus traffic from St Mary to Portage Ave.	49.88946434	-97.13680029
Connections	Improve cycling connections across Main St to get to The Forks.	49.89037675	-97.13610291
Connections	There is a separated bike lane going south across the bridge here, but it is really hard to figure out how to get into it coming from the north; and on the St. Mary's side, it does not connect back up with the main road without having to take a bunch of sidewalks/crosswalks. It needs to be fluid to be useful, and therefore I never use it	49.88302174	-97.13145733
Connections	The northbound dedicated diamond lane connecting St. Mary's and Main is awesome - one of the only bridges in the city where I always feel safe. It is confusing to me that there is also a separated bike line on the same side of the road, which is very difficult to use because you can't get out of it without connecting through sidewalk/crosswalk	49.8854551	-97.13171482
Connections	How 'bout a nice bike connection to get directly to River ave from Main st here?	49.88402413	-97.13221371
Connections	Enforcement is a challenge at this crossing. A half-signal (as I have heard proposed) is NOT a fair compromise. It would be a huge reduction in the level of service for pedestrians/cyclists. Though I'm sure the drivers would love it.	49.88699662	-97.13370502
Connections	I usually ride through the parking lot to get to the Forks so that I don't have to ride on the sidewalk where there's a bus stop.	49.88669247	-97.13332951
Connections	The only way I figured out that you're apparently allowed to ride on the sidewalk here is because I noticed a sign telling me to dismount to cross a street. Lack of signage/consistency is confusing for everyone!	49.88548966	-97.13299692
Connections	Unclear... Am I supposed to be on the road or the sidewalk? There's really no way to know...	49.88380291	-97.13118374
Connections	condo construction breaks up the bike lane and makes it unsafe navigating from one lane to the next	49.88528919	-97.13729382
Connections	no link of understanding with motorized vehicles and cyclists.	49.885621	-97.16681957
Connections	The Spence Portage intersection is terrible for cycling. Despite the bike lane into the UW on Spence, there's no cycling way to get from Spence south of Portage to the Univ.	49.88882842	-97.15317249
Connections	coming out of the Forks, a cyclist is basically forced onto the sidewalk, across the cross walk before they can get to cycling paths or lanes	49.88683763	-97.13214397

Connections	the cycling lane ends here and I am reluctant to cycle down portage to downtown	49.88816483	-97.15914845
Connections	Diifficult to get onto the street when coming off the Assiniboine bike corridor...only curb	49.88688602	-97.13401079
Connections	Light is terribly timed across transit corridor. Need to simply put a yield or caution watch for bus sign of some sort. Have only seen two people ever actually wait at that light. I tried once to use the light, very time wasting and unuseful.	49.88357478	-97.13181674
Connections	During flood condition crossing at grade on main street is too long if a delay. Cyclist/pedestrians start to try crossing unsafely due to ling delays. Reduce wait time for on demand crossing.	49.883478	-97.13151097
Connections	Very important desire line /crossing.	49.88705884	-97.13402152
Connections	A way to keep going west here on a bike would greatly help connectivity.	49.89052881	-97.13554502
Connections	A reasonable bike connection anywhere along main would make a big difference	49.88833073	-97.13405371
Connections	With one ways and left hand turns here biking is difficult	49.89535318	-97.1429801
Connections	Merging of bike lanes and car lanes on Fort on Broadway hazardous	49.8885381	-97.1363309
Connections	the bike lanes through out down town are sporadic and there is no sense of a cohesive network that allows you navigate downtown.	49.88700353	-97.13402152
Connections	bike lane ends going North	49.8802011	-97.13766932
Other	Many drivers think the bridge over the Assiniboine is a cycle path an harass cyclists on the street.	49.88611708	-97.13345019
Other	Let's be courageous - take the necessary steps control the river levels and allow the water-front paths to be always accessible.	49.88583934	-97.13303121
Other	traffic light wait time is to long when vehicle traffic is light ie Sunday morning	49.88245445	-97.14852826
Other	A lot of unused green space on Assiniboine. From the park on the corner of main st, to the boulevards. boulevards could be developed into an additional lane.etc	49.88617935	-97.13632457
Other	We all know the bridge is too narrow to add cycling infrastructure. What about converting east side sidewalk for cycle traffic?	49.88474814	-97.13844093
Other	EB traffic on York is bumper-to-bumper in rush hour due to poor motor vehicle traffic management anyway, so removing one lane and using the space to widen remaining lanes and to add a bike lane shouldn't make any difference to commute times. There is already a hike line starting at Main St	49.88925001	-97.14080588
Other	There is heavy pedestrian traffic crossing Garry here as the various clubs empty and fill up. There is also considerable demand for cabs, especially in front of club 200 and The Pint.	49.89080529	-97.13893533
Other	Better transition at interchange	49.88398957	-97.13187039
Other	The cyclist traffic buttons are not in a convenient location. They are too far from the road, causing the cyclist to have to dismount and sometimes lift their bike onto the curb.	49.87450401	-97.16936231
Other	Again, the cyclist traffic button is on the boulevard of the right hand turning lane, meaning that right hand turning motorists have to cross in front of cyclists or wait behind. This is not safe.	49.86165544	-97.15893388

Other	To access the paved active transit lanes along the RT corridor one must navigate crossing at the overpass, which has no active transit provisions.	49.85262206	-97.15095162
Other	Active transit corridors for all ages from the Forks to the Exchange Dsistrict? Who is that going to serve? Do you expect families to load all their bikes onto their cars, pay to park at the Forks and bike around? That is unrealistic. Daily commuters need safer, more direct, South/North, West/East corridors, that do not detour kilometres to pass through a destination location.	49.88816483	-97.1342361
Other	Great protected bike lane!	49.882842	-97.15940595
Other	I find it really confusing trying to get from Assiniboine to Marion street- not well marked where bikes should go and we're on and off sidewalks which I do not like to be.	49.88698935	-97.13394866
Other	Need a bike box at Portage and Fort to allow cyclists to position themselves properly at weird angle intersection. Also to avoid the confusion of whether cyclists could be against the curb or on the left hand side of the curb lane.	49.89488321	-97.1395576
Other	NO SAFE PLACE ON ROAD AT UNERPASS , OFTEN PEOPLE SLEEPING ON SIDEWALK. NOT SAFE	49.90569147	-97.13450432
Other	I really like this transit cycling areas. It feels safer and is a quick way of getting down town	49.89311385	-97.13928938
Other	Always cars parked in the bike lane on Notre Dame (Westbound).	49.89557435	-97.14021206
Other	There are 'desire lines' through the park to and from the West side of the bridge which would suggest that lots of cyclists and pedestrians would appreciate a smoother connection on the shortest distance between these two. Right now, if you follow the desire line as you go East from Assiniboine to heading South on the bridge, you'll hit a cement lip, some boulders and shrubs that you'll inevitably try to get through. I always need to dismount.	49.88633992	-97.13351727
Other	It's technically outside of the downtown area but related. Biking from the village or Corydon to downtown would be a lot easier if there was a better way to get onto the multi-purpose path that follows the Red to the forks. Currently one needs to bike south to around the antique mall to get onto it. What about an train crossing closer to Donald?	49.88822013	-97.13840961
Other	I generally think that the north-south bike lanes are ok through downtown, I won't complain if they become "protected" but I'm not sure it's needed. The big issue is making sure the lanes form a cohesive network and don't just end abruptly.	49.89083294	-97.13895679
Other	Why not run the path over the Donald bridge into the gateway of Osborne Village and then loop back to the forks up Mayfair or stradbrook past the Harkness station?	49.88285582	-97.13656425
Other	Why didn't you include the Hargrave / Carlton bike lanes in the survey? And another comment is the complete lack of safe cycling in the City Hall and north area. It's wonderful to have Assiniboine Avenue, but terrifying at times to cycle outside of roads which have designated hike lanes	49.88736299	-97.14246511
Other	crazy nice road conditions	49.89408148	-97.1390748

Other	General: Way-finding can be difficult. When moving through downtown on a bicycle, signs should direct users to where the best cycling infrastructure is for through-traffic. Ex. signs should direct east/west traffic towards Assiniboine cycle track	49.88869017	-97.13778734
Other	Love the assiniboine ave bike path - great connector. But, for the past 2 years, construction projects have basically taken one the bike lane with little or no impact or redirection of vehicular traffic. There needs to be a balance of development and maintenance of traffic, but in this case the decisions have merely resulted in cyclists taking to alternate routes, especially at rush hour (cyclists are navigating not only traffic on Assiniboine, they're also dodging clumps of mud and clay, misplaced traffic cones, contraction fence/gates, concrete trucks and construction workers). Would like to see more enforcement along areas where supposedly "safe cycling routes" are designated in construction projects	49.88517858	-97.13853836
Other	Assiniboine Ave is great (when not under construction)	49.88593899	-97.13696122
Other	Sidewalk or Road?: I think it's still unsure to some where along this stretch cyclists are restricted to the road, or can use the sidewalk as a bike path. Though stop signs on the sidewalk have indications for cyclists to get off their bike when they stop, that seems to be the only real indication. It might be nice to have painted or concrete dyed stretches of sideway, or some sign indicating bikes can be on sidewalks here.	49.88452878	-97.13245511
Other	The first task in your survey lacks explanation and clarity. The proposed crossing and protected cycling route don't seem to be illustrated here. I think the blue line shows a broader area in which the work is being done. Do you want comments on the potential safety of any area or places along the specific rout proposed.	49.89347326	-97.13896751
Other	I realize that Ellice is not the focus of this study, but this is a key neighbourhood cycling and walking corridor for low income people and students. We need an east-west connector north of Assiniboine (particularly eastbound). This street may be an arterial, but given its context, it should serve the needs of the community first before catering to outside neighbourhood commuters. In the least, consider improving light timing for cyclists. Graham is also a poor eastbound option for cyclists with all the bus traffic and poor cycle-friendly signal timing.	49.89502614	-97.14413881
Other	Cycle lanes on Norwood Bridge force cyclists onto sidewalks.	49.88292274	-97.12996388
Other	Median boulevard on Broadway is an underutilized space. This would make a phenomenal active transport lane connecting the Forks to other areas of the city. All the benches for seating in the median are not very appealing to use because you are ON DISPLAY. Most people are too self conscious to read a book or enjoy their lunch on these benches because you are on view to everyone on both sides of the median. Let's make Broadway's median a grand active transportation promenade that connects the Forks and Assiniboine Park.	49.88710396	-97.14379944

Other	General comments - walking downtown is never "enjoyable". Drivers are neither courteous nor respectful of the pedestrian right of way. Elderly people or those with mobility issues don't have enough time to cross at the lights. I've personally had to hold back cars with my hand to allow a person with a walker to finish crossing. I've also almost been run over by drivers turning right off of Portage or Main, or left on to Portage or Main, without looking for pedestrians (crossing with a walk light!).	49.89359799	-97.13990355
Other	I feel pretty safe on Fort etc bike lanes but I think that separated lanes would encourage even more cyclists.	49.88960259	-97.13843107
Other	random marker because the survey says I have to add 4	49.88929845	-97.14347363
Other	These lanes are unfortunately ill conceived as an add on to what ought to have been a more well thought through process. In some cities lanes have been developed over the years and incorporate areas for pedestrians/joggers and cyclists that are physically removed from motor vehicles. The idea of such lanes on streets \both here and elsewhere in the city is unfortunately not well conceived. The travesty found on Sherbrooke is most unfortunate.	49.89065323	-97.14021206
Other	travelling on Assiniboine is very enjoyable for the most part. It will be better when construction ends. There are few traffic signs to slow a bike down. Nice to pedal without stopping. Please try to consider cyclists when setting the timers for the lights on Fort and Garry. It is not fun hitting every red light!	49.88473616	-97.13746548
Other	Risk of bike theft is high downtown	49.89131678	-97.14021206
Other	I can't wait for the construction on Assiniboine to be finished so we have our bike lane back.	49.88609107	-97.1365428
Other	I really appreciate the crossing here.	49.88515093	-97.13890314
Other	Unclear signage indicating whether sidewalks are shared/multi-use as you move from Assiniboine onto Main Street.	49.88656113	-97.1333456
Other	Where are cyclists supposed to be when waiting to go straight on Fort? They are sharing the right lane with cars and many cars are turning right here. Unclear whether to wait on the left most side of the right lane, allowing them to turn, or stay back and on the right curb, attempting to merge in on the green, or take the lane and block all right turns on red.	49.88841368	-97.1362558
Other	Love the bright green cycling lanes!! So great for a bus-heavy area.	49.89403309	-97.13917673
Other	Love that cyclists now have a way down from the sidewalk on Main to the Forks.	49.88645744	-97.13308275
Other	Throughout downtown: mosquito fogging throughout summer months during hours when cyclists are returning from dinner, work, or downtown events. Starts as early as 9:30 am but Health Canada says people should stay indoors....difficult for cyclists to breathe on the way home!	49.89018321	-97.14126348
Other	Why can't the bus corridor also serve cyclists? We need to be able to avoid Portage Ave.	49.89137207	-97.14587688
Other	We need many more bike racks, all through the downtown region. Often left searching for a pole	49.89153796	-97.13952541
Other	Assiniboine cycle track is excellent!!	49.88573161	-97.13726163

Other	Secured bike storage would be nice at one of the many parking lots.	49.88839985	-97.13827014
Other	Just prior to the bridge (SB) the right lane is marked right turn only. This probably should read "except cyclists"	49.88553805	-97.1391499
Other	There is nothing south of Bishop Grandin which is safe. Being on a paved shoulder with vehicles going by at 80+km/hr is nerve wracking (to say the least).	49.83532526	-97.04944611
Other	I love the bike / pedestrian crossing	49.88295261	-97.14841962
Other	There are areas here that request walking your bike--SUPER annoying.	49.88393426	-97.1320796
Other	Overall, cycling in this area is very good, and I wish money and energy was being put into other areas first, such as all bridges and underpasses, and education for both cyclists and motorists	49.89126148	-97.13969707
Other	The assiniboine separated bike path is a joy!	49.88427991	-97.14112401
Other	love the protected cyclist lane	49.88357478	-97.15944886
Other	Really like going up Fort Street from here to get downtown	49.88656804	-97.13520706
Other	Appreciate the bike lane here, keeps me from getting stuck in rush hour traffic	49.88841368	-97.13773906
Other	bike priority signal would be a benefit	49.90866954	-97.11441994
Other	I really just find most of downtown to be very aggravating. I think we should have separate bike lanes that are distinct from the regular road, and are not just painted on the street. I really love what they recently did at Main and the back entrance to the Forks, where they put down black tar that raised the biking lane to a higher height than the regular road. Drivers will know instantly when they are on a bike lane because their car would be noticable crooked. I think this is a great idea in areas where a seperate lane with a curb divider is not possible.	49.89336267	-97.136693
Other	Though it's nice to have bike lanes here it is too far away from downtown to feel that connected. I think it is the only bike lane going west. There should be another one.	49.88640905	-97.1356523
Other	Graham is a better street than most for bikes but the stop and start of busses does not make a lot of sense for biking down this street for long periods of time. A bike lane in addition to bus lanes on Graham would be great.	49.89253326	-97.1413064
Other	Pedestrian crossing not wheelchair accessible	49.88641596	-97.13837206
Other	Always encountering cyclists on the sidewalk. Unfortunately, they always seem to expect pedestrians to get out of THEIR way, even though we are the ones with a right to be on the sidewalk. Please start ticketing these people. I have seen the protected bike lane on Sherbrooke empty one Saturday morning, while encountering 3 people riding on the sidewalk	49.89153796	-97.14830697

