

**Winnipeg Walk Bike Projects**

**West Alexander MetroQuest Survey Summary**

October 2015

Submitted by:

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5515081

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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 West Alexander Pedestrian and Cycling Corridor Study. The survey was available on an external website accessed through the City of Winnipeg website. From October 20, 2015 to November 10, 2015, 134 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, 276 people visited the survey and 134 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	19	3	15.79%
10/21/2015	27	20	74.07%
10/22/2015	5	3	60.00%
10/23/2015	15	5	33.33%
10/24/2015	11	5	45.45%
10/25/2015	7	3	42.86%
10/26/2015	10	2	20.00%
10/27/2015	9	4	44.44%
10/28/2015	3	2	66.67%
10/29/2015	7	5	71.43%
10/30/2015	6	5	83.33%
10/31/2015	2	2	100.00%
11/1/2015	6	5	83.33%
11/2/2015	15	10	66.67%
11/3/2015	3	1	33.33%
11/4/2015	2	0	0.00%
11/5/2015	4	2	50.00%
11/6/2015	39	9	23.08%
11/7/2015	22	12	54.55%
11/8/2015	18	9	50.00%
11/9/2015	33	20	60.61%
11/10/2015	13	7	53.85%
<b>Total</b>	<b>276</b>	<b>134</b>	<b>48.55%</b>

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<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 134 completed surveys, 118 (88.1%) provided their age, 111 (82.8%) their gender, 113 (84.3%) their postal code, and 119 (88.8%) their primarily mode of transportation.

The following visuals provide additional details on collected demographic information:

Postal Code

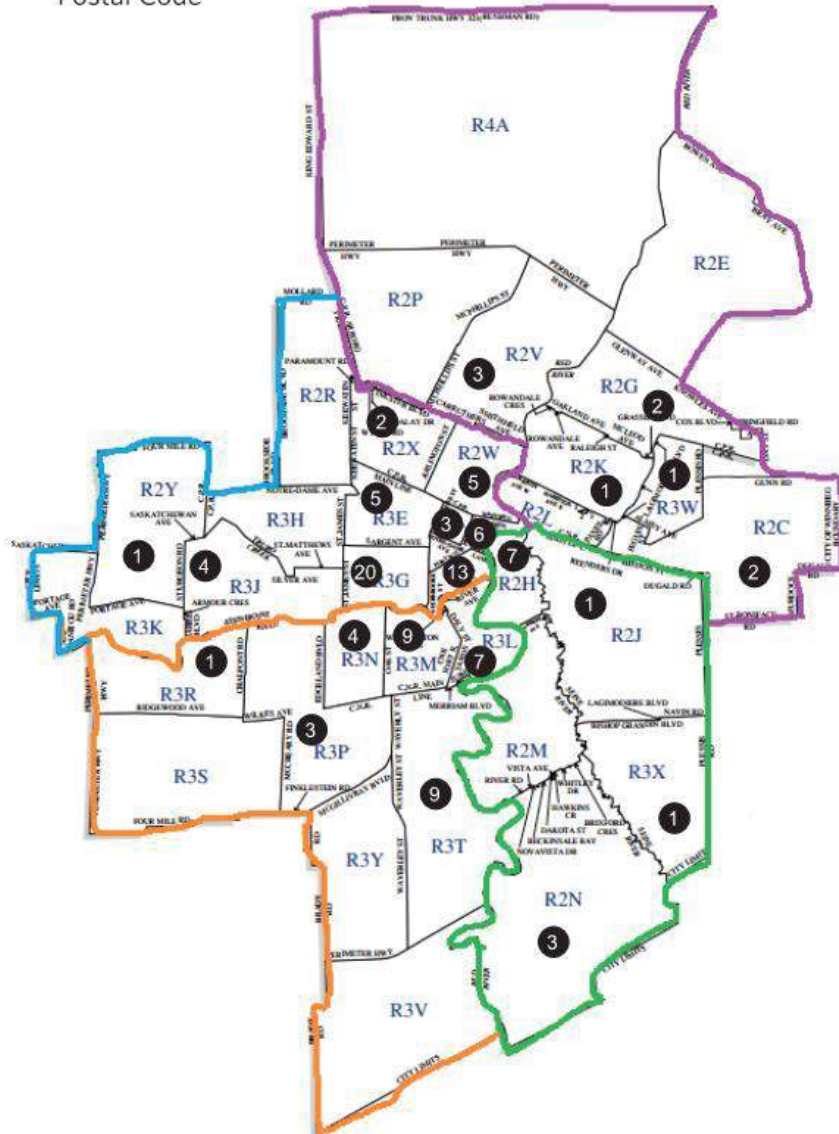
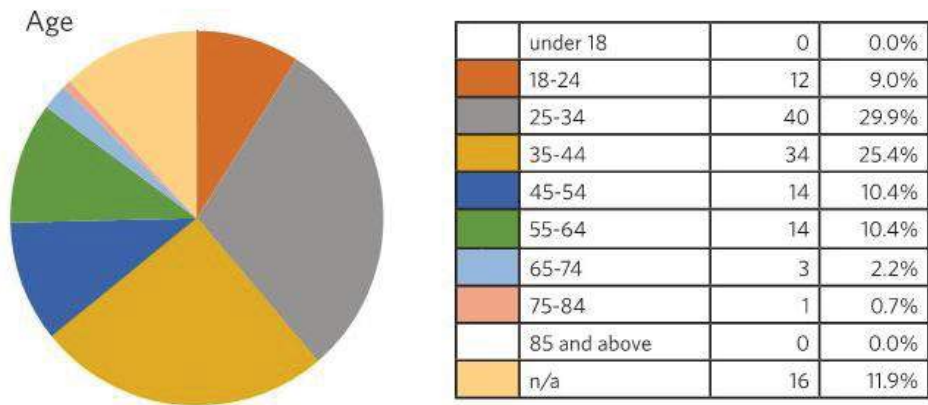


Figure 2 – Respondents by Postal Code

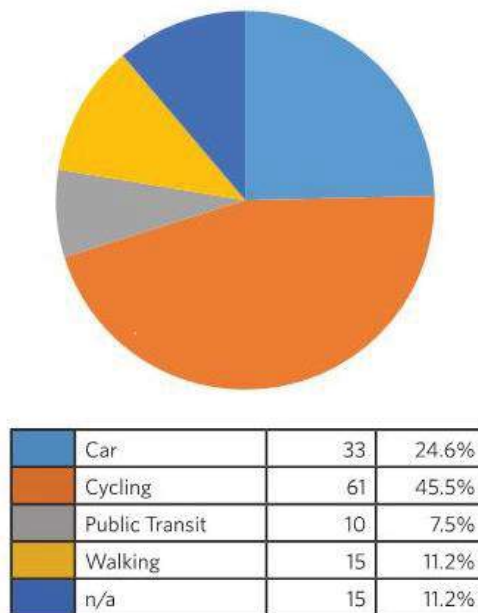
As illustrated in **Figure 2**, the majority of respondents live within a 5 km radius of West Alexander (defined here as McDermot Ave. and Emily St.). However, respondents also include residents from Winnipeg’s south, west, and east quadrants.



**Figure 3 – Respondents by Age**

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

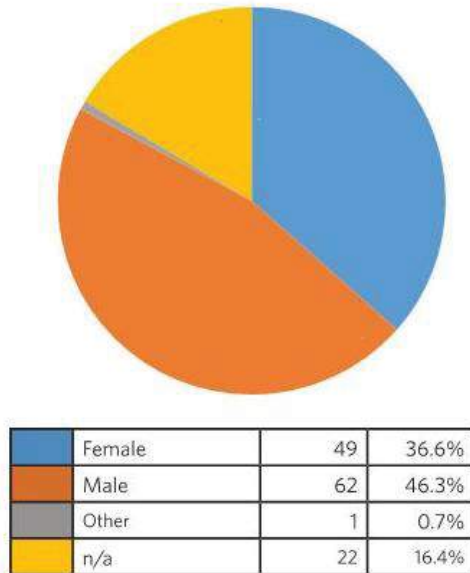
Primary mode of transportation



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

46% of respondents cycle as their primary mode of transportation. The car (25%), walking (11%), and public transit (8%) follow as the primary mode of transportation.

Gender

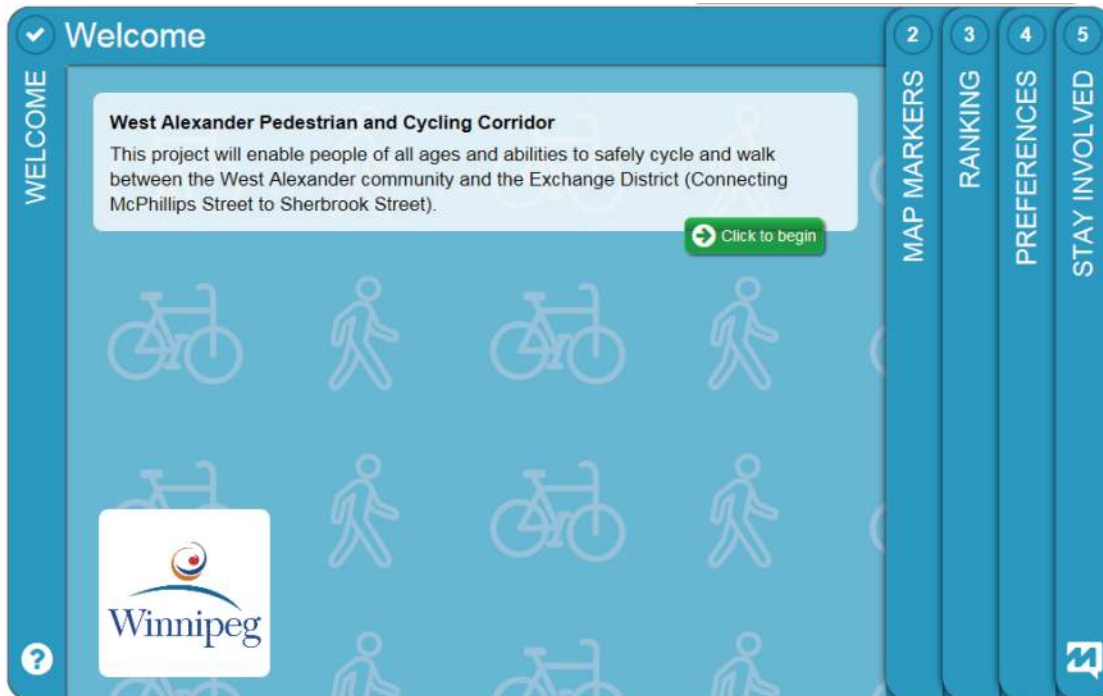


**Figure 5 – Respondents by Gender**

In total, 46% of respondents were male and 37% were female.

