

Appendix A

Promotional & communications materials

Newspaper Advertisement & Postcard

Winnipeg Road Safety Strategic Action Plan

Help shape the Future of Road Safety in Winnipeg!

The City of Winnipeg is developing a Road Safety Strategic Action Plan, which will serve as a roadmap for implementing both short-term solutions and long-term investments over the next 3-5 years and beyond. Join us to learn about the plan's proposed actions and focus areas, and provide your input!

Pop-up Events

Date & Time:

Saturday, September 11, 2021
9 a.m. - 11 a.m.

*Tuesday, September 14, 2021
3 p.m. - 5 p.m.

Thursday, September 16, 2021
11:30 a.m. - 1:30 p.m.

Saturday, September 18, 2021
11 a.m. - 1 p.m.

Location:

Bronx Park Farmers' Market,
720 Henderson Hwy

The Salvation Army Barbara Mitchell
Family Resource Centre,
51 Morrow Ave

Downtown Winnipeg Farmers' Market,
True North Square, 242 Hargrave St

Winnipeg Central Global Market in
Central Park, 400 Edmonton St

* Get a bike tune up from the WRENCH and share your thoughts.

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact roadsafety@winnipeg.ca or **204-944-9907** by September 3, 2021.

Public Health measures will be adhered to at all pop-up events. For more information and to provide feedback online, visit:
winnipeg.ca/roadsafetyplan



Winnipeg Road Safety Strategic Action Plan

Help shape the Future of Road Safety in Winnipeg! The City of Winnipeg is developing a Road Safety Strategic Action Plan, which will serve as a roadmap for implementing both short-term solutions and long-term investments over the next 3-5 years and beyond. Join us to learn about the plan's proposed focus areas and actions, and provide your input!

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General Public Email for Project Subscribers and City Newsletters

Subject: Road Safety Strategic Action Plan Phase 3 – We want to hear from you!

Good morning/afternoon,

You are receiving this email because you requested updates on the Road Safety Strategic Action Plan. This email is intended as an update on the project.

Public engagement for Phase 3 of the Road Safety Strategic Action Plan, which will serve as a roadmap for implementing both short-term solutions and long-term investments over the next 3-5 years and beyond, is now underway. We want to hear from you!

In this third and final phase, we are sharing the proposed plan for the future of road safety in Winnipeg, including details on focus areas and action items and how they will contribute to safer roads.

We want to hear from you

- Explore the proposed actions and focus areas
- Provide your feedback online by filling out a **survey**. The survey will be available until September 30, 2021.
- Learn about the proposed actions and chat with the project team at a pop-up. *Details below.*

Your feedback will help ensure the proposed actions and focus areas reflect the values and priorities of Winnipeggers and adequately address the issues you told us about in Phase 1. (See results from Phase 1 through the summary or public engagement report.)

We selected four pop-up locations to safely engage with communities in geographic areas of high poverty that experience higher rates of collisions. Drop by to learn about the proposed actions, chat with the project team and tell us if the plan addresses your road safety concerns and priorities.

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Time: 9 a.m. - 11 a.m.

Location: Bronx Park Farmers' Market, 720 Henderson Highway

Date: *Tuesday, September 14, 2021

Time: 3 p.m. - 5 p.m.

Location: The Salvation Army Barbara Mitchell Family Resource Centre, 51 Morrow Avenue

Date: Thursday, September 16, 2021

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Location: Downtown Winnipeg Farmers' Market, True North Square, 242 Hargrave Street

Date: Saturday, September 18, 2021

Time: 11 a.m. – 1 p.m.

Location: Winnipeg Central Global Market in Central Park, 400 Edmonton Street

(*): Get a bike tune up from the WRENCH and share your thoughts.

Please note: Public Health measures will be adhered to at all pop-up events. Appropriate social distance measures will be maintained. Please [self-screen](#) prior to attending, stay home if you are ill, and wash or sanitize your hands. Masks are recommended while speaking with staff at these outdoor events.