Other	<p>I realize this is not a part of your focus, however I don't know when I will have another opportunity to express this desire for Broadway:</p> <p>I have seen an old photo of Broadway, where the centre of the boulevard, there were trolley car tracks. My partner and I would LOVE for this to be turned into a walking/cycling path - similar to those we've seen in Copenhagen. Lights could be used to mitigate traffic at intersections. It would be a lovely ride, safe for families with young cyclists/chariots, and a great walking path for pedestrians too. The trees are beautiful and would perfectly frame the paths. The space was used as a transit belt in the past, why not implement a "green belt" down Broadway today? I get excited just visualizing it!</p> <p>Get rid of the cement patio blocks that sometimes are on the ends of the boulevard maybe also?, they are always uneven.</p>	49.88866252	-97.13703632
Other	If bike lanes are added to Broadway and I believe they should. They should be run down the middle of the boulevard where the old trolley car lines were, there would be complete separation from traffic, and no parking would be disrupted.	49.88830308	-97.13747621
Pedestrian	Lots of pedestrians on Portage ave sidewalks, try to avoid cycling but sometimes just have to use the sidewalk.	49.89386031	-97.14347363
Pedestrian	Pedestrian crosswalk across Main Street relies on drivers to be paying attention.	49.88730912	-97.13373502
Pedestrian	There should be a way to cross Portage and Main above ground.	49.89582868	-97.13843791
Pedestrian	Obviously and famously hard to cross the street.	49.89561346	-97.13834349
Pedestrian	West side of Smith lacks a sidewalk! Deters pedestrian traffic. Need to re-engineer between St. Mary and Portage to eliminate need for pedestrian jog through park and behind parking garage driveway.	49.89125237	-97.1407814
Pedestrian	Too many cyclists ride their bikes on the sidewalks on either side of Main Street, have too little regard for pedestrian safety. Convenient and safe (and legal) alternatives should be available to the cyclists to keep the pedestrians safe.	49.89816311	-97.13913727
Pedestrian	The half-crossing here takes forever to change. It inspires jaywalking, and penalizes active commuters by making them wait so much longer than vehicle traffic.	49.88458336	-97.13810349
Pedestrian	Sidewalk frequently blocked by Radisson Hotel with cars parked on sidewalk.	49.89330738	-97.14223981
Pedestrian	I love the pedestrian count down crossing signals - would love to see them throughout downtown and the exchange district.	49.89450999	-97.14084506
Pedestrian	The triangle surface parking lot here is a barrier to pedestrians. I frequently try to cut through it to access Arthur St from Smith and have to hop over the fences to do that. A cut through to allow pedestrians through here would help - or even better get rid of the parking lot and put in a park!	49.89556052	-97.14258313
Pedestrian	Portage and Main is a nightmare for Pedestrians to access. The underground isn't safe or inviting at night.	49.89547759	-97.13837743
Pedestrian	Always lots of pedestrians around; feels safe and bustling	49.88761184	-97.13704705

Pedestrian	Dangerous intersection for pedestrians; traffic turning north often has close calls with pedestrians	49.88902196	-97.13500857
Pedestrian	Portage and Main as a pedestrian. Enough said. It is horrendous in the winter trying to navigate this corner, and the underground outside of business hours is not safe as a woman.	49.89549141	-97.13837743
Pedestrian	Pedestrians are at risk as bike riders are a menace and have no respect for pedestrians. It is bad enough pedestrians are being run over by cars now we have to worry about bikes too	49.89253326	-97.14441776
Pedestrian	Better signage for bike and pedestrian at meeting of path and sidewalk	49.88688948	-97.13407785
Pedestrian	Fort and Garry are not good pedestrian streets - the comfortable feel is not present in the area - better on Fort north of Graham	49.89240727	-97.13943958
Pedestrian	gravel path way is marginally wide enough for cyclists and pedestrians to share.	49.86911052	-97.1336782
Pedestrian	All along Graham, those countdown pedestrian signal timers would be great. Also, the time to cross the streets along graham are way too short. Perhaps this is a transit issue.	49.8931415	-97.13874221
Pedestrian	All throughout the city there must be better enforcement of bikes on sidewalks- they are not allowed and it is dangerous for pedestrians. I have had some very close calls with riders zipping by me fast in narrow spaces.	49.8920623	-97.14748229
Pedestrian	Strong pedestrian movement crossing Portage at Fort. Can often back up right turn movement on Fort.	49.89518731	-97.13972926
Pedestrian	No pedestrian access at Portage and Main	49.89560199	-97.13848472
Pedestrian	I walk from Assiniboine and Garry to The Forks. I like to use the Riverwalk when it is not under water. Sadly, it is often under water.	49.88689293	-97.13489056
Pedestrian	I love the new lights that have a 'count down' for pedestrians. They should be everywhere!	49.89372207	-97.14358091
Pedestrian	sharing this area with pedestrians is okay but it can be tight and can be annoying for both groups.	49.88560718	-97.13309884
Pedestrian	Long, boring streets between Portage and Broadway	49.89153796	-97.13772297
Pedestrian	There is an issue with walk signs everywhere in this city. Even a fast-paced walked like myself cannot make it past the middle of intersection before walk signal turns red. At that point, vehicles think they have the right of way. I've even been yelled at by cops for walking when I've had the right of way. System needs improvement!	49.89574022	-97.12922573
Pedestrian	Lots of potential for cyclist and pedestrian conflicts.	49.88440434	-97.13240147
Pedestrian	Obviously horrible for pedestrians.	49.89551906	-97.13852763
Pedestrian	This is possibly the worst intersection for pedestrians in the survey area. Pedestrians Main Street east or west have no time to cross before traffic heading northbound from Broadway drive through the intersection. The pedestrian crossing light should be initiated with all traffic stopped in order to give pedestrians a head start.	49.88898049	-97.13497102
Pedestrian	Walking in this area is fine during the workweek daytime, no issues with traffic or crosswalks/underpass.	49.88728145	-97.13885389
Pedestrian	Good walkways over the bridge	49.87771216	-97.16147661
Pedestrian	Beautiful walking and biking path along the Assiniboin River.	49.88306322	-97.14161754
Pedestrian	Beautiful walk or bike ride.	49.8792885	-97.16663718
Pedestrian	Lovely forest with dirt paths	49.87172436	-97.23015189



Pedestrian	Pedestrians are forced to make 2-5 minute detours around this intersection, and the roads around it.	49.89568493	-97.13843107
Pedestrian	The entrance to this underground part is unusually unappealing. Some way to spruce it up would be appreciated, whether through art or otherwise	49.89560199	-97.13882804
Pedestrian	For some reason I can't comprehend, no one seems to be able to navigate underground Portage and Main. I'd propose a map of coloured lines being added to the floor to guide people to their intended corner.	49.89553288	-97.13842034
Pedestrian	A sidewalk on the east side of the library would improve safety and convenience.	49.89159326	-97.14085579
Pedestrian	The turn lanes at Main and York are anti-pedestrian.	49.89092971	-97.13493347
Pedestrian	The "no pedestrian crossing" issue at Main and St. Mary exemplifies how Main Street is more of a barrier to pedestrians than a place FOR pedestrians.	49.8921462	-97.13622093
Pedestrian	Portage and Main: fail.	49.89551906	-97.13845253
Pedestrian	It is common for vehicles to blow through this cross walk.	49.88733534	-97.13394642
Pedestrian	Going under this bridge is dark, full of pigeon poop, and too cramped on the north side.	49.88534449	-97.13866711
Pedestrian	Main Street is sad, dark and empty. There is way too much traffic moving too quickly for this to be a nice pedestrian experience. Almost got hit by a F150 turning left.	49.89048734	-97.13506222
Pedestrian	It seems that winnipeggers may not yet be used to sharing paths (cyclists and pedestrian) and I see pedestrians wander out in cycling areas alongside Assiniboine where the paths are separate. We may just need some awareness campaign, and reminder signs for us all.	49.88598047	-97.13553429
Pedestrian	Good	49.88824778	-97.13770151
Pedestrian	givent he volume of pedestrian activity (and transit stop at this location) between Assiniboine ped corridor and access to the forks, there is regular conflict with cyclists who use the east side sidewalk. It would be inappropriate to offer a shared (ped/bike) facility along this stretch	49.88633992	-97.1319294
Pedestrian	the shared use of the sidewalk by pedestrians and cyclists on the bridge is really inappropriate within this downtown context, with the high level of pedestrian use. Any opportunity to create separation between ped and cyclist, but also retain separation from motor vehicle traffic would be greatly appreciated!	49.88584221	-97.13332415
Pedestrian	the sidewalk on the north side, under the donald street bridge is often sprayed by passing cars because of the pooling of water in potholes in the west bound lane. Pedestrians are commonly splashed and in near o degree weather ice builds up on the sidewalk here	49.88517858	-97.13871002
Pedestrian	sidewalks on the east and west side of Fort, between Broadway and the lane just south of Broadway need to be re-graded to avoid pooling of water in the spring melt and during and following rains. on the east side, tree planters border the sidewalk and make dodging puddles impossible. Under these conditions, the west side sidewalk is also usually covered in standing water, and the grassed boulevard soaked and muddy, leaving only the roadway for walking.	49.88799893	-97.13604927
Pedestrian	no concerns as a pedestrian, however cyclist need to follow better safety measures around vehicles.	49.8885428	-97.13594198

Pedestrian	There should not be a left turn allowed from Broadway to Main when pedestrians are crossing. Drivers almost run over your toes or heels everytime. It's very dangerous because drivers don't care about pedestrian safety they just want to get through the left turn light	49.88895305	-97.13486072
Pedestrian	The flashing pedestrian crossing is ignored by drivers all the time. It should just be a red light when pedestrians are crossing - not flashing. That confuses drivers and makes it unclear that pedestrians have the right of way.	49.88819273	-97.13449582
Pedestrian	At any downtown intersection where drivers are trying to turn left at the same as pedestrians are crossing you need to do more to protect pedestrian safety and right of way. Don't allow a left turn at the same time as the pedestrians cross!	49.89413709	-97.14222047
Pedestrian	Ever single time it rains you can't walk down Ellice because drivers speed down the curb lane spashing all the pedestrians as they go. Even though this is illegal I've never seen or heard of a driver actually getting a ticket for this. Once it was so bad I had to go home and change because I was too soaked and dirty to go to work. You can't even jump out of the way because the buildings are right up against the sidewalk a lot of the way.	49.89528432	-97.14331498
Pedestrian	It isn't very clear as a pedestrian how to navigate around Portage and Main to cross the street. Have had to go to the next nearest traffic light to get across the few times I have walked there.	49.89551372	-97.13865497
Pedestrian	Portage & Main - a 40 year old disaster. Mr. Bowman, tear down those walls! (Could be done with minimal disruption with diagonal pedestrian crossing as has been done in Toronto and other cities.	49.89520113	-97.13793755
Pedestrian	very narrow passage on bridge and needs to be fixed and widened for both cycling and walking.	49.88418313	-97.13111401
Pedestrian	Needs proper lighting and better use, planning of road and sidewalk heights.	49.89363913	-97.14381695
Pedestrian	The fact that left-turning cars and pedestrians both have a green light here makes for some scary interactions.	49.88902196	-97.13512659
Pedestrian	this can be a bad intersection for pedestrians as many people will speed through trying to make the light or run the red.	49.89529789	-97.13997602
Pedestrian	Area is a ghost town at night. Many times I am the only one walking at night.	49.89076382	-97.13937521
Pedestrian	Having to cross the street here with left turning cars is difficult/intimidating for pedestrians. Always leads to conflict and should be pedestrian only walk option here	49.88900122	-97.13482082
Pedestrian	Pedestrians are seemingly secondary to cyclists who insist on weaving from lane onto sidewalk.	49.89175914	-97.13952541
Pedestrian	Difficult to cross Main Street due to vehicle traffic	49.88893901	-97.13467598
Pedestrian	pedestrian traffic should be limited to one side of street crossing towards VIA	49.88904961	-97.13489056
Pedestrian	I really enjoy walking along Assiniboine and the river area.	49.88589751	-97.13600636

Pedestrian	It probably goes without saying, but aaarggh!!!, please open Portage and Main to pedestrians. Reconfigure this intersection to make it convenient and appealing to ALL users whether behind a wheel or on foot or bike. I feel like my value as a citizen plummets at this corner when I am walking. But if I'm behind the wheel of a car suddenly I have value and am allowed to cross.	49.89536701	-97.13867784
Pedestrian	It's a nice area to ride a bike	49.89203561	-97.13265896
Pedestrian	Bike paths lead directly (quickly!) into pedestrian pathways, yikes!	49.88302174	-97.13173628
Pedestrian	at least one street in east exchange doesn't have a sidewalk	49.89634841	-97.13626385
Pedestrian	Surface parking lots don't frame pedestrian realm well. Creates sense of unsafe place. Also creates a very boring environment. Should be lined with small shops or, at least, food trucks, to enliven the pedestrian realm.  In many buildings, there are too few places where pedestrians actually interact with the building itself. More small shops instead of blank walls. More transparency to see into shops/businesses makes for a interesting environment.  The traffic lights can take too long to change. In the winter, each extra second standing idle is the worst. Have the lights change more often while also having them on long enough for an older person to cross.	49.89164855	-97.1389246
Pedestrian	open up portage and main for pedestrian crossing	49.89556052	-97.13846326
Pedestrian	Not very walkable or inviting downtown	49.89656957	-97.13873148
Pedestrian	Cars turning left and right make pedestrian crossing difficult, unsafe.	49.8891602	-97.13497639
Pedestrian	Pedestrian crosswalk is a death trap. Cars speeding over bridge don't stop	49.88633992	-97.1333456
Pedestrian	Open up the intersection of Portage & Main, it is a major barrier to pedestrian movement	49.89557435	-97.13815212
Pedestrian	I get lost figuring out how to cross the street using the underground tunnel. I can't imagine how tourists find their way around.	49.89521496	-97.13825941
Pedestrian	This crosswalk is not an ideal place. No one going high speeds over the bridge stops for people at the crosswalk.	49.8862708	-97.13854909
Pedestrian	Walkways under the bridges are not maintained and kept clean of garbage and goose feces. Need access points to river walk to be wheelchair accessible.	49.89291424	-97.14172525
Pedestrian	Make crossing pathways/maps more obvious.	49.89527025	-97.13791609
Pedestrian	How 'bout we let pedestrians cross the street here again?	49.89556052	-97.13846326
Pedestrian	I walk across the Osborne Street Bridge and down Assiniboine to Smith every weekday. The construction for the past year has made it difficult to navigate, but prior to this development it was very walkable.	49.88363009	-97.13883877
Pedestrian	This area is no good for pedestrians. From the other side of the bridge it's not clear that by choosing which side of the bridge to walk on you are choosing whether you want to be on Donald or Smith. Terribly misleading curbcuts around the bus stop.	49.88610489	-97.13891387

Pedestrian	I would like to see a significantly enhanced (beautified) pedestrian environment along these streets receive a high degree of focus in constructed improvements. That would be the most impactful way to change these otherwise ugly streets, and encourage pedestrians to actually use them. Right now there is no pleasant way to get from Assiniboine to Portage Avenue as a pedestrian, and I would love to see a significant investment in beautification here - particularly paired with efforts to enliven the commercial environment so that it's pleasant to walk down, and there are shops that I'm interested in stopping in on my route.	49.89142737	-97.13701487
Pedestrian	The lights to cross here are very inefficient and dangerous - due to the curve in the road below the bridge, it is nearly impossible to see oncoming traffic, but the lights stay red for so long it is impossible to wait for the Safe Walk sign as a pedestrian. There is a huge need for a CROSSWALK (rather than traffic lights) here.	49.88407598	-97.13179797
Pedestrian	Pedestrianize downtown.	49.88689293	-97.13604927
Pedestrian	Pedestrianize Albert Street.	49.89264385	-97.13759422
Pedestrian	need longer walk times at intersection	49.88761184	-97.13454723
Pedestrian	this is a nice walk as well as ride, although as a cyclist you have to pay close attention for those drivers that don't understand where to drive and not to drive.	49.88501268	-97.13652134
Pedestrian	Underground tunnels feel dangerous at night but are really great during the day. It would be nice to have an additional solution if possible here. Right now I just cross a block away during the evening and night.	49.89546376	-97.13873148
Pedestrian	Pedestrian crossing needs upgrade.	49.88625697	-97.1386081
Safety	Portage is a busy road for cycling.	49.89435794	-97.14182138
Safety	Left turns are very difficult on this corner	49.89551906	-97.13838816
Safety	Bus and cycle lanes are not respected by motorists	49.88390661	-97.13188648
Safety	difficulty switching lanes to get from Main to Assiniboine	49.88639523	-97.13411808
Safety	Cycling on Donald street is just not safe; this street or one near it needs cycling infrastructure	49.89330738	-97.14167118
Safety	Parked cars on the right and cars trying to turn right on the left. Motorists frequently encroaching into the bike lane. When there's snow on the road or if the paint is faded, motorists can't see the bike lane - it's as if it no longer exists.	49.8884828	-97.13769078
Safety	When crossing Broadway, the lanes (bike and car) don't line up. It isn't safe to go straight into the bike lane as cars don't always go straight into the car lane. They will frequently be partially in the bike lane for the first 10-20 metres.	49.88808188	-97.13751912
Safety	Cars exiting the parking garages on the right can't always see cyclists due to the parked cars. Parked cars are frequently idling and have their hazards on so they are very unpredictable - they might start moving or someone could exit the vehicle. Cars will be turning left or right at the stop sign and need to cut across the bike lane to turn right, and not all drivers are paying attention to bike traffic.	49.88722474	-97.13700414
Safety	Bad enough that part of Assiniboine bike has been closed for a long time, but workers frequently block part of the track that are open	49.88538597	-97.13814139
Safety	Turning left on St Mary or Graham is difficult or dangerous if you aren't comfortable being in car traffic. I'm fine with it, but others opt for the sidewalk.	49.89157943	-97.1378839

