

Bicycle Commuters in Winnipeg

Introduction

In the daily crush of rush hour traffic in Winnipeg there is a one group that occupies a special place – the growing fleet of bicycle commuters. These commuters are young and old, fast and slow, but they are united by their preference for a mode of travel that saves them and the public money, reduces congestion on the streets and pollution of the atmosphere, and improves their health and feelings of well being. In order to gain these benefits they are willing to take to the streets, sharing them with vehicles weighing thousands of pounds and traveling twice their speed. They brave potholes and debris on the streets, underpasses and bridges with little room to spare, and meandering paths along the river that may or may not get them where they want to go. Unlike recreational cyclists they do not stick to bike paths or trails because they are using their bikes as vehicles for practical, daily transportation. In the effort to make bicycles a realistic transportation alternative in the city, these commuters are the vanguard.

This survey was carried out in order to give bicycle commuters a way of telling the broader public about their experiences and views. It can be frustrating to commute on your bike in a world designed for cars and trucks and busses, and cyclists can get the feeling that they are seen as nothing more than a nuisance, getting in the way of “legitimate” traffic. Recently cyclists in Winnipeg have been particularly active in trying to change this view, through group rides, forums and political advocacy. This survey provided cyclists with one more way of communicating their point of view. It is hoped that this will help move the conversation forward.

In 2005 the City of Winnipeg’s Active Transportation study was tabled by City Council. That study included, among other things, the results of various local and national surveys concerning cycling. For example, the study reported that 30% of Manitobans cycle most of the time to at least one destination. It also cited results of a 2004 City of Winnipeg Public Works Department survey that found 2.8% of the Winnipeg workforce cycles to work. Although this is a small proportion of the work force, it represents a substantial number of bicycle commuters. Given that Winnipeg’s work force is about 275,000, some 8,000 Winnipeggers use bicycles as their primary means of getting to work.

The Survey

This survey came out of discussions on the Winnipeg City Bicyclist e-mail list operated by the Manitoba Cycling Association. During the spring and summer of 2006 cycling has frequently been in the news in Winnipeg, to a large extent because of the activities of a loose movement known as Critical Mass which attracted publicity when some cyclists were arrested by Winnipeg police during their monthly ride in May in downtown Winnipeg. Publicity and discussions around this event led to a large turnout for their ride in June, estimated at 500 cyclists. The June ride was marked by a greater level of cooperation between the riders and the police.

Another large ride was organized in early September, known as the “SPIN” (Strength and Participation in Numbers) ride, and it attracted more than 525 participants. The organizers of this ride put together a set of goals that the ride was intended to promote, and publicized these goals on their web site. (<http://www.olympiacycle.com/spin.htm>)

In addition to these rides a forum on cycling issues known as Bike to the Future was organized by a volunteer committee in September, attracting about 100 participants. The Bike to the Future committee produced a cycling advocacy report based on the forum and delivered it to the city and provincial governments in September, with the intent of having an impact on the October civic election, as well as on provincial and city policies.

Throughout the spring and summer there was a continuing stream of discussions on the Winnipeg City Bicyclist e-mail list and in the media concerning cycling in Winnipeg covering such topics as road conditions, the Highway Traffic Act, driver and cyclist attitudes and behaviours, safety and accidents, cycling infrastructure, and others. In the context of these discussions I suggested on the Winnipeg City Bicyclist e-mail list that I would be prepared to conduct a commuter cycling survey and compile the results if others would be willing to support the effort and help distribute the survey questionnaire. This received a positive response, along with some suggestions for questions to be included and examples of other cycling surveys. Following a couple of trial drafts a questionnaire was finalized and distributed by email in September. (Thanks to Rob Cosco and others for their help.) It initially went out to the Winnipeg City Bicyclist e-mail list and was also posted on the Manitoba Cycling Association web site. People were encouraged to forward the questionnaire to other commuter cyclists who might be interested in responding. Copies of the questionnaire were printed and distributed at the Bike to the Future Forum. A news release was also distributed to Winnipeg newspapers, including campus newspapers.

The survey questionnaire focuses on such things as where commuters cycle to and from, how long their trip is, and why they choose to cycle. There were also several open-ended questions asking cyclists about problems they have experienced and what they would suggest to improve cycling in Winnipeg. (See Appendix C for a copy of the questionnaire.)

Respondents were encouraged to send me the completed questionnaires by email or regular mail. As of September 29 I had received 144 completed questionnaires, 114 by email and 30 by regular mail or directly from participants at the forum. This report is a summary of these 144 responses. Because of the way the sample was obtained, the survey is not representative of all bicycle commuters. It probably represents those who are most involved in cycling and cycling advocacy, and also those who most frequently use email and are likely to subscribe to email lists or to browse the web. Still, it may provide some insights into the views and concerns of bicycle commuters in Winnipeg.

The average age of the cyclists who responded to the survey was 38 years old, and they had been cycling for an average of 10 years. Close to half (45%) of those who responded were in their 40s while another 25% were in their 20s. About 31% said they have been

commuting by bicycle for less than 5 years, while another 28% have been commuting for 5-9 years. About one quarter of them (26%) have been commuting by bicycle for more than 15 years.

