

Spot Fixes								
River Heights Osborne								
Description	Enroute Road	Crossroads	Summary	Problem	Solution	Photos/Maps	Comments Notes	Safety - Urgent
Curb Cuts and Short Pathway Additions on Grant to promote crossings - Arbutnot	Grant	Arbutnot	Formalize Pedestrians/Cyclists crossings of Grant	Grant was recently redone, erasing what little pedestrian/ bicycle convenience already existed wherever quiet residential streets crossed this regional one. The cross-streets between Stafford and Pembina suffered as a result. There is a boulevard on Grant at this location, creating a safe island for people crossing this major street. Over time, repeated bicycle and pedestrian passage had created curb approaches for those travelling north south between major local destinations like Corydon Village, Price Chopper and to further destination like the U of M.  For the AT user, these north-south streets represent important alternatives to busier streets like Lilac, Stafford and Pembina.	Formalize and encourage current bicycle and pedestrian behaviour and make it wheelchair accessible. Cut curbs again at every intersection (except Lilac which goes straight through), extending pathway from the ends of streets to Grant, and create an island on the boulevard so that people can wait for traffic			
Bicycle Activated Crossing at Nassau	Nassau	Corydon	Facilitate cyclist use of Nassau as an alternative to Pembina through Confusion corner.	Difficulty crossing nassau in early mornings without using crosswalk.	northbound: Add elephant's feet crossing and hand activated button Add curb bump out to remove southbound car access south of Corydon, eliminating the use of Nassau as a "short cut" to Pembina	<a href="http://tbn0.google.com/images?q=tbn:198lhh_m9EEY_M:https://farm2.static.flickr.com/1244/1074673807_6178a1bd16.jpg">http://tbn0.google.com/images?q=tbn:198lhh_m9EEY_M:https://farm2.static.flickr.com/1244/1074673807_6178a1bd16.jpg</a>		
Cyclist Left Turn Lane Roslyn and Osborne	Roslyn	Osborne	Facilitate left turns for cyclists headed to the Osborne bridge.	Morning rush hour creates a backlog of *shortcut using drivers attempting to turn left on Osborne while eastbound on Roslyn. Cyclists currently pass traffic using wide gap on right, and turn left onto the bridge outside of the first car in line.	Formalize this action using example from Vancouver of a bicycle left turn holding lane or bike box.	<a href="http://images.google.ca/imgres?imgurl=http://farm2.static.flickr.com/1151/1121822878_50fae9e099.jpg&amp;imgrefurl=http://www.ibiketo.ca/taxonomy/term/118%3Fpage%3D2&amp;h=393&amp;w=500&amp;sz=168&amp;hl=en&amp;start=99&amp;sig2=2a7wJkgbGDACD4M07WZk2w&amp;um=1&amp;usg=__60kjjO8BRZ04A">http://images.google.ca/imgres?imgurl=http://farm2.static.flickr.com/1151/1121822878_50fae9e099.jpg&amp;imgrefurl=http://www.ibiketo.ca/taxonomy/term/118%3Fpage%3D2&amp;h=393&amp;w=500&amp;sz=168&amp;hl=en&amp;start=99&amp;sig2=2a7wJkgbGDACD4M07WZk2w&amp;um=1&amp;usg=__60kjjO8BRZ04A</a>		
Curb Cuts and Short Pathway Additions on Grant to promote crossings - Wentworth	Grant	Wentworth	Formalize Pedestrians/Cyclists crossings of Grant	" "	" "			
Maryland/Sherbrook Bridge Ramps	Sherbrook/Maryland	Westgate/Cornish	Replace stairs on connection to path beneath bridge	There is no ramp under the Maryland St. Bridge, stairs on both the east and west side (north end of bridge).	Replace stairways with ramps to give cyclists access.			
Southpoint Pathway	Stradbrook	Main Street	Connect Southpoint Pathway to the Forks	A break in the riverbank trail network at Queen Elizabeth way means that cyclists coming from Lord Roberts and Riverview have poor connections to the Forks	Complete Southpoint Pathway as in 2008 ATAC Plan			
Riverview River Trail - Togo to Brandon	Togo/Brandon	Togo/Brandon	Add riverbank path between Togo and Brandon	There is no riverbank trail access between Togo and Brandon	Add riverbank trail section between Togo and Brandon			
Riverview River Trail - Eccles to Baltimore	Churchill Drive	Eccles/Baltimore	Add riverbank path between Eccles and Baltimore	There is no riverbank trail between Eccles and Baltimore, cyclists must use Churchill Drive along this stretch	Add riverbank trail section between Eccles and Baltimore			
Taylor Avenue Side Path replacement	Taylor	Harrow to ??	Replace Taylor Avenue Side Path with Bike trail along the rail line	The sidepath along Taylor avenue is dissected by numerous driveways, and is squeezed in by lightposts, etc.	Add in a new path along the railway line that parallels Taylor Avenue			
Wellington Crescent	Wellington Crescent	River to Guelph	Improve Wellington Crescent Route between Guelph and River	There are few accommodations for cyclists along this stretch, which has significantly higher traffic volumes than west of Guelph				
Wellington Crescent/Wardlaw Intersection	Wellington Crescent	Wardlaw/Daly	Improve Intersection at Wardlaw/Daly/Wellington Crescent					
Winsmart-Riverside-Elm Park-Churchill Drive Connections	Jubilee	Riverside/Riverdale/Churchill	Connect Winsmart to Elm Park Bridge/Riverside/Churchill Drive	There are no good connections across Jubilee Avenue between Churchill Drive/Riverside/WinSmart				
Harte Trail to Sterling Lyon Connection	Wilkes	Shaftesbury/Sterling Lyon	Add short connection between Harte Trail and Sterling Lyon Pathway/Thundering Bison	A small gap in the trail system exists between the Harte Trail and Sterling Lyon way, which in turn connects to the Thundering Bison trail				
Shaftesbury/Blackburn Path Extention	Shaftesbury	Grant/Wilkes	Add a path along Shaftesbury to connect Grant Avenue to Harte Trail/ Sterling Lyon Parkway/ Thundering Bison	The path along Shaftesbury stops at Grant, leaving a gap between the Harte trail and Grant Avenue.				