For more information and to provide feedback online, visit: winnipeg.ca/roadsafetyplan

For questions or to arrange alternative formats or interpretation, please contact roadsafety@winnipeg.ca or 204-944-9907 by September 3, 2021.

Regards,

The Project Team

Appendix B

Stakeholder Advisory Committee presentation & discussion

Winnipeg Road Safety Strategic Action Plan

Stakeholder Workshop #2:
Action Plan

June 17, 2021 at 1:00 pm



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Using Zoom



Make sure your mic is muted and your video is off.

Use chat to ask questions.

Join by phone

Dial +1 (204) 272 7920
Meeting ID: 951 7689 6103
Passcode: 021508

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Introductions

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Workshop 2 agenda

Agenda item	Time	Presenter
Introductions and agenda overview	1:00 PM – 1:10 PM	HTFC
Project status update	1:10 PM – 1:20 PM	CIMA+
Presentation of proposed actions and Q&A	1:20 PM – 2:05 PM	CIMA+
Break	2:05 PM – 2:20 PM	-
Collaboration opportunities	2:20 PM – 2:35 PM	CIMA+
<i>Activity: preliminary prioritization of actions</i>	2:35 PM – 3:05 PM	Lead Facilitators
Report back	3:05 PM – 3:20 PM	Lead Facilitators
Next steps	3:20 PM – 3:25 PM	CIMA+
Closing remarks	3:25 PM – 3:30 PM	CIMA+

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Project team

- City of Winnipeg
 - Rebecca Peterniak
 - Natalie Geddes
 - Julie Dooley
 - Morgan Vespa
- Consulting Team
 - MORR Consulting
 - HTFC Planning and Design
 - CIMA+
 - NAVIGATS Inc.

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RSVP stakeholder agencies

- Manitoba Trucking Association
- Manitoba Association of Parent Councils
- CAA Manitoba
- Canadian National Institute for the Blind
- Manitoba Metis Foundation
- Winnipeg Trails Association
- Coalition of Manitoba Motorcycle Groups
- Transportation Options for Seniors
- Safety Services Manitoba
- Manitoba Association of School Superintendents
- Manitoba Child Care Association
- Safe Speed Winnipeg
- Social Planning Council

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Project status update

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Why are we here?

- You are a stakeholder interested in road safety

Project team

- Day-to-day management of the project

Technical working group

- Group who will deliver safety programs
- Review deliverables
- Provide advice and support
- Attend workshops
- Attend meetings with the Project Team

Stakeholder advisory committee

- Involved in road safety
- Advisory role and support role
- Ambassadors of the plan
- Attend workshops

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Project stages



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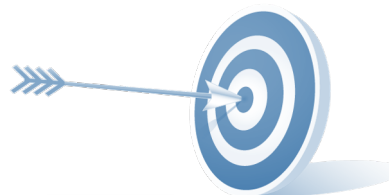
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Workshop objectives

- Provide Road Safety Strategic Action Plan (RSSAP) project update
- Present draft actions for Winnipeg's RSSAP
- Determine and discuss collaboration opportunities within partner organizations
- Activity and discussion on preliminary prioritization of actions
- Discuss project next steps