The survey defined commuters as those who travel regularly to a place of work, school, a volunteer job, or other regular destination. The majority of the cyclists who responded to the survey (57%) commute at least 3 days per week during the spring, summer and fall, from about April to October, but not during the winter. Another group of 31% commute at least three days per week all year long. . In total 90% of those who responded commute at least 3 days of the week during summer or year-round. There was also a small number of cyclists who commute 1 or 2 days per week, either during the summer or both summer and winter, and a few irregular or occasional commuters

Why Commute by Bike?

The Active Transportation report noted that frequent cyclists identify more benefits from cycling than those who only bike occasionally. This was reflected in the commuter cycling survey. When asked why they cycle, the great majority of commuters said that they cycle for fitness (92%), pleasure (89%), to save money (83%) and for environmental reasons (86%). A majority (57%) also said that they cycle because it is easier or quicker than the alternatives. (They could choose more than one of these reasons.) A good number added other reasons for cycling such as feeling more connected to the community, easier parking, having more control over the technology, feeling that cycling is a “great way to start the day”, and concerns about the negative social and military implications of the oil industry.

The cyclists were asked to identify which, of all these reasons, was most important to them, but it was hard for many of them to pick a single reason, so that 22 people identified more than one “most important” reason for cycling, many of them saying “all of the above”. For these commuters, cycling represents a bundle of things that they feel good about – exercise, pleasure, doing right by the environment, and often convenience or saving money. One person summed it up this way: “Once you’re on your bike you’re where you want to be.”

Commuting Routes

Cyclists were asked several things about their commuting routes: where they cycle to and from, how long the route is in kilometres and in time, and how long the alternatives would take them. Using this information a schematic diagram was created showing the pattern of cycling routes within Winnipeg. In order to simplify things, Winnipeg is represented as a set of 17 regions. Wherever at least one person was traveling between two of these regions an arrow was drawn connecting the regions. Routes that are totally within a single region aren’t identified, and routes connecting to places outside Winnipeg, such as Selkirk, East St. Paul or Portage la Prairie are also not shown. (See Figure 1.)

What this diagram shows is that cyclists are commuting between destinations all over the city. They are not simply traveling between outlying areas and the City Centre area, they are also traveling between two outlying regions, such as between St. James and St. Boniface or between St. Vital and River Heights. It can also be seen that the interconnections tend to be more dense in the southern part of the city than in the northern part. This may be a reflection of bias in the survey sample, or it could reflect real differences in commuting behaviours in different parts of the city. The diagram also shows a greater density of commuting in the central part of the city and in the regions closest to the City Centre.

Based on the survey, the largest flows of bicycle commuters take place within eight regions of the city, as shown in Figure 2. This figure shows the flows between regions where at least 4 individuals reporting commuting between two regions, or within a region. (It should be kept in mind that less than 1% of commuter cyclists participated in the survey and that each cyclist in the sample represents hundreds of commuters.) The fatter arrows represent larger numbers of commuters. The direction of the arrows shows which region the person lives in (their starting point) and where they commute to. The largest flows are between City Centre and Fort Rouge, City Centre and St. Boniface and City Centre and the West End. Some of the City Centre flows are in the opposite direction from what is usually assumed, that is the commuter lives in City Centre and commutes to the West End, Fort Garry or St. Vital. The West End is also involved in a lot of the commuting flows. (Note that the West End includes both the University of Winnipeg and the Health Sciences Centre.) Fort Garry also has commuters flowing in and out, as well as internal commuters within Fort Garry.

The questionnaire asked cyclists to provide the distance that they travel to their destination and the length of time it takes. Where they did not provide a distance the distance was estimated using the start and end point intersections and a map of Winnipeg. The average length of bicycle commuter routes identified by the cyclists in this survey, is about 9 kilometres one-way, and their average one-way commuting time during summer weather is about 25 minutes. The most frequent one-way commuting distance is between 5 and 10 km, representing 37% of commuters. Another 29% travel between 10 and 15 km while 24% travel less than 5 km. The remaining 10% travel more than 15 km one-way. The most common one-way summer commuting time is between 15 and 30 minutes, and 55% of the commuters fall into this category. Based on this information the average commuting speed is 21 km/hr and ranges widely from as low as 8 km/hr to as high as 44 km/hr. About half of the cyclists were able to also report their winter commuting times which averaged 32 minutes, 28% longer than summer times.

The cyclists were asked about alternative commuting methods. Most were able to identify their average one-way bus commuting times (in summer weather) and these averaged 39 minutes. For two-thirds of the commuters, bus commuting time was at least 10 minutes longer than cycle commuting time. However, car commuting times were shorter, averaging 17 minutes. More than three quarters of cyclists report that car commuting times are shorter than bicycle commuting times, but 23% of the cyclists report that biking is as fast as, or faster than commuting by car.