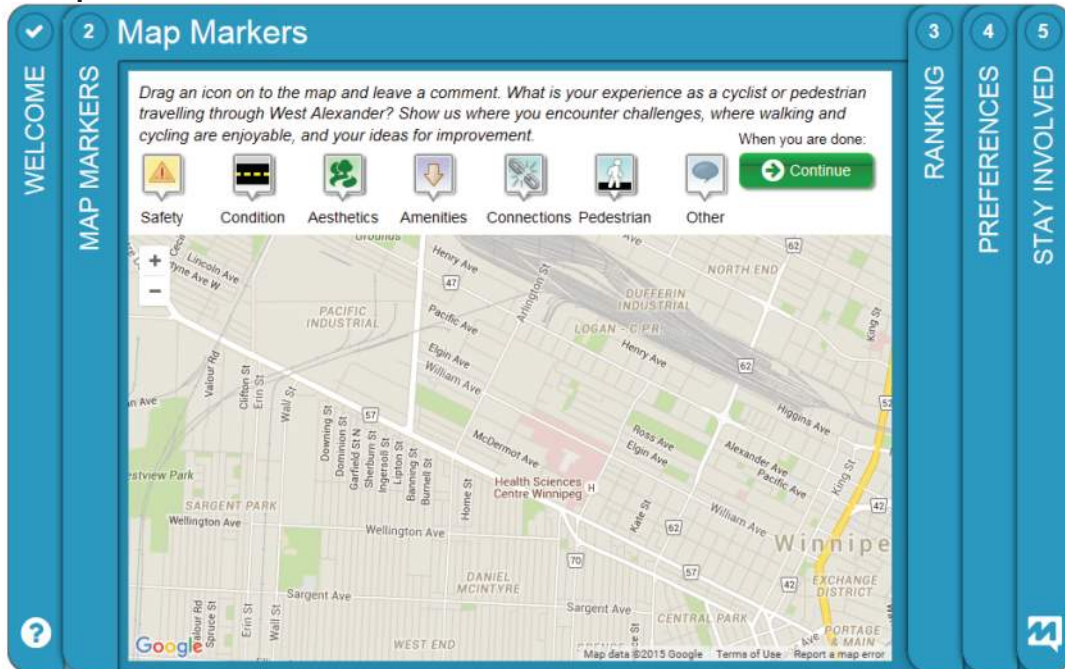
## 4.0 Survey Composition

### 1. Welcome Screen



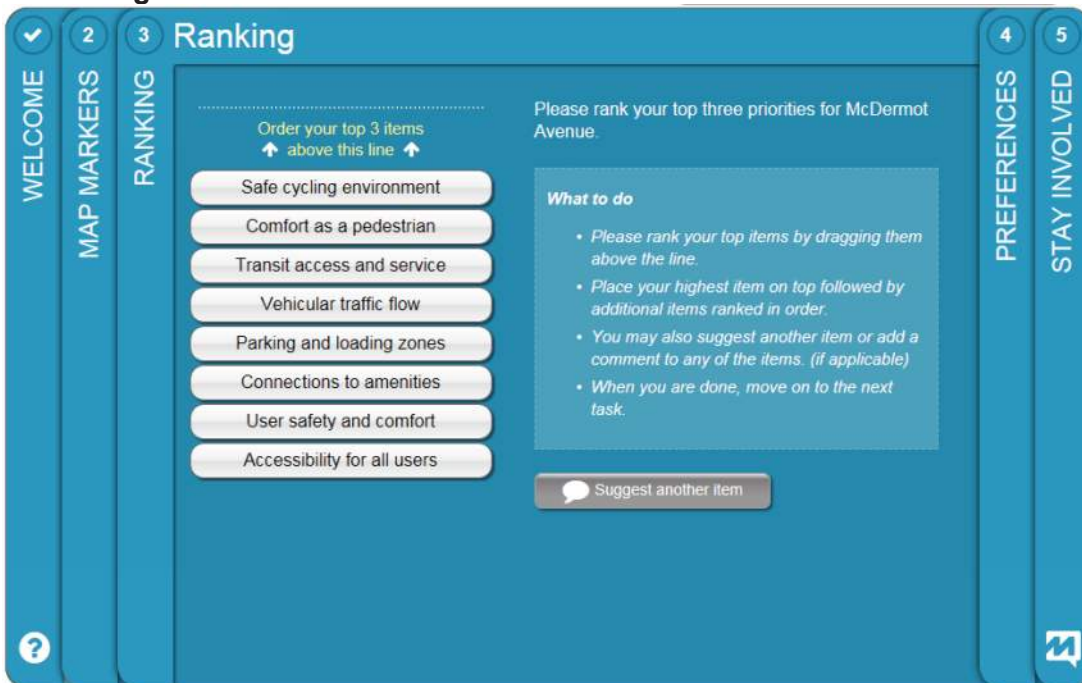
This screen introduced the study and provided a link to the City of Winnipeg website.

## 2. Map Markers



This screen asked respondents to share their experience as a cyclist or pedestrian through West Alexander. 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.

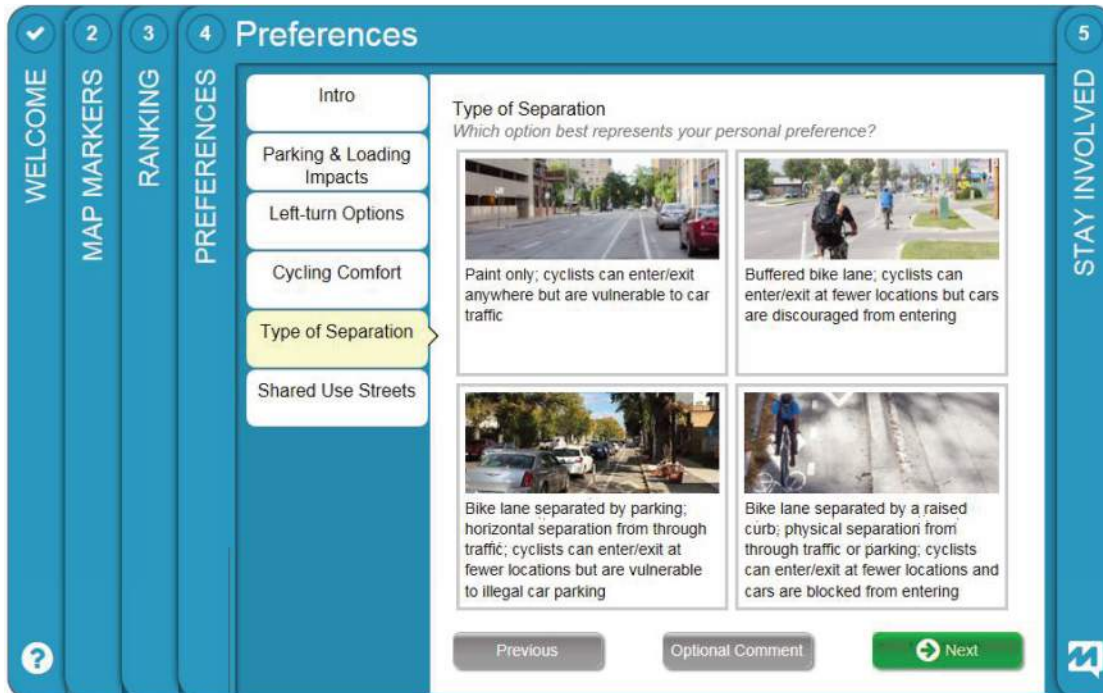
## 3. Ranking





On this screen respondents were asked to rank their top three priorities from a list of eight priorities for McDermot Avenue.

#### 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, 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	15	1	6.67%	0	0.00%	20
	Web	159	95	59.75%	43	27.04%	77
3. RANKING	Mobile	11	7	63.64%	7	63.64%	24
	Web	151	111	73.51%	109	72.19%	28
4. PREFERENCES	Mobile	8	7	87.50%	6	75.00%	63.5
	Web	148	116	78.38%	113	76.35%	56.5
5. STAY INVOLVED	Mobile	7	5	71.43%	5	71.43%	19
	Web	126	115	91.27%	115	91.27%	19

## 5.0 Results

### Map Markers

Respondents were asked to share their experience as a cyclist or pedestrian through West Alexander. 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, 474 markers were placed on the map, with 404 comments. Safety was the most commonly used marker (169), followed by connection (99) and condition (66) and pedestrian (63). Amenities (24), Aesthetics (35), and Other (18) 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**

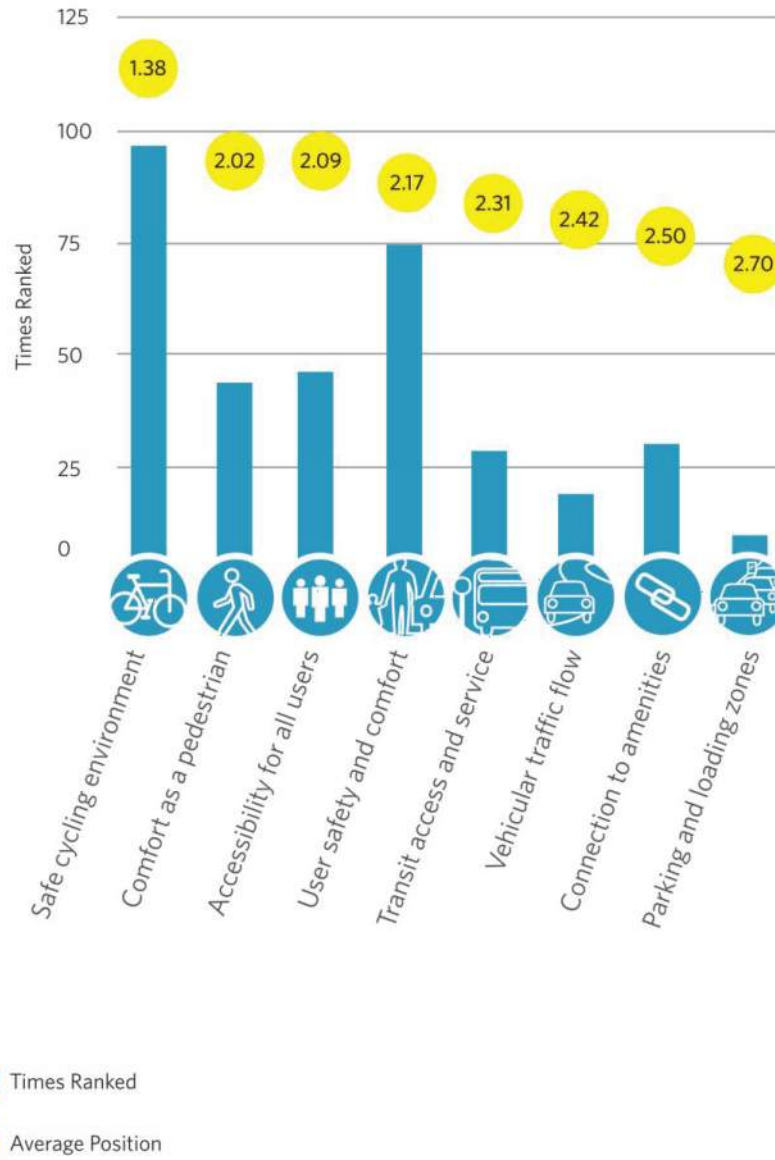
Map	# of Markers	Key Comment Themes
Safety	169	Cyclists felt unsafe; Difficult to turn, change lanes; High traffic volumes; Improved cycling facilities needed
Condition	66	Feels unsafe; Poor conditions
Aesthetics	35	Good green space/corridor; Landscaping/streetscaping improvements needed
Amenities	24	Cycling amenities need improvement; Good cycling amenities
Connections	99	Needs better connectivity; Feels unsafe; Cycling facilities end abruptly
Pedestrian	63	High volume pedestrian traffic; Improve pedestrian facilities; Unsafe pedestrian crossing
Other	18	More cycling, transit and pedestrian facilities needed

**Ranking**

Respondents were asked to rank their top three priorities from a list of eight priorities for McDermot Avenue. 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	1.38	97
2	Comfort as a pedestrian	2.02	44
3	Accessibility for all users	2.09	47
4	User safety and comfort	2.17	75
5	Transit access and service	2.31	29
6	Vehicular traffic flow	2.42	19
7	Connections to amenities	2.50	30
8	Parking and Loading Zones	2.70	10
Total			351



**Figure 6 – Ranking Results**

“Safe cycling environment” was ranked the highest and most often priority, with an average position of 1.38 and 97 rankings. “Parking and loading zones” received the lowest average position (2.70) and least rankings (10). Generally speaking, the priorities ranked most frequently also have the highest average position. “User safety and comfort” is an exception as it is the second most ranked priority (Times Ranked is 75) yet received a fourth overall ranking. This may indicate that many individual’s view “User safety and comfort” as an important priority but do not value it as high as other priorities. The variation in ranking between one and two is quite significant with a difference of 0.64, confirming that the majority of respondents selected “Safe cycling environment” as their first priority.

