



**MORE PEOPLE BIKING  
MORE OFTEN**

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April 16, 2021

## **Bike Winnipeg Submission – Infrastructure Renewals and Public Works Committee**

### **Winnipeg Transit Master Plan and Transit’s Investing in Canada’s Infrastructure Program (ICIP) Plan**

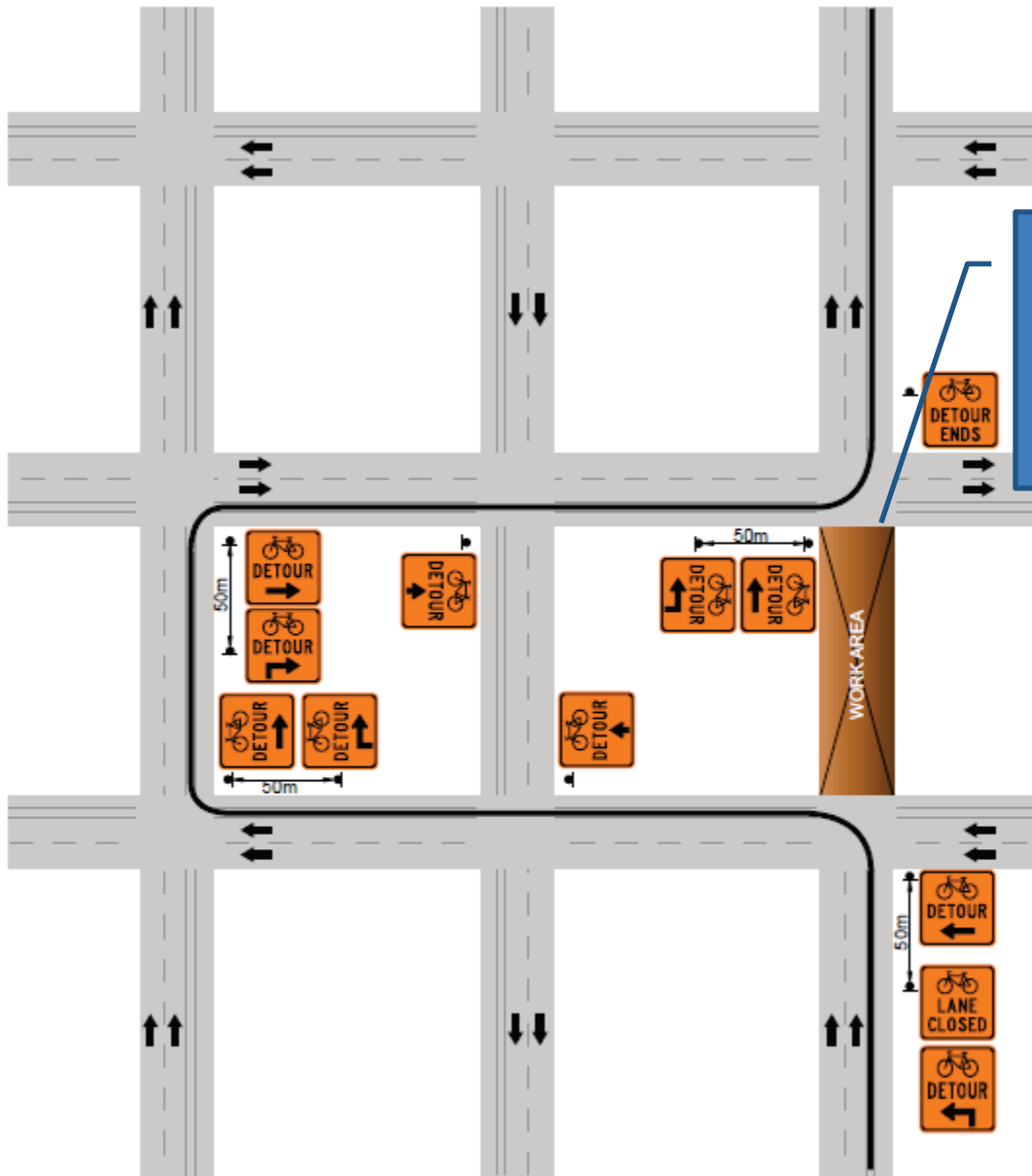
Bike Winnipeg supports the Transit Master Plan, although we would like to make two recommendations:

1. That cycling facilities be included along multi-use corridors being considered as part of the transit network. If mixed-use corridors are intended to be areas where development is encouraged, any plans to increase the modal share of people biking to these destinations will need to include proper cycling facilities along the corridor to meet that need. We are concerned that plans displayed in the Transit Master Plan for road layouts do not include cycling facilities, setting up a near certain failure to reach targeted mode share shifts.
2. We find that a 25 year timeline is also far too long to meet desired mode shifts called for in the City’s Climate Change Strategy (both to transit and to walking and cycling), and recommend that plans be shortened into a ten year plan for completion.