Exactly 50% of the cyclists said that they do not take the quickest route to their commuting destination. Most of them explained that they take a longer route to avoid traffic and to feel safer than they do riding on the streets with traffic. There were also a number of cyclists who said that they take a longer route, at least one way, because they enjoy it more. Some people take a quick route to work and a longer route coming home when they have more time. Others take a longer route during afternoon rush hour when the traffic on the streets is worse. Some cycle commuters take a longer route to avoid a specific part of the route which is difficult or dangerous, such as an underpass or a bridge with no shoulder.

Figure 1: Bicycle Commuting Patterns in Winnipeg

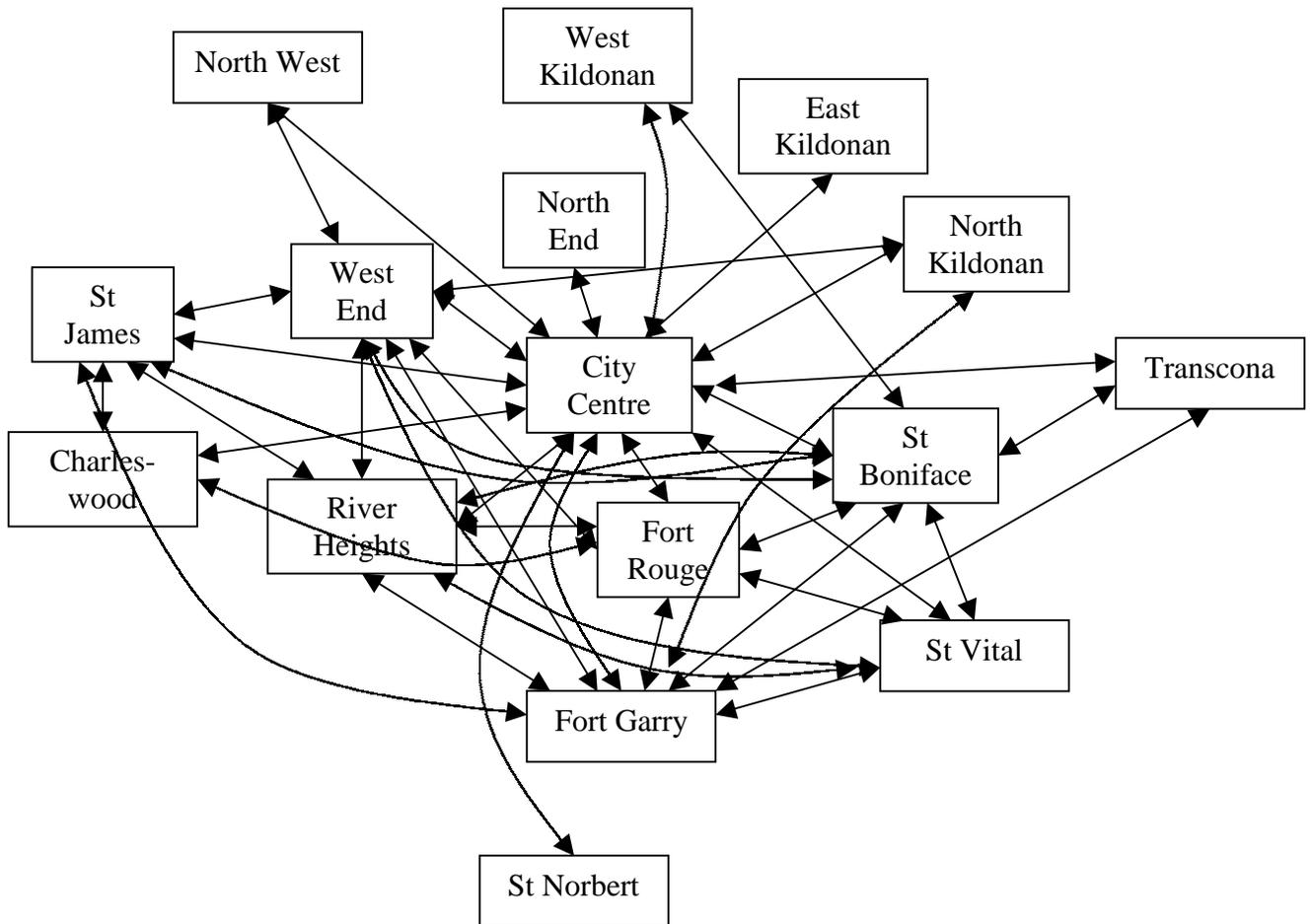
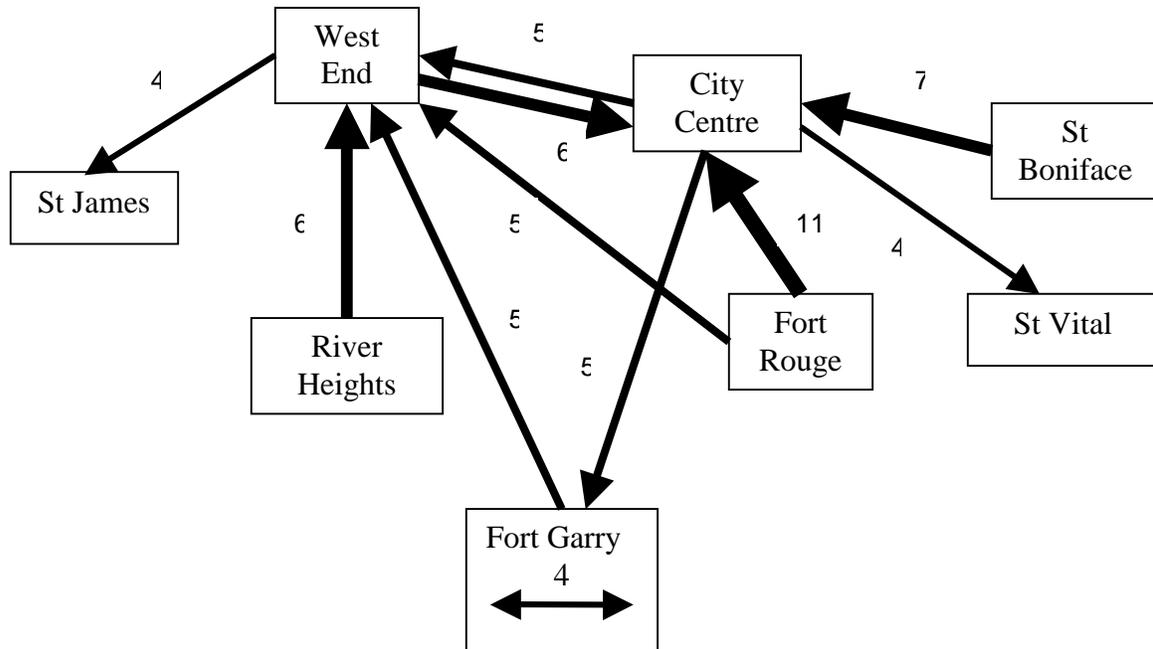