The following is a summary of reoccurring themes from respondent comments to Question 2: Ranking. Respondents suggest that slowing the traffic speed to 40 km/h and by providing separate cycling and pedestrian facilities user safety and comfort may be enhanced. Increasing

the comfort of pedestrians may also be accomplished by increasing the attractiveness of the area. One respondent highlighted how the installation of lights in West Broadway has increased the pedestrian friendliness of the area and suggested that something similar may be done downtown. Increasing the comfort of pedestrians also enhances the transit experience as “every trip starts as a pedestrian trip”. In addition, minimizing the number of steps between stops when transferring and the provision of heated transit shelters can help enhance the transit experience. For respondents, a safe cycling environment means ensuring that cycling infrastructure is well-connected to amenities, accessible and separated from motorists and pedestrians

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

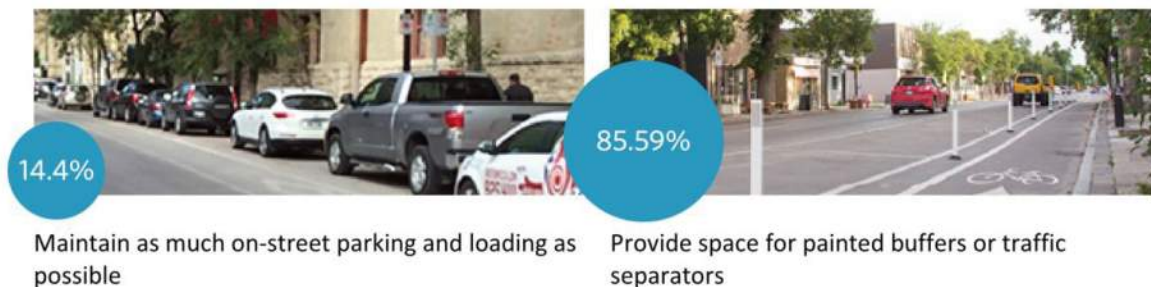
- The disconnect between existing bike paths and the poor maintenance of the painted lines are a problem.
- Cycling routes have to be accessible as means of daily transport. The safest way is to separate cyclists and motorists.
- Let’s not forget that is not just about feeling safe, but also about the attractiveness of the city as a whole.
- Given the mobility of many hospital visitors and as it’s close to the Building for the Society for Manitobans with Disabilities, accessibility and safety is a huge priority here.
- Slow traffic speeds, pedestrians first then cyclists.

### 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, cycling, and pedestrian facilities and infrastructure.

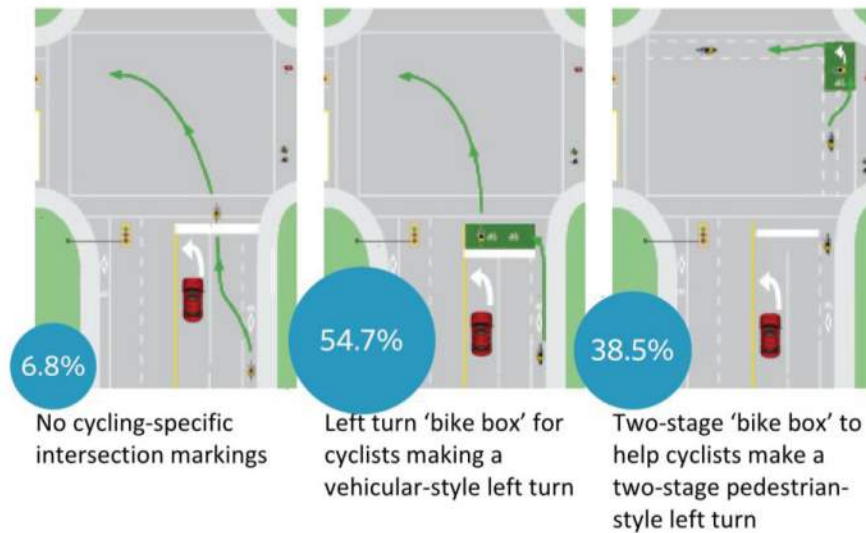
The following results were recorded:

#### PARKING & LOADING IMPACTS



86% of respondents prefer “Provide space for painted buffers or traffic separators” over “Maintain as much on-street parking and loading as possible”. One respondent shared that their ideal is a scenario which balances protected cycling facilities with on-street parking and loading. Other comments include a concern that parking and loading zones can conflict with bike lanes, even when separated, as car doors often open into bike lane.

## LEFT-TURN OPTIONS



The majority of respondents (55%) prefer the “Left turn ‘bike box’”. 39% of respondents prefer the “Two-stage ‘bike-box’” and 7% prefer “No cycling-specific intersection markings”. Respondents were curious how effective bike-boxes are in heavy, fast-moving traffic and remarked that regardless of which option is implemented education will be key to ensure that cyclists, pedestrians, and motorists are all respecting the “rules of the road”.

## CYCLING COMFORT



Although the majority of respondents (82%) indicate that they “cycle in traffic sometimes, but prefer bike lanes”, comments indicate that the preference is for protected cycling facilities. One respondent noted that depending on where you are cycling, there may be little choice to not ride in traffic as often there is no other option.

## 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

53% of respondents prefer a “Bike lane separated by a raised curb”, 23% prefer a “Bike lane separated by parking”, 17% prefer a “Buffered bike lane” and only 7% prefer “Paint only”. Only one respondent left a comment, which emphasized that a curb system is ideal to ensure little or no conflict between cyclists and pedestrians.

## SHARED USE STREETS



Fully separated by type of user



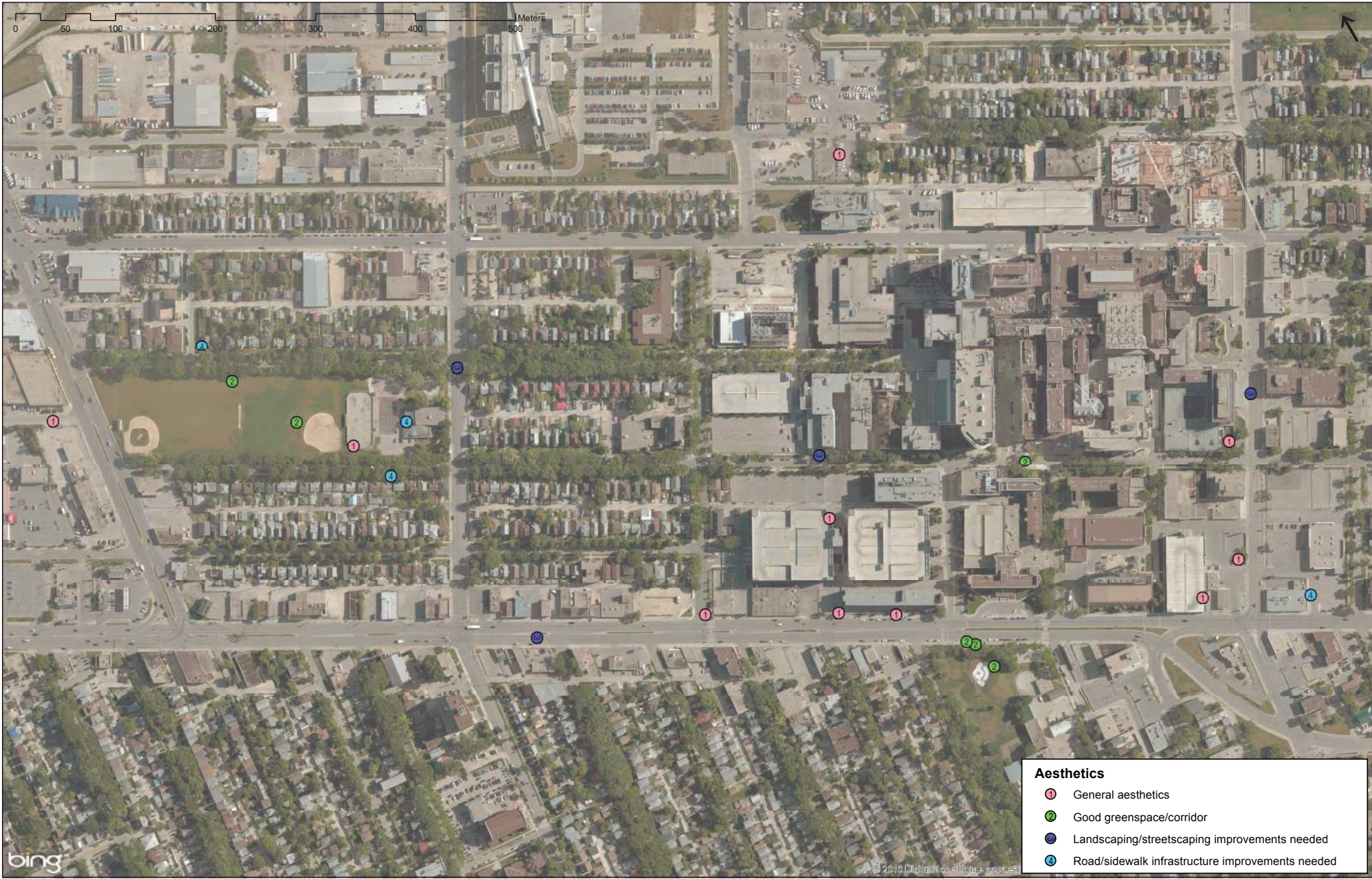
Shared space for all users

Shared-use streets were not popular among respondents. Only 19% of respondents prefer a “Shared space for all users”, whereas 82% prefer spaces that are “Fully separated by type of user”. Two comments were left and both suggested that this question is context dependent. For example, one respondent noted that for some small local streets, such as Albert Street, a shared space would be very appropriate.