Burlington Northern Santa Fe. Rail Bridge	Sir John Franklin		Add cyclist path to west side of railway bridge to reduce bicycle/pedestrian conflicts.	The existing cantilevered sidewalk is too narrow for a multi-use path, as is the approach at the southern end of this trail	Add cyclist path to west side of railway bridge to reduce bicycle/pedestrian conflicts. (see image to view existing abutments)	<a href="http://groups.google.ca/group/westcentralcommutercyclists/attach/74cda849194f380b/trainbridge.jpg?part=4&amp;view=1">http://groups.google.ca/group/westcentralcommutercyclists/attach/74cda849194f380b/trainbridge.jpg?part=4&amp;view=1</a>	[Anders] We've been looking into this for a few years through the West End group (WC3), even going so far as to establish contact Burlington Northern Santa Fe, which is the railway company that owns the bridge. At the time, they said they were interested in partnering to help make it happen, if a project were on the table.  City AT engineers looked at this issue as well. They found that widening would be difficult - far better to simply build a new bridge deck. They suggested that we consider using the existing abutments on the west side, and use it to lay down a wider path - - one bridge could be used for cycling and the other for pedestrians. IMO, There would still be some work to do, esp. at the south end as the ground falls away quite steeply from the rail bed.  We consider this to be a crucial improvement for all of the adjoining neighbourhoods - creating better cycling access both to/from downtown, as well as to/from Polo Park.	

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Empress Overpass	Empress	Portage	Add a path along the Empress Overpass to connect over Portage Avenue	Portage avenue acts as a barrier to cyclists travelling north. The next best north south crossings either dead end at the parking lot to Polo Park or continue along St.James - a very busy and narrow arterial.	Remove one lane from the underutilized and overbuilt Portage Avenue overpass on Empress. Add concrete barriers and connect pathway to existing Omand's Creek pathway parallel to Empress. Connects to planned Empress shoulder bikeway in future. Note, small pathway spurs are also need to connect to the Assiniboine Parkway plus the removal of concrete barriers where necessary.	<a href="http://westcentralcommutercyclists.googlegroup.com/web/Bombers+Fans+Trespass+01.JPG?gda=zS4aMU0AAAaxW8fg4zADMICVKIUUzir6HHzbS_lbqCyVilzhxdyTvdXb0sq8UnZkdMHTgMV5mV2_OGCV4FVW-UzRZnqrwncMGUJrRnAftWGI5bxZ5jijQ">Photo of stadium patrons using only available direct crossing to Empress (rail bridge): http://westcentralcommutercyclists.googlegroup.com/web/Bombers+Fans+Trespass+01.JPG?gda=zS4aMU0AAAaxW8fg4zADMICVKIUUzir6HHzbS_lbqCyVilzhxdyTvdXb0sq8UnZkdMHTgMV5mV2_OGCV4FVW-UzRZnqrwncMGUJrRnAftWGI5bxZ5jijQ</a>		
Corydon-Donald Intersection Improvements	Corydon/Donald	Pembina/Osborne	Improve eastbound connection from Corydon to Donald	Cyclists wishing to travel between Corydon and Donald must either wait at the Pembina pedestrian walkway for an extra phase of the lights, or cross Osborne in the leftmost lane and then make the awkward merge over to the rightmost lane in heavy traffic after crossing Osborne.	1. Allow easy access across median that separates left turn lane and through traffic on Pembina. 2. Give light phase a little more time at Pembina crosswalk to allow cyclist time to get through from Corydon. An elephant feet crossing to the left of the pedestrian crosswalk would allow cyclists to pass through without dismounting.	<a href="http://groups.google.ca/group/westcentralcommutercyclists/attach/b7fc90a076fd331/Confusion-Corner-Corydon-To-Donald.jpg?part=2&amp;view=1">http://groups.google.ca/group/westcentralcommutercyclists/attach/b7fc90a076fd331/Confusion-Corner-Corydon-To-Donald.jpg?part=2&amp;view=1</a>		
Pembina/Taylor Intersection Improvements	Pembina	Taylor/Wentworth	Improve intersection at Pembina and Taylor/Wentworth to reduce the risk of right hook accidents from traffic turning right onto Taylor/Wentworth	Southbound cyclists on Pembina are susceptible to right hook as vehicles turn off of Pembina onto Taylor/Wentworth. The geometry of the intersection does little to force right turning traffic to slow down before turning.	1. Rearrange the geometry of the intersection to reduce the risk of right hook accidents. 2. Consider a queue lane for right turning traffic, with a painted bike lane to the left of the right turn lane. 3. Consider sharpening the right turn to force traffic to slow down.			