### **Approval of the 2021 Edition of the Manual of Temporary Traffic Control on City Streets**

#### **Facilitating Turns on Bike Lane Detours**

We’re happy to see the recommendations to include detours for bike routes whenever road closures are required, but recommend that requirements for the provision of two-stage left turn queue boxes be included in the manual along with recommendations on detour signage. Two stage turn queues allow people on bike to navigate a left turn across multi-lane streets (as shown in the example diagram from the manual below) in a safe, two-step process rather than forcing the cyclist to merge across traffic lanes.



To improve safety and comfort, we'd like to see provision for two-stage turn queue's included in the design manual



## Implementing Shared Lanes in Work Zones

As noted in the TAC Geometric Design Guide for Canadian Roads, “marked shared lanes are not recommended for the design user group, except on lower-speed lower-volume roads, and if insufficient space is available to provide a bikeway facility that is more appropriate for the design user group.” (Canada, Geometric Design Guide for Canadian Roads (2017): Chapter 5 – Bicycle Integrated Design). For that reason, we recommend that separated facilities should be used whenever humanly possible, even on roadways that currently do not include a cycling facility. The use of shared lanes should be restricted as much as possible, and only be considered where travel lanes in a work zone have been reduced to a single lane, and that single lane cannot be rerouted to another nearby roadway.

If, as a last resort, it is determined that the best routing of people on bikes is via a shared lane with motor vehicles, we recommend the following:

- Speeds in the work zone be lowered to 30km/hr, a speed that is consistent with safe accommodation of shared bicycle/motorized traffic and that will minimize discomfort for less confident cyclists.
  - Section **3.05.02** Full Time Reduced Speed Limits should be amended to include all locations where people on bike are not provided with a separated bike lane and are thus expected to share a lane with motorized vehicles.

- Single file, rather than side-by-side shared used should be implemented and signed appropriately.



- Side-by-side is less appropriate given that by definition a construction zone is likely to
  - Have uneven, loose, and occasionally hazard obstructed roadway road surface that makes it harder for anyone riding a bike to maintain a straight, predictable line
  - Have higher volumes of truck traffic, and especially trucks making turns into the construction site that put people on bike at a heightened risk or right hook collisions.
  - More distractions for people on bikes and in motor vehicles that take people's attention away from any passing maneuver.

## Updates on the Pedestrian and Cycling Strategies Document

We are concerned that the budget for the Pedestrian and Cycling Program remains far below that required in the Pedestrian and Cycling Strategies.

We would also like the Committee to check in with the administration about the use of Federal Gas Tax allocated to the Pedestrian and Cycling program in motions before city council in 2020. Specifically, the motion to add \$750,000 for studies and then \$1.59 million to the 2020 Pedestrian and Cycling Program budget.

Comparing the 2019 budget to the 2020 budget, we do not see additional funding from Federal Gas Tax being put into the Pedestrian and Cycling programs, as we had hoped would have resulted from motions carried in 2020.



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We strongly recommend that a considerable portion of the recently announced doubling of Federal Gas Tax made available to city's be allocated toward the Pedestrian and Cycling program, which has seen substantial cuts over the last few years.

## **Extending the Sunday / Holiday Bicycle Route**

We are very disappointed to see the exclusion of pedestrians from the proposed Open Streets network for 2021. The Sunday/Holiday Closures have been an important part of Winnipeg's Active Transportation Network for more than 40 years, and to our knowledge the issue of compliance with the Highway Traffic Act has not been an issue, and the Open Streets model that has been used has in fact proven quite safe and quite popular.

The Open Streets program from 2020 proved incredibly successful, and we feel played an important part in the City of Winnipeg's response to the COVID-19 crisis. Rising numbers of cases and pending requirements to wear masks outdoors indicate to us a strong need to renew such a successful program and expand it where we can.

We recommend that the city immediately ask the Minister responsible for the Highway Traffic Act for permission in writing to operate the list of Open Streets as shared streets similar to their use for the past 40 years.

Given the city's past history with this form of Open Street, a letter giving temporary permission should be forthcoming from the Minister, and given the city's commitment to data gathering and monitoring, we feel that such permission would be in line with the nature of a pilot program.

The fact that Shared Streets are included as one of the tools recommended for use as traffic calming measures in the Transportation Association of Canada's Canadian Guide to Traffic Calming should further endorse the inclusion of pedestrians on Winnipeg's Open Streets Program.

We would also like to note that Vancouver, Calgary, Edmonton, and Denver will be reinstating their Open Streets programs in 2021, which are all basically the same as Winnipeg's Open Streets program in that pedestrians are encouraged to use the street.

## **Active Transportation Corridor –Southdale Neighbourhood**

We are happy to see the proposed design, and would be supporting of inclusion of the optional multi-use pathway segments as shown in Appendix B of the report. We agree that progress to detailed design and construction should be in line with prioritization requirements as set out in the Pedestrian and Cycling Strategies, and with the update to those strategies that is currently underway.



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## Painting Pedestrian and Cycling Crossings

If the city finds that it is unable to prioritize painting of bike lanes and bike and pedestrian crossings because of a lack of crews, we recommend adding additional crews.

## Speed Notice Boards

Bike Winnipeg is supportive of adding speed boards in areas with high levels of speeding, as this is a known way of reducing speeds, which should be our goal. Speed boards are one of the tools suggested within the TAC Canadian Guide to Traffic Calming.

Sincerely,

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