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

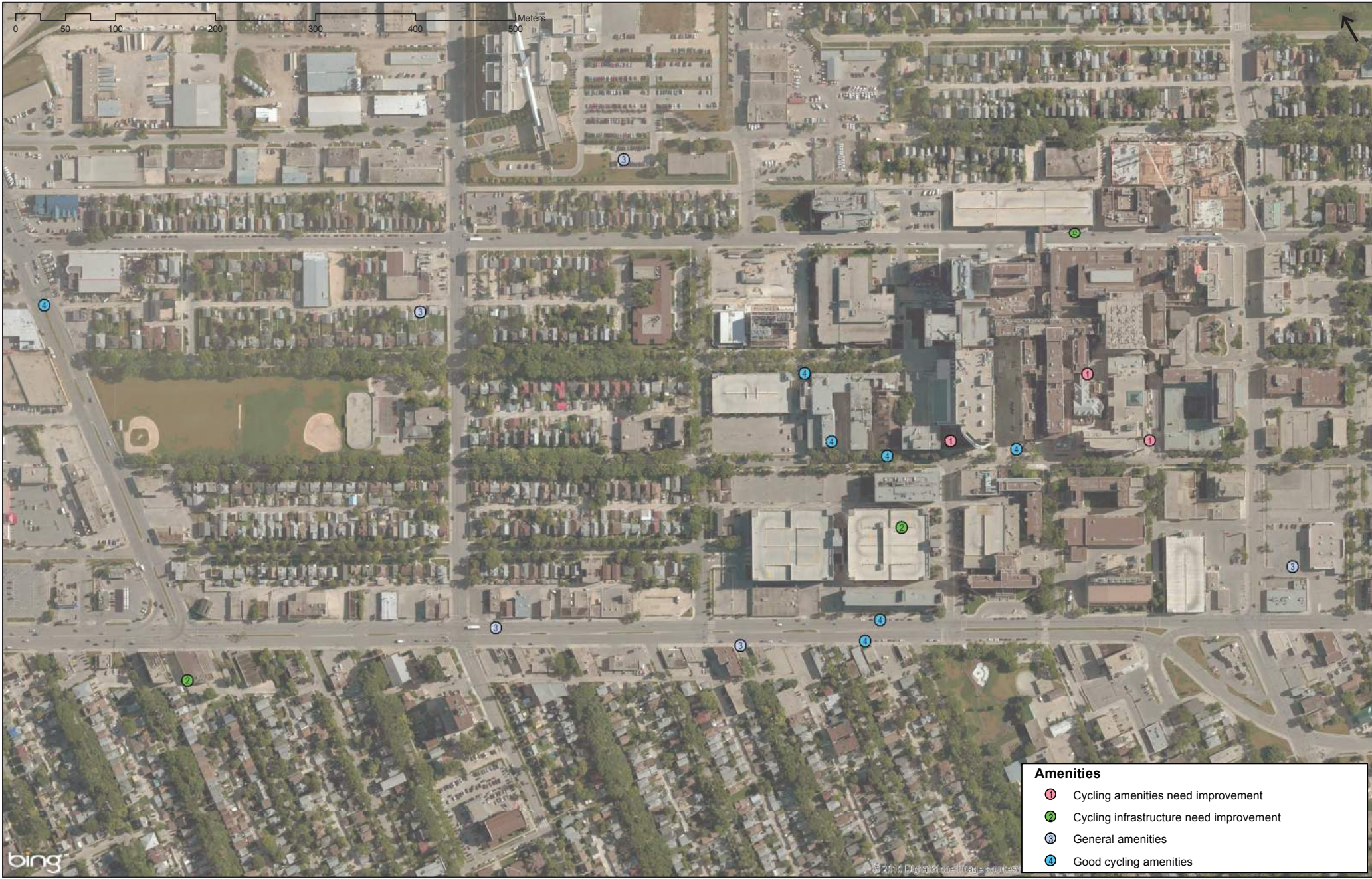
## **Appendix A – Map Marker Maps**





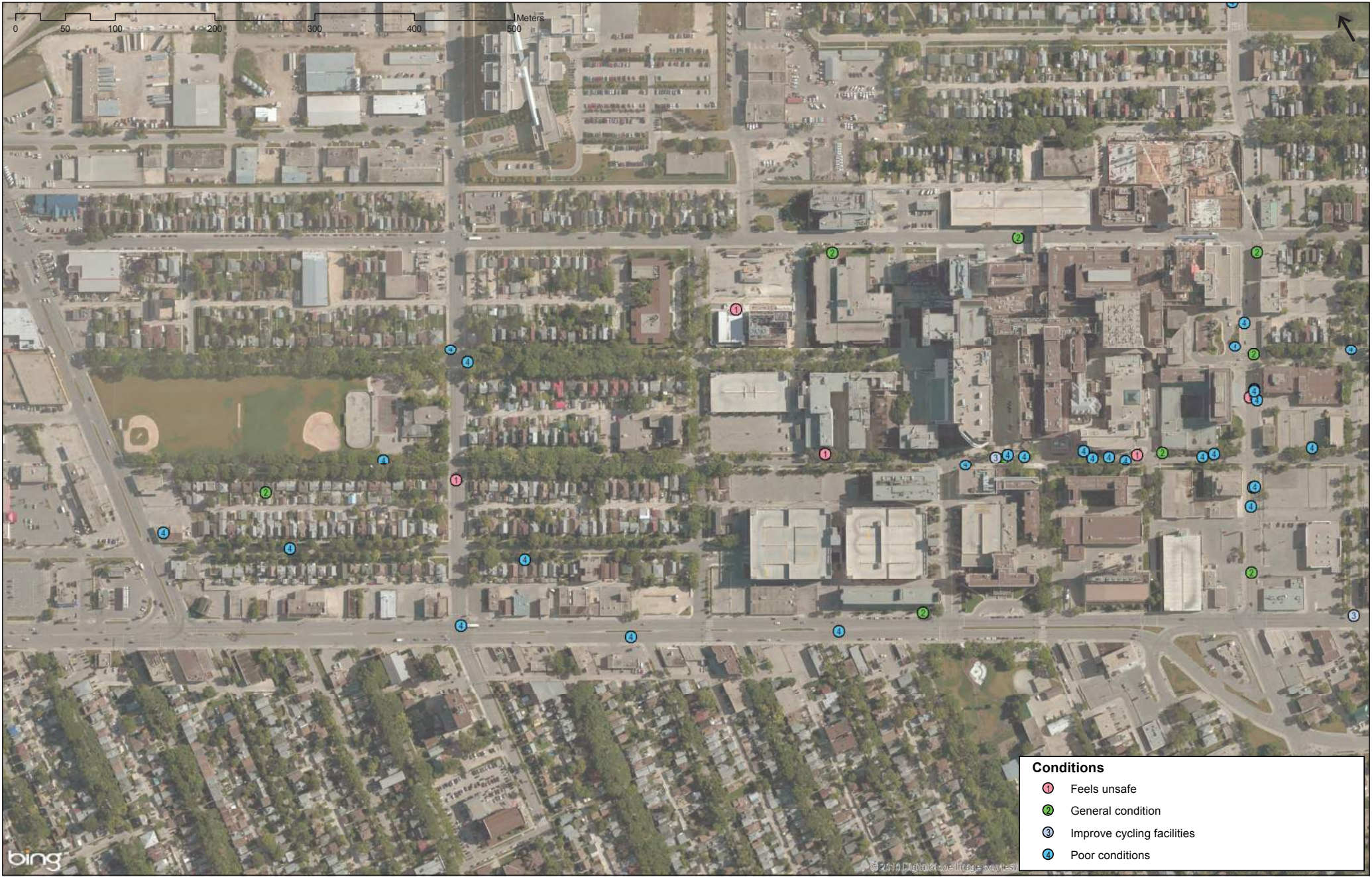
**Aesthetics**

- ① General aesthetics
- ② Good greenspace/corridor
- ③ Landscaping/streetscaping improvements needed
- ④ Road/sidewalk infrastructure improvements needed



**Amenities**

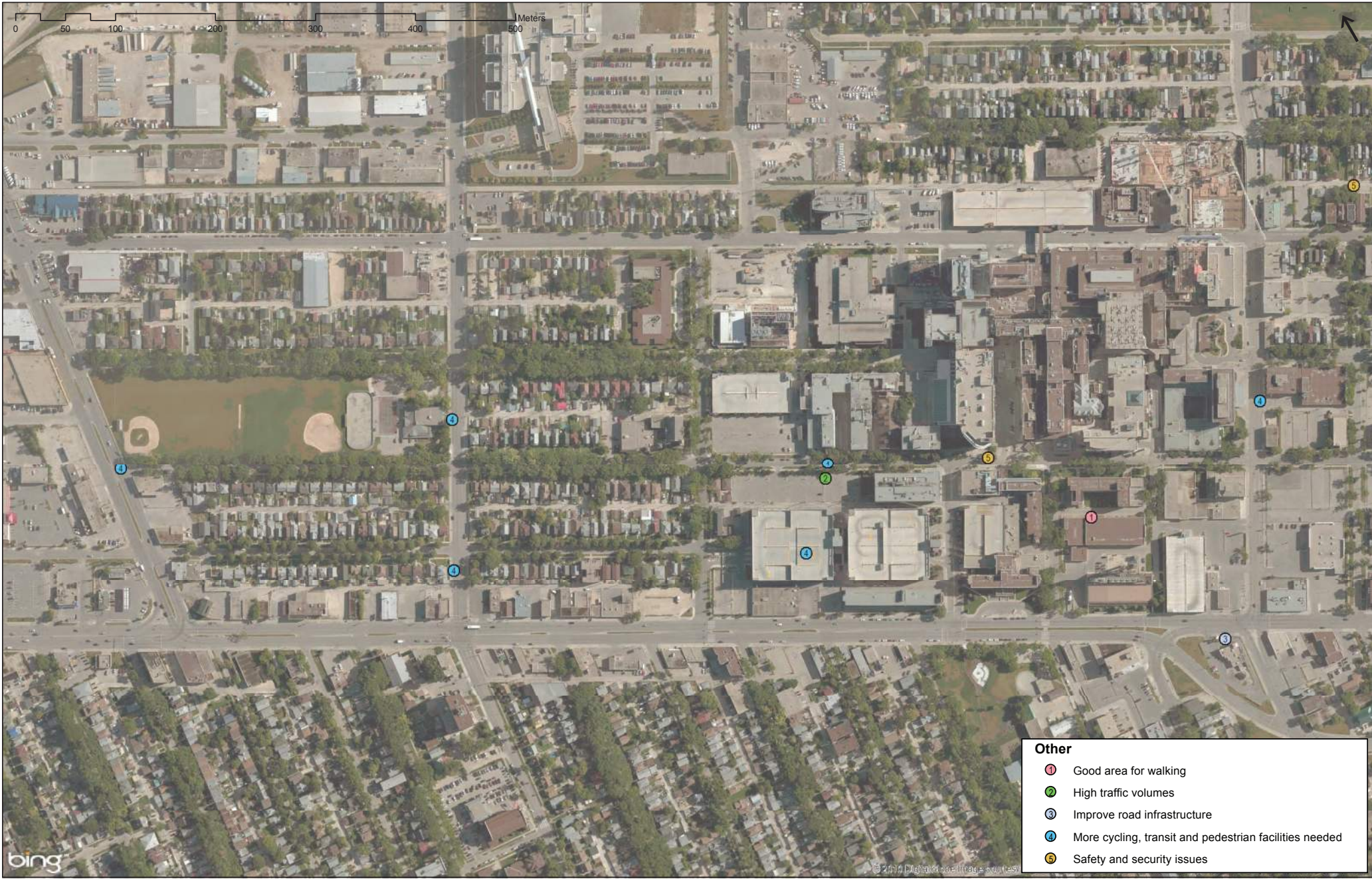
- ① Cycling amenities need improvement
- ② Cycling infrastructure need improvement
- ③ General amenities
- ④ Good cycling amenities