Wentworth								
<b>River East</b>								
Ernie O'Dowda Memorial Park			Curb cut needed at one location to access at east-west route through park.	Abrupt curb leading into park, cyclists must dismount and lift their bike over the curb. This park is listed as Wheelchair Access 4 and is on a major bike corridor. How can a wheelchair could even access the park at this access point?	There are two trail points at this area, only one of them would require the drop curb accessibility. One can enter the park via the sidewalk, closer to the Louise Bridge, however, this does not offer one the option to pass through the park while travelling east or west.			
Kildonan Parkway One Way Section	Glenwood Crescent	Hart Avenue to Elmwood Park	Formalize contraflow bicycle traffic.	The stretch from Hart Avenue to Elmwood Park is part of the Riverbank Parkway System (Kildonan Parkway) but it's a one-way street, meaning use is only available to pedestrians, not cyclists.	Formally allow contraflow bicycle traffic on Glenwood Cres. OR Add contraflow bike lane.		[Brion D.] - Estimated road width is 9 metres. It was originally a two-way street with room for a parking lane and two travel lanes.  - two travel lanes not needed (except at the Hespeler end to accomodate turning traffic).  - A contraflow lane might fit, but there is a snag: Parking is on the left hand side of the street (facing south) so the contraflow lane would not be against the curb. This has been done, but I found a web site describing a potential problem with this - poor visibility for drivers leaving the parking spots: <a href="http://www.bikexpert.com/bikepol/facil/lanes/contraflow.htm">www.bikexpert.com/bikepol/facil/lanes/contraflow.htm</a> .  - German example suggests: Don't paint any lanes - just put up "Except Cyclists" signs under all the one-way and Do Not Enter signs and let the cyclists go in the counter direction according to their judgement.  [Erik] suggests "Except Cyclists" signs to legalize the current illegal route that many people do already. Put a sign under the stop sign to also look left for cyclists, when streets intersect with Glenwood. estimates 10 - 12 signs	
Kildonan Parkway Traffic Calming	Glenwood Crescent		Install different traffic calming method .	Every intersection has a stop sign, breeding disrespect for the rules amongst drivers and unnecessary inconvenience for cyclists.	10-12 speed humps / bike circles	<a href="http://lipmagazine.org/ccarlsson/archives/ontario-bike-circle_2745.jpg">http://lipmagazine.org/ccarlsson/archives/ontario-bike-circle_2745.jpg</a>	[Brion] Speed humps. I found an interesting web page from the Peoria, Arizona engineering department where they refuse to install stop signs for traffic calming. Quoting from <a href="http://www.peoriaaz.gov/engineering/ENG_Traffic_NTMP_FAQ.asp">www.peoriaaz.gov/engineering/ENG_Traffic_NTMP_FAQ.asp</a> , "When installed where unwarranted, [stop signs] breed disrespect from drivers and actually may cause crashes by providing a false sense of security to pedestrians, cyclists, and other motorists."	
Watt/Riverton Intersection Improvement	Watt	Riverton	Add cyclist-accessible signal activation.	Pedestrian crossing of Watt at Riverton cannot be activated from roadway.	Add the necessary sensors and paint to allow the crosswalk to be activated from the roadway, and preferably add a Vancouver style light here (flashes yellow until activated, then goes red to stop traffic; can only be activated by bikes/peds).	<a href="http://tbn0.google.com/images?q=tbn:198lhh_m9EEY_M:http://farm2.static.flickr.com/1244/1074673807_6178a1bd16.jpg">http://tbn0.google.com/images?q=tbn:198lhh_m9EEY_M:http://farm2.static.flickr.com/1244/1074673807_6178a1bd16.jpg</a>		

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<b>Downtown</b>	<b>Downtown</b>							
North Winnipeg Parkway (Lighting Improvement)	North Winnipeg Parkway	Annabella to Waterfront	Add Lighting.	Existing trails have no lighting( waterfront trail that goes behind south point douglas business)	Install lighting.			
Main Street Diamond Lanes - Cyclist Access	Main Street (southbound)	McDermot to Portage Avenue	Facilitate southbound cycling travel.	Traveling south on Main approaching Portage the two lanes nearest the curb must turn right onto Portage with the exception of buses.	1. Bicycles need to be added to the exceptions and allowed to travel straight through in the lane second from the curb. The vast majority of signs that make exceptions for buses also make the same exception for cyclists. This one does not. 2. On Road signage of some sort needed to advertise potential cyclist trajectory in the third-from-the-curb-lane from McDermot through Portage and Main.			
Assiniboine Avenue One Way	Assiniboine Avenue	Osborne to Kennedy	Formalize contraflow bicycle traffic.	Key westbound linkage from Downtown / St.Boniface to southbound Osborne, northbound Osborne from Assiniboine Avenue is one-way eastbound.	1. Add contraflow bike lane OR 2. Widen existing multi-use path and straighten approaches.			
