



**MORE PEOPLE BIKING
MORE OFTEN**

September 30, 2020

Please find below a summary describing a Road Safety discussion held on Tuesday, September 29th by Bike Winnipeg.

Question 1: As you move around the City, what situations make you think most about road safety? Why?

- Situations where a person on bike is expected to ride in between two lanes of moving traffic were brought up in discussion. Examples include Portage Avenue at Broadway, Carlton @ Portage Ave., northbound Main St at Disraeli, ...)
- Long turning lanes such as southbound Maryland/Academy turning right onto Wellington Crescent, or southbound Main St at Stradbrook, southbound Main St at Lyndale Dr. This is especially dangerous and where the roadway has a double right turn lane, such as Main at Disraeli, or Portage Ave at Broadway.
- Pathway intersections with collectors where the pathway follows the curve of the right turn lane. Examples would be the Dunkirk/Dakota pathway at Fermor, or the Dunkirk/Dakota pathway at Meadowood Dr. Turning right with the turn lane while trying to look back across your left shoulder to see approaching traffic is almost impossible. While a person on bike might be expected to stop at such a crossing, human nature means this may not happen.
- Intersections along multi-use pathways where people on bike or foot need to cross a channelized right turn lane with a wide radius and a long deceleration lanes leading into the intersection are quite dangerous as they allow people driving to carry through the turn at high speed. The intersection of Waverley with the Bishop Grandin Greenway are an example.
- Wide intersections were also mentioned as being unsafe for people on bike or foot. An example was the intersection of Pembina at Taylor and Wentworth. This intersection allows drivers coming off of Pembina to carry very high speeds through the intersection, and yield rates are very low.
- Lack of separated cycling facilities along high volume roadways (for example Main St, Mairon, Provencher, Portage Avenue) was mentioned as a risk.
- Vehicle speeds of up to 50km/hr on residential streets, especially those identified as neighbourhood greenways, was brought up as a risk. Basically all roadways where mixed traffic was expected were mentioned as unsafe for people on bike or foot. There was strong consensus around a 30km/hr speed limit for any roadway where mixed use was expected/anticipated.
- Lack of improved crossings where neighbourhood greenways intersect with major roadways was brought up as a safety risk. This is also true for people walking through a neighbourhood, or for those trying to access transit.
- Lack of proper detours during construction was brought up.
- Protected bike lanes where there is not enough space to pass another person on bike. People try and pass in these lanes, so there is a need to make them wide enough to allow for safe passing.
- Protected bike lanes that end at the intersections.

Question 2: What do you feel has the biggest influence on making roads safer?

- Designing sidewalks and cycling facilities that is accessible and safe for people of all ages and abilities. Particular care needs to be taken at intersections, and along major roadways.
- Setting speed limits that are appropriate for the use of the road. Roads where travel lanes are expected to be shared between motor vehicles and people on foot or bike should have a speed

limit of no more than 30 km/h. A 30km/hr speed limit provides significantly more time for road users to react and stop in case of emergency, offering a much wider buffer for inevitable human error. Lower speeds also greatly reduce the risk of injury or death in case of a collision.

- Driver and cyclist education so that everyone knows the rules of our roads and tries their best to take care of one another.
- Enforcing speeding, aggressive driving, driving under the influence and distracted driving laws in order to protect the safety of other road users.
- Roadway networks and traffic calming measures that discourage cut through traffic along residential streets.

Question 3: What is your vision for safer roads in Winnipeg?

We envision a city where every road is safe for cycling, all bike paths are connected, and riding a bike is normal and always fun.

Question 4: How can we improve road safety for pedestrians, cyclists, motorists and motorcycle riders?

We would suggest that you do the following:

- Look to the leaders in other cities that are already improving safety for vulnerable road users such as NACTO (The National Association of City Transportation Officials).
- Follow vision zero principles (www.visionzero.ca).
- Incorporate road safety improvements into your local and regional road renewals program.
 - All roadway projects should include consideration of walking and cycling improvements.
- Incorporate road safety improvements into your asset management system.
 - Lack of safe walking or cycling facilities should be considered as substandard in your assessment of roadway conditions. Addition of walking and cycling facilities should not be considered an improvement on roadways where we expect people to be walking or biking. Lack of crossing facilities should also be included.
- Conduct road safety audits following any serious injury or fatality.