Safety	Sharrows are useless and dangerous.	49.88777082	-97.13586152
Safety	Very busy at this intersection	49.89507673	-97.14458942
Safety	Narrow roadway. crowded and busy	49.89279038	-97.14313809
Safety	Narrow roadway, then busy with cars illegally stopping during afternoon rush hour.	49.89150069	-97.14236482
Safety	Many cars illegally stop and park here during rush hour.	49.8865812	-97.13954528
Safety	Multi year construction forcing bikes onto roadway.	49.88649262	-97.13538313
Safety	Crosswalk should be south of assiniboia avenue, as current location forces bikes to cross assiniboia in front of traffic.	49.88712458	-97.13403304
Safety	bad idea mixing buses and bicycles. You always endup playing leapfrog	49.89156274	-97.14539178
Safety	Pedestrian cross walk can be dangerous at rush hour	49.88699493	-97.13380369
Safety	Southbound cars making left turn often do not notice Northbound cyclists	49.89373989	-97.13699277
Safety	If you are not right at the intersection when it turns green , you cannot make it thru' on the intersection on the green.	49.89599251	-97.13832856
Safety	Nerve-wracking riding between the idling buses and traffic.	49.89209787	-97.13817533
Safety	Vehicles exiting Winnipeg Square parkade / loading docks	49.89354928	-97.13894069
Safety	Transit busses right turn onto Fort -- rarely look for pedestrians	49.89163473	-97.13792145
Safety	The painted bike lane should be not right to the curb since cars want to turn left. If I want to go straight, I ignore the painted bike marker and stay on the left of the cars wanting to turn right on Broadway.	49.88814957	-97.13607152
Safety	I don't think this protected bike lane is well designed as you need to cross pedestrians crosswalks before getting to it and then when you want to get back on St. Mary's Rd on the diamond lane, the cyclist needs to be very cautious of cars turning right on Lyndall Dr. I believe there was an accident there recently.	49.88298241	-97.13105043
Safety	No easy way off mid-town bridge heading to downtown. I do not want to go too far out of my way to Main or Osborne.	49.88645114	-97.13830455
Safety	Very tight intersection.	49.88963249	-97.15425619
Safety	Right-turning vehicles often quite aggressive to pass cyclists heading to Fort.	49.89522745	-97.13988908
Safety	difficult to cross Main to Assiniboine using a bicycle	49.88630695	-97.1330777
Safety	no connection to Forks from Assiniboine for cyclist	49.88677342	-97.1341331
Safety	using Assiniboine bike lane was interrupted during construction with no proper detour. Road surface should have been repaired for the section directing cyclist on roadway with proper signage telling vehicles that they are sharing roadway with cyclist for the short section of construction.	49.88571532	-97.13660622

Safety	I live in West Broadway and I often bike down Assiniboine to get to the forks. I always feel vulnerable crossing Main Street at Assiniboine (as a pedestrian, pushing my bike) and thankful when I survive without being run over! It would be great if there was a way to cross that meant I could stay on my bike and not have to walk towards the cross walk. Even going from the Assiniboine bike path to the cross walk is unsafe - often cars going SB on Main Street turn quickly onto Assiniboine and almost run me over. Also, drivers going down Assiniboine trying to turn right and go SB down Main Street don't see me and almost run me over. I have had many close calls while I try to cross Assiniboine to get to the cross walk.	49.88624407	-97.13311387
Safety	The Assiniboine bike path is incredibly dark at night. Please have better lighting! I have had the same experience walking along the river walk in the summer - I see light posts installed but have rarely seen them turned on.	49.88584672	-97.13635445
Safety	I can't wait for the Assiniboine bike path to be actually open all the way! The construction is extremely annoying and unsafe...	49.88568327	-97.13743464
Safety	I wish the bike lanes downtown, like the St May bike path, were separated from traffic rather than just being painted on the street. I feel very unsafe biking without a divider. I love the new bike path on Sherbrook and the Assiniboine bike path because there is a divide between bikes and traffic	49.8911214	-97.14004199
Safety	On fort we don't see the lane because cars are parked on it	49.88857691	-97.13519414
Safety	There is no easy or safe way to leave the Forks. York should allow two way cycling.	49.89048283	-97.13563585
Safety	Parking lots have place sign boards for event parking in bike lane on many occasions	49.89356459	-97.14046923
Safety	Bike lane moves over on other side of Broadway, Confusing to bikes and cars	49.88826867	-97.13762856
Safety	Bike lane narrows here due to sidewalk bump-out.	49.89283247	-97.14025942
Safety	Vehicles turning right onto Main Street try to race the pedestrians who have right of way when crossing.	49.89814058	-97.13856634
Safety	Very poor and unsafe connection from SB Main to protected lane on Norwood bridge!	49.88338337	-97.13138008
Safety	SB cyclists on Main St have no safe (or even clear) options when crossing Portage Ave. It's only a matter of time before there is a serious accident.	49.8958766	-97.1386741
Safety	Vehicle traffic turning north onto Smith from St. Mary often isn't looking for Pedestrians or cyclists continuing West on St. Mary.	49.89102648	-97.14041591
Safety	Poor visibility around edge of building to get to park	49.89171767	-97.14237124
Safety	Feeling of isolation; have frequently seen blood spatter and garbage on ground	49.89111979	-97.14109987
Safety	Isolated when waiting for bus; feels unsafe	49.89491431	-97.14128897
Safety	Nooks and crannies along edge of Garrick feel unsafe to walk by in evening or when not as many pedestrians around, but need to go by to get to bus stop	49.89546031	-97.1416162
Safety	Unsafe intersection to navigate as a pedestrian; traffic often not looking for pedestrians	49.89566074	-97.14159474
Safety	Have been hassled in the evenings as a pedestrian; street harassment	49.89492986	-97.1426408

Safety	Dangerous intersection for pedestrians; lots of people run light or not watching	49.88486059	-97.13260531
Safety	dangerous intersection. signal time is too short to bike through if entering the intersection towards the end of a green. A separate signal for bicycles and protected connection for bike lanes could be implemented.	49.88155613	-97.12856054
Safety	I don't like traveling between the buses and travel lanes.	49.8935562	-97.13897824
Safety	Sharrow markings suggest I should be against the curb here, but that leaves me vulnerable to a right hook. I prefer to take the lane here to position myself properly as I cross Portage.	49.89477262	-97.13957906
Safety	I dislike traveling between the buses and the travel lanes here. It can be really bad when you are stuck between a bus and a truck.	49.89491085	-97.14116693
Safety	The bike lane is quite narrow here, especially as its next to parking. This leaves a very big risk of dooring here.	49.88920168	-97.13809848
Safety	Cars don't check before lane changes. There should be a bike light first.	49.89546376	-97.13832378
Safety	Dangerous going down Broadway. Have had many near door collisions. Protected lane def needed here, both sides or in meridian under the trees. PLEASE KEEP TREES!	49.88899431	-97.13536263
Safety	Donald gets really narrow at the bridge. A separate pedestrian/cyclist bridge would make more sense here. Very narrow sidewalk, very narrow & busy traffic lanes.	49.88470851	-97.13858128
Safety	A bike lane is better than no bike lane, but a protected bike lane is even better.	49.89105412	-97.13766932
Safety	A bike lane is better than no bike lane, but a protected bike lane is even better.	49.89066705	-97.13891387
Safety	I find it unsafe as a pedestiran walking between Broadway and Graham in this cooridor due to the large surface parking lots and generally low pedestrian volume.	49.89011409	-97.13708997
Safety	Crossing Main at broadway is extremely unsafe as people often rip right around the corner both turning from SB Main to WB Broadyway, and from EB Broadyway to NB Main. further, the long lines of traffic on SB main turning onto Broadway create a choke point with the extra buses that now run down Main with BRT.	49.88917403	-97.13503003
Safety	People who ride bikes have no concepts of the rules of the rode. Until they are given testing it is a dangerous project	49.89148266	-97.15411663
Safety	Safe crossing place for all required. Pedestrian crossing sometimes not obeyed.	49.88721091	-97.13397324
Safety	Better transition from lane to no lane	49.89490394	-97.13963807
Safety	Crossing to bike lane	49.89569875	-97.14148343
Safety	Loss of diamond lane when entering downtown traffic can be difficult during rush traffic hours	49.88968553	-97.15417027
Safety	The active transit path around the Pembina/Jubilee underpass/overpass do not have a continuation through this junction. Cyclists are left with very unsafe alternatives. The path picks up at Harrow, but Pembina naturally merges to Stafford; Harrow is a disconnected dead end. Moreover, Northbound, it is a dangerous 3 rapid lane changes for a cyclist to get onto Stafford .	49.85266356	-97.15174556

Safety	The active transit path down Jubilee is on the South side, crossing many driveways for homes with no back lanes. This is significantly unsafe. The path should be on the north side of Jubilee.	49.85273274	-97.15047956
Safety	the succession of mixed use surfaces along this active transit corridor results in multiple passing exchanges with motorists.	49.86551452	-97.14232564
Safety	The active transit path along Brandon has the cyclist lane winding around fire hydrants and the first lane beside a fence with gates. The slowest traffic, the pedestrian lane, should be beside the fence and winding around fire hydrants and the cyclists lane should be as straight an uninterrupted as possible.	49.86681464	-97.13992238
Safety	Without marked lanes, motorists pass cyclists in the intersection assuming cyclists will always travel along the curb. This is not true as the curb lane is a right-hand turning lane. Cyclists like myself continue North and therefore do not take the right-most lane.	49.88896666	-97.14972854
Safety	The transition from Sherbrook to Maryland has no bike lane markings through this 5-lane intersection.	49.90113074	-97.15829015
Safety	Bike lanes that have bus stops are not very safe for cyclists.	49.89442705	-97.16011405
Safety	The bike lane should be marked to indicate straight traffic. Cyclists should not be moved into the right hand turning lane.	49.88834455	-97.1605432
Safety	Bike lane markings are not continued across the bridge. The active transit path continues West with poor signage.	49.87834824	-97.16223836
Safety	The active transit path requires a left hand turn at an uncontrolled intersection. This is extremely unsafe. It requires the crossing of 1 lane of passing traffic and 2 lanes of oncoming traffic.	49.87523693	-97.16987729
Safety	Loading zone traffic for adjacent high school.	49.87367428	-97.16871858
Safety	Motorist lines waiting to turn onto Pembina back up here. Motorists make unsafe decisions to cross the bike lane to exit the line up. I have been hit by motorists twice this year in a 20 foot distance on this stretch of marked bike lane.	49.85681387	-97.15489984
Safety	No north/south active transit corridor.	49.86515491	-97.13436484
Safety	Exit onto shared roadway uncontrolled.	49.86985735	-97.12357163
Safety	Bad traffic management at this intersection. Hidden intersection.	49.86883391	-97.13337779
Safety	Exit point to shared traffic roadway.	49.86728489	-97.11488128
Safety	Poor traffic management at this intersection.	49.8548356	-97.12449431
Safety	RT active transit pathway ends heads west. Northbound traffic left to merge into shared roadway with no bike lane.	49.88010431	-97.13764787
Safety	Cyclists have to share cross ways with pedestrians.	49.883796	-97.13219762
Safety	On one-way streets, bike lanes should be on the opposite side of the street from bus stops, or in a separate lane from buses.	49.8978965	-97.14309812
Safety	Ideal active corridor. No marked lanes.	49.8739232	-97.15972781
Safety	As a Pedestrian, crossing Stradbrook to continue south down Main is terrifying. Cars are usually travelling at high speeds and ignore the pedestrian crossing. Some sort of traffic calming or lit signal would be beneficial.	49.88392044	-97.13222444



Safety	Downtown Portage Avenue (particularly in rush hour traffic) is one of the few Winnipeg streets I always avoid while cycling. The shared bike-bus lanes make cycling extremely slow as the flow of buses is constant and it is difficult to pass on the left.	49.89477815	-97.14099793
Safety	current bike lanes are nearly useless. they are not respected by cars.	49.8939156	-97.14132786
Safety	This ped. crossing is really dangerous bc people blow through the corridor trying to beat walkers through the intersection.	49.88595907	-97.1475017
Safety	The construction has been a constant issue this summer, with trucks regularly parked in the bike lane, forcing cyclists onto the road going the wrong way on a 1-way street.	49.88437212	-97.14070988
Safety	Bike lane heading south on Carlton crossing Broadway to get to Assin., challenging with drivers plugging up the lane to go right onto Broadway. Need more public education about how to drive around diamond lanes.	49.89277752	-97.14592129
Safety	Near collisions frequently with cars turning across the bike lane to access the parkade at City Place. Needs to be more clear that cyclists have right of way here.	49.8909374	-97.1431915
Safety	I don't feel safe crossing this intersection by bike. The bike lane is gone at this point and it's a very large intersection to get across.	49.89486938	-97.1397078
Safety	Diamond Lane is no place for cyclists.	49.89434411	-97.13796973
Safety	Sharrows are not visible - covered by parked cars	49.88781921	-97.13584542
Safety	Bikes conflict with right turning vehicles.	49.89010026	-97.13704705
Safety	Bikes conflict with right turning vehicles.	49.89124766	-97.13919282
Safety	As the paint-only bike lane approaches Portage, an already dicey situation gets worse. Cars sometimes 'push' me to the right, so they can turn on right on Portage, but sometimes traffic is coming up in the curb lane behind me. It's not safe.  A protected bike lane would likely help here	49.89471277	-97.13955996
Safety	Very bad	49.89452381	-97.1431303
Safety	I like the clear, separate bike lane. I hope this will end up like the protected lane on Sherbrooke. I love that route!	49.89189738	-97.13954687
Safety	As an experience person used to biking in traffic, I head this way to get to St. B or the Forks right now. But it would be intimidating for folks new to cycling. Crossing on foot across Main is also dangerous, and in the winter there is no trees or anything to prevent heavy winds	49.89036292	-97.13625312
Safety	Broadway is not a great route to bike, too close to parked cars (being "doored" is a worry). Hopefully once construction in Assiniboine finishes, the Assiniboine route will be fully accessible.	49.88844133	-97.13757277
Safety	Poor lighting at night	49.88324296	-97.14448214
Safety	Gravel access road on hill unsafe for bikes	49.88658878	-97.13280916
Safety	I have been through this area on my bike after picking it up at MEC and it was basically terrifying. I was on Donald heading towards Assiniboine Av and just hoping I would make it there. I don't want to ride on sidewalks or walk my bike several blocks so it would be great if Donald had bike lanes. I find Wpg drivers are pretty good about recognizing the lanes, except when they come to an intersection where they want to turn right.	49.89419206	-97.14383841