Osborne Intersection	Osborne	Assiniboine	Formalize crossing of Osborne.	High curbs complicate most direct crossing / fast moving traffic.	Cut curbs, potential enhanced facilitated crossing.	<a href="http://westcentralcommutercyclists.googlegroups.com/web/60830024.JPG?gda=b36arD0AAAxW8fq4zADMICVKIUZir6heqtC1Z0eEveYoHVJjZMhr5Dj6ENYPnBhl_jw_vlWBwwZQmtGcB-1YaVJvFnmON">http://westcentralcommutercyclists.googlegroups.com/web/60830024.JPG?gda=b36arD0AAAxW8fq4zADMICVKIUZir6heqtC1Z0eEveYoHVJjZMhr5Dj6ENYPnBhl_jw_vlWBwwZQmtGcB-1YaVJvFnmON</a>	Notes: existing route under bridge is not a viable alternative. It is not reliable (seasonal due to flooding, esp. for travelling westbound to Wolseley / West Broadway). It is not convenient, see long route + steep ascent/descent + narrow pathway + pedestrian conflicts + sidewalk riding illegal for cyclists using "roundabout" under bridge to travel to Osborne from Assiniboine.	
Alexander Connection	Alexander	King St. to Waterfront	Formalize contraflow bicycle traffic.		1. Contraflow bike lane heading east from King to Main. 2. Regular bike lane traveling west from Main to King. 3. Bike activated phase could be added to the Main street traffic signal to allow through traffic on Alexander (which would be bike only). Creates east-west bicycle connection to new Disraeli pedestrian bridge.			
Main Street Turnoff at Disraeli	Main (northbound)	Rupert to Disraeli	Increase safety for cyclists proceeding straight.	Northbound cyclists are forced to ride with fast moving traffic on their right for a long distance. It is also very difficult to get into the correct lane due to fast moving traffic all around. Many are forced to wait for a signal phase near the edge of the curb at the pedestrian crossing near the Disraeli outlet.	1. Install sharrows and/or dotted bike lane with green paint in the second to curb lane for northbound cyclists 2. Add a bicycle priority phase to the first signal before Disraeli/Main intersection 3. Create an outlet near the pedestrian intersection where cyclists can wait for the light.			
Main Street Underpass	Main Street	CP Rail Overpass	Increase pedestrian and cyclist safety.	Unpleasant pedestrian and cyclist environment, esp. at night. Poor lighting, no signage, dirty walkway, narrow roadway for bicycles. Pedestrian/cyclist conflicts. Problems are compounded by nearby alcohol & substance abuse and lack of public washrooms.	Immediate solution 1. Install better lighting, add shared sidewalk signage, improve access to the sidewalk from roadway (for bicycles) 2. Add public washrooms nearby Longterm solution: 1. King Street Bridge			
Assiniboine Forks Connection	Main Street	Assiniboine Avenue	Improved cyclist access to the Forks from Downtown.	Pedestrian crosswalk at Assiniboine is only available on north side of Assiniboine, making for 3 extra crossings for east bound cyclists headed to the Forks (who also must dismount). One way exit from the Forks turnoff to Main St. means no cyclist access to Assiniboine Avenue from the Forks. Lack of multi-use trail or signage on east side of Main from Forks turnoff to Assiniboine.	1. Add ramp to the northwestern foot of the Queen Elizabeth Bridge 2. Add "elephants feet" to the pedestrian crossing and cyclist activated signals 3. remove northbound left turns on Main Street and southbound right turns, allowing cyclists to safely move to toward the cyclist-enhanced crosswalk. 4. upgrade sidewalk (or possibly use private parking lot property) to create north south trail linking Assiniboine and the Forks			
Queen Elizabeth bridge - shy lane ends	Main Street	Mayfair	Clarify status of shy lane; warning that shy lane ends.	Wide shy lane starting at Assiniboine ends abruptly just before turn off to Mayfair for westbound bridge users, causing potentially dangerous cyclist / car conflict.	1. Improve shy lane to bike lane width using signage, and notify cyclists of transition with "bike lane ends" signage. 2. If not possible, then use signage to notify drivers that "cyclists may use full lane" (to avoid passing on the left and right hooks).			

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King St. Bridge	King St.	CP Main Line	Construct pedestrian Cycling Bridge	All other active transportation crossings of this substantial barrier (CP tracks running east west) are very poor, leaving north winnipeg residents feeling trapped and cut off from Downtown. Costs of improving existing crossings is prohibitive. (see notes)	Construct bridge connecting King St. (S) with King ST. (N) where it continues on the other side of the tracks.		A fair and high cost estimate for this new bridge might be "\$15 million dollars".  Compare this to the cost of renovating the existing infrastructure (the proposed scenarios are shown in "bold" and the responses from bridge planning experts at Public Works are shown in red. I have been asked to stress that the dollar numbers here given are "notional and are meant for order of magnitude only. So, don't quote them on the specifics, or base the design phase on this, but the general conclusions are clear): * 1. Widening the Main Street Underpass for cycle track width* Not feasible unless the underpass is reconstructed. There is a jointresponsibility with CP which makes replacement challenging. Ballpark cost is "\$60 to \$100 Million." * 2. A cantilevered sidewalk on the Arlington Bridge* This is not feasible on the existing structure. It would require replacement of the overpass. Ballpark cost is "\$100 to \$130 Million*" for a new 4 lane structure with all the goodies.  *3. A brief discussion re: narrowing the travel lanes enough to get bike lanes over the Slaw Rebchuk OR the cost of widening the bridge for cycle tracks like the Norwood.* We would need a sketch from Neil (Myska) on what you would be lo  * * * Why this is IMPORTANT Annabella is the only decent crossing in this area. At that, it offers only very indirect access from entertainment districts and commercial centres Downtown. All of the direct crossings were des  Crucially, the addition of a bridge here would create naturally create a Charles / King & Prince	
<b>St.Boniface</b>								
Norwood Bridge - bike lane access	Main Street	Stradbrook to St.Mary's	Improve access to the barrier portected bike lanes on the Norwood Bridge.	Entering and exiting the barrier-protected bike 'lanes' across the Norwood bridge. The ends of these lanes narrow causing cyclists and pedestrians to use the same space at the same time. There is no effective way for cyclists to enter or exit these lanes without using the sidewalk.				