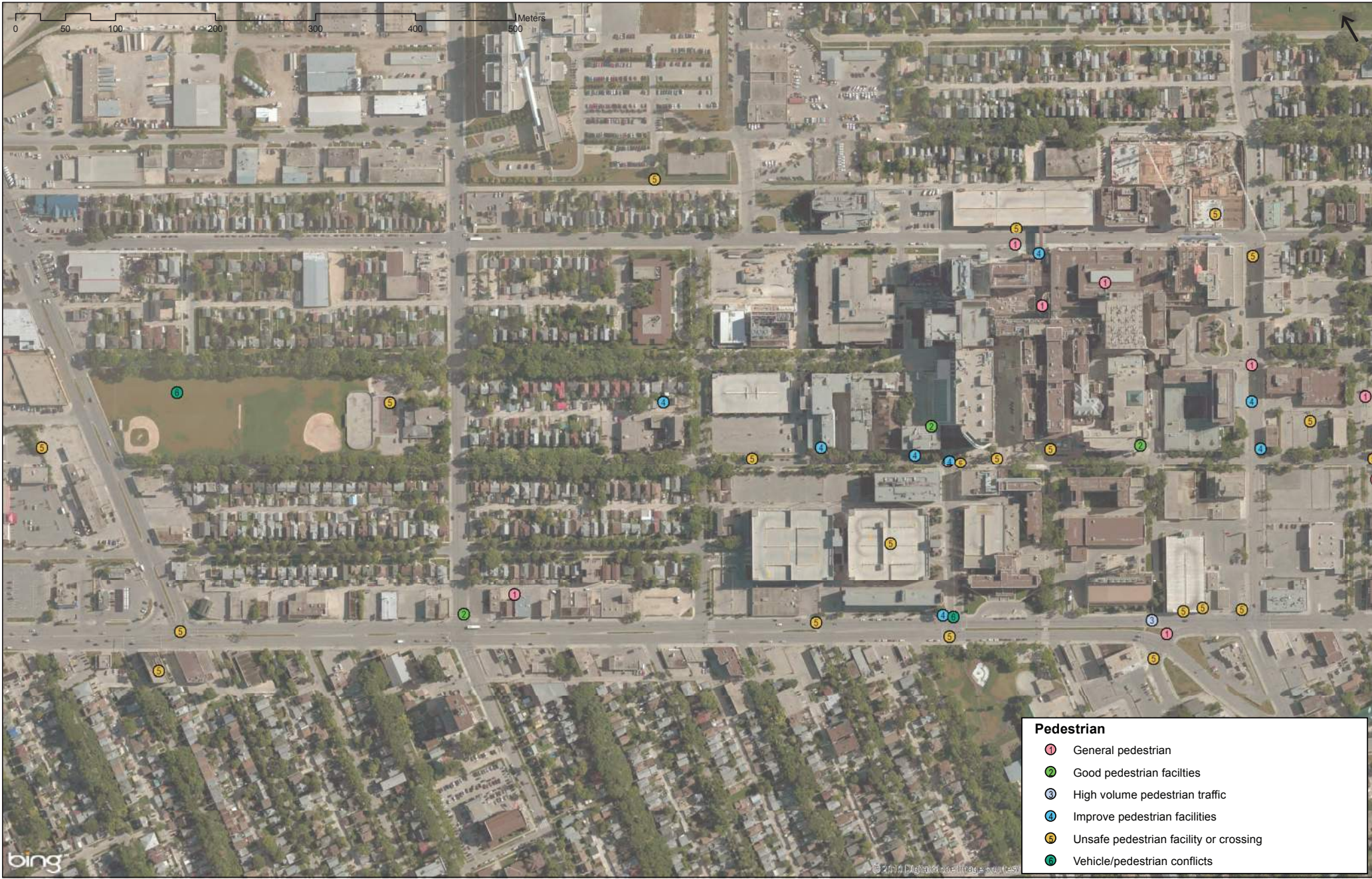
**Conditions**

- ① Feels unsafe
- ② General condition
- ③ Improve cycling facilities
- ④ Poor conditions





- Other**
- ① Good area for walking
  - ② High traffic volumes
  - ③ Improve road infrastructure
  - ④ More cycling, transit and pedestrian facilities needed
  - ⑤ Safety and security issues



**Pedestrian**

- ① General pedestrian
- ② Good pedestrian facilities
- ③ High volume pedestrian traffic
- ④ Improve pedestrian facilities
- ⑤ Unsafe pedestrian facility or crossing
- ⑥ Vehicle/pedestrian conflicts



**Safety**

- 1 Cyclist/vehicle conflicts
- 2 Cyclists feel unsafe
- 3 Difficult to turn, change lanes
- 4 General safety
- 5 High traffic volumes
- 6 Improved cycling facilities needed
- 7 Unsafe crossing location

## **Appendix B – Map Marker Comments**



Marker Type	Comment	Coordinates	
Aesthetics	I live by ikea and have to go to HSC. It is cold in the winter. An underground bike tunnel to HSC with funky lights and music in it would be ideal.	49.89745419	-97.1582365
Aesthetics	Green spaces and parks are excellent spaces for building community and providing public spaces for people to socialize.	49.90657593	-97.16869712
Aesthetics	Great park! Should be used more.	49.90204292	-97.16168046
Aesthetics	Nice place to sit or walk by	49.90331442	-97.15992093
Aesthetics	Nice park.	49.90210166	-97.16177434
Aesthetics	McDermot Avenue would make a way more attractive walkway than Notre Dame, especially since we know that there is going to be further development in the area (as per U of M campus plan). It would be even better if this whole street were car-free.	49.9061337	-97.16733456
Aesthetics	Bannatyne and McDermot, a corridor to St. Boniface hospital is very beautiful.	49.90171122	-97.15308666
Aesthetics	beautiful area! i love the sunday closures. Keep doing this kind of thing for cyclists and recreators.	49.87218073	-97.13489056
Aesthetics	McDermot from McPhillips to Tecumseh is very pleasant for walking/cycling- after that it falters mostly due to poor road conditions. Some sidewalks are challenging to navigate in the winter and spring melt (dips, cracks)	49.90575366	-97.167871
Aesthetics	great park!	49.90179414	-97.1615839
Aesthetics	This section of Sherbrook is harsh concrete on every surface--high curbs, no colour, unpleasant. Lots of ugly surface parking as well.	49.90294126	-97.15670228
Aesthetics	More greenery would be wonderful in this whole area	49.90386723	-97.16707706
Aesthetics	North of HSC looks rundown and uninviting.	49.90779203	-97.15282917
Aesthetics	I am mixed on this. On the one hand there are shops and restaurants in the area that are nice but again the heavy traffic is an issue.	49.90155919	-97.15906262
Aesthetics	Notre Dame - Sherbrook/Maryland intersection should be round-about with park in the middle. Could put a monumental arch in the middle.	49.90107545	-97.15722799
Aesthetics	I run down arlington to get to HSC for work purposes and it is not a very scenic route despite a lovely old bridge and world-class research facility	49.90635482	-97.16636896
Aesthetics	Great fitness track around the park!	49.90715635	-97.16924429
Aesthetics	Lots of pedestrian activity on McDermot but it's not very pretty	49.90419892	-97.16242075
Aesthetics	rundown looking	49.90757093	-97.16939449
Amenities	Lots of cool places on Notre Dame that I've never checked out, despite living close by. Walking and cycling there is no fun and pretty dangerous, and I don't want to take out my car just to go somewhere so close. I just tend to avoid this whole region overall h/c it's not accessible	49.90262339	-97.16271043
Amenities	There is a bike repair stand at UM but it is rusty and tools are missing. HSC needs something like this!	49.90345262	-97.15994239
Amenities	Ha Long Bay Restaurant	49.90251282	-97.16303229
Amenities	really like the bike tools at the UofM building on the campus!	49.90392251	-97.1615839

Amenities	McPhillips is one of a very few streets that go north from here; it needs to have good cycling infrastructure, and that must continue *through* the point where it crosses the railroad.	49.90853826	-97.17108965
Amenities	Would love a bike box to turn left from Notre Dame onto McPhillips	49.9049452	-97.17166901
Amenities	I greatly appreciate that UManitoba has a secure bike locker for staff and students	49.90490374	-97.16210425
Amenities	It's so nice to have the pump and tools located here - so much appreciated!!!	49.90426111	-97.16219008
Amenities	No safe places to store bikes. Racks are concealed from public. Employees at HSC have to walk all the way across the campus to lock up a bike.	49.9049452	-97.15787172
Amenities	HSC employee bike parking in Emily St parkade near here somewhere. Indoor lockup is nice, but far from many parts of HSC.	49.90328677	-97.16186285
Amenities	Need more bike lockup options as part of the university for students. Racks often full. Also to encourage winter cycling would be better to store indoors.	49.90378431	-97.16070414
Amenities	Lack of secure bike parking for visitors	49.90375667	-97.15860128
Amenities	accessible water to fill bottles	49.90298272	-97.1582365
Condition	Road conditions on Notre Dame not great for cycling (bumpy)	49.90348026	-97.16589689
Condition	Poor	49.90558092	-97.16956615
Condition	Big bumps in the concrete make shoulder checking scary (you have to keep your eyes on traffic while your handlebars shift around, really scary).	49.90352172	-97.15629458
Condition	Walkways are safest but the roads to and from the bridge are poorly maintained and traffic can be nerve wracking at best	49.90652065	-97.16633161
Condition	the road is terrible here. it needs to be redone and have at least a painted bike land	49.90299654	-97.15882123
Condition	McDermot west of Sherbrook is fit for neither vehicle nor bicycle	49.90262339	-97.15765715
Condition	Not the best condition for cycling	49.9028998	-97.15670228
Condition	Sherbrook is so congested in this area Better/safer to take side roads that are covered in potholes, cracks, rivets. Makes for a very unpleasant ride down ALL side streets	49.90287216	-97.1551466
Condition	Road conditions are terrible.	49.90201528	-97.1573782
Condition	Very uneven surface on McDermot between Bannatyne campus and Sherbrook.	49.90334206	-97.15986729
Condition	Each joint is heavily damaged. Rough ride using any wheeled mode of transportation	49.90284452	-97.15662718
Condition	Road is in terrible disrepair	49.90342498	-97.16006041
Condition	poor road conditions (potholes)	49.90267867	-97.16327906
Condition	The Road is in bad condition. Also traffic is horrible here around 4pm, and cycling is very frustrating.	49.90289715	-97.15864326
Condition	The road condition here is quite poor. I often use the oncoming traffic side just to avoid the cracks/potholes in the eastbound side of Bannatyne. This is difficult if there actually is oncoming traffic.	49.90634653	-97.1661985
Condition	Arlington traffic is bad during morning and after work rush hours. Northbound cyclists effectively take away the "fast (right)" lane from the cars who are not waiting in the left lane to cross the Arlington bridge, and cars get very frustrated with cyclists.	49.9054441	-97.16708256

Condition	Really slow and calm street environment please.	49.9028998	-97.15846181
Condition	The street condition for pedestrians would greatly improve if access to parking lots was not from McDermot but from Tecumseh	49.90417128	-97.16232419
Condition	Sherbrooke street after portage avenue is very dangerous for cyclists despite a lane being there. The road is very uneven)	49.89966568	-97.15857983
Condition	has been closed for so long!! would be lovely to have an easy way down to the riverside trail with adequate signage.	49.88396191	-97.13909626
Condition	Roads for cycling are in bad shape on Sherbrook st	49.9033697	-97.15656281
Condition	rough road	49.90591259	-97.16784954
Condition	Mcdermot is horrible. there are so many holes and bumps when I am biking. And I bike to work from when the snow melts till it starts to snow	49.90259575	-97.15749621
Condition	Sherbrook in front of the hospital is also very bumpy which leads to poor biking conditions	49.90294126	-97.15659499
Condition	bumpy, holes from sherbrook to tecumseh	49.90305183	-97.15903044
Condition	bumpy and holes in bike lane	49.90292744	-97.15660572
Condition	This stretch of road is almost lethal for cyclists. Though I use this route frequently, I get off my bike or use sidewalk due to the dips and divots in the roadway. Drivers wish they could do the same. The school crosswalk location adds to the challenge (drivers drive between the lanes to avoid the dip that comes before the crosswalk when travelling east, and that obscures the signage to persons travelling behind)	49.90225023	-97.15624094
Condition	Sherbrook in bad shape here	49.9061337	-97.1544385
Condition	Sherbrook is concrete, and there are large gaps opening up between the concrete sections. Really punishing for cyclists.	49.90215348	-97.15722799
Condition	Notre dame is a good street for riding really really fast, so long as you're not afraid of sharing with cars. Smooth surface, long viewing lanes, few stop signs or lights.	49.9007161	-97.15678811
Condition	Steel water main that sticks up 2 inches about street grade, also lacking any cover. Could spell death for cyclists in the winter when covered with a light dusting of snow.	49.9042542	-97.16793537
Condition	McDermot Road is in horrendous shape. very unpleasant to ride a bike on this road.	49.90314857	-97.15909481
Condition	Sherbrook Road is in terrible shape. very unpleasant to ride a bike on this road around HSC.	49.90215348	-97.15720654
Condition	Notre Dame - Sherbrook/Maryland intersection should be round-about with park in middle.	49.90102017	-97.15791464
Condition	Roads, espy curb lanes, are terrible	49.90055025	-97.15162754
Condition	poor road conditions especially areas on shared roads where bikes are forced to use	49.90980959	-97.17130423
Condition	The blocks of McDermott between Emily and Sherbrooke clog up SO BADLY at 16h00. We desperately need McDermott's bike lane extended to include these blocks. the bike lockers for HSC and for UManitoba all access off of McDermott so this is a real priority.	49.90345262	-97.16023207
Condition	Just consider all the roads in poor condition, with sand usually at the edges of the road and potholes that impair bikes.	49.90621662	-97.17104673
Condition	It is important to keep the cycling lanes visible and clean. All snow and leaves need to be kept away from the curb.	49.90453779	-97.16672258
Condition	Street condition is terrible	49.9035079	-97.16066122
Condition	road conditions fair in that area. rush hour traffic difficult when cycling	49.90569147	-97.16252804