Safety	sharrow make cycling on this block more difficult.	49.89369443	-97.13902116
Safety	Although there is a bike lane at this merge area, many vehicles ignore it as they prepare to turn right onto Broadway	49.88665791	-97.13822722
Safety	Bike lanes on Portage Avenue would be immensely helpful, as they would ensure a safe and reliable bike route to the downtown core	49.89424735	-97.14161754
Safety	I feel unsafe all along main	49.88904961	-97.13403225
Safety	Besides the construction interruptions the whole bike path along Assiniboine seems not separated enough from vehicles	49.88401722	-97.13703632
Safety	too many cars on either side if you are heading east and want to go north on main	49.8952426	-97.13898897
Safety	Merging from the bridge cycling lane to traffic can be a bit tricky unless you ride on the sidewalk. The sidewalk option then leaves you among the pedestrian traffic which can be very busy at times!	49.88363009	-97.1302557
Safety	This entire block is a shuffle of buses, cars, bikes and pedestrians. The green lanes seem to help a bit, but moving toward Portage at the stop light, it is still a bit scary...	49.89444087	-97.13945031
Safety	The construction that closed the bike path and put the bikes out in the traffic has been a huge set-back for cycling down Assiniboine. That lane needs to be put back to cycling use ASAP.	49.88589751	-97.13540554
Safety	I regularly try to use the crossing light when I can't, or don't feel like going under the Osborne bridge, but the light is programmed wrong. In Saskatoon, when you hit the button on a light like this, it takes 5 seconds to change. This one takes, on average 45 seconds. By the time it changes, at most times of the day, there has been no traffic, so I have crossed without the help of the light, and then the light changes and stops the traffic anyway. Bad for cyclists, bad for drivers	49.88368539	-97.14845181
Safety	The speed bumps are invisible; black bumps on black pavement; they have nearly thrown me off my bike, they need to be painted yellow, and they should have gaps for cyclists to pass through.	49.88351948	-97.14544773
Safety	The bike lane vanishes on this side of Portage; luckily I go there mostly off rush hour, but it is a tricky place to ride even then.	49.89535318	-97.1400404
Safety	Motorists turning in to the Trizec parking lot often try to shoot ahead of me at the Graham intersection and cut across my path. A combination of bike boxes and teaching motorists to yield to all traffic, including cyclists when they change lanes or turn, would help	49.89380501	-97.13883877
Safety	Another instance of construction taking over the bike lane without compensating, or even alerting cars to the need to yield to cycling traffic. This happens all too often.	49.88954729	-97.14381695
Safety	Upon crossing Graham, the bike lane vanishes, and the road is relatively narrow with dangerously high curbs. Should be a sign advising motorists that "Cyclists may take full lane".	49.89209091	-97.14401007
Safety	on waterfront sidewalk/path (east side of street), paint line down middle and designate pedestrian and cycling side. Will reduce risk to both groups, especially around corners, bends in path. And, it's CHEAP. Just a bit of paint.	49.8973989	-97.13308811

Safety	I have almost been hit by cars not stopping at this crosswalk several times - I live in the neighbourhood and have learned to be extra diligent when crossing here.	49.88567631	-97.13346362
Safety	Protected bike lane on Assiniboine is wonderful.	49.88468086	-97.13746548
Safety	Heading Eastbound on Portage at Main; Not sure how to make this possible. but going straight on Portage (towards the baseball diamond) is pretty dicey here. I suspect turning left onto Main (assuming that the cyclist cannot easily get to the bike lane on McDermot) would also be sketchy.	49.89527025	-97.13896751
Safety	Cycling across the midtown bridge is a bit dicey. Would be great if we had more room.	49.88506798	-97.13871002
Safety	abrupt end to south bound travel forcing cyclists into motorized traffic	49.88086479	-97.14819431
Safety	inadequate facilities for cyclists forced onto sidewalks..not great for pedestrians...if you cannot safely access and exit an area there is no point in pursuing active transportation	49.88401722	-97.1378088
Safety	regardless of cycle lanes cyclists ride on sidewalks - sidewalks are for walks they are not side "rides"	49.89037675	-97.13840961
Safety	there is a conflict with pedestrians and buses at Graham and Fort. Buses need to slow down and pedestrians need to pay attention..they are distracted with cellphones	49.89327973	-97.13868856
Safety	Feel safe.	49.88410017	-97.13868856
Safety	Feels incredibly unsafe as a cyclist.	49.89366678	-97.14331269
Safety	No dedicated lanes	49.89258856	-97.14012623
Safety	Always dangerous to cross at Hargrave Place and Donald	49.88595281	-97.13935375
Safety	Traffic calming measures needed at Main and Assiniboine. Vehicle speeds in excess of 80 km/h. Dangerous for cyclists and pedestrians with push-button/flashing lights crossing.	49.88733534	-97.13394642
Safety	Need a series about above ground crossings at Portage and Main.	49.89562964	-97.13823795
Safety	Donald St is structured as a highway. Continual problems with cars running red light and speeds in excess of 70km/h.	49.88775009	-97.1401906
Safety	Crossing bridge is extremely dangerous for cyclists. If I stick to the right, I get trapped by cars turing onto Stradbrook. If I claim the lane, I get treated by bus drivers (honking and yelling).	49.88553805	-97.13293791
Safety	protected bridge lanes turn into sidewalks...isn't riding on the sidewalk against the rules? When heading south on from Assiniboine it is very difficult to continue south with the River Ave cars exiting across your path .. very dangerous	49.88393426	-97.13213325
Safety	merging with other cyclists and pedestrians can be hazardous under bridge and where cyclists coming off Main St onto Churchill Parkway merge.	49.88318765	-97.13162899
Safety	This part of bike lane is very nerve-wracking to ride as buses pass so close to riders and then the lane disappears just before Portage.	49.89446852	-97.13943958
Safety	The bike separated lane is nice, but it is still very risky turning north on to Fort.	49.886492	-97.13528752
Safety	The ramp from the river trail up to the west side of Main St often has poor visibility because of shrubs along the ramp, with the potential for collisions between cyclists or cyclists and pedestrians.	49.88274521	-97.13126421

Safety	Cyclists taking Donald southbound across Broadway are supposed to stay in the travel lane rather than the right turn lane. Most take the turning lane even though they are traveling straight through. This and other similar intersections need to provide clear signage for everyone to know where bikes should be.	49.88751506	-97.14024425
Safety	Cyclists traveling north or south across the bridge have to take the lane as the roadway narrows. A sign indicating "cyclists take the lane" would be helpful.	49.88528919	-97.1389997
Safety	crossing this is a nightmare	49.88704501	-97.13389277
Safety	as either a cyclist or a pedestrian, the cross walk is a nightmare. People just try to run you over. A four-way scramble, perhaps?	49.88904961	-97.13500857
Safety	Going West, if you remain in the bike path, you actually end up in traffic travelling the wrong way on a one way...incoherent and terrifying.	49.88327061	-97.14419246
Safety	Being trapped between two buses, or a car and a bus on the alleged bike lane is terrifying.	49.89358384	-97.13906407
Safety	very dangerous crossing from Assiniboine across Main st. heavy & fast traffic	49.8855104	-97.13394642
Safety	crossing portage from Fort can be tricky and people ar in a hurry to and from work	49.89413677	-97.13901043
Safety	Going West through downtown is very challenging and has been worse since the Convention Centre construction	49.88998967	-97.13813066
Safety	Shared bike and bus lanes are not safe to me. I avoid them as I've had too many buses come too close for comfort	49.89263003	-97.1408236
Safety	Bike path move over to the left with no markings on street to keep cars in their lane	49.88819248	-97.13744402
Safety	Bikes and buses share a lane on Main - bikes and buses should never share a lane. Very scary and not efficient for buses or cyclists.	49.88763949	-97.13402152
Safety	The shared bus and bike lane is a terribly dangerous idea and is not efficient for bikes or buses, Bikes need their own lanes.	49.89238121	-97.14185357
Safety	Bike lane from york just ends at Israel Asper way throwing bikes back out into traffic. This street need bike lanes on sidewalk or street. Stop building bike lanes that just end in the middle of a route.	49.89108177	-97.13249803
Safety	No bike lane here - why? This is a very busy route and is shorter for those trying to get to downtown bike routes. Water front drive is not connected to bike routes south of portage	49.89276826	-97.13198036
Safety	No bike lanes	49.88822704	-97.13154852
Safety	No bike lanes	49.88788142	-97.13055074
Safety	Bikes are forced out into traffic, and path on other side of portage is not clearly marked	49.89464822	-97.13956296
Safety	No bike lanes! Ellice needs bike lanes.	49.89564346	-97.14168727

Safety	No bike route on to Gary, make sure you are building entire routes. Projected lanes along Sherbrook are great, and nice to ride along.	49.89568493	-97.14141905
Safety	Crossing Main on bike is a problem. Using the pedestrian crosswalk just to the north is not a workable solution. The river walk trail is not accessible from Assiniboine here, plus the river walk is frequently under water.	49.88700353	-97.13404298
Safety	Scary.	49.89507673	-97.13849545
Safety	Curently very dangerous crossing Main Street at Assiniboine.	49.88711414	-97.13403225
Safety	It gets very tight cycling south on Donald before the turnoff onto Hargrave.	49.88528228	-97.13900506
Safety	Cycling groups often leave from MEC. It's awkward to get out of downtown and onto more cycling friendly routes.	49.89395707	-97.14372039
Safety	Cycling on Portage Avenue id dangerous. I use the sidewalk when I can. it is wide enough and I am respectful of pedestrians	49.88860722	-97.1540308
Safety	The separated Sherbrook St. bike lane is great!...not long enough though	49.88152848	-97.16081142
Safety	The bike lane on Princess is located on the left hand side. As a cyclist I am never on the left hand side except in this situation. To make matters worse this bike lane abruptly ends. It is a very uncomfortable and dangerous pathway.	49.89529789	-97.14454651
Safety	I avoid Portage like the plague right now. Diamond lanes that are shared with buses are not safe. And usually these are only in effect for limited hours when parking is available. It is dangerous sharing the road with parked cars or buses.	49.89236738	-97.13570595
Safety	Mixing bikes & busses doesn't work well. Make Graham a bike / bus only corridor from Vaughn to Main. Wide Graham to allow busses to have the curb and provide dedicated bike lanes down the middle with the stop lines for busses set far enough back from intersections to allow bikes to turn l/r off Graham.	49.89231209	-97.14223981
Safety	As a pedestrian, i encounter cyclists all the time. Poratage Ave is a very busy area for both of us and I feel as though we would benefit from a bike lane there. We have a lot of older adults in the area that are often scared or almost hit by a cyclist..	49.885621	-97.15694904
Safety	busy intersection	49.89347326	-97.14380085
Safety	Separate bike/ pedestrian path helps	49.88463938	-97.13278234
Safety	Vehicles turning north do not stop for pedestrians trying to cross King	49.89927868	-97.14033544
Safety	Biking down town is dangerous because there are only painted lanes in certain places, the lanes often end without notice, changing lanes to turn left is challenging for bikes and for the cars they need to weave in and out of to do so. Better bike lanes, allowing cyclists crossing opportunities at key intersections at peak hours would be a good start. Better bussing and cycling infrastructure would help encourage more cycling and conversely, making it more expensive to drive or less convenient would also encourage transit use. Winnipeg is much to committed to automobile use presently	49.8945791	-97.14126348
Safety	motorized vehicles in bike lane	49.88368539	-97.13630676

Safety	Bike lane tuns to sharrows. Heavy truck traffic and parked cars leave little space for cyclists, on a marked cycling street.	49.89529098	-97.13997066
Safety	Traffic signals here confuse drivers turning south onto Donald. This confusion harms all other users of the roads as well. BETTER SIGNALS NEEDED.	49.88763949	-97.14019597
Safety	I hate having to go into buidlings to cross a road at this intersection!	49.8958508	-97.13956833
Safety	Ellice and Sargent are unsafe as a cyclist, I live between Sargent and Ellice so both are my routes, this is specially true right where both begin in downtown.	49.89524951	-97.14250267
Safety	I work at HSC, and that stretch of Sherbrooke is very scary,. It's worth to note that every year more HSC worker cycle to work.	49.90184252	-97.15731919
Safety	the painted on bike lane ends and bikes must suddenly contend with vehicles for space	49.8976477	-97.14242592
Safety	The area and bike racks in the back of Portage Place and the bike racks at the back of 300 Carlton are awful in terms of safety and theft. Loitering, drug dealing and intoxication are common place.	49.89305404	-97.14700341
Safety	This intersection is dangerous for bikes, the painted bike lane ends and vehicles are making turns at the intersection while bikers are left not knowing what to do when the lane ends suddenly. Numerous close calls and frustrated bikers and vehicles as a result.	49.89692443	-97.1370615
Safety	This underpass is unsafe for bikers, there is no room for vehicles and bike and I find vehicles come way too close to bikes making their way through the underpass. In addition visibility is restricted due to poor lighting. Bikes are forced onto the sidewalk due to the risk.	49.90556258	-97.13437214
Safety	I have concerns about biking through downtown. I will be particularly concerned to bike during the winter. I think that separated bike lanes such as the one on Sherbrook would be very helpful.	49.89195267	-97.13811457
Safety	Loss of the bike lane from here until main street coupled with parked cars gives me a frequently unsafe ride for these blocks.	49.8975233	-97.14191258
Safety	trying to make a left turn off Main going N is kind of hairy.	49.89206326	-97.13671446
Safety	Have to be 2 lanes over to go S on Main, or across Main from Portage. Always feels exposed, unsafe.	49.89571257	-97.13860273
Safety	If going from York across Main to the Forks area need to be in second lane from R.	49.89054263	-97.13568449
Safety	traffic get's backed up here for cars, but not for cyclists, so cyclists are able to move a lot quicker during rush hour, but cars are not looking when making right turns. I've been hit here and had a few close calls.	49.8966525	-97.15989947
Safety	traffic get's backed up here for cars, but not for cyclists, so cyclists are able to move a lot quicker during rush hour, but cars are not looking when making right turns. I've been hit here and had a few close calls.	49.8931415	-97.16013551

Safety	during winter there is very little snow clearance of the bike lanes. It's a very dangerous place to ride because the cars are driving partially in the bike line, and I've got to ride in the car tracks because that's the only area that's clear. Also in winter the buses seem to pay less attention to bike lanes, I've been cut off by buses many times on Maryland	49.89026615	-97.16037154
Safety	Construction rerouting is poor.	49.88603577	-97.13662863
Safety	Could use a facility on Ellice here.	49.89557435	-97.14216471
Safety	In order to cross portage and main on my bike I have to go into traffic as there is no side walk that crosses the road here. It's uncomfortable to cross here with 4 lanes of traffic and especially buses during rush hour!	49.89574022	-97.1378088
Safety	The bus stop here can become quite crowded and poses an issue to pedestrians and cyclists who are trying to move through the crowd. I've seen two cyclists run into each other here while trying to cross the road.	49.88335357	-97.13145733
Safety	I almost got hit here when a car cut me off when trying to turn right (he merged through the bike lane without checking his blind spot)	49.89174532	-97.14535117
Safety	difficult to navigate this area as a cyclist due to complexity of traffic flow	49.89562964	-97.13849545
Safety	dedicated bike lane on this bridge would improve safety dramatically	49.88487442	-97.13839889
Safety	no dedicated bike lanes	49.89377737	-97.14344144
Safety	intersection- drivers do not yield	49.885621	-97.1330452
Safety	the bus stop at the library, the whole corner of the library is dark and I don't feel safe when leaving MTS centre.	49.89242268	-97.14240074
Safety	Dangerous making a left turn from Portage Avenue to Main Street.	49.89551906	-97.13843107
Safety	Tough to see around parked cars to head N on Fort off Assiniboine path	49.88661643	-97.13525534
Safety	Need more lighting on bike path on Assin.	49.88686528	-97.13443995
Safety	Crossing Main dangerous heading East by bike.	49.89045969	-97.13577032
Safety	Been detouring around construction for 2 year into traffic	49.88609107	-97.13645697
Safety	Portage and Main Diamond lane South very scary, too many cars/buses turning, not noticing that bikes don't have to turn.	49.8955467	-97.13838816
Safety	Mcdermott travelling east to Main St ends suddenly with ++ traffic and no where for cyclist to travel.	49.89507673	-97.14076996
Safety	I feel to unsafe to bike down main street to or from work	49.89092971	-97.13570595