Norwood Bridge - sight lines	Norwood Bridge	Stradbrook	Improve sightlines / increase awareness of poor sightlines.	Cyclists exiting and entering the path to/from the west are hampered by a large column blocking the entire view. This makes conflicts with pedestrians and other cyclists likely.	Add mirrors to the column to increase visibility. Study different access/egress possibilities. Post signage warning for cyclists to slow down. Segregate bicycles and pedestrians at this location. Possible integration with BRT Phase One.			
St.Mary's	St.Mary's	Eugenie to Fermor	Chokepoint, no alternative, needs infrastructure.	Once south of Eugenie, the roadway narrows greatly to the point where a cyclist is forced to take up the entire curb lane in order to be safe (leaving only one lane for motor vehicles).	The ideal solution (aside from removing a lane) would be to use a section of the overly large sidewalk that runs the length of St. Mary's and use the additional space for a bike lane on the roadway or a raised "cycle track". .			
Turning Left - Downtown to St.Boniface off the Norwood	ST.Mary's	Eugenie or Horace	Common calm cycling alternative to Marion / Goulet needs improvement.	Diificult to make Left Turns at Eugenie or Horace from St.Mary's	Bike "left hook" Curb cut on west sidewalk allowing a cyclist a space to wait for traffic to pass or widen to multi-use sidewalk on this short stretch. Possible addition of bicycle hand-activated signal. (Similar suggestion being proposed for Pembina at Harrow in River Heights / Southwest.)			
Crossing Archibald at the corner of Mission/Notre Dame	Mission	Archibald	Curb cut for bicycle through traffic.	Traffic Calming has closed access across Archibald between Notre Dame and Mission, part of the route linking Transcona to the Forks. Currently, cyclists either have to hop over the curb or use the sidewalk.	1. Putting in a curb cut(s) to allow through bicycle traffic at this intersection, while still preventing through traffic for motorized vehicles. Priority should be to have a curb cut that lines up with bicycle traffic travelling west off of Mission onto Notre Dame. 2. A second curb cut to accommodate bike traffic heading east from Notre Dame to Mission could be added later, and in the meantime the sidewalk could be designated a mutli-user path between the last driveway on Notre Dame and Archibald. 3. As there is already a traffic light at this intersection, the final solution should inculde bicycle activation of these signals.	<a href="http://groups.google.com/group/stbonifacecycli ng/attach/cd4cd4a1815e8e1c/Slide48.JPG?par t=3&amp;view=1">http://groups.google.com/group/stbonifacecycli ng/attach/cd4cd4a1815e8e1c/Slide48.JPG?par t=3&amp;view=1</a>		
Dumoulin Park Pathway maintenance	Rue Notre Dame	Dumoulin Park Pathway	Improve direct access to rue Notre Dame and rue Dumoulin.	The roadway at that road-path intersection has sunk ~5cm, so there's a 5cm lip (curb) to ride up. It's a significant jolt on a road bike or city bike.	Two shovelfuls of spread asphalt would ramp it, but the sunken roadway is also always a big puddle for a few days after a rain, so another few shovelfuls (or a slightly more elaborate/expensive solution) are also needed.			
Tremblay-Edgwood Bridge	Tremblay / Edgwood	Seine River	Improve cyclist access to bridge to reduce pedestrian conflict and increase convenience.	Approaches to the bridge between Edgwood and Tremblay. The west access to this "pedestrian" bridge requires you to use the sidewalk. The east approach requires a cyclist to two quick 90 degree turns, while ducking under an overhanging tree.	Short-term Solution: In-line curb cuts to both streets for direct access to bridge. ( Bollard placement already serves the purpose of slowing cyclists down and reducing ped. conflict. ) Long term Solution: Widen bridge.			