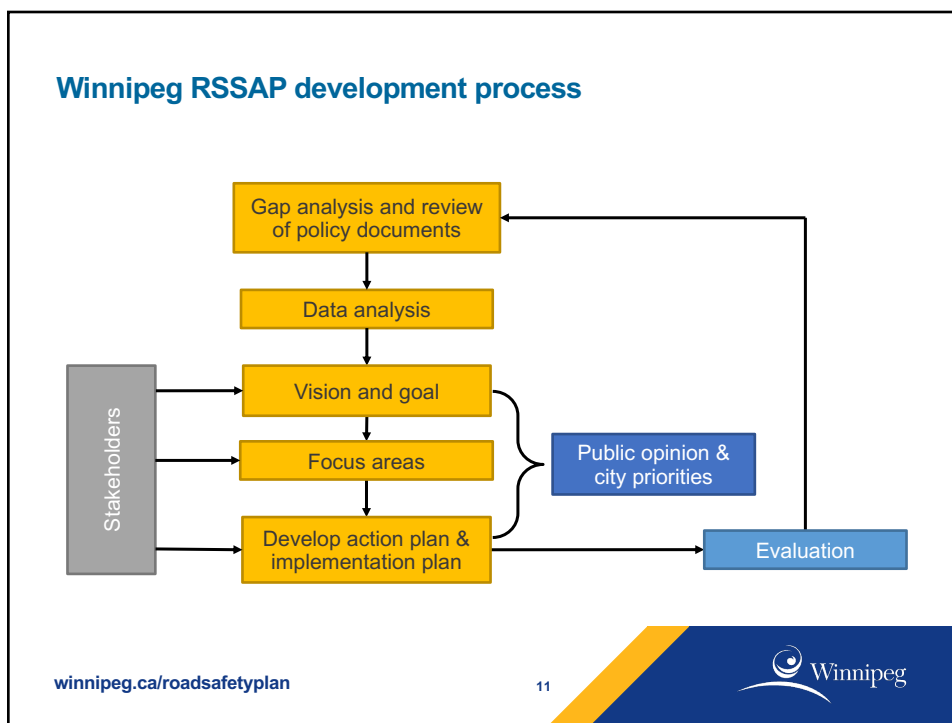


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Winnipeg's RSSAP vision and goal

Vision:

A transportation system that allows people of all ages and abilities to safely move around without experiencing death or serious injury.

Goal:

20% reduction in fatal and serious injury collisions over the next 5 years (2022-2026).

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What is a focus area?

- Highest priority areas with opportunities to improve safety from a technical, political, and social perspective
- Sources for the selection of focus areas:
 - Collision analysis
 - Public opinion
 - Social, political, and practical constraints
 - Stakeholder input



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Selected focus areas for Winnipeg's RSSAP

Signalized intersections

Pedestrians

Cyclists

Speed

Road safety culture

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Process for selecting Winnipeg's RSSAP focus areas

• Signalized intersections

- Priority of stakeholders and public
- Several low-cost and effective countermeasures/actions to implement

• Pedestrians

- Vulnerable road user is a priority for the City
- High collision trend

• Cyclists

- Vulnerable road user is a priority for the City
- High collision trend

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Process for selecting Winnipeg's RSSAP focus areas

- **Speed**

- Aligns with Safe Systems approach
- Priority of stakeholders and public

- **Road safety culture**

- Institutionalize road safety
- Change human behaviour
- Bring together all stakeholders

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Roles and responsibilities of stakeholders

Everyone's role is to...

- Promote and support the RSSAP inside their organization and in public
- Contribute to achieving the vision and goal for the RSSAP
- Provide technical or development assistance as requested
- Participate in constructive discussion that forwards the plan

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Workshop 2 agenda

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Presentation of proposed actions and Q&A	1:20 PM – 1:50 PM	CIMA+
Break	2:05 PM – 2:20 PM	-
Collaboration Opportunities	2:20 PM – 2:35 PM	CIMA+
<i>Activity: preliminary prioritization of actions</i>	2:35 PM – 3:05 PM	Lead Facilitators
Report Back	3:05 PM – 3:20 PM	Lead Facilitators
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Stakeholder input (Spreadsheet)

- Bike Winnipeg
- Winnipeg Regional Health Authority
- Canadian Automobile Association
- Safe Speeds Winnipeg
- Manitoba Trucking Association
- Coalition of Manitoba Motorcycle Groups

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**Presentation of proposed actions
(spreadsheet)**

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Break (15 minutes)

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Collaboration opportunities (spreadsheet)

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Q&A period	1:50 PM – 2:05 PM	CIMA+
Break	2:05 PM – 2:20 PM	-
Collaboration opportunities	2:20 PM – 2:35 PM	CIMA+
<i>Activity: preliminary prioritization of actions</i>	2:35 PM – 3:05 PM	Lead Facilitators
Report back	3:05 PM – 3:20 PM	Lead Facilitators
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Preliminary prioritization of actions

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Breakout session (30 min.)