Safety	Would like to see a safer solution for cyclists traveling on York to the Forks or appropriate signage and connections to the Assinibone Ave cycling corridor with improved connection between that corridor and crossing the rail corridor. Cyclists get into downtown using the Portage ave -to York @ Memorial eastbound cycling lane but once on York it's a crapshoot (will only take that route on evenings and weekends). If you want to go straight throughout York intersection to get to the Human Rights Museum, it's risky to move to the sidewalk so you can cross as a pedestrian (drivers just won't let you move to the right) and if you stay in the straight ahead/right turn lane, drivers are honking their horns!). Would love the addition of a bike lane to York to complete the connection between York@Memorial and the Forks	49.89033527	-97.13589907
Safety	Cycled this route last week for the first time in 2015, going from Grace Hospital to St Boniface Hospital and have to admit that as an experienced cyclist, I was totally uncertain what options I had to navigate this area safely. No signage indicating whether the sidewalk was a shared pedestrian/cycling path on the east side. No clear way to transition from west side to east side as a cyclist. Very poor connection once over the bridge to be able to access Tache -- didn't even have the option to make a connection to bike paths that would have taken me to Tache via Provencher. I have to say that I cycled the east side bridge sidewalk the whole way. Better a fine for doing that than a visit to the SBH Emerg!	49.88363009	-97.13162899
Safety	Dangerous	49.89544994	-97.13852763
Safety	Dangerous going WB to SB	49.89041822	-97.13564694
Safety	It may already be obvious, but Portage and Main will probably never be bike safe.	49.89547759	-97.13848472
Safety	too much chaos	49.88902196	-97.13484764
Safety	avoid at all costs	49.89562964	-97.13853836
Safety	Should widen sidewalk and create AT path for both cyclists and pedestrians.	49.89535318	-97.13265896
Safety	The Assiniboine bridge has a bike lane that suddenly disappears and merges into traffic with no notice, no signage, etc. as you cross onto Osborne south of the river.	49.88462556	-97.13823795
Safety	Main is basically suicide to bike on. Especially if you have to turn from southbound Main (e.g. at York toward the CMHR) you're having to cross several lanes of fairly fast traffic to get into the turning lane.	49.88987907	-97.13506222
Safety	P&M doesn't feel safe for a turn as a cyclist, but the barriers and underground connection make it so that you can't really just disembark and walk your bike across.	49.89549141	-97.13838816
Safety	Dangerous pedestrian crossing	49.88893901	-97.13424683
Safety	This intersection must be redesigned for cyclists for safety reasons.	49.88668556	-97.13397861
Safety	The light at the crosswalk for pedestrians and cyclists is way too long. I have timed it at 70 seconds... This defeats the purpose of having a crosswalk here, as I routinely see pedestrians and cyclists, fed up of waiting, zipping across the street before the light turn green	49.88487442	-97.13891387



Safety	Like many downtown, this street has a "bike lane" painted practically in the middle of the street. I find these "bike lanes" quite scary. We need true bike lanes that are separated from CO2-emitting vehicles.	49.88711414	-97.13575959
Safety	I wish this part of Notre Dame didn't feel like a highway. It really takes away from the experience of entering the Exchange.	49.89557435	-97.14081288
Safety	CentreVentre changes have made blocks in this area walkable again.	49.8922015	-97.13935375
Safety	The bike lane ends and cars don't care. Cars get right up beside cyclists and it's dangerous.	49.8926715	-97.14351654
Safety	Cyclists go on the sidewalk often because it's unsafe to cycle on Osborne. Drivers have no respect for cyclists and it's dangerous.	49.87848651	-97.14615583
Safety	Construction on Assiniboine often has large trucks parked in the bike lane.	49.88544127	-97.13784099
Safety	Bike lane lines are not clear from Assiniboine to Graham. Asphalt is very rough along this route too.	49.88750124	-97.13580251
Safety	Safety at major intersections for cyclists	49.89319679	-97.14351654
Safety	i really like the kind of cycling route that's developed along Assiniboine. It is very well used, and seems to have encouraged a broader cross section of cyclists--not just the die hards. However, when construction occurs (like the new condo complex... Is it called the Glass ???) safe detours for cyclists are needed. The construction site took over the cycling path and left a dangerous situation particularly for westbound cyclists trying to cross to ride on the right hand side of the road and cross again to rejoin the cycling path after the construction zone. I realize this isn't input on your particular pathway, but provision of a new route should be a lasting commitment in rain shine snow or construction!	49.88575926	-97.13716507
Safety	Turning across portage for cyclists is terribly dangerous.	49.8944547	-97.14120984
Safety	Unclear where cyclists should go. There is both a diamond lane and a wide sidewalk.. which are they supposed to use?	49.8855657	-97.1326375
Safety	Since the cycling corridor is not open, going under this bridge alongside cars is VERY dangerous. At the same time the roads of the conditions is dreadful.	49.88516476	-97.13874221
Safety	Mainstreet is a death sentence for cyclists.	49.89151031	-97.13627458
Safety	bike lane feels unsafe here when busy	49.89471042	-97.13959515
Safety	The corner of the intersection south of Broadway and Edmonton is hazardous.	49.88528919	-97.13128567
Safety	no bike lanes on Provencher	49.89076382	-97.12248802
Safety	no bike lanes on archibald must rely on narrow sidewalks	49.90121366	-97.10652351
Safety	There are a lot of people moving in a lot of different directions here, and when traffic gets heavy it's intimidating as a biker.	49.88893901	-97.13492274
Safety	the "bike lane" randomly disappears, but car get very angry if you are in the real lane before then.	49.88376835	-97.13768005
Safety	I know this is out of your area so maybe irrelevant, but I find during rush hour cars try and sneak by you without switching lanes and sometimes it gets quite tight.	49.88564865	-97.15480328
Safety	The bike lanes down hargrave and carlton are great every time I've used them	49.88965788	-97.14431047

Safety	downtown biking on the whole is not optimal. other than the irregularity of the surfaces (ie - potholes) it is quite insensitive to suggest that cyclists share the same lane as transit vehicles. it is rare to encounter a driver of a four-wheeled vehicle who drives safely around 2 wheeled vehicles.	49.88534449	-97.14055538
Safety	this areas sidewalks are always bustling with pedestrians, which is wonderful, so why not widen them and make Broadway a fully accesible 'market' with for transit on one side and bikes on the other. consider, if you will, a cross country ski path for winter. we <u>definitely have the snow!</u>	49.88434904	-97.1498251
Safety	crossing Main street using the pedestrian corridor - a nerve racking experience crossing this many lanes, not always sure cars in all lanes can see me or have noticed the flashing lights	49.88611872	-97.13261604
Safety	as a cyclist, the fort block from Graham to Portage, I feel quite <u>vulnerable without a continuous designated space.</u>	49.89413677	-97.13931084
Safety	there is often standing water in the cycle track under the Donald Street bridge following a heavy rain, and in the spring during early spring melt which makes this seccion of the cycle track un-usable. Cycling in the roadway is a further safety issue as this section of the west bound travel lane is riddled with potholes. pothole repairs that happen here are inadequate only addressing the larger ones which are problematic for autos. smaller potholes create significant hazards for cyclists.	49.88509563	-97.13890314
Safety	Bike lane just merges...	49.89446161	-97.13946909
Safety	Very narrow lanes	49.89312076	-97.13873416
Safety	Taxi congestion in front of the Pint late on weekends is hazardous.	49.89338686	-97.14047223
Safety	bike lanes on Fort and Garry work well, though I'd be concerned about left turns when traffic is heavier - I have only used them at <u>off-peak times</u>	49.890985	-97.13789463
Safety	Too congested. Do not feel safe walking and especially cycling in this <u>area.</u>	49.8855104	-97.13943958
Safety	gangs and panhandlers make it unsafe to walk or have a bike.	49.89502144	-97.14484692
Safety	If crosswalk temains enforcement of cars not stopping is essential. Also bikes shouldn't ride across. If kights are installed wait after <u>button should be less than a minite</u>	49.88679616	-97.13398933
Safety	Dangerous left turn lane by cars when Bikes Go <u>Straight through to Assiniboine</u>	49.88874547	-97.13692904
Safety	Biking across portage here is terrifying!	49.89358384	-97.14381695
Safety	Bike lane too small across this bridge	49.88429374	-97.1378088
Safety	Consider improved pavement markings or signage to give cyclists <u>priority in moving to the front of the queue.</u>	49.88836529	-97.13771975
Safety	Consider green cycle lane and bike box to ensure cyclists are cared for in this vulnerable connection. Double turn lanes are difficult to navigate, and there are not very many options for making a north <u>connection in this area.</u>	49.89044379	-97.13588491
Safety	I don't know how to turn left from Fort onto St Mary	49.89156561	-97.13790536
Safety	vehicles turning right frequently run cyclists off the bike lan	49.89110942	-97.1402657
Safety	vehicles turning right run cyclists off the bike lane	49.89139972	-97.13930011

Safety	the timing of the traffic light to cross Broadway on Fort is not predictable (much longer than all other lights)	49.88846897	-97.13616729
Safety	vehicles turning right drive into the bicycle lane without checking and run cyclists off the road	49.89075	-97.14168191
Safety	Not after after dark	49.88766714	-97.13772297
Safety	I avoid Portage Ave while biking at all costs due to the buses taking up so much of the curb lane.	49.89236738	-97.14355946
Safety	I avoid Main Street while biking at all costs due to buses taking up the curb lane.	49.89225679	-97.13660717
Safety	streets on the north side of Portage are congested and rough in many places. Bike lanes start and end unexpectedly	49.89386031	-97.14310884
Safety	midtown bridge and on ramps are dangerous for cyclists	49.88423843	-97.13847399
Safety	Narrow bike lane next to parking results in higher risk of dooring.	49.88763949	-97.13724017
Safety	Bike lane lies between a bus lane and a travel lane.	49.89518731	-97.14136004
Safety	Sharrows place you against the curb when you should be positioned in the center of the lane to prevent right hood collisions.	49.89473116	-97.13957906
Safety	The bulb out cuts into the bike lane and narrows it to 3 feet or less here.	49.8929065	-97.14009404
Safety	The bike lanes narrow under the bridge.	49.88520624	-97.13874221
Safety	Bridge is geared towards pedestrians and not bikes/alternate transportation	49.88557261	-97.13312566
Safety	The bike lane suddenly crossing a lane is dangerous. Either have to stop, try and shoulder check on the fly or just go for it without looking.	49.89486938	-97.13968635
Safety	Odd intersection with 4 lanes going into it and 3 coming out of it. Usually not clearly marked and cars will often cut into the bike lane, not realizing where they should be.	49.88835838	-97.13761568
Safety	Children and youth run out of options when everything fun to do has been made illegal. That's why we need to encourage skateboarding downtown, not put up signs banning it. What a human rights violation! A 16 year old can drive a smog producing car to get where they want to go, but they are not allowed to skateboard to their destination. This is another example of "grown ups" making choices that they feel don't affect them. ie: It's people who don't skateboard who are making these arcane laws, and people who respect democracy who are breaking them. Stop prohibiting skateboarding. Embrace and welcome it. Skateboarders are great people, Role Models, and they shouldn't be criminalized. How about putting up signs that say, "Skateboarding Encouraged". If I'm allowed legally to sit on an outdoor property and read a book, then it should also be legal for someone to come to that same outdoor property and ride their skateboard. It's that simple.	49.88651777	-97.14637573
Safety	It's hard to see cars coming down the winding road, when crossing the street.	49.89535318	-97.13305593
Safety	Parked cars are a hazard	49.88866252	-97.14102745
Safety	Speed limits should be reduced to 30km/h	49.88656113	-97.1394825
Safety	cycling safety	49.87965565	-97.14679694
Safety	Too many cars	49.89013344	-97.13803282
Safety	Traffic lights for bikes to go ahead	49.89149428	-97.14120855
Safety	Portage avenue very dangerous for cyclists and pedestrians.	49.8930862	-97.14218616

Safety	some kind of cycle crossing at Assiniboine & Main, along with cycle track to entrance to Forks.	49.88683763	-97.13396788
Safety	Regularly have to cross here on my bike which isn't ideal!	49.88700353	-97.13384986
Safety	Assiniboine bike lane often blocked by construction crews	49.88622932	-97.13615656
Safety	Waterfront is not a place I would walk after dark.	49.89504908	-97.13275552
Safety	travelling in traffic is dangerous and hazards on the roadways makes it difficult to maneuver around them.	49.89126148	-97.13652134
Safety	poor lighting and can be somewhat isolated at times during the day and night.	49.88445965	-97.13703632
Safety	need protected bike lanes on both Donald and Smith	49.89460675	-97.1424222
Safety	need protected bike lanes on main street in both directions	49.89612811	-97.13847488
Safety	Very dangerous.	49.90229169	-97.10645914
Safety	Assiniboine bike lane is not ever maintained in winter. Also used by drivers far too often.	49.88495737	-97.13660717
Safety	Donald street bridge is awful for cycling over, specially in winter	49.88528919	-97.13883877
Safety	There are a number of safety issues where River Ave, Queen E Way, the pedestrian sidewalk, bus shelter and bike paths all merge.	49.88390661	-97.13308811
Safety	Sharing a busy bus lane as a cyclist where the buses make frequent stops and the vehicular traffic is moving quickly leaves you vulnerable on a bike.	49.88733534	-97.13300228
Safety	Assiniboine Ave. has become treacherous with potholes, heavy ridges and gravel both flying off tires and making the road slippery.	49.88495737	-97.13652134
Safety	Because there is so little room on the Mid-Town Bridge during rush hour, cyclists try to ride on the side walk which endangers the pedestrians. Cars in turn leave too little room for the bikes on the road.	49.88440434	-97.13858128
Safety	York at Main is just plain dicy for cyclists.	49.89142737	-97.13544846
Safety	There are several blind spots on this bridge that cause conflict between cyclists and pedestrians. Needs better signage and indication where each is to go	49.88568322	-97.13323563
Safety	This is a really bad spot for pedestrians trying to cross in the crosswalk or through the yield while on sidewalk. Too many blind corners	49.88642288	-97.13843644
Safety	this curve is dangerous becasue it ist clear to motorists that bikes are allowed to be othe road too. teh bike lane ends and the street narrows, especially around the curve just before the intersection at portage ave.	49.88935375	-97.15384841
Safety	Such lanes are a danger to drivers and are not well utilized by cyclists, few if any are seen.	49.89258856	-97.14064121
Safety	ongoing construction that occupies the bike lanes is forcing cyclists onto the road.	49.88523389	-97.13600636
Safety	it is difficult to cross from main street onto assinaboine and end up in a bike lane. either the left turn lane or pedestrian crossing put cyclists onto the northbound side of the street. the bike lane is on the south side of the street forcing cyclists to cut across oncoming traffic to access the bike lanes	49.88589751	-97.13368893