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Rue Notre Dame Traffic Calming	Rue Notre Dame	St.Jean-Baptiste / Langevin / St.Joseph	Install bike friendly traffic calming method.	too many stop signs in direction of travel	reorient stop signs to delay north-south traffic only . . Add speed humps			
Esplanade - Tache Diagonal Bike Light	Esplanade Riel	Tache	Install diagonal bike lane and signals from southwest corner of intersection to to northeast corner of intersection.	Difficulty in heading north from Esplanade Riel (to Whittier Park, Mission, Transcona, NK, etc.)	see photos and layout mentioned in summary <a href="http://groups.google.com/group/stbonifacecycling/attach/12a946421aa4c995/5d67e35.jpg?part=2&amp;view=1">http://groups.google.com/group/stbonifacecycling/attach/12a946421aa4c995/5d67e35.jpg?part=2&amp;view=1</a> <a href="http://groups.google.com/group/stbonifacecycling/attach/12a946421aa4c995/5d67e45.jpg?part=3&amp;view=1">http://groups.google.com/group/stbonifacecycling/attach/12a946421aa4c995/5d67e45.jpg?part=3&amp;view=1</a>	<a href="http://groups.google.com/group/stbonifacecycling/attach/12a946421aa4c995/5d67e35.jpg?part=2&amp;view=1">http://groups.google.com/group/stbonifacecycling/attach/12a946421aa4c995/5d67e35.jpg?part=2&amp;view=1</a>		
<b>Southwest</b>								
Pembina - Access to Plaza	Pembina Highway (southbound)	Plaza Drive	Improve the ability of cyclists to make left turns at Plaza Drive.	Access to this key route to the U of M and to the shopping plaza on the corner, is made difficult by many lanes of traffic and a short light.	shorten westbound light by 10 seconds, and add 10 seconds to the eastbound light. Add bike box at this location, etc..		[Don English] What's interesting also is that the westbound light has been lengthened considerably in the past year. It used to last about 10 seconds but I'm sure it lasts at least 30 seconds now which in my opinion is about 10 seconds too long for the amount of traffic using it. The eastbound light only lasts about 5 seconds. I think it is totally logical to add 10 seconds to the eastbound light and shorten the westbound light 10 seconds which would have zero impact on the north/south traffic.	
Pembina - Access to Corydon Village and Points East	Pembina Highway (northbound)	Stafford	Facilitate left, northwest bound turns.	It is currently extremely difficult to turn left at this location. This makes it very inconvenient for anyone headed from this entire quadrant of the city (including the U of M) to River Heights and Corydon Village, Wolsely, etc..	1. Include bicycles in the priority signal back at Jubilee Adding cyclists to the priority signal will help the strong cyclists who happen to be stopped at the light at rush hour. This would not solve the problem for most people, as most cyclists would still need to be pedaling at their maximum while looking over their left shoulder back down at a curving tunnel as they cross 3 lanes while pedaling uphill. AND 2. Construct a small outlet on the right where cyclists can wait, and add a painted green bike lane to guide cyclists (and motorists) when the light turns red for north bound Pembina and green for those turning northwest onto Stafford. Make sure the bus stop is in front of the pocket. . Note the stop sign and wait here signage. This design mirrors what most people currently headed in that direction do now, with added safety benefit when transitioning from the sidewalk onto Stafford / waiting in the curb lane. *(see attached OGC image)*	<a href="http://groups.google.com/group/southwestcycling/attach/245d4c2192747be9/staffordpembinate.jpg?part=5&amp;view=1">http://groups.google.com/group/southwestcycling/attach/245d4c2192747be9/staffordpembinate.jpg?part=5&amp;view=1</a>		
Pembina - Access to River Heights and Point west	Pembina Highway (northbound)	Harrow	Improve ability of cyclists to turn left.	It is hard to cross northbound Pembina to make a left turn at Harrow because it is hard to find a break in traffic.	1. Add "left hook" spot for cyclists to wait for a break in traffic on the right side of Pembina. 2. Delay the green lights so that the NB Pembina traffic and right-turning Jubilee traffic both have a red for 5 extra seconds. This will give cyclists waiting in the bike hook enough time to get to the innermost lane where they can complete their left turn onto Harrow. 3. Add holding area to the median.		[Gord] Delay the green lights so that the NB Pembina traffic and right-turning Jubilee traffic both have a red for 5 extra seconds. This will give cyclists waiting in the bike hook enough time to get to the innermost lane where they can complete their left turn onto Harrow. Problem solved for \$3,000! If they (traffic division) complains about the extra wait, perhaps they could put a sensor in the bike hook so it only happens when needed? ( and add \$5,000)	
Pembina / Jubilee Underpass	Pembina	Jubilee	Improve Bicycle / Pedtrian Through Traffic at this high conflict area.	Roadway and sidewalk too narrow, dark and winding.	1. Add multi-use trails and grade separated crossings on either side of the underpass. 2. Connect these trail either with appropriate roadway / trails (Pembina / Harrow / Jubilee / CNR Letellier Pathway / WINSMART) with spurs.	<a href="http://southwestcycling.googlegroups.com/web/pembinajubileeoct26.jpg?gsc=HeiTKwsAAABsLVhTDpD42U6v34LEcx">http://southwestcycling.googlegroups.com/web/pembinajubileeoct26.jpg?gsc=HeiTKwsAAABsLVhTDpD42U6v34LEcx</a>	[Don English] With the new rapid transit corridor we might consider lobbying for a station on the north west side of the underpass where southbound/eastbound cyclists could cross the tracks to either head east or north or continue south or west. Of course this is CN Rail's main line which is very busy so there would be quite a few delays waiting for trains. I think Manitoba Hydro owns some of the land north and west in this area abutting CN Rail land which might be made available for rapid transit purposes.	