Connections	Poor	49.90618898	-97.16553211
Connections	Bike lane ends and your left on your own in heavy traffic.	49.90319003	-97.15627313
Connections	The bridge's protected sidewalks are narrow and the roads to and from are in poor condition, hazardous due to traffic, especially at night	49.90532335	-97.16728783
Connections	Very frustrating that the bike lane here just "ends"	49.90324531	-97.15640187
Connections	connection to the bike lanes on Sherbrooke at Broadway	49.9007161	-97.1580112
Connections	Need a connection to McDermot	49.90323682	-97.15642357
Connections	Need a better north-south connection to the Sherbrook protected bike lane	49.90109347	-97.15818405
Connections	hard to cross and get to the hospy .	49.90077139	-97.15815067
Connections	Bike lane to nowhere. Must move into traffic to take a left turn	49.90323149	-97.15636969
Connections	The light on McDermot crossing Sherbrooke is very short. Annoying that the bile lane doesn't start until the east side of McDermot, so bikes can't just go to the front of the line.	49.90242299	-97.15707511
Connections	Often get stuck behind cars trying to turn right onto maryland, would be nice to have a marked bike lane on both sides of notre dame in this area	49.90171122	-97.16001749
Connections	Crossing Notre Dame between Emily and Arlington to head south is virtually impossible on a bike, so I often use the crosswalk at Tecumseh, but I feel like I'm cheating because I'm not really a pedestrian.	49.90358541	-97.16577776
Connections	turning west from sherbrook onto McDermot is very difficult on a bike	49.90187707	-97.15754986
Connections	difficult to turn left from mcphillips. Easier to go straight and go throu the parking lot	49.90632718	-97.17137933
Connections	arlington seems to get narrow and closer traffic when heading north	49.90523542	-97.167238
Connections	Connection to bike lanes on McDermot (east bound) should be addressed. Currently one way. Facility would be significantly improved if it runs both ways from McPhillips to the Exchange or even to Waterfront and ultimately the Forks.	49.90135187	-97.15485692
Connections	Make sure the crossing of Arlington is high quality, and aligned to the street (not offset to the community centre).	49.90571911	-97.16691613
Connections	McPhillips is a sort of Elephant in the room. Such a challenging street, to cross. This crossing or routing will require a very creative solution. Where is the long term desired connection on the West side of McPhillips?	49.9076262	-97.17125058
Connections	tough connection for cyclists coming to and from Sherbrook bike lanes to McDermot - tough intersections to negotiate through Sherbrook Maryland Notre dame	49.90082667	-97.15645552
Connections	ideal for bike path	49.90486228	-97.16398716

Connections	This cross walk has been a good connector between the cycling corridor along Wellington (used by many as an alternative to Notre Dame, which is scary unsafe for cyclists -- Wellington doesn't have aesthetics and you do need to watch for suspicious activity along Wellington and side streets, but it's preferable to Notre Dame. Main problem at this connector is that cyclists use the Notre Dame sidewalk to get to this crosswalk from a Wellington side street, and drivers are very impatient at this crosswalk (can take 1-2 cares for someone to actually stop-- worst offenders are people turning east onto Notre Dame from Tesumseh driving thru the crosswalk as a pedestrian or cyclist walking their bike is going thru with the walk light pushed...nasty!)	49.90320385	-97.16495275
Connections	You'd think this would make a great connection between south/west and HSC given the light at this intersection, but the proximity of this light to the Sherbrook/Notre Dame intersection plus the sketchy neighbourhoods and side streets between Simcoe and Sherbrook make this an intersection that I've used once, and never again! Penner park has activity and daylight isn't a guarantee of safe passage.	49.90216039	-97.16186285
Connections	To encourage use of this lane, a protected/buffered bike lane needs to continue along McDermot.  With this being one way, need to figure out how routing cyclists into the area from downtown	49.90211202	-97.15597272
Connections	Bannatyne is a fine bikeway, until you hit HSC and are forced onto Sherbrooke, with heavy traffic.	49.90328677	-97.15636969
Connections	McDermot is a quieter street, safe for bikes... but there are a million stop signs, like here. This makes ti slower, and more physically demanding to get to your destination on time.	49.90464116	-97.16406226
Connections	This intersection is critical for those in Daniel McIntyre and Minto to get up to the McDermott bike lanes. Not an easy intersection to navigate as a cyclist.	49.90525864	-97.17145915
Connections	no clear connections when banatyne ends at Sherbrook. this section of sherbrook is not accomodating to cyclists. it is very difficult to share the road in the busy area.	49.90215348	-97.15523243
Connections	a connection on McDermot through the HSC campus would be wonderful. no ambulances travel on this road, only medical transport and lots of people.	49.90464116	-97.16364384
Connections	Connecting from Sherbrook street heading northbound requires a cyclist to cross two lanes of traffic between cumberland and notre dame. limited space for bikes making a left turn onto notre dame from sherbrook. Make this intersection a roundabout!!!! a sherbrook, notre dame, maryland cumberland round about!!!!	49.9014348	-97.15892315
Connections	The main cycling route from McPhillips to the north and Sherbrook/Maryland to the south should pass through this intersection and continue on Notre Dame. It should be done by having cyclists make a left turn from McPhillips onto a side street before getting here from the north	49.90541508	-97.17134714
Connections	There is no coinnection between Sherbrook and Maryland	49.90118602	-97.15868711
Connections	There is no connection from Bannatyne to anywhere.	49.90325913	-97.1564126
Connections	No connection to McDermot and Bannatyne bike lanes	49.90129659	-97.15928793

Connections	Dead end when trying to travel westbound; only option is William Ave which has no accommodation for people on bikes. If you're then trying to head southbound, you're pretty much hooped trying to get to Maryland.	49.90301036	-97.15606928
Connections	Why isn't Arlington being considered? It's weirdly wide and not actually two full lanes so seems like an obvious one to use for bike lanes	49.90674176	-97.16630459
Connections	HSC is a major barrier to N/S pedestrian flow.	49.9045306	-97.15928793
Connections	mcdermot should have a protected bike lane. Very busy passing the hospital trying to ride to RRC on Notre Dame.	49.90245754	-97.15723872
Connections	Hard to cross mcphillipes trying to ride to RRC on notre dame	49.9069076	-97.17114329
Connections	Winnipeg ave. could be part of a route to ride to RRC on notre dame	49.9068385	-97.17352509
Connections	Need and extra wide sidewalk along Notre dame to get past the trail tracks	49.90744655	-97.17740893
Connections	need and extra wide sidewalk and allow cyclists to get past the train tracks.	49.90940885	-97.18352437
Connections	Lincoln should be part of a route to get to RRC on notre dame	49.91280813	-97.18414664
Connections	weston should be part of a bike route to get to RRC on notre dame	49.91144015	-97.18371749
Connections	William should be part of a bike route to get to RRC on notre dame	49.91713288	-97.19491839
Connections	william should be part of a route to RRC on notre dame	49.91391353	-97.18491912
Connections	William should be part of a route to RRC on notre dame	49.91905333	-97.20099092
Connections	needs a link from bannatyne to Mcdermot. it's hard to get to RRC on notre dame	49.90298272	-97.15571523
Connections	I often cycled over the bridge and came through this area to get to 685 william ave (where my office was).But I would not walk/run here. Not enough people, and not a super great neighbourhood.	49.90743273	-97.15894461
Connections	Arlington is a really important connecting street to the north end as the bridge is more accessible to get over the rail yards than the mcphillips underpass or slaw rebchuk bridge because you can use the sectioned off sidewalks away from traffic MORE safely than the others... which isn't saying much sadly.	49.90936739	-97.16400862
Connections	Even with bike lanes there are too many buses and cars on this route for me to feel happy in open traffic. I would not come into this area using this street.	49.9082066	-97.17113256
Connections	Would be nice to connect up to the protected lanes further south on sherbrook.	49.90284452	-97.15671301
Connections	Bike lanes nearby leading to downtown mysteriously disappear in this section BUT this area very backed up and busy. Not a good thoroughfare for bikes as it stands.	49.90392251	-97.16169119
Connections	No bikelane.	49.90513868	-97.16555357
Connections	Difficult as a person on a bike to get from Sherbrook to Maryland	49.90121366	-97.15795755
Connections	Difficult connection on a bike from Bannatyne to continue west on McDermot	49.90314857	-97.1564126

Connections	Connecting southbound Sherbrooke to Maryland is difficult as a cyclist because you have to get into the second lane from the left on like 4/5 lanes of Notre Dame to make a quick left into the right-hand-side bike lane on Maryland - if you are unfamiliar with the intersection it is really easy as a cyclist to end of stranded in the wrong lane in busy traffic, unable to make a lane change into the appropriate turning lane when traffic is heavy,	49.90118602	-97.15842962
Connections	Sherbrooke bike lane effectively disappears here.	49.9024299	-97.15714216
Other	Bikes get stolen from racks	49.90350288	-97.16034762
Other	those medical students sure are a good looking bunch	49.90497284	-97.16184139
Other	No more parkades! Focus on bike/bus amenities for this area rather than building another eye-sore parkade!	49.90346644	-97.16320395
Other	Bike lanes should continue like they do further south on Sherbrook	49.90284452	-97.15662718
Other	Need bike lanes	49.9069076	-97.17117548
Other	Bike lanes are important to this area?? You'd get jacked with a bike in 5 seconds.	49.90419892	-97.15411663
Other	Arlington is a great bike lane opportunity.	49.90475559	-97.16767402
Other	As an overall statement I find the area has some nice qualities in terms of amenities and I do enjoy walking here from West Broadway or coming this way to go to the Exchange district.	49.90259575	-97.15944886
Other	Arlington is a good choice for the north/south route into the north end, especially now that a bridge with protected bike lanes is being planned. A road diet to create protected bike lanes on Arlington would be a huge benefit to the city's bike network.	49.90596787	-97.1667552
Other	Traffic often backs up on McDermot	49.90397779	-97.16250658
Other	We need proper rotaries (roundabouts) here, too many confusion corners in winnipeg	49.90107545	-97.15855837
Other	There are several access points to U of M surface lots on this stretch of McDermot, which might pose a safety issue for a cycle route here, with cars turning in and out of lots. Would it be possible to close the lot accesses along McDermot, and make parking lots access occur from the back lane south of the Apotex Centre for the lots on the S. side of McDermot, and from only Tecumseh for the lot on the north side of McDermot?	49.90409526	-97.16237783
Pedestrian	Pedestrians are at risk. Bikers do not respect pedestrians. They feel they are the only priority on the roads. No regard for cars or people!	49.90729454	-97.16999531
Pedestrian	Poor	49.90320385	-97.16209888
Pedestrian	Walking on Notre Dame is not fun. Traffic close to the sidewalk, industrial, lack of trees. Just gross overall.	49.90285834	-97.16352582
Pedestrian	pedestrian	49.90449416	-97.15872892
Pedestrian	you take your life in your hands trying to cross at Emily & McDermott	49.90331442	-97.15952396
Pedestrian	I use this pedestrian corridor when traveling south after work. With three lanes, Notre Dame is better for cycling than Bannatyne or McDermot	49.90234697	-97.16178775
Pedestrian	This area is extremely busy with pedestrian traffic. Cars/bikes often don't stop for people crossing.	49.90345262	-97.1602428
Pedestrian	the sidewalk is very busy and not wide enough...	49.90491756	-97.15845108