Use Zoom Rooms to discuss the preliminary prioritization of the actions for Winnipeg's RSSAP

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Prioritization of actions

- Factors that affect the prioritization of countermeasures
 - Timeframe
 - Planned projects and strategies
 - Budget and staff availability
 - Type of countermeasures (Engineering, Enforcement, Education)
- Priority levels
- Breakout rooms
 - 10-minute survey: https://www.surveymonkey.com/r/Winnipeg_RSSAP
 - 5-minute break
 - 15-minute discussion

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Breakout session results

- Note takers present the breakout room discussions!

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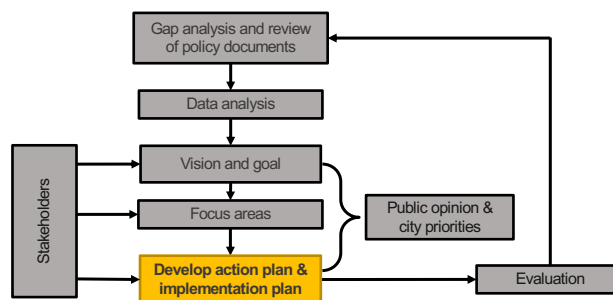
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Next steps

- Actions finalized by project team
- Project team to develop action plan and final report
- Plan implementation



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Closing remarks

- Thank you for your dedication and active participation
- This plan will not be successful without your commitment and involvement



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Winnipeg Road Safety Strategic Action Plan

Additional contact info:

roadsafety@winnipeg.ca

www.winnipeg.ca/roadsafetyplan



Stakeholder Advisory Committee Meeting

Presentation of Proposed Actions - Comments, Questions & Answers

the provincial level motorcyclists are included in the definition of vulnerable road users (VRU)
Within action I2, one idea that I think would add benefit is the notion that any report requiring average delay time be given for intersections require average delay time to be calculated for pedestrians (or when appropriate people on bike) as well.
The direction in OurWinnipeg 2045 is to shift modes of transportation away from personal vehicles to transit and AT, so the city's road safety design should facilitate AT at intersections. It's not just equity.
There was a recent webinar on timing standards for crosswalks, pointing out that the level of service for pedestrians needs to be good in order to encourage walking, and to encourage compliance with the lights; at present, many crosswalks at intersections make pedestrians and cyclists wait a long time.... there needs to be continual learning from other jurisdictions.
The design of existing and future crosswalks needs a thorough review to improve their visibility and advance forewarning to all drivers.
This also will require negotiations with the province on changes to the HTA
Likely the most boring looking, but most important of all of these recommendations is the one about asset management. I would be very interested in hearing more about how you plan to do this. IMO, it's not about "safety projects" but safety-as-a-system and likely a wholesale culture shift in that area.
Asset management being the critical piece ..from an operational and access to funding standpoint, I mean. Asset management is the right hand that needs to know what the left hand is doing.
One question I just thought of. Have the railways been part of the discussion? Railway crossings, or lack thereof, seem to present a barrier to safety.
The City has conducted a full safety assessment of each railway crossing in Winnipeg as per the new Transport Canada regulations.
I'm thinking that sometimes there refusal to add crossings creates or maintains safety issues by forcing crossings where vulnerable users are forced to mix with heavy traffic
Great point on child car seats as important safety issue
Not to be left out, we have indicated in the homework where we are interested in participating. Clearly the focus is on speed however we are also interested in a variety of other areas in an advisory capacity or even in a promotions/ambassador capacity.
May I mention that you might consider adding harm reduction and mental health supports for the professionals working in this realm somewhere in this plan? REASON: There are a couple recommendations related to committees to review fatal collisions, etc. Those are very powerful and special ideas, which we support, but I am a little concerned about the people sitting on those committees, especially engineering or planning or similar professional who don't come into it with the training that someone like a first responder might. And further to that, somehow a process for connecting all of that back to the people making decisions. Putting names to faces matters. Discussing the chain of decisions that ultimately leads to an incident and a frank discussion needs to get back to the people who made them. These are human stories. We look away as a rule, because there is a good reason too. It is also part of the problem. If we are asking people to NOT look away, then we should be prepared to care for them.