Safety	The building under construction about here that hahas caused the closure of one of the few half-decent cycle paths in Winnipeg provides a perfect example of how *not* to deal with construction. The cycle path should have been temporarily diverted around the construction, taking some space from motor traffic, and probably closing Assiniboine Ave to motor traffic in one direction instead of merely giving up and forcing cyclists to suddenly mingle with motor vehicles.	49.88506798	-97.13904262
Safety	What is gained by allowing bi-directional motor vehicle traffic on this stretch of Assiniboine Avenue? It makes a left turn from the Assiniboine cycle path onto Fort Street much more difficult and dangerous than it would be if motor traffic was only allowed westbound	49.8863261	-97.1359098
Safety	It's ridiculous that the only reasonably straight route north past Portage, Notre Dame, and the rail yard has no cycling infrastructure. Ditto about the bridge to the south (sharing the sidewalk with pedestrians isn't really any better than sharing lanes with motorists). This is a major route for motor vehicles, and ought to be for cyclists as well. Neglecting it really shows that cyclists are treated as second-class citizens by the city.	49.89110942	-97.13588834
Safety	I regularly take the bicycle to the library. Generally safety without dedicated bike lane may be an issue	49.88899431	-97.1378088
Safety	people parking in the bike lanes, including WPS cars (not above the law) lead by example.	49.88595281	-97.13703632
Safety	overall comment and not specifically downtown but a north american problem. We need more driver education that we're all road users and every user (pedestrian, cyclist, etc.) has a right to the road. I've encountered far too many disgruntle motorists shouting "get off the road" while on my bike going in the 28-32km/h range while in a 50-60 zone... I've even had one young male hit me with his vehicle. Tougher sentencing for motorists killing people with their vehicles (vehicular manslaughter) would help send the message home as well... Driving needs to be seen as a privilege not a right as far too many see it. Better drivers education is something that needs to be addressed	49.89231209	-97.13978291
Safety	Difficult to make left turns from e/b Portage to n/b Smith	49.89421971	-97.14229345
Safety	Not wide enough for both a bus and a cyclist	49.89292032	-97.13937521
Safety	Great path - I like that it is away from traffic	49.88639523	-97.13465452
Safety	Would like a physical barrier between bikes and cars	49.89084676	-97.13758349
Safety	Cars frequently drive in and turn into the bike lane when making right hand turns	49.88903578	-97.13805556
Safety	Crossing Broadway - or any major street is challenging because of cars and bicycles	49.88766714	-97.14068413
Safety	Dangerous intersection, even for cars.	49.89041822	-97.1355772
Safety	The size of the intersection is what is the safety concern for me.	49.89557435	-97.13843107
Safety	I don't feel safe cycling on Portage - so usually look for an alternate route.	49.8946344	-97.14053392
Safety	Portage is hard to cycle on and there isn't really another east west route	49.89186973	-97.14845181
Safety	Split between Broadway and Portage is questionable	49.88683763	-97.16570377
Safety	Main Street always feels unsafe to me as a cyclist.	49.88965788	-97.13540554

Safety	Broadway feels very unsafe as a cyclist. Although the speeds are slower, there is just no space for a cyclist to feel safe.	49.88849662	-97.13823795
Safety	Donald is a challenging street as a cyclist.	49.89081912	-97.14210033
Safety	The Princess bike lane is full of potholes, cracks and ends at McDermot. Means I have to negotiate the final three blocks to my workplace in heavy traffic.	49.89496614	-97.144171
Safety	Not very comfortable riding between moving vehicles and large transit buses on bike lane. Pavement markings not enough on this stretch.	49.89358384	-97.13902116
Safety	Very dangerous and uncomfortable crossing as a pedestrian; motorists turning north onto Main St from Broadway are picking up speed and it seems the angle means they don't see a ped until they are on top of them.	49.88895284	-97.13539481
Safety	Cycling eastbound means you have to position yourself in the middle lanes to go straight through. Very intimidating.	49.8902938	-97.13616729
Safety	Challenging spot as many motorists are turning westbound on St. Mary and pull across the bike lane without looking or block the lane as they wait to turn.	49.89124766	-97.13919282
Safety	I have found at times the sidewalks between Portage and Graham to be treacherously icy at times. I regularly bus and have to walk these streets at my peril	49.89231983	-97.1395134
Safety	The sidewalks have also been treacherous with ice at times. I once fell and dislocated my arm.	49.89274725	-97.14303331
Safety	At times snow banks have not been cleared from bus stops. I was forced to walk into heavy traffic. I felt my life was at risk.	49.88695985	-97.13419275
Safety	Cyclists on bridge coming from St. B on multi use area must cross rapid transit lane and then stradbroom to norwood traffic. When approaching this way, the walk signal for the stradbroom to norwood crossing is not visible from approach if you are on the right side of the sidewalk. The walk signal is tilted to the left and difficult to see unless at the most left, and cyclists are often on the right of the sidewalk to pass oncoming cyclists and pedestrians. Safety concern because cyclists don't always stop and so might try to cross when traffic is stopped, without waiting to see if the walk signal is lit or may try to bypass the median (and signal is not visible from right of median).	49.88360589	-97.13185161
Safety	Crossing main feels dangerous a lot of the time..cyclist advance lights could help, and/or more painted lane areas	49.89499379	-97.13813066
Safety	Left turning lane onto Smith needed	49.8893261	-97.13986874
Safety	Left turning lane onto Main St	49.89037675	-97.13589907
Safety	Vehicles do not always respect pedestrian corridor lights.	49.88711414	-97.13394642
Safety	changing from painted lines to parking protected would be much safer	49.89062558	-97.13893533
Safety	changing from painted lines to parking protected would be much safer	49.89106795	-97.13766932
Safety	changing from painted lines to parking protected would be much safer	49.89105412	-97.14015841
Safety	have painted or separated area for cyclists to wait at red light.	49.89488321	-97.13968635
Safety	Properly marked and/or separated areas for cyclists to go through intersection and complete turns.	49.8956711	-97.14159608
Safety	cars can be hazardous when crossing this intersection	49.89556398	-97.13858396

Safety	Roads north of Portage are not safe for cyclists due to fast-moving vehicles and high vehicle volume. Dedicated bike infra is needed to properly connect downtown and exchange, particularly in this area	49.8956711	-97.14148879
Safety	no safe bike lane on Ellice, or anywhere running east west north of Portage	49.89510437	-97.14423537
Safety	bike lane stops when you cross portage. This is a major route to the exchange from the west of the city	49.89441323	-97.13938594
Safety	unsafe lane	49.89518731	-97.13943958
Safety	Blind corner with tall hedges on either side of the path. The hedges should be removed or trimmed below eye level.	49.88604959	-97.13636577
Safety	Tall rounded planter in the middle of the bridge obstructs view of pedestrians. This rounded planter and the rectangular ones at either end of the bridge should be removed and replaced with a wider level surface.	49.88563483	-97.13319004
Safety	The path becomes narrow and there is an awkward place to cross the right merge lane. Bikes should be given their own lane before the merge so they can establish a straight line of travel before crossing Stradbroom.	49.88393426	-97.1321708
Safety	This is a blind corner with overgrown shrubs.	49.88278669	-97.13197768
Safety	Lots of cyclists use this sidewalk and it is unsafe for the people waiting for the bus. Give the cyclists a wider path along this stretch.	49.88750124	-97.13432729
Safety	The lighting here is poor. Currently the lights are yellow mercury arcs. Replace with more efficient and brighter LEDs.	49.88509563	-97.13884413
Safety	I ride this stretch and exit onto Navy way on a regular basis. This is really scary but there isn't a good way to cross the river coming from Confusion Corner so I do it. Maybe just replace the whole Midtown bridge!	49.88619476	-97.13857591
Safety	The Donald Bridge is very difficult to cross as a cyclist. It is dangerous and scary to ride on the road with traffic, and the sidewalks are very narrow and it's difficult to pass anyone. It's next to impossible to cycle on this bridge in the winter. One possible solution would be to remove one of the sidewalks and double the size of the other one so there is enough room for cyclists and pedestrians.	49.88407252	-97.13772297
Safety	Google Maps thinks that this is a bikeway. If it is, there should be bicycle markings on the pavement to let motorists know they should be watching out for cyclists.	49.88801276	-97.13799119
Safety	Portage not safe at all	49.89369443	-97.14381695
Safety	Lots of awkward transitions from road to bike lanes	49.88769479	-97.14061975
Safety	need for protected bike lane on fort	49.89247825	-97.13842249
Safety	need for protected bike lane on garry or a least flexible poles deliniating the lane.	49.89051526	-97.13879156
Safety	outside parking area with cars turning in can be a problem for cycling on bike lane. paint green needed similar to underground parking in next block.	49.89198585	-97.13801093
Safety	this intersection sucks with traffic.	49.89518731	-97.1442461
Safety	Vehicles ignore cyclists trying to make a right turn onto Fort	49.88651965	-97.13525534
Safety	Vehicles block the bike lane up to half a block so that they can turn right at the intersection	49.88852427	-97.13776588
Safety	Vehicles dangerously switch lanes to enter parking lots.	49.89370825	-97.13909626
Safety	Construction	49.88564865	-97.13752449

Safety	Construction	49.88430756	-97.14097112
Safety	Construction	49.89529789	-97.13861346
Safety	Sharrows often put cyclists in door zone of parked vehicles	49.88763949	-97.13581324
Safety	Transition from lane to sharrows is a bit confusing and potentially dangerous if either cyclists or motor vehicles are not paying attention	49.89441323	-97.13950396
Safety	No room to safely cycle on Midtown Bridge without taking full lane	49.88470851	-97.13864565
Safety	Construction blocks bike lane for several blocks. It appears utilities feel free to park vehicles on bike lanes as well.	49.88470464	-97.13760109
Safety	Getting over the Donald Street bridge (north and southbound). WAY too tight.	49.88486059	-97.13865101
Safety	Going northbound, getting across Main Street to make a left onto the Assiniboine Ave cycletrack.	49.88676851	-97.1334368
Safety	Going eastbound on the Assiniboine Ave cycletrack, making a right onto Main Street to go southbound, suddenly the cycletrack ends. Choice is to either ride the shared sidewalk (still dangerous with pedestrians) or to bump down into the shy lane just approaching the bridge. There is a small indentation in the curb to get on to the road but it's still a CURB. The transition is NOT zero-entry and is dangerous	49.88642288	-97.13376939
Safety	Lighting in the area is quite dim, I feel unsafe walking alone here at night.	49.89441323	-97.14431047
Safety	When a cycling path ends, PLEASE have appropriate signage!!	49.81096088	-97.20050812
Safety	Bike lanes and car lanes merge and the street becomes very narrow	49.89286503	-97.14338779
Safety	I've seen several cars coming off of Kennedy trying to turn into the bike path. Perhaps better signage or a more intuitive design is required. Also, for bikes traveling west-bound coming off the bike lane into the legislative grounds is awkward as the bike lane just ends and it isn't obvious where to be continuing.	49.88445965	-97.13883877
Safety	No bike lanes. sidewalk is too narrow	49.88163563	-97.14815676
Safety	Turning cars race ahead of cyclists then turn on Broadway...Cyclists go around the turning cars close to other traffic.	49.88792981	-97.1402657
Safety	Parked Cars dropping off people/deliveries....pulling out into traffic...often parked away from curb pushing cyclists closer to moving vehicles.	49.88689293	-97.13972926
Safety	still blocked off cycle path (has been for years) no alternate route	49.88513711	-97.13872075
Safety	No signage for where the bike route goes. No paint, not good lighting behind the legislature	49.88318765	-97.14384913
Safety	Getting from Assiniboine to The Forks is somewhat confusing and takes a cyclist on the sidewalk.	49.88680998	-97.13329196
Safety	in General, my husband and I are scared of biking anywhere on the road (versus separated bike path) as Winnipeg drivers are impatient and unsupportive of cyclists.	49.89372207	-97.13937521
Safety	Sidewalks before accessing the Osborne bridge are a confusing maze. Have fallen when dark because of different levels and did not see sidewalk. In winter the plow travels in a straight line and does not plow along sidewalk and this is the route that the sidewalk should have been made to follow. I do not believe that anyone visually impaired could safely navigate the sidewalk to the Osborne bridge	49.88818585	-97.13820534



Safety	Cycling on Fort is fantastic! The green painted cycling lane is a great idea!	49.89236738	-97.13833451
Safety	York also has a great bike lane when construction isn't obscuring it.	49.88967171	-97.13869929
Safety	We desperately need cycling infrastructure to connect to each other and to major destinations. Cyclists need designated space on all roads, particularly the major thoroughfares because that's usually the fastest way to get somewhere and probably the most dangerous for an inexperienced cyclist.	49.89238121	-97.13668227
Safety	Cycling lane on Portage would be AMAZING!	49.89459293	-97.14090943
Safety	horrible for cyclists	49.89551906	-97.13834524
Safety	not sure if it's this entry point, but the tunnels aren't super safe, and neither are the cobbled roads for cyclists.	49.88819248	-97.13422537
Safety	tunnel entrances are gross, often smell of urine. areas where I worry about at nighttime in terms of getting mugged or attacked because they are shielded from public view	49.89557435	-97.13847399
Safety	Conflicts between vehicles and people on bikes. There is a shared lane crossing Portage and then cars will turn into Richardson Building without looking for bicycles, or will pass people on bikes and then turn in, cutting close to the people on bikes.	49.89543612	-97.14022279
Safety	Safety concerns as Cyclist and Pedestrian.	49.88716971	-97.13353872
Safety	Safety Concerns as Cyclist and Pedestrian	49.88379628	-97.13182211
Safety	Bike Lane is currently painted in a way that places Cyclist between parked cars and traffic. Much safer for Cyclists to be closest to curb, protected from traffic by parked cars. All the way from Assiniboine to Portage Ave.	49.89200824	-97.13950396
Safety	Bike Lane is currently painted in a way that places Cyclist between parked cars and traffic. Much safer for Cyclists to be closest to curb, protected from traffic by parked cars. All the way from Assiniboine to Portage Ave.	49.89148294	-97.13774443
Safety	The closing of the bike lane here makes things dangerous for cyclists and awkward for everyone	49.88544127	-97.13805556
Safety	There are often parked cars and/or other vehicles wanting to turn right onto Albert that can make coming around this bend tricky.	49.89542921	-97.14020669
Safety	Probably not much explanation needed. Portage and Main on a bike is a bit overwhelming.	49.89550523	-97.13850081
Safety	Getting from the bike path to the crosswalk...	49.88691367	-97.13397324
Safety	I would rather not be on the sidewalk on my bike when I'm crossing intersections/driveways. totally scary.	49.88479838	-97.13276088
Safety	This bridge...	49.88470851	-97.13835597
Safety	Zero bike infrastructure between Lombard and portage	49.90497284	-97.15873003
Safety	illogical traffic signals- pedestrians & cyclists consistently think they have right of way when traffic flowing north & south on Main Street	49.88363009	-97.13206887
Safety	Count down timer behavior very different than on Carleton at convention centre- consistency important to avoid collisions	49.88481912	-97.13269114
Safety	Green paint has been great for reminding cyclists and drivers they must co-exist. I personally feel safer in the solid painted lanes. Similar efforts to "remind" road users that we share the space are helpful. The traffic volumes aren't huge tho, so I'm not sure a separated facility is entirely necessary?	49.89231209	-97.13873148

Safety	The Donald (Midtown) Bridge is incredibly dangerous for bikers. There is no space for bikes on the road, but the sidewalk is too narrow to accomodate both pedestrians and cyclists. I have to bike a long ways out of my way to avoid this dangerous bridge.	49.88455643	-97.13816285
Safety	No bike lanes down Donald	49.89052881	-97.14172482
Safety	No bike lanes on Portage - incredibly difficult to bike due to high traffic volume and no space for cyclists	49.8946344	-97.14112401
Safety	Even with a bike rack, a bus shelter, and apparent "security" within the library, have had my bike stolen here during daytime hours	49.89137207	-97.14080215
Safety	Need for a CROSSWALK, rather than traffic lights, at this intersection - the lights stay red forever, but there is no way to see oncoming traffic from the sidewalk.	49.88405524	-97.13177651
Safety	it feels unsafe to be cycling at the portage and main intersection	49.89601667	-97.13806629
Safety	there is little to no space for cyclists on ellice	49.89596138	-97.14235783
Safety	little to no space provided for cyclists	49.89286503	-97.13600636
Safety	We need more bike lanes downtown. I bike everywhere, all year round. Every time I go out on my bike in this city, my life is in jeopardy. I think lack of bike infrastructure is becoming a legal liability for City of Winnipeg.	49.88761184	-97.14579105
Safety	Bike lanes, everywhere.	49.8922015	-97.1643734
Safety	no bike lanes	49.88468086	-97.16827869
Safety	crossing main is hard for cyclists/pedestrians	49.88783303	-97.13454723
Safety	the bike lane disappears before river. This is unsafe and confusing	49.88064356	-97.14845181
Safety	the intersections of Maryland and Wolseley is very dangerous for pedestrians and cyclists. Drivers use reds as turning lights and turn into the intersection during green lights, irregardless of people walking. Given the 3 elementary schools on Wolseley (Mulvey, Laura Secord, Wolseley) this is a special concern for kids.	49.88517858	-97.15806484
Safety	When coming off trail along the Red River, I have to ride along the sidewalk to re-connect with Assiniboine	49.88343652	-97.13142514
Safety	Cars turning right off Portage often ignore the right of way of pedestrians and cyclists. They often get angry as they ignore the walk signal.	49.88893901	-97.15454578
Safety	The construction on what are now 2 condo developments, makes this otherwise fabulous bike route, quite dangerous and treacherous.	49.88484677	-97.13600636
Safety	Typical Winnipeg, the bike lane abruptly ends having merged into the side walk. I usually just cycle on the side walk and then hope the curb to get onto the street to cross the bridge.	49.88396191	-97.13231564
Safety	This is an awful intersection for everyone!! And drivers get angry because of it -- putting cyclists and pedestrians in danger. At very least a left turn signal could allow cars some time to go when pedestrians do not have a walk light.	49.88003517	-97.16081142
Safety	There is a sufficient shoulder crossing the bridge, but it disappears right at the most dangerous place.	49.88368539	-97.13832378
Safety	Busy intersection with little in the way of protection	49.88592516	-97.13371038
Safety	Often flooded	49.88331209	-97.13093162
Safety	The Donald and Broadway intersection is very unsafe. Cars run red lights, don't know how to turn left across boulevard, and clog the intersection at rush hour.	49.88752889	-97.14066267