Figure 2: Major Bicycle Commuter Flows in Winnipeg**Problems Commuting in Winnipeg**

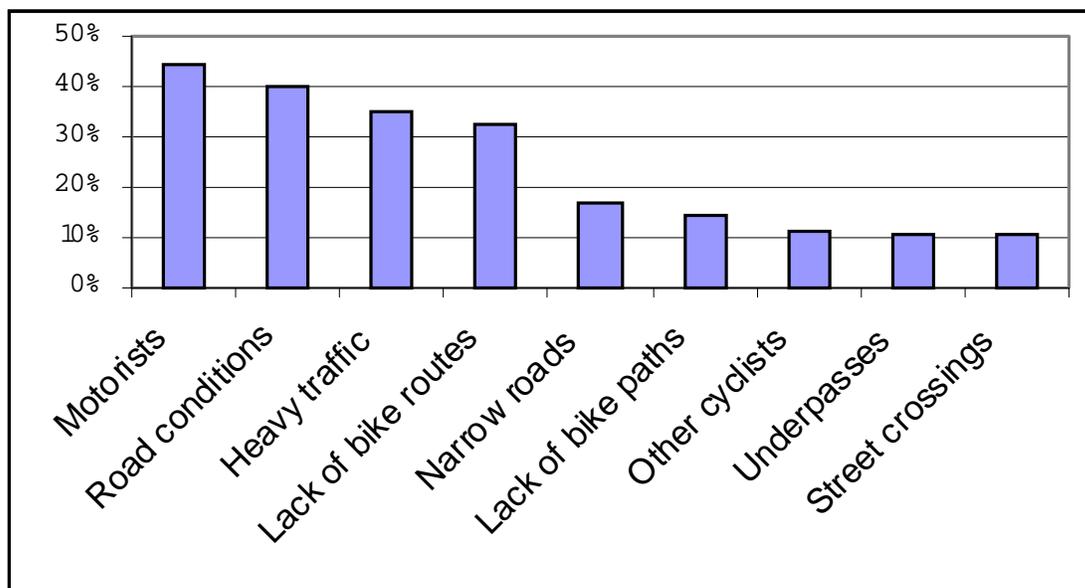
When asked about problems with their commuting routes, cyclists provided a flood of specific issues and concerns. These were open ended questions and the responses often included multiple comments and issues. For the sake of this report the comments were categorized and the responses counted. Figure 3 shows the most frequent types of problems identified by cyclists. The four most frequently mentioned issues were:

- * Poor attitudes or driving behaviour by motorists (identified by 44% of cyclists),
- * Poor condition of the roads, such as potholes, or debris on the roads, especially near the curbs (identified by 40% of cyclists),
- * Heavy or dangerous traffic (identified by 35% of cyclists), and
- * Lack of safe, direct bicycle commuting routes (identified by 33% of cyclists).

Other problems that were mentioned by at least 10% of the cyclists include narrow roads or lanes, the lack of bicycle paths, poor attitudes or behaviour of cyclists, dangerous underpasses and dangerous street crossings and intersections. The emphasis of these comments is on safety as can be seen in the concerns expressed about motorists, road condition, safe routes and traffic. Often the comments about motorists mention drivers who pass too close to cyclists, cut them off or don't seem to see them. These comments were often accompanied by a statement that "most drivers are very good, but..." Cyclists are, of course, very sensitive to the safety issue because they realize that what might be a minor collision for a car could seriously injure the cyclist.