Pedestrian	Pavers are in poor condition...trip hazards and difficult to push a wheelchair on.	49.90287216	-97.15673447
Pedestrian	Long wait at light to cross Notre Dame	49.90240226	-97.16190577
Pedestrian	Pedestrians are so constant here I actually feel bad for the cars.	49.90361985	-97.16087897
Pedestrian	Campus planning at U of Manitoba is hoping to convert this to a pedestrian walkway. I assume that you are working together on this?	49.9042542	-97.16235638
Pedestrian	I walk to Wolseley from HSC every day down Maryland St. There are a few dodgy points, especially in front of the beer store and hotel on the corner of Notre Dame and Maryland.	49.90121366	-97.15956688
Pedestrian	A raised crosswalk or speed table would be a great addition at the busy crossing on the corner of Apotex building.	49.90247136	-97.15691686
Pedestrian	navigating from bus transportation to HSC complex is tough - stops not close to some openings	49.90256811	-97.15692759
Pedestrian	Walking around work at HSC and Bannatyne Campus is fine	49.90397779	-97.16085434
Pedestrian	lots of foot traffic	49.90151772	-97.1593523
Pedestrian	Sidewalks are in very poor condition along the front of the General and Rehab Hospitals.	49.90248518	-97.15613365
Pedestrian	Not a pedestrian friendly environment...very vehicular focused.	49.90740509	-97.17201233
Pedestrian	Due to the nature of the HSC this area should be more pedestrianized with safe and accessible crossings etc.	49.90707343	-97.16274261
Pedestrian	Crosswalk	49.90220877	-97.16195941
Pedestrian	Countdown timers on pedestrian signals are very nice, here.	49.90435094	-97.16783881
Pedestrian	sidewalks are not all level, I have tripped more than once while walking my dog, I am 75	49.90524924	-97.16403008
Pedestrian	Cars blow through this pedestrian crossing constantly, despite the flashing lights	49.90635482	-97.16742039
Pedestrian	With the heavy traffic it can be uninviting for pedestrians.	49.9012413	-97.15817213
Pedestrian	a pedestrian crossing at pearl and McDermot would be nice. many cars park on pearl and may pedestrians j-walk to access the uofM or 707 mcdermot entrance	49.90381195	-97.16124058
Pedestrian	Sherbrooke has been a crummy pedestrian environment due both to car traffic and construction over the past few years. Constantly have to cross the street!	49.90193235	-97.15557575
Pedestrian	notre dame and arlington, ND and mcphillips are unsafe for pedestrians	49.90513868	-97.17196941
Pedestrian	Turning cars not watching	49.9045306	-97.15600491
Pedestrian	The Notre Dame - Sherbrook/Maryland intersection is very difficult to navigate. Should be a round-about with parkspace in the middle. Would ease traffic issues while allowing pedestrians to cross diagonally.	49.90140716	-97.1586442
Pedestrian	The corner of Emily and McDermot is a VERY key intersection at the main focal point and entrance of the U of M campus. It is highly used by both vehicles and pedestrians, but currently there is absolutely no good design or consideration for pedestrian priority here, which is problematic given how much uncertainty there is between vehicles and pedestrians here. Currently there aren't even any painted crosswalks, and on the northeast corner of the intersection there's no clear sidewalk or path/direction for pedestrians to take to cross the street. Lots of room for improvement at this corner.	49.90356318	-97.16072559



Pedestrian	The sidewalks are nice and there are ample crossing opportunities.	49.90298272	-97.15838671
Pedestrian	Lights (or a traffic circle?) are desperately needed here since pedestrian traffic is always clogging up the vehicle traffic. Particularly at 16h00.	49.90362537	-97.16084898
Pedestrian	Construction has blocked certain crossings and bus stops, making it difficult to walk around this area.	49.90403307	-97.15581179
Pedestrian	Parking structures and poorly lit areas between buildings contribute to feeling unsafe.	49.9052216	-97.15855837
Pedestrian	Parts are poorly lit and have uneven sidewalks.	49.90444768	-97.16327906
Pedestrian	This intersection is a real pain when walking.	49.90146244	-97.15890169
Pedestrian	Traffic lights are too fast, I use a can and feel hurried!	49.9053598	-97.17145443
Pedestrian	the intersection of Notre Dame and Sherbrooke/Maryland is an enormous barrier. It is hard to cross safely.	49.89911282	-97.158494
Pedestrian	there needs to be a light near the new No Frills on Notre Dame. People walk to shop in this community.	49.89894696	-97.15471745
Safety	This is not a straightforward intersection with vehicle traffic coming southbound on McPhillips merging into Eastbound Notre Dame and jockeying in and out of lanes to give them access to southbound Arlington. Difficult being a cyclist in and amongst such jockeying.	49.90530452	-97.17119694
Safety	Bikers need to take driving test to make the roads safe	49.90541508	-97.17789173
Safety	Poor	49.9069076	-97.16939449
Safety	Bannatyne leads you to this precarious stretch to the bike lane on Maryland. It is not for the faint of heart and it took me a long time to feel comfortable here.	49.90276159	-97.15675592
Safety	I cycle down William to give blood. Traffic moves fast, and there's lots of congestion by the hospital.	49.9055671	-97.15979218
Safety	Notre Dame is a very [precarious road for cyclists; no room and the attitudes of drivers can be intimidating	49.90341495	-97.16597048
Safety	Sherbrook onto Notre Dame	49.90056335	-97.15798378
Safety	When travelling north on Sherbrooke and wanting to turn left onto Notre Dame, there is no safe way to do this. An advance green for cyclists to safely change from the right side of the road on to the left side of the median would be helpful.	49.90086122	-97.15819895
Safety	it is hard to turn here. very many people moving quickly.	49.90193235	-97.15720654
Safety	Cycling on Notre Dame is dangerous, due to the high speeds, and lack of bike-only areas.	49.90371521	-97.16607928
Safety	Cyclist turning off the bike lane on Bannatyne onto Sherbrook have to merge with heavy traffic on a bad road. This is even more difficult when getting all the way over to make a right on McDermot.	49.90306565	-97.15655208
Safety	The bike lane on Sherbrook ends and you have to merge with 3 lanes of traffic if your intention is to go down Notre Dame.	49.90104781	-97.15829015
Safety	Better lit and managed bus stops around the HSC campus would be great. Also, more accessible bus routes to the south end of the city would be helpful!	49.90276159	-97.15693831
Safety	Very dangerous to turn left going N on Sherbrook to W on William	49.90428184	-97.1557045
Safety	Bike lane need to extend on Sherbrook - or make a share lane with bike symbols as drivers do not share the lane - very dangerous to ride on and when conditions are poorer can be extremely hazardous!!!!	49.90135187	-97.15785027
Safety	Bike lanes!	49.90215348	-97.16188431
Safety	Bike lane	49.90566383	-97.1599102

Safety	I notice it's difficult for cyclists to get from Westbound Notre Dame onto Southbound Maryland. Many more timid cyclists will wait for the pedestrian crossing (which is a long wait).	49.90146244	-97.15866566
Safety	I'm not sure, but I believe the sign for Westbound on Notre Dame is that the right lane is for only cars turning right and buses. I believe they forgot cyclists on the sign.	49.90547036	-97.17132568
Safety	Narrow roads for high traffic volumes	49.9033697	-97.15624094
Safety	traffic	49.90195999	-97.16057539
Safety	traffic	49.90066082	-97.15658426
Safety	After rush hour, there are parked cars in this lane. There isn't enough room for bikes to squeeze beside the parked cars, so they have to wait for a break in traffic and go into the regular lane. This then slows down all the cars behind the bike.	49.9021984	-97.16136128
Safety	Making a left turn from Sherbrook onto Notre Dame is bad.	49.90107545	-97.15823919
Safety	Arlington needs separated bike lane south of Notre Dame. Right now people often treat it as a 4 lane road, leaving no room for cyclists.	49.90386723	-97.16808558
Safety	No separated bike lane	49.90165593	-97.15970635
Safety	There is some difficulty accessing U of M Bannatyne Campus (Brodie) cycling up from Sherbrook. I wish there was a designated bike lane that connects Sherbrook/Maryland to the McDermot/Bannatyne system.	49.90110309	-97.15825796
Safety	Narrow lanes	49.90475172	-97.17002749
Safety	High traffic means cars try to sneak past you, and come very close.	49.90969904	-97.17137933
Safety	Bike lane ends and traffic becomes dangerous to cyclists. There is no clear idea of how to proceed north or west	49.89900224	-97.15789318
Safety	Neighbourhood Greenway design with calm slow street will be community asset, creating safer more enjoyable street environment.	49.90386723	-97.16146588
Safety	Notre dame is very busy and an important corridor. I find it unsafe as a cyclist with few alternatives.	49.90408835	-97.16853619
Safety	this is an important corridor without a safe route.	49.8893814	-97.14072704
Safety	Osborne needs bike plans so badly!!	49.87798872	-97.13875294
Safety	would love to see this area made for safe for cyclists trying to get to polo park.	49.88147317	-97.19299793
Safety	Better turning for bikes on Notre Dame instead of merging into the lane with cars	49.90118602	-97.15817213
Safety	A lot of university students and faculty, as well as HSC staff walk across this intersection every single minute from sunrise to sunset. A lot of cars try to pass through, so a bike corridor here may add to the congestion or make it dangerous for pedestrians.	49.9036461	-97.16090262
Safety	this intersection is impossible for cyclist safety. bad sight lines, too much visual clutter -- have almost been hit here more than once! doesn't matter what direction I'm coming from (Wellington is a popular cycling route from the West to get to McPhillips but there are no safe connections to get onto McPhillips despite the walk signals)	49.90502812	-97.17134714
Safety	This intersection is used by cyclists, but as a cyclist I've never used Arlington for my commute to this area of town. The number of near misses I've witnessed is just too many. I mean, it's great that you're near HSC's emergency room, but this intersection is an almost-guarantee that you'll become a patient on the orthopaedics ward :o(	49.90388105	-97.16795683