Safety	Cycling on Main St is terrifying	49.89070852	-97.13514805
Safety	feels a little safer with bike lanes which unfortunately end at portage	49.89280973	-97.14321613
Safety	Assinaboine Ave with protected bike lanes is GREAT, I go out of my way to ride this route	49.885621	-97.14046955
Safety	Would not cycle down any part of St mary's due to lack of bike lanes	49.88506798	-97.13154316
Safety	getting from assiniboine avenue over across to st. boniface hospital..	49.8826346	-97.13126421
Safety	this is a designated bike lane - but has been under construction for years, forcing cyclists onto the road. It also doesn't make sense that at the end of the bike path (where it meets Main) - it pops up on to the sidewalk and then abruptly ends. Cyclists are then forced to dismount and walk across a pedestrian pathway. This is useless for anyone using this path as a commuter - we want to be able to travel efficiently!	49.88528919	-97.13577032
Safety	portage and main is impossible for cyclists - have to change through multiple lanes of cars in order to make a left turn. If the bike path on Assiniaboine connected to bring cyclists around portage and main so they could access north main, that would be very helpful.	49.89540847	-97.13873148
Safety	Little to no room of cyclists on this bridge.	49.88641596	-97.13365138
Safety	Bike lane is strangely on the left hand side of the road and then suddenly ends leaving you trapped on the left!	49.89769608	-97.14274943
Safety	Cycling basically anywhere on Portage avenue is a very scary and stressful experience.	49.89417824	-97.14226127
Safety	Heading left from Portage onto Main by bike can be very scary.	49.89549141	-97.13857055
Safety	the area is not the safest, particularly as a cyclist. motorists don't respect cyclist or share the road particularly well. the road conditions are also not very conducive to safety walking or cycling because they are uneven.	49.89264385	-97.13600636
Safety	same as other comment	49.89574022	-97.14141369
Safety	car speeds are very fast and the cycling lane diminishes significantly once you get over the bridge - it's very dangerous.	49.88429374	-97.1302557
Safety	this is a dangerous intersection at portage on spence street. as a cyclist to cross the street and get to spence walkway you have to ride into oncoming cbc traffic. why not try a scramble pedestrian/bike style intersection and reroute traffic	49.88979613	-97.15407372
Safety	the protected lane ends and traffic and cyclists routed to crisscross. so dangerous	49.88537214	-97.15932012
Safety	Cars regularly park in bike lane. Drivers don't watch for cyclists.	49.88766714	-97.13585615
Safety	The bike lane ends here, right where buses and cars are switching lanes and where cars are coming out of an underground car park. This is usually the scariest part of cycling up Fort.	49.89474498	-97.13961124
Safety	Narrow roadway - heavy traffic at rush hour	49.90863499	-97.11437702

Safety	Dedicated cycling lane long term closure for private construction. Enclosure should have been required like other downtown projects.	49.88611872	-97.13609219
Safety	Very dangerous pedestrian crossing.	49.88616711	-97.138592
Safety	I like that the bike path is well lit and not in a park. It feels safer at night.	49.88586986	-97.13718653
Safety	All along Ellice is a dangerous area for cyclists. I regularly bike from the West End to the Exchange, and cars often pass me with less than half a metre of space.	49.89319679	-97.15772152
Safety	Cars at high speed, almost a blind corner	49.88664408	-97.13822722
Safety	Horrible intersection for pedestrians. Walk light is too short.	49.88426608	-97.17597127
Safety	a bike lane that is sandwiched between 2 lanes of traffic is a horrible model. doors from parked cars and drivers who don't check when changing lanes	49.89395707	-97.13919282
Safety	the lanes that take you off the pavement on the bridges create more danger because you have to re-enter traffic at the end of the bridges.	49.88577308	-97.13322759
Safety	bikes should be able to turn left off main street at the same places buses are allowed. right now. main onto graham, for example.	49.89468969	-97.13781953
Safety	the st mary lane is dangerous because drivers don't respect the separated lane.	49.89106795	-97.1402657
Safety	unsafe to cycle	49.88987907	-97.13823795
Safety	bike lanes starting and stopping along Assiniboine often. Construction is a factor, but also it needs to be more continuous, the flow is challenging at times	49.88495737	-97.13652134
Safety	Broadway does not feel safe to ride a bike on	49.88779156	-97.13930011
Safety	Not enough room to bike on bridge beside two lanes of cars. Many cars do not pass you properly.	49.88451495	-97.13789463
Safety	bike lane suddenly ends going north and cars turn right without seeing you.	49.88351948	-97.13695049
Safety	Parked cars on far right lane make it dangerous because you have to go in and out of traffic.	49.88998967	-97.13463306
Safety	underpass is dangerous due to tight space and high speeds.	49.87331473	-97.14090943
Safety	No bike lane. Heavy traffic.	49.88971318	-97.14133859
Safety	No bike lane. heavy traffic.	49.89062558	-97.14030862

## Appendix C – Ranking Comments

## Winnipeg AT Main Street - Screen 3 : Priority Ranking

2015-10-13 to 2015-11-15

### Comment Question: **Suggest another item**

Visit ID	Date	Comment
372631	10/21/2015	Winter Bicycle safety
372855	10/21/2015	Highlighting areas and conflict zones with vehicles and pedestrians with the green paint currently on Fort Street
373381	10/23/2015	greenhouse gas emissions from motorized transportation vehicles
373630	10/24/2015	Vehicle parking and loading zones should be eliminated along cycling paths unless the path is completely separate and set off from car traffic AND parking. Car doors opening onto cycle paths is a common occurrence, as are drivers and passengers who loiter in cycling paths that border car parking. Car parking that requires pulling in and out across cycling paths is a recipe for disaster.
377410	11/6/2015	fast, direct cycling route
377522	11/6/2015	Safe connections to the Exchange, the Forks and Norwood Flats.
378228	11/8/2015	More interesting streetscape for pedestrians.
378314	11/8/2015	Bicycle security, lock up areas etc.
378542	11/9/2015	Appropriate signage.
378638	11/9/2015	Consistency, clear signage.
378673	11/9/2015	Beautification of street scape
378705	11/9/2015	Cycling infrastructure such as safe places to park/secure bicycle. Often won't cycle to meeting or appt as question whether I'll be able to lock it up safely.
378759	11/10/2015	I think this quote from Fred Kent sums it up best, "If you plan cities for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places."

### Comment Question: **User safety and comfort**

Visit ID	Date	Comment
372577	10/20/2015	I think that buffer zones separating cyclists from vehicle traffic is very important. it also eliminates frustration between motorists and cyclists
372635	10/21/2015	Make sure that any cycling routes are direct, and that delays at traffic signals are minimized.
373459	10/23/2015	This area feels a bit unsafe on weekends when there are less people about. Hopefully this will improve over time.
373606	10/24/2015	I think the best way to ensure safety for both cyclists and pedestrians is to consider closing some roads in the downtown to vehicular traffic altogether. When I visit other cities, closures of this kind are magnets for foot traffic and create the sense of a vibrant downtown
374697	10/28/2015	Begin a gradual, strategic, well-consulted and well-communicated shift from a focus on vehicular accommodation to accommodating alternative modes of transportation.

## Winnipeg AT Main Street - Screen 3 : Priority Ranking

2015-10-13 to 2015-11-15

377883	11/7/2015	I think the roadway as it exists is tricky for bus drivers trying to stay in their curbside lane and not hit someone in the bike lane. Possibly motorists feels the same way with cyclists floating between them and the buses.
378309	11/8/2015	Safety and priority should be given to non-motorized forms of travel in ALL cases.
378558	11/9/2015	Seriously? Life is non-negotiable. It cannot be ranked like this question presumes. No other goal, convenience or asset can be reckoned up against the value of human life.
378594	11/9/2015	Prevent collisions. The most important detail.

### Comment Question: **Accessibility for all users**

Visit ID	Date	Comment
372459	10/20/2015	This means transit, cycling, pedestrians, and cars all need priority. Right now cars are overly favoured.
373996	10/25/2015	Clearing off the snow from bike lanes would be absolutely appreciated and essential. Cycling can be done year round so long as the roads are clear. This also includes the side walks - so often I see the side walk curb with mound of snow blocking it from when the road had been cleared. Unfortunately this means that people with disabilities have an even harder time accessing our roads and side walks if there not able to get over these bumbs with their wheel chair or walker.
374173	10/26/2015	Education for cyclists, drivers and pedestrians (including those with motorized wheelchairs and scooters) is extremely important in the whole equation to ensure all users are aware of safe ways to share and navigate our Winnipeg streets. I cannot stress education enough in this whole process. There are many drivers, cyclists and pedestrians who have formed unsafe habits (perhaps because they are not aware of safe practices or because they have forgotten what safe practices look like). There is an opportunity to start a fresh culture of active transportation in Winnipeg to make this a safe and active City.
374192	10/26/2015	Not very accessible for cars.
376443	11/3/2015	Wherever we can eliminate physical barriers to those with walkers, wheelchairs, strollers and mobility challenges, I say that's essential. We privilege those who drive cars and put 'time saving' values ahead of even safty and basic human rights for access. That's a cultural bias we're not so conscious of.
377499	11/6/2015	All users includes skateboarders and people on human propelled skooters.
377984	11/7/2015	Ice and snow banks are the main impediments. They should have priority clearing.
378519	11/9/2015	need to have a solution for all forms of bike, pedestrian and vehicle traffic.
378545	11/9/2015	Still too many curbs where wheelchairs cannot safely access crosswalks

### Comment Question: **Comfort as a pedestrian**

Visit ID	Date	Comment
372607	10/20/2015	Encouraging car traffic to other routes can enhance the comfort of cycling and walking on these streets. This can increase theopportunities for businesses along these streets.

## Winnipeg AT Main Street - Screen 3 : Priority Ranking

2015-10-13 to 2015-11-15

372611	10/20/2015	Comfort for me means room to walk down the sidewalk (not too much congestion around bus stops), a sense of safety, sidewalks are well-lit and in good repair.
372745	10/21/2015	Afraid I will be hit by bike
374585	10/27/2015	The less mortorized vehicles go thru downtown, like in many sophisticated European cities, the less cyclists will resort to sidewalks allowing pedestrians their rightful space
375582	10/31/2015	Lots of blind back alley accesses onto Gary. Cars come right out over sidewalk to see traffic, don't consider the pedestrians walking. Almost hit on a daily basis when running in to work.
378331	11/8/2015	bikes should not be allowed on the walk way between Stradbroom to the Forks entrance of St. Mary's ...there is a bike path provided...cyclist should use that rather than yelling at pedestriana to get out of the way in the rather narrow walkway. it is dangerous as the cyclists speed with no regard to the pedestriana
378634	11/9/2015	Well developed bike lanes help make sidewalks safer for pedestrians. They should go hand-in-hand.
378695	11/9/2015	Pedestrianize many streets downtown.

### Comment Question: **Safe cycling environment**

Visit ID	Date	Comment
372779	10/21/2015	Must be separated bike facility
372861	10/21/2015	A DIVIDED BIKE LANE WOULD BE NICE.
373298	10/23/2015	Main Street is currently so dangerous that it is really important to offer a safe alternative on Fort and Garry.
374882	10/29/2015	A separated biking lane (such as the one on Sherbrook) would make a passage through downtown much safer.
376013	11/1/2015	I don't feel safe in a painted only bike lane when there is traffic.
377595	11/6/2015	Properly delineated lanes and good marking for cycling desperately needed
377837	11/7/2015	Please provide dedicated cycling lanes on major routes stick as Pembina, St Mary's, Dakota -Dunkirk-Osborne. The bike lanes on Maryland& Sherbrooke are fantastic and support safe.
378269	11/8/2015	There is no reason why, downtown, the speed limit should be over 40, excepting Portage and Main
378363	11/9/2015	Separated bike lanes needed
378600	11/9/2015	as much as my husband wants to bike to work, he is really scared about getting hit by a car!
378631	11/9/2015	Let's lose all the ground-level parking lots already. Tax the hell out of them as an incentive to build multi-level parkades or some proper development. This section of downtown is particularly ugly and empty.
378680	11/9/2015	Cycling is not only good for infrastructure (less wear and tear on roads, less tax dollars required to maintain and upkeep), but excellent for environmental and individual health.



## Winnipeg AT Main Street - Screen 3 : Priority Ranking

2015-10-13 to 2015-11-15

		In order to promote a sustainable city for everyone, Winnipeg needs to demonstrate its commitment to sustainable transportation!
378835	11/10/2015	i find cycling hazardous downtown especially during rush hours

### Comment Question: **Transit access and service**

Visit ID	Date	Comment
372641	10/21/2015	Stop building suburbs if you're not prepared to offer full-day, 7 days per week service to them. Sunday schedules are old news. People won't wait an hour for a bus. Bring it by in 15 though, and they probably will. Pass share on Sundays. (a rider gets on free w/ someone who has month pass).
377398	11/6/2015	To promote downtown as a happening place, we need to prioritize the streets as a place to BE. It's okay for motor vehicles to slow down, as they aren't the ones spending money and enjoying the downtown anyway. It's the people who are walking and biking who use the least space and can interact socially and economically.
378825	11/10/2015	dedicate lanes on fort and garry to transit and bikes

### Comment Question: **Vehicular traffic flow**

Visit ID	Date	Comment
377392	11/6/2015	it is important to maintain vehicular traffic. cyclist have ample paths in the downtown area.
377571	11/6/2015	Bikes are dangerous on the roads.
378349	11/8/2015	People who prioritize vehicular traffic flow fail to realize that making other forms of transportation better, like public transit and cycling, results in LESS TRAFFIC because less people will be driving cars, using alternatives instead. Prioritizing public transit and cycling, and making streets more pleasant and safe for pedestrians, helps everybody.