Many other specific issues were identified and these are summarized in Appendix A and a list of the comments concerning particular problem roads and locations is provided in Appendix D.

**Figure 3: Most Frequently Mentioned Problems Cycling in Winnipeg
(Percent of Respondents Identifying the Problem)**



Cyclists' Suggestions

As shown in Figure 4, by far the most frequent suggestion, identified in one way or another by two thirds of the cyclists, is that there should be *safe and direct bicycle routes* through the city. The responses suggest that the bicycle routes can take a variety of forms – they may be made up of "dedicated" lanes, for cyclists only or diamond lanes for bikes and busses, but they may also include bike lanes or paths adjacent to city streets, and/or bike paths and lanes through green spaces, along railway right-of-ways, or along rivers. The routes could also take cyclists along quieter streets to help avoid car traffic. A bicycle route, however, has to have certain characteristics. It should be *direct*, taking the

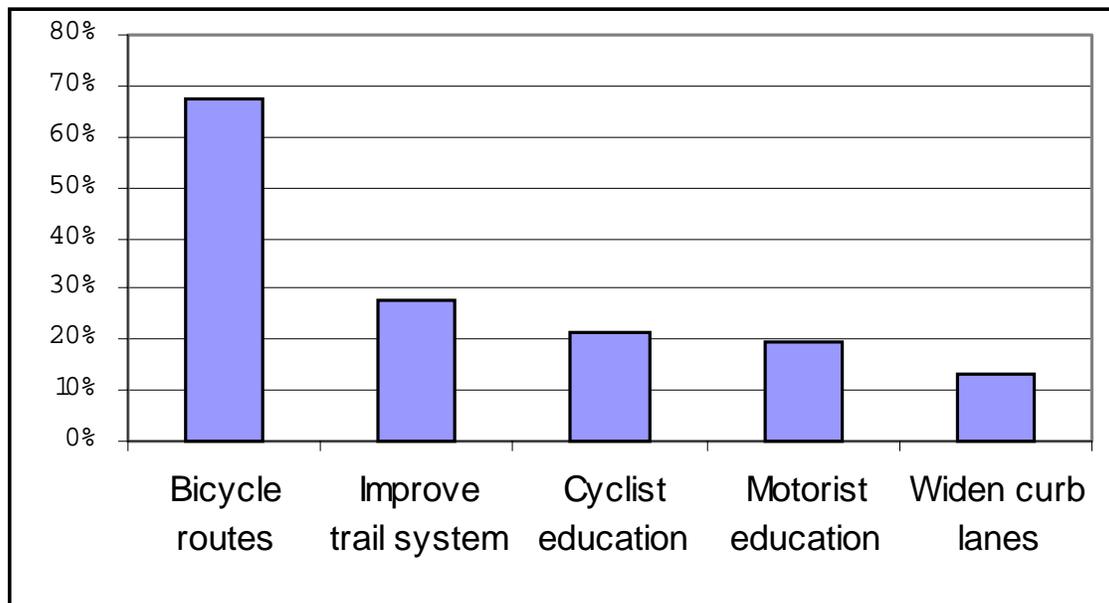
cyclist more-or-less directly from point A to point B. There also needs to be **connectivity** between the sections of the route, that is, no major gaps between sections, particularly if the route is made up of a combination of pathways, bike lanes and regular streets. In addition, the route should be identified through **signage** that indicates to everyone where the route is, where cyclists and motorists are sharing the road and where there are bicycle routes crossing major roads or intersections.

Cyclists also suggest that the system of **bicycle paths or trails** needs to be improved, developed and maintained. In connection with this there is concern that the paths are wide enough for the intended traffic, particularly if they are multi-use paths, and that they are well maintained throughout the year. Sometimes commuter cyclists see these paths as providing a safer way of traveling, as opposed to riding in the streets with traffic (although there is research that would suggest otherwise). Paths are also seen as a way for people to try commuting, even though they would not want to ride on major streets.

Many cyclists also want **more education of both cyclists and motorists**. There were a number of comments by cyclists about the poor cycling practices of other cyclists. Related to this were concerns about the rules of the road. On the one hand cyclists are looking for a clarification and review of these rules as they apply to bicycles. Often, they feel, the rules of the road do not take bicycles into account. There are issues related to such things as how to deal with traffic lights, turning lanes, one-way streets, bridge crossings, and when it is permissible to use the sidewalk. On the other hand, some cyclists are looking for more enforcement of some traffic rules, such as cars illegally driving in diamond lanes, or driving dangerously close to bicycles.

There are also a number of cyclists who favour the approach of **widening the curb lanes** of major routes, perhaps in combination with signs and markings on the road to indicate that it is a cycling route. This is not inconsistent with the idea of bicycle routes, but it represents a different approach from having dedicated bike lanes.