McGillivray Altrnative Connection	Sony Place	McGillivray Place	Short pathway needed to make connection.	Two residential streets run directly paralell to McGillivray. This is the only current alternative to this high volum / high speed roadway.	Construct a 350m path joining Sony Place to McGillvray Place.	<a href="http://www.google.com/maps?f=q&amp;hl=en&amp;geocode=&amp;sl=49.842398_-97.167285&amp;sspn=0.010157,0.014162&amp;ie=UTF8&amp;ll=49.83754_-97.167206&amp;spn=0.010158,0.014162&amp;t=h&amp;z=16">http://www.google.com/maps?f=q&amp;hl=en&amp;geocode=&amp;sl=49.842398_-97.167285&amp;sspn=0.010157,0.014162&amp;ie=UTF8&amp;ll=49.83754_-97.167206&amp;spn=0.010158,0.014162&amp;t=h&amp;z=16</a>	[Gord] A cheap way to connect Waverley and Pembina along McGillvray would be to use the existing access roads: Gamble Place, Sony Place, and McGillvray Place. The only required construction would be a 350m path joining Sony Place to McGillvray Place.	
West Fort Garry Connector	Sommerville	Hydro Line	Short pathway needed to make connection.	Gap exists across MB Hydro line.	Construct pathway joining Somerville to Seel across the hydro line.	<a href="http://www.google.com/maps?f=q&amp;hl=en&amp;geocode=&amp;q=somerville+at+mars.+winnipeg&amp;sl=49.841677_-97.169008&amp;sspn=0.005079,0.007081&amp;ie=UTF8&amp;t=h&amp;z=16">http://www.google.com/maps?f=q&amp;hl=en&amp;geocode=&amp;q=somerville+at+mars.+winnipeg&amp;sl=49.841677_-97.169008&amp;sspn=0.005079,0.007081&amp;ie=UTF8&amp;t=h&amp;z=16</a>		
Beaumont to Hudson	Beaumont	Waller	Short pathway needed to make connection.		Construct Pathway	<a href="http://www.google.com/maps?f=q&amp;hl=en&amp;geocode=&amp;sl=49.842398_-97.167285&amp;sspn=0.010157,0.014162&amp;ie=UTF8&amp;ll=49.838965_-97.155994&amp;spn=0.00492,0.007081&amp;t=h&amp;z=17">http://www.google.com/maps?f=q&amp;hl=en&amp;geocode=&amp;sl=49.842398_-97.167285&amp;sspn=0.010157,0.014162&amp;ie=UTF8&amp;ll=49.838965_-97.155994&amp;spn=0.00492,0.007081&amp;t=h&amp;z=17</a>	[Gord] Hudson is a nice alternative to Pembina, but it is hard to get to (officially) from the north. Currently there are paths that connect the lane behind Beaumont Bay and Waller, and between Waller and Hudson. (A cyclist crosses the railway tracks using Waller.)	

Description	Enroute Road	Crossroads	Summary	Problem	Solution	Photos/Maps	Comments Notes	Safety - Urgent
Remove Winnipeg Technical College Barrier				The WTC became a barrier to cycling the Pembina corridor when the lane behind it was closed several years ago. This cut off about 3 blocks of the lane that parallels Pembina.	1. Reopen. 2. Constructed pathway in front of the WTC.	<a href="http://www.google.com/maps?f=q&amp;hl=en&amp;geocode=&amp;ll=49.842398,-97.167285&amp;sspn=0.010157,0.014162&amp;ie=UTF8&amp;ll=49.833166,-97.151569&amp;spn=0.00246,0.003541&amp;t=h&amp;z=18">http://www.google.com/maps?f=q&amp;hl=en&amp;geocode=&amp;ll=49.842398,-97.167285&amp;sspn=0.010157,0.014162&amp;ie=UTF8&amp;ll=49.833166,-97.151569&amp;spn=0.00246,0.003541&amp;t=h&amp;z=18</a>		
Waverley Southern Extension	Waverley	Chevrier to Bison Drive	Pathway Connection	Waverley between Bison drive and Chevrier is treacherous (high curbs, fast traffic, many trucks, narrow lanes).	Construct bike path or lane on Waverly on (less than 1 K). The whole of South Winnipeg would have a viable north-south route. Also, this new route would serve as an excellent route between the new Waverly West developments and downtown.			
University Crescent	Unvisersity Cres.	Thatcher to Sifton	Roadway Condition	Southbound: Narooow (but non travelling) shoulder has a very large expansion joint that makes movement into (and out of) this otherwise convenioent cycling location dangerous. Northbound: wide shoulder bike path just after sifton down not have a complementary sidewalk causing conflicts with pedestrians. Also, transition to Thatcher is awkward as lanes narrow and bike path disappears approx. 15 ft. before Thatcher, leaving cyclists to megre into roadway or transition to sidewalk.	1. Fill gap, widen and paint bike lane on shoulder. 2. Add northbound sidewalk.			