### Comment Question: **Connections to amenities**

Visit ID	Date	Comment
372845	10/21/2015	Right now, Fort and Gary are quite industrial, with many empty parking lots. Not a place I really want to go, so I just use the lanes to get to Osborne or the Exchange. But, if the routes were a bit nicer, more folks wouldn't be rushing "through", they'd be rushing "to".
376813	11/4/2015	by amenities, I mean destinations along the routes
377817	11/7/2015	Winnipeg is a winter city - transit connections particularly need to be close to where you're going. It's not reasonable to walk 10+ min to wait another 15, you might actually freeze.
377884	11/7/2015	Would cycle downtown more if more separated cycling paths were available

## Appendix D – Preference Comments

## Winnipeg AT Main Street - Screen 4 : Visual Preference

2015-10-13 to 2015-11-15

### Comment Question: **Parking Loading Impacts**

Visit ID	Date	Comment
372561	10/20/2015	protected with parked cars
372594	10/20/2015	Providing more parking is basically a black hole that begets the need for more parking. Too many accomodations are made for these, and the balance really needs to start swinging in the direction of non-drivers. How can we expect to provide a motivation to develop parkades vs. surface lots without increasing the value of a parking spot?
372635	10/21/2015	By reducing parking lane widths and removing one travel lane, you should be able to maintain most of the parking and loading while providing a protected bike lane with proper width and buffers between the lane and parking.
372974	10/22/2015	The more I cycle in the city, the more comfortable I feel so the first option is not out of the question. I think it depends on the street. Some separation would probably be better on busier streets.
373153	10/22/2015	if it is accessible and maintained during winter months
373459	10/23/2015	"bollards" are a safety hazard for everyone!
373462	10/23/2015	It is important that parking is maintained or only marginally impacted BC this city requires the vehicle for many cold winter months as the primary mode of transportation. Maybe during winter months parking is enhanced and the reduced in cycling months?
373545	10/23/2015	I wouldn't say "as much as possible" for on-street parking and loading. I think it depends on the road, the business mix (e.g. stores that might benefit from short-term accessible parking), the speed and density of traffic, and whether that street is of key value in the area as cycle-priority route (diverting cyclists from busier roads while providing efficient connections)
373690	10/24/2015	I believe we should be reducing and looking to eliminate all street parking on major traffic routes. It creates congestion and safety problems for everyone.
374170	10/26/2015	Use separator;paint does very little
375582	10/31/2015	Physical separation from traffic builds safety for cyclists, even if it's just a plastic pole. Cars respect the barriers.
376400	11/2/2015	I don't prefer the parking itself, but in this photo the bike lane is not in the gutter. Most streets are really poor surfaces for cycling right along the edge.
376456	11/3/2015	painted buffers do little in comparison to physical separations.
376813	11/4/2015	that said, im not convinced elimination of parking is always necessary, in particular on these two streets which are not key thoroughfares
377283	11/6/2015	Sherbrook has been turned into a fantastic biking area with the lane that's been installed
377381	11/6/2015	Physical barriers would be my preference
377552	11/6/2015	The bike area should not impede or slow traffic flow, so should be between the sidewalk and the road, not between the lanes.
377573	11/6/2015	That depends upon the street.

## Winnipeg AT Main Street - Screen 4 : Visual Preference

2015-10-13 to 2015-11-15

377629	11/6/2015	this choice can sometimes be area dependent.
377660	11/7/2015	by riding on lanes like depicted on top pictures risk is high for injury due to careless opening of car doors
377817	11/7/2015	So much safer! I'm not worried about being smacked by a door and crashing.
378309	11/8/2015	Safety and priority should be given to non-motorized forms of travel in ALL cases.
378390	11/9/2015	Vehicles ignore painted lines. Some sort of physical barrier would be nice to prevent that.
378423	11/9/2015	Physical seperators needed
378563	11/9/2015	Option 1 would be better of their was the cyclist pole things on the left side of the bike lane. Option 2 I would people coming out of the passenger side not looking where they were going and walking into cyclists
378630	11/9/2015	As a cyclist I don't like dividers for bike lanes. It makes it very difficult to make left turns or basically go anywhere other than a straight line, and it is very dangerous to pass slower-moving cyclists. If divided bike lanes are built, they absolutely need to be accompanied by bike boxes at every controlled intersection to make left turns possible.
378631	11/9/2015	without the buffers, bike lanes are often belligerently driven into by motorist or even parked on
378861	11/10/2015	To have a thriving downtown we need people to feel safe. Part of this means feeling safe to navigate through downtown WITHOUT vehicles. Many people use vehicles because the don't feel safe on bike/walking. If they feel safe, they may stay around longer in the downtown and spend more money, etc. Plus with more people around downtown it becomes and feels safer (more eyes). Also, if you go to other cities, people just know better to come in their car and expect a free parking spot. Our city needs to be educated about how downtowns work, and they don't work when they are car-centric, and where people just utilize the space on a 9-5pm timeframe.

### Comment Question: **Transit Stops**

Visit ID	Date	Comment
372459	10/20/2015	Depends on the amount of people at the bus stops - if they are busy stops then the Pembina-style stop doesn't work as transit users will be blocking bike lane. This must be evaluated on a stop-by-stop basis.
372464	10/20/2015	Sharrows might as well not exist, they mean nothing. Bike lanes than travel around and up through the bus stops are dangerous as people stand in the middle of them.
372568	10/20/2015	Having the bike lane go around the transit stop is dangerous for pedestrians, especially those with disabilities.
372584	10/20/2015	Mingling of cyclists and transit users difficult until transit users realize they're on a bike lane.
372696	10/21/2015	i dont think the pictures accurately match the written descriptions. the right most option in practice i always have to wait for people getting on and off bus. even more so, people not involved in the bus at all are constantly in the way when i'm biking. and i dont blame them because the way the it is designed there are very few clues to them that they are standing right in the middle of an active bike lane. for the middle picture i'm not sure

## Winnipeg AT Main Street - Screen 4 : Visual Preference

2015-10-13 to 2015-11-15

		why cyclists need to yield to pedestrains? from the design it looks more like pedestrains should yield to bike traffice because it looks like a regular street with car traffic. why would it be different just because bikes are in that lane?
372775	10/21/2015	I actually don't think busses and bikes should share a lane, and don't like any of these options.
372855	10/21/2015	Highlight bike lanes with green paint
373582	10/23/2015	Do not build like on Pembina. There are many Pedestrian /bike interactions with that bus stop design . Mostly unreported.
374156	10/26/2015	Where buses make frequent stops, the bike lane should be on the left of the bus. Where the stops are less frequent, cyclists should lane share with buses.
374160	10/26/2015	I like number three But we also have to make the bicycle people accountable for there use of the road
374173	10/26/2015	With education and signage cyclists will learn and hopefully obey the yield to bus passengers zone (as the pedestrian crossways are understood as a "yield to pedestrians zone"
374697	10/28/2015	all 3 represent improvement however also have downsides. I currently overtake buses when I think its doable but this is not exactly safe; I have been squeezed by vehicles in the other lane drifting towards the bus and not seeing me at all. However waiting behind a bus at every stop makes little sense either.
375426	10/30/2015	none of these options are a great choice with the amount of traffic that flows through downtown, the speed they drive, etc. One lane gets closed for construction and all of downtown is backed up for 2hours or longer.
375906	11/1/2015	In reality, cyclists must yield to bus passengers in option three but might be able to get by without stopping in option 2. This is because the cycle path is clearly delineated by curb height and bus passengers have their island of safety demarcated. In option 3, cyclists are given the impression they can continue smoothly but in fact there are inevitably pedestrians obliviously standing in the path or liable to be clipped by a fast-moving cyclist who didn't see them get off the bus.
377482	11/6/2015	My preference is a floating bus stop where there is one access to and from the bus platform crossing over the bike lane plus a second accessible option off the crosswalk (this does not need a second crossing of the bike lane since the cross walk already crosses the bike lane).
377554	11/6/2015	3rd option on Pembina is dangerous because of proximity of bike lane to shelters and passengers. Not clear why there is less obligation to stop for pedestrians than on the Sherbrook configuration.
377555	11/6/2015	Bikers, in my experience, use both vehicle and pedestrian "rules of the road" making car drivers unsure what bikers will do when approaching traffic lights, stop signs, turning lanes, people, etc.
377645	11/6/2015	Cyclists should share the sidewalk with pedestrians
377665	11/7/2015	The bike lane and bus stop combo on Pembina doesn't work. Pedestrians unaware they're in bike lanes. Turns too abrupt. Turns often have gravel, sand, dirt, leaves, mud on

## Winnipeg AT Main Street - Screen 4 : Visual Preference

2015-10-13 to 2015-11-15

		them. Have a look at Cote St Cathrine in Montreal as to how it should be done. (similar to the option I've selected but dual lane on the one side that's wide enough to allow a plow to clear it year round, and normal street cleaners to access it.
377883	11/7/2015	Clearly when I'm thinking about cycling this route I would pick an uninterrupted route as my "preferred" option. But I also recognize this isn't always possible. If we were talking about a route that did not have frequent buses or number of stops, I would be willing to yield to passengers getting on or off the bus. But this wouldn't make sense on Fort given the volume of buses and stops.
377984	11/7/2015	The worst choice is along Pembina where cyclists blast through the bus stops.
378289	11/8/2015	sherbrook st design is better than pembina hwy design. if cyclists are supposed to yield to pedestrians crossing sherbrook, it should be well signed to inform cyclists.
378411	11/9/2015	I'm a bus driver and cyclist, and the Sherbrook Protected bikeway, is the best, for both cyclists and buses
378507	11/9/2015	Having ridden on Pembina with my bike, I find that the bike ramps onto the sidewalks slow down my travel and potentially dangerous for pedestrians (and myself). A separated path for cyclists seems best for all users.
378558	11/9/2015	Option two must have clear markings for cyclists to watch and yield to peds. Option 3 is dangerous for cyclists in winter due to swerve, ice/snow accumulation at base of ramps, gravel - these create "wash outs" and falls by cyclists - and liability on the city for poor design.
378625	11/9/2015	I wouldn't mind the lane going around transit stops EXCEPT people waiting for the bus stand there and it creates potential for a bike/pedestrian collision. If you can solve I would be all for it.
378627	11/9/2015	People find the last option (i.e. Pembina Hwy lane) confusing. There is more physical separation between pedestrians and people on bikes in the second option (the one I chose). Buses and people on bikes should be physically separated.
378784	11/10/2015	Public information on priority between pedestrian and cyclist needs to be communicated more clearly.

### Comment Question: **Leftturn Options**

Visit ID	Date	Comment
372580	10/20/2015	Seen this in Oxford really helpful
372608	10/20/2015	Two-stage left turn is more comfortable for less experienced cyclists. But the second option might be better on one-way streets.
372631	10/21/2015	What about protected intersections? See <a href="https://vimeo.com/86721046">https://vimeo.com/86721046</a> And salt lake city: <a href="https://hereandnow.wbur.org/2015/09/30/protected-intersection-bicycles">https://hereandnow.wbur.org/2015/09/30/protected-intersection-bicycles</a>
372764	10/21/2015	Although I like the idea of a bike box, I am unsure how accepted this idea would be to vehicular traffic in Winnipeg. The pedestrian bike box idea is not a bad alternative but would slow down cyclist traffic considerably as it could require cyclists to wait two light cycles to make a single left hand turn

## Winnipeg AT Main Street - Screen 4 : Visual Preference

2015-10-13 to 2015-11-15

373366	10/23/2015	I've always wanted to try the try the bike box so cyclists can make the left turn like other vehicles. I would be worried how to execute this in heavy/competitive traffic though.
373606	10/24/2015	I think cyclists should be encouraged to act like cars. My experience is that when cyclists try and transition between sometimes being cars and sometimes acting like pedestrians (i.e. the bike bos to make a pedestrian syle turn), the transition from vehicle to car can make it challenging to maintain safety and sometimes encourages unexpected moves by the cyclist.
375099	10/29/2015	depends on the roadway functional class.
375142	10/29/2015	None of the above. Cyclists and pedestrians should have their own light, where all motor vehicles are fully stopped. This allows for multi-directional pedestrian/cyclist movement, ensuring convenience, clarity and safety.
377649	11/6/2015	None of the above. Separate green phases for cyclists and motorists are far, far superior to any of these.
378801	11/10/2015	Second choice is two stage bike box

### Comment Question: **Cycling Comfort**

Visit ID	Date	Comment
372779	10/21/2015	This question is worded horribly. Am I providing my preference for what I want to see built or for where I currently will cycle. The use of the word "only" is too limiting. I will cycle everywhere, but would prefer separated bike lanes.
373405	10/23/2015	I'm comfortable biking on most roads but I won't go near Pembina.
373429	10/23/2015	Obviously it's preferable to ride in a bike lane, but that's not always an option. I am personally comfortable riding in traffic if required, but not everyone is. If there is no bike lane, cycling with traffic is very uncomfortable and dangerous if the lane width is too narrow.
376332	11/2/2015	Necessity, not comfort would be the word I'd use for this question
376711	11/4/2015	while i currently usually cycle in lanes separated from traffic, it would be nice to have the option to safely travel on the road with other traffic.
376925	11/4/2015	I don't understand what you're trying to measure. I prefer dedicated cycling infrastructure, but I don't ONLY cycle on it. But I am also comfortable riding in traffic with only a jacket and helmet separating me from death.
377459	11/6/2015	separate bike lanes are preferable but not always practical. Safe option should be available for separate lanes are not provided
377464	11/6/2015	My preference is to cycle on a dedicated cycle facility (but I am not totally uncomfortable with riding in the lanes.
377499	11/6/2015	physically separated bike lanes like the ones on Sherbrook.
377522	11/6/2015	I'm comfortable cycling in non- separated lanes in low traffic, like Fort St. Otherwise, separated lanes.
377837	11/7/2015	This question is all or none while on reality it never is so. I prefer to take dedicated bike lanes even if it means a detour. But of that option is not feasible put unavailable then I

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		take the route with traffic on our. My usual commute in the morning takes me on Osborne with no dedicated bike lane but I John Sherbrooke close to the Misericordia hospital by taking the side streets from across the legislature just after the Osborne bridge even if it means a detour. That way I avoid having to turn left onto Broadway. The return leg I detour all the way on notre dame to the exchange dist AVS join the bike paths at the forks
378269	11/8/2015	There should be well connected dedicated bike-only lanes through out downtown and the city, but I should be safe to ride on any street.
378341	11/8/2015	I can cycle both ways but prefer a variety of options.
378349	11/8/2015	Separated lanes are excellent where they are feasible, and integrated bike lanes everywhere else. The important thing is giving cyclists continuous connections in their routes and safe ways to cross busy streets.
378525	11/9/2015	It took me five years of commuting before I was comfortable cycling on all streets. So though I DO cycle on all streets, it's certainly more enjoyable and less stressful in dedicated bike lanes.
378624	11/9/2015	I'm comfortable riding anywhere because I have to be - there isn't any other option when you're a courier and you're cycling all over the city under time constraints.
378684	11/9/2015	ideally i would like separated lanes- however as there are very few i am forced to ride on the the road where road conditions and aggressive drivers often make it feel unsafe
378875	11/10/2015	It's not the infrastructure that makes me uncomfortable cycling on roads with auto traffic, it's the attitudes of some drivers who don't share the road.

### Comment Question: **Type of Separation**

Visit ID	Date	Comment
372473	10/20/2015	"Cars are blocked from entering" is an inaccurate description of the Assiniboine Ave bikeway: cars enter it all day long.
373272	10/23/2015	I like buffered bike lanes, but I chose my favorite.
373475	10/23/2015	Important to ensure that the bike lanes are designed for easy maintenance year round and that they don't disappear in the winter.
373630	10/24/2015	This or buffered bike lane are my preference, but either MUST be accompanied by clear signage for cars re. crossing the bike lane, esp. for right hand turns. Wpg. drivers are not used to this setup and until they are this can be dangerous at intersections when cars turn across the bike lane.
376077	11/1/2015	The "buffered bike lane" option isn't working. All you have to do is watch what happens to the bike lanes on Berry between Sargent & Ellice during morning and afternoon (~1500-1630h) "rush" hours -- the cycling lane is blocked by drivers who are using the bike lane as a second driving lane (the lines on the road might have changed but driver behaviour hasn't -- if you want some traffic violation venue, enforcement in this area would be a cash cow!). I've given up navigating this area via the "bike lane" in rush hour - it's just not worth the risk
376251	11/2/2015	Realistically, any of these work to whatever we can fit on existing networks.



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376405	11/2/2015	A bike lane separated by a bumper is the only time I feel truly safe as a cyclist.
377207	11/5/2015	any separation is better than no separation from vehicular traffic
377488	11/6/2015	I would be fine with this option or the "Bike lane separated by parking" option as I am truly hoping to have the safest environment that doesn't heavily impact motorists.
378007	11/7/2015	Drivers (of all vehicles) need more education campaigns on how to use these new cyclist-friendly cycling features. It won't work if people don't know how to use it correctly.
378825	11/10/2015	illegal parking on bike lane separated by parking can be remedied by ticket and tow. FWIW I have seen many cars parked in the assiniboine ave bike lane.