Figure 4: Most Frequently Mentioned Suggestions to Improve Cycling in Winnipeg (Percent of Respondents)



Many other suggestions were offered by the cyclists and these are listed in Appendix B. The suggestions made by cyclists in this survey are not new. They are very similar to the suggestions and recommendations found in the Active Transportation report. For this reason, a number of cyclists pointed to the need to implement that report, or to at least take the initial steps of assigning responsibility for implementation and for cycling policies to a staff person within city government. Related to this are the suggestions that a committee be formed to deal with active transportation issues, that a portion of the city's roads budget be devoted to cycling improvements, and that cycling needs be considered whenever new construction is being planned. Cyclists recognize that there are budget limitations on building new facilities and it is for this they are suggesting that cycling facilities be incorporated into road construction and renovation projects as a cost-effective way of dealing with these needs.

Conclusions

This survey has provided a description of a segment the bicycle commuters in Winnipeg, where and how far they cycle and how frequently. It also describes their views of the problems and possible solutions put forward by bicycle commuters themselves. Among the findings are:

- * Bicycle commuters' travel patterns are not only between the City Centre and outlying areas, but are also between and within the various regions of Winnipeg.

- * The largest flows of bicycle commuters, at least among those surveyed, are between the City Centre on the one hand, and Fort Rouge, St Boniface and the West End on the other. There are also substantial flows between other areas, especially into and out of the West End, Fort Garry and Fort Rouge.
- * The bicycle commuters in the survey range in age from their 20s to their 60s with the largest number in the 40-49 year-old range. Their average age is 38.
- * The average one-way route of the bicycle commuters is 9 km and takes 25 minutes. Commuting by bicycle is usually faster than commuting by bus by 10 minutes or more, but is usually slower than commuting by car.
- * Most bicycle commuters travel by bike for several reasons, especially for fitness, as a more enjoyable way of commuting, to save money and for environmental reasons. More than half of the cyclists find it quicker and easier than the alternatives.
- * Cyclists have many concerns about cycling, including specific problems with their routes and more general issues, such as the way motorists drive, the condition and maintenance of the roads, and the danger of driving in heavy traffic. Underlying many of these concerns is the issue of safety.
- * Cyclists' suggestions are also wide-ranging, but there is broad agreement on the need for development of a network of cycling routes through the city. These routes may be made up of bike lanes on major streets, separate bicycle paths and routes on quieter streets, but the components of the routes must be well connected and the routes must provide safe and reasonably direct ways of traveling from destination to destination.
- * Education of both cyclists and motorists is seen as an important component of the recommended improvements to cycling.
- * Finally, cyclists are looking for more forward-looking political leadership and supportive policies with commensurate funding.

* * * * *

[This report was prepared by Jeremy Hull. I would be pleased to receive comments and suggestions on the report, or to answer questions people may have. Please contact me at 477-5981 in Winnipeg, or email me at prolog@mts.net.]

Appendix A: Problems Identified by Cycle Commuters in Winnipeg

Type of Problem	Percent of Respondents*
Motorists' attitudes, knowledge & behaviours	44.4%
Poor road condition, lack of maintenance, debris	40.3%
Heavy or dangerous traffic; heavy truck traffic	34.7%
Lack of safe, direct routes; problems with commuting times, indirect routes	32.6%
Narrow roads or lanes	16.7%
Lack of bike trails or paths	14.6%
Cyclists' attitudes, knowledge & behaviours	11.1%
Dangerous underpasses	10.4%
Difficult or dangerous street crossings and intersections	10.4%
Snow hazards	9.0%
Cyclists on sidewalks	8.3%
Lack of political leadership, vision or action	8.3%
Lack of bike locking facilities	7.6%
Connectivity of bike routes	5.6%
Problems with buses	5.6%
Dangerous, difficult bridges	4.9%
Traffic lights, stop signs, yields, rules of the road	4.9%
Bike trail or path maintenance	4.9%
Poor cycling culture	4.2%
Lack of diamond lanes	3.5%
Problems with joggers, pedestrians	3.5%
Problems with turning lanes	3.5%
General infrastructure issues	3.5%
Flooding problems	2.8%
Lack of enforcement of rules of the road	2.8%
Parked cars	2.1%
Lack of planning or inadequate planning for cycling needs and facilities	2.1%
Unsafe bike paths	1.4%
Sunday closure problems	0.7%
Boring route	0.7%
City unresponsive	0.7%
One way streets	0.7%
Car exhaust fumes	0.7%
Streets confusing	0.7%
Problems with police	0.7%

* Counting respondents who identified the problem in response to either question 10 or question 11 or both as a percentage of total respondents (144).

Appendix B: Cyclists' Suggestions

Suggestion	Percent of Respondents
Dedicated cycling lanes on major routes; safe, direct commuting routes & network, better connectivity	67.4%
Improve trail system	27.8%
Education for cyclists	21.5%
Education for motorists	19.4%
Widen curb lanes	13.2%
Cycling advocacy, celebration of cycling, political leadership	9.0%
Better road repair & maintenance	8.3%
Improved signage - bike routes & crossings; bike destination signs & distances	7.6%
Police enforcement	7.6%
Integrate cycling into city planning & developments; require cycling facilities for new road construction	6.9%
Dedicated city staff person; implement AT report	6.3%
Look at what other cities are doing	6.3%
Bike locking facilities	4.9%
Dedicated city funding, allocate 3% of roads budget to cycling facilities	4.2%
Cycling corridors along train routes	3.5%
Cycle priority at lights; cyclist-activated crossings	2.8%
Different rules of the road for cyclists	2.8%
Incentives & requirements for workplace facilities	2.8%
Diamond lanes	2.8%
More cycling infrastructure (general)	2.1%
Bike roads	2.1%
City committee that deals with cycling	2.1%
Bike lanes on sidewalks	2.1%
More bike paths	1.4%
Subsidies for bike helmets	1.4%
More bike trail maintenance	1.4%
System for reporting road hazards	0.7%
Banning driver use of cell phones	0.7%
Bridges needed over rivers, rail yards	0.7%
Incentives for cyclists	0.7%
Produce a cyclists map	0.7%
Street closures to motorized vehicles	0.7%
Get rid of sidewalks	0.7%
Traffic calming	0.7%