Prioritization of Actions - Discussion

Signalized Intersections

High priority on road safety audits (I9, I10), followed by high speed right turns (I5)
Similar to how I responded, audits are the starting point.
We filled it out quickly, did not have a lot of time to review these and understand what they mean.
While audits and reviews are important, we need to identify the locations to be audited. Safety audits should start as soon as possible, but enhanced markings and review signal timing plans can be started & completed more quickly. Do we want to create a program that will prioritize sites with these in mind, or do we want to review sites of markings, timing plans individually (not as part of a whole)
We don't know what kind of data the city has, if they have the data they should start as soon as possible. Get data together, then deal with hotspot areas & remedy.
City has info, has circulated maps that show severe collision hotspots. Ped severe/fatal injuries are concentrated downtown, these maps help city pinpoint where to investigate further. It's important that the city prioritize practical, achievable tasks, use data to prioritize actions, this will make the most difference. Audits are fine, but the City has plenty of data to determine where improvements can be made

Road Safety Culture

City does have data/map, we have an opportunity to expand that map to learn about 311 calls for traffic concerns, looking at neighborhoods without high collisions, but have potential to be/safety deficiency. Equity, looking at places beyond where collisions happen.
Changing public behavior is very difficult, behavior is causing many collisions, very tricky to fix. Worked with MPI on this, advertising experts know how to change behavior, urges City to hire advertising experts instead of doing in-house.
We can't do what we want to do, until we have proper data/reporting, need to build infrastructure that allows other stakeholders to have access to that data, what we receive inadequate.
We need to communicate the different policies (Vision Zero, etc) to people more effectively. We need to be communicating from a systems approach.
Committees, data access can be tackled more quickly/short term.
Data important, unless appropriate data, risk that evaluations will become subjective, when we need to deal with objective information. MPI could provide more information.

Pedestrians

P1 language is very general – everyone is vulnerable to some degree
Would add (P9) transit connectivity – transit stops can be on opposite side of pedestrian crossing controls – important to note when locating them.
Question of what are break-away devices – need to define? (P11) Light poles.

Cyclists

Most older style catch-basins are upgraded – few with grates that catch bike tires. Greater concern when they are broken or raised

Raised curb and gutter design can create another hazard with the cut line a few feet out from the curb

Traffic Act (C10) is really restrictive - designers are limited and options such as side by side cycling – that can support other objectives – cannot occur.

For infrastructure maintenance – such as spring cleaning or taking a cycling path out of service – does the City have access to volume/usage to determine priority and impact.

Does the City have an evaluation for sidewalks in their asset management planning? Maybe only for multi-use paths?

(C8) Maybe host a design ‘shark tank’ charrette and describe the top 10 cycling safety issues to support the development of a design guide that is currently not found in documents such as the Pedestrian Cycling Strategy.

Speed

Important to not call out specific areas (or post) that have potential vulnerable road users (i.e. seniors crossing) as there many types of vulnerable users and they are throughout the entire city

Appendix C

Pop-up materials & feedback

Winnipeg Road Safety Strategic Action Plan

Welcome!

The City of Winnipeg is developing a Road Safety Strategic Action Plan, which will serve as a roadmap for setting the direction and pace of road safety investments over the next 3-5 years and beyond. After hearing from you on what matters most when it comes to road safety in Winnipeg, the draft Focus Areas and Actions are here and we want to hear they reflect your values and priorities.

