

CAA MANITOBA/BIKE WINNIPEG JOINT POLICY SUBMISSION

The following are a range of joint recommendations proposed by CAA Manitoba and Bike Winnipeg to the City of Winnipeg. The recommendations are based on the top cycling and driving concerns and barriers to use highlighted by Winnipeggers in a recent Probe research poll, conducted for both organizations.

Managing road surfaces

1. Continued improvements to pothole filling and reparation of cracks along the gutter.
 - The impact of potholes on vehicles is well documented and continues to be a focus for the City, but the same cannot be said for the gutters and curbs - the space where bikes exist. The spring freeze/thaw wreaks havoc along the sides of roads and pothole patches don't often make cycling any smoother.
2. Start the spring street sweeping campaign as early as possible in the season
 - While normally begins mid-April, if weather and conditions permit it would be ideal to begin the street sweeping program as early as possible to create the smoothest, safest commute for drivers and cyclists.
3. Reinstate the fall street sweeping campaign to address accumulation at curbs and drains that create slippery situations for cyclists, forcing them into traffic with cars.
 - In addition to being unsightly, natural and manmade material also clogs drainage and when water sits on the pavement, it degrades the pavement faster, requiring more repair work and investment.

Maintaining road markings and signage

1. Prioritize roads with bike lanes as the first in lane painting hierarchy
2. Add directional arrows to all painted bike lanes.
3. More consistency in the installation of "drivers yield to cyclists" signs.
 - For example, approaches to the two-way bike lane on Assiniboine Ave. would be ideal for this signage and would provide drivers with pre-emptive warning that the bike lane is in effect, helping reduce conflict and collision.
4. Encourage community stewardship of the roads mainly by 311 adding the capability for citizens to request road line painting through one touch on the 311 app, if citizens deem the markings are faded, and the capability to report damaged/missing/unclear signage.
5. In 2019, strive for a 25% increase in the use of high visibility green paint at conflict points (i.e.: driveways, intersections where bikes and cars interact).
 - Sherbrook approaching Broadway where the left turn lane begins and the bike path transitions to the right could benefit from conflict paint.
6. Add "Share the road" and "single file lane" signage consistently in all construction zones, where required the usual cycling space has been compromised.
7. Invest in signage and educational materials about zipper merging.

For more information please contact:

Erika Miller, Communications Consultant
204.797.4326 • erikam@caamanitoba.com



- Zipper merging is proven to reduce congestion in construction zones and can help add predictability for cyclists.
- 8. Continue to innovate on implementing bike boxes, pocket bike lanes, two stage turn queues, and bike traffic lights to deal with congestion at intersections.
 - These tools ensure more visible separation between cars and bikes at intersections and high-conflict points and provide positioning guidance to people on bikes.
- 9. Investigate the possibility to add bike bridges by reconfiguring existing infrastructure (i.e.: bridges that have met the end of their useful life for vehicle traffic, but the infrastructure is sound enough to hold bikes and pedestrians, like the Disraeli AT Bridge, which won a design award.)
- 10. Investigate options such as reducing speed limits or adding traffic calming measures on residential streets that are also high-volume cycling routes.
 - With the upcoming legislative changes allowing municipalities to set their own speed limits, the City should consider these safety measures in certain locations. For instance, the planned Ruby/Banning neighbourhood greenway would be an example of a project that may benefit from more consideration. Comprehensive public consultation should play a critical part of this recommendation.

Snow clearing

- Review last 10 years of actual snow clearing budget to determine the average annual cost of snow removal and set the 2019/20 snow clearing budget based on that, with an addition of 5% of total budget added as a buffer for inflation and overages.
- Create a snow clearing reserve to collect money in low snow-fall years that can act as buffer for costs in heavy snow years.
- Improve management of snowbank removal to improve road user sightlines at intersections and avoid collisions.
- Ensure funding for the [Active Transportation Network – Winter Maintenance Strategy passed by council on June 21st, 2018](#) is included in the 2019 Budget.
- Reassess, on a biannual basis, prioritization of the AT network for snow clearing to ensure that the cycling network provides uninterrupted and effective connections between various neighbourhoods, transit facilities, and the downtown.
- Have a consistent best-practice sharing system with planning officials in Minneapolis and Montreal regarding AT infrastructure.
 - Minneapolis, Minnesota and Montreal, Quebec have similar climates and snow clearing needs, have strong cycling communities and a growing culture, and can act as a model and mentor for Winnipeg as we grow our infrastructure network and culture

Road user safety & etiquette

- Conduct regular, targeted enforcement and education of infractions in areas along cycling facilities, focused on bike/vehicle infractions known to present the highest risk of serious injury collision.



- Ideally focused on using running lights, parking in bike lanes, passing on the right and failing to yield, as well as red light and high-collision intersection issues.
- Winnipeg Police Service should publicize their intentions to target road users and report back to the public on the campaign results.
- Launch an educational campaign with a focus on etiquette, signage and markings to encourage sharing paths with pedestrians (i.e.: Assiniboine Park footbridge)

Collaboration with Stakeholders & Public Education/Awareness Campaigns

- Commitment to work with stakeholders like CAA Manitoba and Bike Winnipeg to share education and awareness information and campaigns about new facilities
 - Appropriate stakeholders can help reach out to citizens through their networks in a cost-effective way.
- Commitment to purchase ads on social media promoting educational or awareness campaigns regarding new facilities that require road user behavioural changes (i.e.: McDermot/Bannatyne bike lanes with installation of no-right-on-red signs).
 - Ads must promote the fact that the facilities are coming soon or now open.

Public consultation

- Allow enough lead time in the roadways budget (regional, industrial, and local streets) to ensure proper consultations can be scheduled and carried out to provide needed pedestrian and cycling facilities as part of rehabilitation/reconstruction projects.
- Add a full-time staff position for a bike-pedestrian design engineer to add expertise, save costs on consultants and create consistency in infrastructure planning/implementation.

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