8. What are your other commuting alternatives for this trip, and how long do they take on average during normal summer weather (if you know)?

[] Bus = _____ minutes, one way (include walking & waiting time)

[] Car = _____ minutes, one way

[] Walking = _____ minutes, one way

6. Can you please describe the amount of bicycle commuting you did during the past year (including all your commuting destinations)

[] Year round - Usually 3 or more days per week

[] Year round - Usually 1-2 days per week

[] Warmer weather (April - Oct) - Usually 3 or more days per week

[] Warmer weather (April - Oct) - Usually 1-2 days per week

[] Occasional or irregular commuting

[] Other - please explain below

10. Do you have any major problems or concerns with your bicycle commuting route? If so, please describe these concerns below.

11. Do you have any other concerns about cycling in Winnipeg? If so, please describe below.

12. Do you have any suggestions for improving cycle commuting in Winnipeg? If so, please explain.

13. Why do you commute by bicycle? (check as many as apply)

[] To keep fit

[] More enjoyable way to travel

[] Save money

[] Help the environment

[] Easier or quicker than the alternatives

[] Other - explain below

14. If you checked more than one of these, can you say which of them is the most important to you?

15. During how many years have you commuted regularly by bicycle? _____ years

16. What is your age? _____

17. Optional... Your name or initials: _____

Appendix D: Specific Cycling Problems and Hot Spots

The following comments have been taken from the responses to question #10 asking about problems with commuting routes. On the more specific comments are included here, those that make reference to particular streets or locations. These comments have been lossley grouped under the following headings:

- * Street Crossings
- * Trails, Paths and Other Users
- * Underpasses
- * Road Conditions
- * Snow Ploughing – Streets and Paths
- * Traffic Lights, Rules of the Road
- * Diamond Lanes & Buses
- * Lack of Safe Biking Routes, Lanes or Paths
- * Bridges
- * Making Turns

STREET CROSSINGS

It is very dangerous/difficult to cross Higgins at Annabella to access the riverbank limestone path connecting with Waterfront Drive

Crossing busy streets such as Broadway, Portage, Ellice, Sergeant and Notre Dame

Getting through confusion corner from Corydon to Donald is a little iffy

I cross Maryland at St Matthews and it is a busy street, a Pedestrian walk way would be a great idea

I almost got hit by a passing car more than once when crossing at the cross walk at Main Street at Assiniboine

Sometimes difficult to cross Higgins at Annabelle

Crossing Portage Avenue at Booth in winter

Crossing route 90 and St James St.



TRAILS, PATHS & OTHER USERS

The section of trail under the Redwood Bridge that has not been maintained and is frequently under water

Joggers who run in road surface on Wellington

Early spring when the river walk is flooded

Assiniboine River walkway (Forks to Legislature) unpaved

Plaza Drive to D'Arcy Drive under Bishop Grandin is heavily used by cyclists, walkers, runners and even those with mobility aids, but there is only a narrow side walk for all users, rather than an appropriately designed multi-use path



UNDERPASSES

Jubilee underpass on Pembina Hwy

The underpass at Jubilee is VERY scary to ride through in heavy traffic

The Pembina underpass heading south at Jubilee is very poor

Poor lighting under the Jubilee underpass making it difficult to see and be seen

The under-passes at both Pembina and Jubilee or alternatively Osborne just south of confusion corner

Drainage of water during heavy rainstorms and icy spring runoff make the Jubilee underpass very sketchy at times

The underpass on Main at Higgins is possibly the most dangerous place in the city

The railway underpass on McPhillips at Logan is a little nerve rattling in winter



ROAD CONDITIONS

Very rough pavement from Stafford to Osborne St. (northbound only)

Arlington is a major problem, is it 2 lanes or 4 lanes? Nobody seems to know

Sargent too narrow & dangerous

The remote-control spot fixes of the seams in the road have such poor results that I worry about my safety in at least some spots, StMary between StAnne and Kingston coming to mind.

The condition of Bannatyne and McDermot, especially the portions closer to curbs, is deplorable. Longitudinal cracks (wide enough to fit a hybrid tyre into) and broken glass have gone unrepaired/uncleaned for the entire summer.

There is a significant amount of glass, metal and stones on the shoulder of the North Perimeter highway

The shoulder of the Chief Peguis Trail along Main Street is gravel and traffic is heavy during morning and evening rush hour

Desmeurons hadn't been cleaned for most of the spring and summer the roads, so there was always lots of sand and skidding

St. Mary's Rd & Pembina – very uneven surface for commute riding.