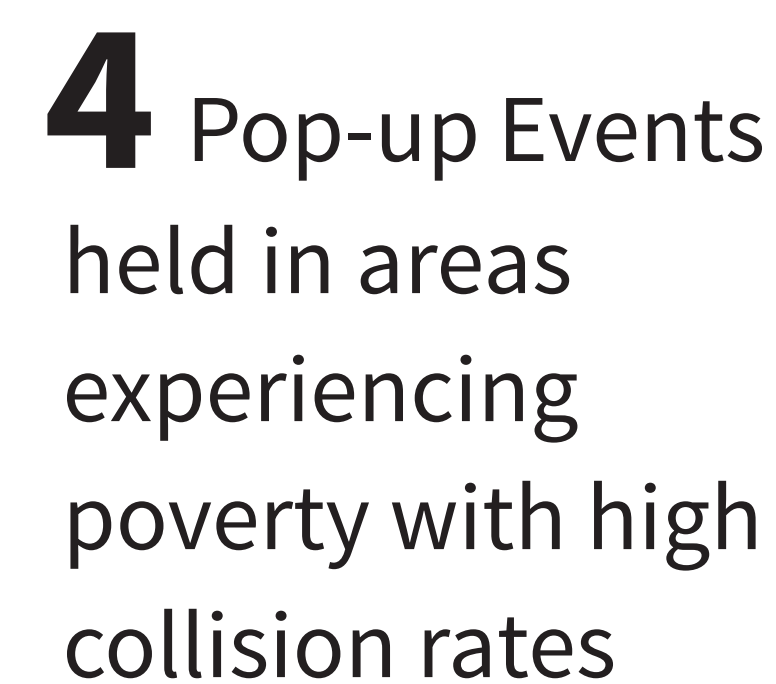
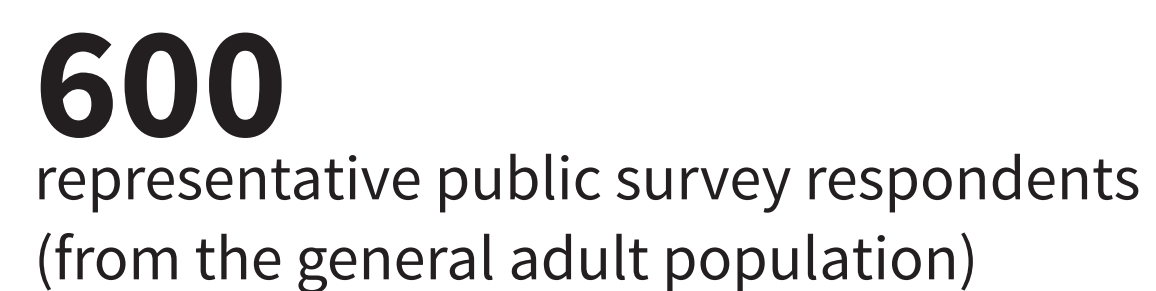
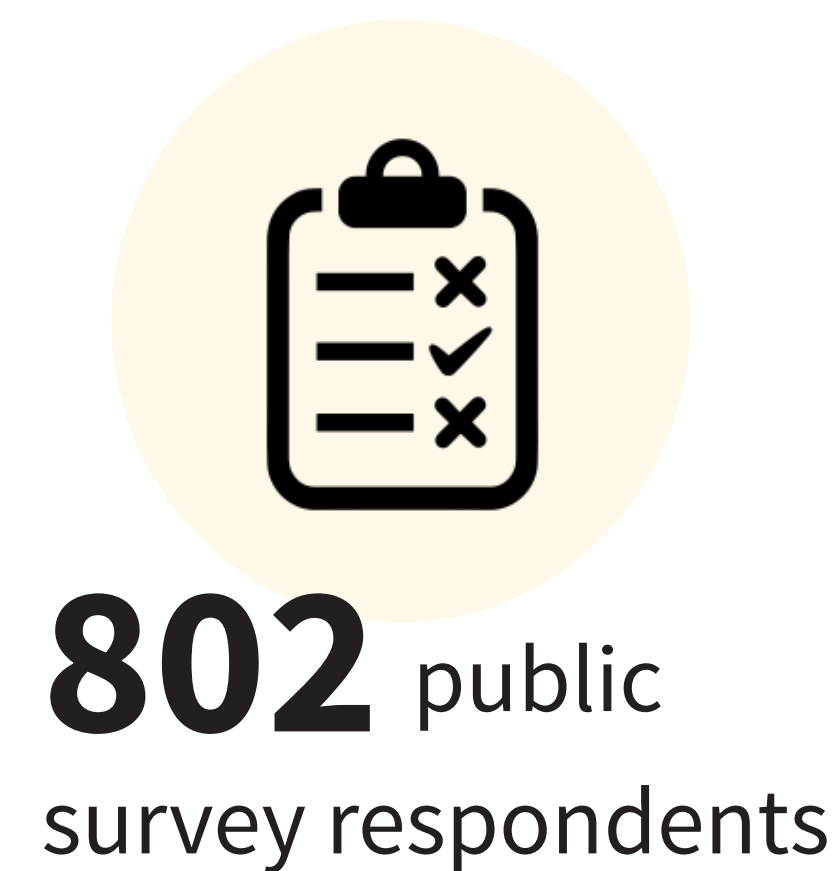
Please leave a comment, fill out a paper survey or share your views online!