Bishop Grandin Greenway - Pembina Crossing	BGGW-W	Pembina HWY	New Bridge needed to avoid very busy intersection	Recently developed trail intending to link Island Lakes and Fort Whyte Centre by multi-use path confronts a major Barrier at the Pembina/ University Cres. / Bishop intersection.	1. bike/pedestrian overpass of Pembina Highway 2. route path under existing bridge with clearly marked crossings of Bishop Grandin's merge lanes.		[Mark] My preference on this intersection is a bike/pedestrian overpass of Pembina Highway to aid trail users heading west. I've posted an image of the proposed pathway on the Southwest google group (see discussion under Fwd: Pembina Highway BGG Overpass). Its obviously and expensive solution, but I think its warranted for the following reasons:  1) High traffic flow on University/Pembina/Bishop Grandin  2) It would connect to Phase II of the Southwest Rapid Transit Corridor bike paths, which means there will be a lot more bicycle traffic travelling east/west across Pembina in the near future.  3) It connects to future development of the Bishop Grandin Greenway and Waverly West, etc.  4) With the Southwood Golf Course being purchase by the U of M, cyclists heading West from the U of M would benefit with a grade separated crossing of Pembina. If compared with a crossing of Pembina at Plaza Drive, it saves about 750m in distance.  At present, I believe the city plan (once Phase II of the Rapid Transit Corridor has been completed) will be for cyclists to detour across Bishop Grandin through to Plaza Drive before c	
<b>West</b>								
Mostyn Pathway Access	Mostyn	Granite Curling Club	Rehabilitate pathway entrance.	Broken pavement, narrow, poor sightlines caused by motor vehicle parking near the entrance, pedestrian conflicts, merging with traffic.	Remove parking from 10 ft. on either side of entrance, widen entrance to path to increase sightlines. Add yield sign for bikes, pavement marking at sidewalk intersection warning pedestrians of bicycles.		[Anders] Good place for a Active Transportation trailhead, more lighting needed.	<a href="http://westcentralcommutercyclists.googlegroups.com/web/60830023.JPG?gda=K4Ypq0AAAaxW8fg4zADMICVKIUUzir6heqtC1ZOeEveYoHVJjZMHYzWgKPKK2eQuO72CpLDrhwwZQmtGcB-1YaVjvFnmON">http://westcentralcommutercyclists.googlegroups.com/web/60830023.JPG?gda=K4Ypq0AAAaxW8fg4zADMICVKIUUzir6heqtC1ZOeEveYoHVJjZMHYzWgKPKK2eQuO72CpLDrhwwZQmtGcB-1YaVjvFnmON</a>
Omand's Creek Pedestrian Bridge	Assiniboine Parkway	Omand's Creek	Renovate bridge.	Steep (non wheel chair accessible) approaches. Narrow cycling approaches (bollards). Flooding in early spring.	1. Seperate cyclists and pedestrians by creating switchbacking pathway at end of Wolseley. 2. Add new, wider bridge to the south for shared use in early spring, and use pathway design to encourage pedestrians to use narrow bridge thereafter. 3. Raise existig bridge above flood levels.			
CPR LaRiviere / Pathway Crossing	Assiniboine Parkway	BNSF Rail line	Reduce Conflicts at Intersection.	When coming from the West, there's a hill you have to climb, a train track right at the top of the hill and then there's an uncontrolled four-way intersection that for some reason is very confusing for everyone. It tends to be the most "bad-ass" biker who takes the right of way but I've seen pedestrians get tangled up in the mess and that's not pretty.				
Maryland Bridge - Back Lane Wolseley Access	Wolseley	Mulvey School to Maryland Bridge	Back lane resurfacing.	This back lane is particularly well used by all sorts of AT users as it avoids cycling along a 1 block stretch of Maryland or walking between fast mociing traffic and an open field.	Resurface back lane leading to Woodrow Place.			
St.Matthews West Connection	St. Matthews	St. James	Formalize existing dirt parking lot connection.	ST.Matthews "ends" at St.James.	Pave path / paint signage on parking lot to indicate bicycle through traffic.			

Description	Enroute Road	Crossroads	Summary	Problem	Solution	Photos/Maps	Comments Notes	Safety - Urgent
Cornish Bicycle Access	Sherbrooke (northbound)	West Gate to Cornish	Curb cut; add path	To get onto Cornish, cyclists have to use the sidewalk on the east side.	Cut a path through the large concrete island that is the proper width would prevent pedestrian and bicycle interactions in this direction.			
Portage and Broadway Intersection	Portage Avenue (eastbound)	Canora to Broadway	Facilitate eastbound bicycle traffic.	Eastbound cyclists are forced to ride with two lanes of fast moving traffic on their right for a long distance.	Add sharrows down centre of second from curb lane and curb lane lane or bike lane			
Moray and Corydon	Moray	Corydon	Pathway Connection	There is a bike path on each side of the intersection yet the signs would have a cyclist cross the three other sides of the intersection to continue the journey.	Remove 'No Pedestrian Crossing' signs on the east side of Moray and Corydon (for N-S foot and bike traffic)			
Fermor Pathway Seasonal Bridge	Fermor Pathway	Seine River	Raise bridge and Path above flood levels	In the spring, cyclists / pedestrians in this area are forced to take Fermor (which does not have a sidewalk) when wishing to walk/ride from Southdale/Windsor Park to the accumulation of business at the corner of Fermor and St.Anne's.	Raise pathway and bridge to above flood levels			