Safety	McDermot is a great connector to HSC, but it has been poorly maintained (sunken drain for 2 years meant that the cyclist needed to move into the far left of the eastbound lane). If the maintenance of this road were improved thru this stretch, it would make a much safer connection to points east	49.90679013	-97.17116475
Safety	Notre Dame should have bike lanes.	49.90317621	-97.16465235
Safety	winnipeg's other "confusion corner"	49.90107545	-97.15802193
Safety	do not bike, chaos	49.90524924	-97.17149734
Safety	Traffic is awful here and need to ensure safety.	49.9024299	-97.15698123
Safety	Traffic is incredibly slow moving in this area during rush hour/shift change. Cyclists queuing with cars discourages safe cycling, or cycling on this route.	49.90324531	-97.15955615
Safety	A Sharrow bike path disappears around this curve, where a cyclist can get squished into heavy traffic (like a bus) as the road narrows on the north side of sherbook. Scary.	49.90110309	-97.1580112
Safety	this whole area i wouldnt get out of my car	49.90939503	-97.16990948
Safety	This is a tricky intersection for bikers trying to get onto maryland	49.90099252	-97.15900898
Safety	Crossing McPhillips is dangerous as a pedestrian. Vehicles moving west on Notre Dame and turning north can move fast because the right turn is not a right angle. They don't always pay attention to pedestrians. Suggest traffic calming or having separate times for neds and right turns	49.90538633	-97.17169819
Safety	Aggressive panhandling	49.90458588	-97.15557575
Safety	Traffic exiting from the parkades to head east is dangerous when crossing westbound lanes.	49.9036461	-97.16407299
Safety	Sherbrook north of Cumberland in both directions is challenging. Getting from Bannatyne to Maryland also.	49.90099252	-97.1573782
Safety	Arlington is a horrible biking experience, especially along the sections where drivers consider it to be wide enough to be 2 abreast in each direction.	49.90618898	-97.16673374
Safety	Part of my daily commute; turning eastbound onto notre dame from southbound arlington. I take the sidewalk rather than be a sitting duck in the intersection while cars swerve around me as the notice me at the last moment.	49.90442004	-97.16793537
Safety	Westbound cars that don't want to wait at the red arlington light to turn instead speed through the 7-11 parking lot and pop out onto arlington northbound causing collisions regularly.	49.9045306	-97.16742039
Safety	parked cars in burb lane of arlintong make cycling in winter especially treacherous as taking the other lane (technically the safest cycling option) enrages drivers, but riding in the slush-filled door zone is very dangerous for riders.	49.90790258	-97.16587543
Safety	I've never had a problem with safety in the area myself but I rarely if ever come here at night and I'm a white male so that that with a grain of salt.	49.90231933	-97.15994239
Safety	Notre Dame really should have a protected cycle path. Preferably without any on-street parking, especially in this stretch.	49.9035079	-97.16551065
Safety	McPhillips is a very uncomfortable ride.	49.90906338	-97.17102528
Safety	Making the left turn off of Sherbrook to get to Maryland is a bit of an ordeal.	49.90137951	-97.15812922
Safety	Notre Dame feels very unsafe as a cyclist due to traffic speed, volume and patterns.	49.90442004	-97.16887951

Safety	Holy crow, who would want to cycle on Sherbrook north of Notre Dame to reach McDermot? Not me. Crazy route to try to navigate and find a safe option.	49.90104781	-97.15795755
Safety	Congestion	49.90276159	-97.15686321
Safety	Needs separated bike lane or very clear pavement markings. Paint cannot be allowed to deteriorate.	49.90125513	-97.15928793
Safety	Need better signage showing one way street change to a two way.	49.90178032	-97.15536118
Safety	Very busy turning, bike and bus lane.	49.90277542	-97.16278553
Safety	The north end needs a dedicated cycling overpass, and more than one actually	49.90663121	-97.14587688
Safety	Arlington is too narrow to accommodate two lanes of traffic in either direction. Shut down one if the half lanes of both directions, and turn this obvious north-south tie into a real bike corridor	49.90342498	-97.14828014
Safety	hard to cross route 90 to get to RRC. Often students and cyclists are crossing here. They run across traffic. Needs a crosswalk.	49.92082174	-97.20674157
Safety	Crosswalk required hard to cross mcphillips	49.90697669	-97.1714437
Safety	Not safe	49.90530452	-97.17177629
Safety	separated lanes needed	49.90610606	-97.15976
Safety	Due to the lack of bike lane between Emily and Sherbrooke, it's VERY unsafe to be jammed into the traffic (or have to ride on the sidewalk)	49.90334206	-97.1599263
Safety	busy intersection with buses, often backed up along arlington at the bridge	49.90743273	-97.16551065
Safety	Very busy section, try to avoid. As a pedestrian many times cars will NOT stop at the crosswalk. Because this is also an ER entry point there are numerous ambulances and people not watching traffic carefully. making biking dangerous.	49.90530452	-97.15903044
Safety	Don't want to connect to McPhillips usually because the underpass is incredibly unsafe on both road and sidewalk.	49.90886991	-97.17100382
Safety	Ongoing construction makes this corner hazardous as what is blocked off changes regularly.	49.90433712	-97.15564013
Safety	Horrible intersection for cycling. too many lanes going everywhere and splitting off with parked cars up ahead makes this difficult.	49.9012413	-97.15851545
Safety	Too busy to use as a bike route as is.	49.90375667	-97.16645479
Safety	continuing down arlington horrible due to the constant confusion of amount of lanes plus occasional parked cars	49.90419892	-97.167871
Safety	Pot hole city!	49.90278924	-97.1580863
Safety	A bike lane along Notre Dame would be beautiful!	49.9036461	-97.16649771
Safety	Conflict between people on bikes going east and cars turning south on Sherbrook	49.90265103	-97.15718508
Safety	Notre Dame could use bike lanes - right now, you can either take up a whole lane, or ride in the door-zone.	49.90406071	-97.16774225
Safety	Making the left-hand turn onto McDermot can be tricky - often need to annoy cars by moving to the left quite early or risk missing the turn completely.	49.90227787	-97.15710998
Safety	Getting from SBound Sherbrook to SBound Maryland on a bike is not for the faint of heart.	49.90126895	-97.1580112
Safety	Turning onto Notre Dame from Sherbrook is tricky on a bike.	49.90089578	-97.1581614
Safety	Arlington is confusing for everyone. How many lanes are there?	49.90415746	-97.16798902
Safety	Left turn Sherbrook to William	49.9041851	-97.1556294

Safety	Very busy with loading docks and traffic. Lots of entry points for parking and backing up vehicles	49.90198763	-97.16484547
Safety	vehicle drivers don't know that there are not 2 lanes in each direction on Arlington...very scary when they pass you in the curb lane.	49.90458588	-97.16656208
Safety	This intersection I never feel safe at as a cyclist. It's not in the planning zone but it should be.	49.89994211	-97.15830088
Safety	can be iffy cycling through with riffraff out and about	49.9069076	-97.16475964

## **Appendix C – Ranking Comments**

## Winnipeg AT McDermot Greenway - Screen 3 : Priority Ranking

2015-10-13 to 2015-11-12

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

Visit ID	Date	Comment
377504	11/6/2015	I am concerned about the coming winter. The sidewalks are not plowed very often. I have to walk on the road at times. I live on William Ave. West My sidewalks are not level I wish they were.
377933	11/7/2015	Connectivity
378585	11/9/2015	Separation/protection from motor vehicle traffic for active transportation.

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

Visit ID	Date	Comment
373371	10/23/2015	Given the mobility of many hospital visitors and as it's close to the Building for the Society for Manitobans with Disabilities, accessibility and safety is a huge priority here.
375020	10/29/2015	Slow traffic speeds, pedestrians first then cyclists
377685	11/7/2015	have a dedicated lane for pedestrian
378272	11/8/2015	Make this a 40 km done, max

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

Visit ID	Date	Comment
374407	10/27/2015	Let's not forget that it is not just about feeling safe, but also about the attractiveness of the city as a whole.
375186	10/29/2015	Amazing to see what West Broadway has done even with the lights on the trees. Has made it a wonderful place to take the dog for a stroll after dark.

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

Visit ID	Date	Comment
375549	10/30/2015	Cycling routes have to be accessible as means of daily transport. The safest way is to separate cyclists and motorists, this has been clearly shown. Once people feel safe then numbers of riders will dramatically increase.
377680	11/7/2015	safe and secure the environment
377747	11/7/2015	The very fact that this survey defines "safe cycling environment" as "protection *from* traffic" makes me doubt that anyone has a clue how to design decent cycling infrastructure. Cyclists, just like motorists, *are* traffic. They need to get from place to place, too, and there are no decent facilities to connect different parts of the city. We need good-quality infrastructure *for the whole trip*, not just in a few pockets here and there -- that's just about useless.

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

Visit ID	Date	Comment
378232	11/8/2015	Transit service needs to be well thought out as every transit trip starts as a pedestrian trip. Things like minimizing the number of steps between stops when transferring

Winnipeg AT McDermot Greenway - Screen 3 : Priority Ranking  
2015-10-13 to 2015-11-12

		between routes, and providing heated transit shelters needs to be examined.
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Comment Question: **Connections to amenities**

Visit ID	Date	Comment
372906	10/21/2015	The disconnect between existing bike paths and the poor maintenance of the painted lines are a problem



## **Appendix D – Preference Comments**

## Winnipeg AT McDermot Greenway - Screen 4 : Visual Preference

2015-10-13 to 2015-11-12

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

Visit ID	Date	Comment
375020	10/29/2015	I think there is a in between scenario that can do both. Highly calmed, greenway design, extensive traffic calming and can maintain current on street parking.
375186	10/29/2015	in the wintertime, the bike lanes that are separated from traffic are not cleared. if they did not have snow on them, then the they do feel more safe.
377747	11/7/2015	On-street parking is a really awful idea; there shouldn't be any allowed on major routes like Notre Dame.
377933	11/7/2015	Prefer planters or something more aesthetically pleasing than bollards.
378585	11/9/2015	Cars do NOT respect bike lanes and parking next to bike lanes is subject to getting doored. You have to be overly attentive to stay safe. ALSO without buffers, winter cycling is nerve-wracking. lanes disappear.

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

Visit ID	Date	Comment
373371	10/23/2015	I have never used a "bike box", but would be curious how to safely use this in heavy, fast-moving traffic.
378179	11/8/2015	The options are moot if no one actually uses the intersections/turnings correctly. Vehicles turning into far lanes, bikes swerving through lanes or not waiting for traffic signals. Pedestrians who think the signals don't apply to them and walk/stroll against the signals
378642	11/9/2015	I prefer to turn with traffic, but in cases where there are separated bike lanes one of the other two options is absolutely necessary
378646	11/9/2015	Just fyi, your cyclist in the 1st option is in the wrong lane... Needs to be in the turn lane.

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

Visit ID	Date	Comment
372907	10/21/2015	can do both comfortably
377543	11/6/2015	Somewhere in between, as I'm comfortable in non-separated lanes if fairly low, slower moving traffic.
378512	11/9/2015	Although I'm very comfortable cycling in traffic, I do much prefer bike lanes - so much more comfortable, enjoyable, and safe!
378620	11/9/2015	This is because I'm a bicycle courier though and it's something you have to be comfortable with because there is often no other option. The majority of people do not feel comfortable cycling in this way.
378636	11/9/2015	Prefer separated bike infrastructure

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

Visit ID	Date	Comment
376335	11/2/2015	Ensuring there is little or no opportunity for conflict between cyclists and pedestrians.

## Winnipeg AT McDermot Greenway - Screen 4 : Visual Preference

2015-10-13 to 2015-11-12

377652	11/6/2015	a curb system is preferred but I understand it would be a major challenge if a bike lane would be installed on McDermot st.
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Comment Question: **Shared Use Streets**

Visit ID	Date	Comment
372783	10/21/2015	This is a poor choice without any context. There are situations where I would prefer either. For example, in the Downtown or on any busy arterial or collector street I would want full separation for each user. For some small local streets that are built to a pedestrian scale (e.g. Albert) shared space would be very appropriate. Without providing examples of where you would look at these two examples in West Alexander how are we supposed to have any context to be able to make an informed choice?
374191	10/26/2015	It really depends on the speed at which car traffic is moving, whether I mind sharing with them or not.