For more information, or to submit your feedback, visit us online at :
winnipeg.ca/roadsafetyplan

Project Engagement & Public Feedback

Throughout Phase 1 of engagement:

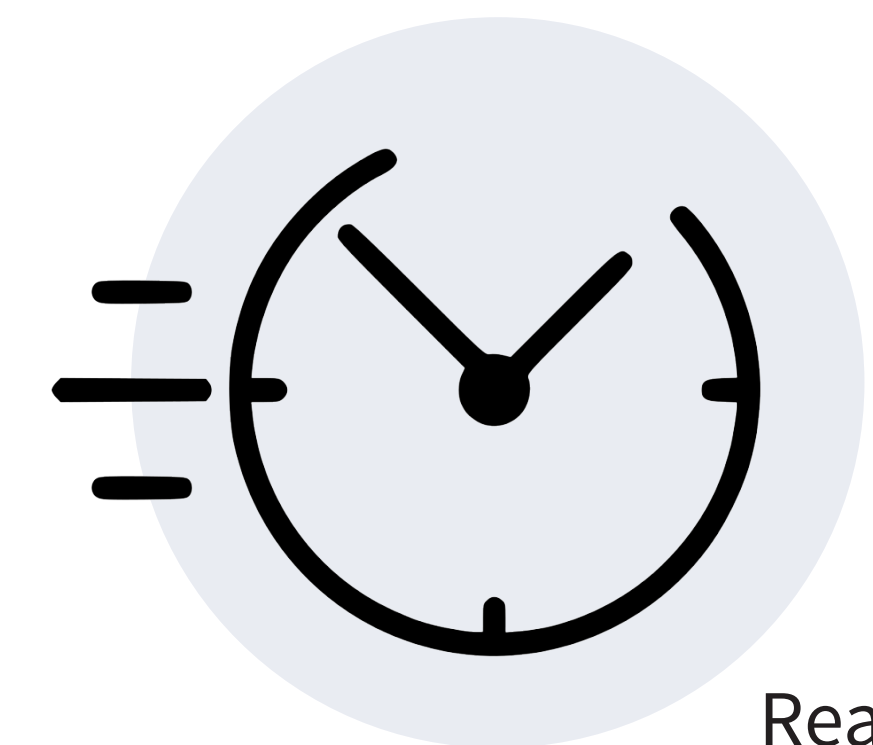
How We Gathered Input



What We Heard



93% of respondents (91% of online survey respondents and 96% of representative survey respondents) feel that **most or all serious road injuries and deaths are preventable**