St. Mary's south from Tache to St. Anne's junction does not have much of a shoulder for cars & bicycles to ride side by side

Portage is always in bad shape- potholes year round

Disraeli not cleared enough in the winter

Road conditions on Empress south of St. Matthews are terrible

Pembina highway - horrible condition of the road in places

On South Drive gravel, sand, debris, is left in the street and not cleaned up by contractors after construction / renovation of homes in the area

Parker is in a state of utter disrepair

Some routes do not have a lot of lights, such as the bike/walking path through the park that runs parallel to Provencher, goes over the tracks and comes out at Notre Dame

Poor quality of Wellington west of the Maryland bridge and the curb lane on northbound Pembina Hwy

Cycling through Waverly West development



SNOW PLOUGHING – STREETS AND PATHS

My largest beef with the route is the gradual shrinking of lanes as the winter's snow pack takes away the curb

Lack of regular plowing of major trails in Winter like the Forks and from the Forks to Confusion Corner.

In winter, the paved bike path between Tylehurst St. and Wolseley Ave (that includes the path through Omand’s Creek Park) is cleared infrequently. Sometimes they will clear more often between Tylehurst and the SE corner of the St. James Cemetary, where the snowplow clears a path up the East side of the cemetery. The money/time clearing this section would be MUCH BETTER SPENT clearing the path that continues on to/through Omands Creek Park, as it is a very highly used trail even in Winter

I use the bike/walking path along the Red River much of the way. Would like it to be cleared of snow more often in the winter

In winter the City of Winnipeg does not plough the walking paths adjoining the Legislative grounds (ie connecting under the Osborne bridge to the path that goes to the corner of Balmoral and Mostyn in Mostyn Place Park)



TRAFFIC LIGHTS AND RULES OF THE ROAD

I don’t have enough metal in my bike to trip traffic lights that are set up with sensors

the light at StMary and StAnnes is timed so short at certain times of the day that one can hardly get across.

need to go against one-way street for ca. 100m or down Broadway Ave 2 blocks to make a legal left turn to get to Assiniboine Ave

exceptionally long duration red light on Ness during rush hour



DIAMOND LANES & BUSES

“bike and bus” lanes are often more dangerous and inconvenient than the regular lanes, because of the frequent stops of the busses, and cars trying to use the lane.

On Pembina Hwy the lane that I am legally entitled to ride in is full of buses.

narrow curb lane on Pembina is difficult to share with cars and impossible for buses

buses (and for this reason the special lanes fail) often seem to be at “war” with the cyclist who is either too slow, or too fast for them, and increased traffic with thin lanes are the problem



LACK OF SAFE BIKE ROUTES, PATHS OR LANES

Lack of connection between Norquay Park and St. John’s Park

Lack of bike routes along Waverley, Kenaston

Osborne Village is a tight fit, especially with the buses. Some motorists squeeze cyclists out at the intersections

St.Mary’s is not a bike friendly street.

I never feel very safe riding on Pembina Hwy from confusion corner to U of M.

Louise Bridge to Waterfront is a little hectic because drivers and other cyclists are not “bike commute” savvy

Viable alternatives don’t exist or are impractical for sections of Regent, Nairn and the Provencher Bridge

No bike lanes in Osborne Village

Lack of bike lanes along Portage and Pembina

No dedicated bicycle lanes on Stafford



BRIDGES

Crossing the Maryland Bridge

The Disraeli Bridge-very Dangerous

Bike paths on the Queen Elizabeth bridge are so difficult to enter or exit that I never use them. Going south, one would have to enter via the sidewalk, and going north there is a sharp turn at the end where one has to get off a sidewalk. I never use the bike lane on that bridge for that reason. If the barricades were set up slightly differently, this bridge could be a positive example of a bike route.

Osborne Bridge --I prefer using the sidewalk

Maryland bridge under construction. There is not enough room for 2 cars so biking is frightening

Approaching Bishop Grandin from Southbound River Road, the only safe way to the University is to take the sidewalk on the South side of the bridge

There are challenges at the Maryland bridge



MAKING TURNS

Hard to get from Pembina to Harrow - dangerous in traffic

In order to turn left off of Notre Dame onto McPhillips into the curb lane of McPhillips, I must be in the rightmost turn lane on Notre Dame. This lane is both a turn lane and a “proceed straight” lane. On occasions when the “straight” light is green and the turn light is red, I have to stop at the stop line and hope that cars see me and do not intend to continue straight. I use lights/reflective materials, but am waiting for the day I get hit from behind at 60km/hr

Going south through the Pembina underpass you have to move out of a lane which takes you over the underpass onto Jubilee. This means one has cars going to the left, in front and behind you, and on the right, while you attempt to move across the turning lane to stay on Pembina

Making the left turn from Pembina onto University Cres. means crossing three lanes during rush hour

Right turn lanes on Portage pose a danger of getting cut off

It is difficult to turn from Pembina on to University Crescent and from Pembina on to Stafford in heavy traffic