Winnipeggers feel that roads are modestly safe for drivers (82%) and pedestrians (58%), and **quite unsafe for cyclists** (70%)



Winnipeggers feel **driver training** (39%) has the **biggest influence on road safety** followed by road design (19%)



Of the main factors that pose a safety risk, drivers who **disobey traffic controls, drive too fast for conditions, or are impaired or distracted while driving** were identified as **posing a major risk**; similarly, distraction and disobeying traffic controls pose the major risks for pedestrians and cyclists

Road Safety Vision & Goal

Based on feedback received from stakeholders and the public during Phase 1 of engagement, Winnipeg's Road Safety Strategic Action Plan Vision and Goal were developed.



Vision

A transportation system that allows people of all ages and abilities to safely move around without experiencing death or serious injury.



Goal

20% reduction in fatal and serious injury collisions over the next 5 years (2022-2026).

Road Safety Focus Areas

Focus areas represent top road safety priorities in Winnipeg. The Winnipeg Road Safety Strategic Action Plan's **five focus areas** have been developed based on collision data, technical expertise, and public and stakeholder input received during Phase 1 of engagement. These focus areas will help us allocate resources and develop targeted action and implementation plans to improve road safety.



Signalized Intersections

By addressing safety issues at signalized intersections, the City can make a big impact on road safety within a relatively short time frame and at a low cost.



Pedestrians

It is important to focus on pedestrians, as they are more likely to be seriously injured or killed in a collision than any other road user. Pedestrian collisions are overrepresented at intersections (meaning they occur more often at intersections compared to other locations on the road network), and are also overrepresented in the downtown and northwest areas of the city.



Cyclists

Similar to pedestrians, cyclists are at a higher likelihood of being seriously injured or killed in collisions. Cyclist collisions are also overrepresented at intersections and in the downtown and northwest areas of the city.



Speed

Speed is a top priority when working towards zero fatalities. Focusing on speed doesn't just mean targeting speeding as a behaviour. Rather, the City must focus on setting safe and appropriate speed limits, implementing engineering measures to better control the speeds at which drivers can safely travel, and - finally - enforcing speed limits via ticketing and other means.



Road Safety Culture

Road Safety Culture is more of a journey than a destination. Building a road safety culture will involve a societal shift, beginning with creating widespread awareness of the issues and moving towards long-term sustainable social change. The shift will involve both internal work and partnerships, and should include implementing organizational training, policies, and processes, as well as public educational initiatives to address problematic behaviours such as aggressive, distracted, and impaired driving.

Moving to Action - Signalized Intersections



*We want your input! There are 15 Actions developed for Signalized Intersections. Below are a few actions you may recognize. To review the full list, pick up a handout.

	Action	Description	Why is this important?	Do you understand the intent and importance of the action?	
				<u>Yes</u>	<u>No</u>
1	Review No Right-Turn on Red (NRTOR) policies and implement NRTOR at select locations	Review and update practices related to no right-turn on red (NRTOR). Implement NRTOR at selected locations, such as those with high right turn conflicts with vulnerable road users, high right turn collisions, and limited visibility.	Reduction in frequency and/or severity of pedestrian, cyclist, and turning movement collisions at intersections.		
2	Review signal visibility and implement improvements at select locations	Review and increase signal visibility for all road users by removing obstructions like trees and adding additional signal heads, advance warning signs, and reflective tape where applicable. This action may be related to lines of sight or conspicuity.	Improvement of visibility of intersections and reduction of frequency and/or severity of collisions at intersections.		
3	Review locations that encourage high-speed right turn movements and implement improvements at select locations	Assess the need for right turn channels vs simple right turns whenever possible and retrofit existing locations at intersections with right turn channels that encourage high speed right-turn movements. Smart channels are a preferred tool to ensure decreased speeds at right turn channels.	Reduction of frequency and/or severity of angle collisions at intersections as well as as well as collisions caused by speeding vehicles.		

Examples



No Right-Turn on Red Traffic Light



Increase Sign Visibility

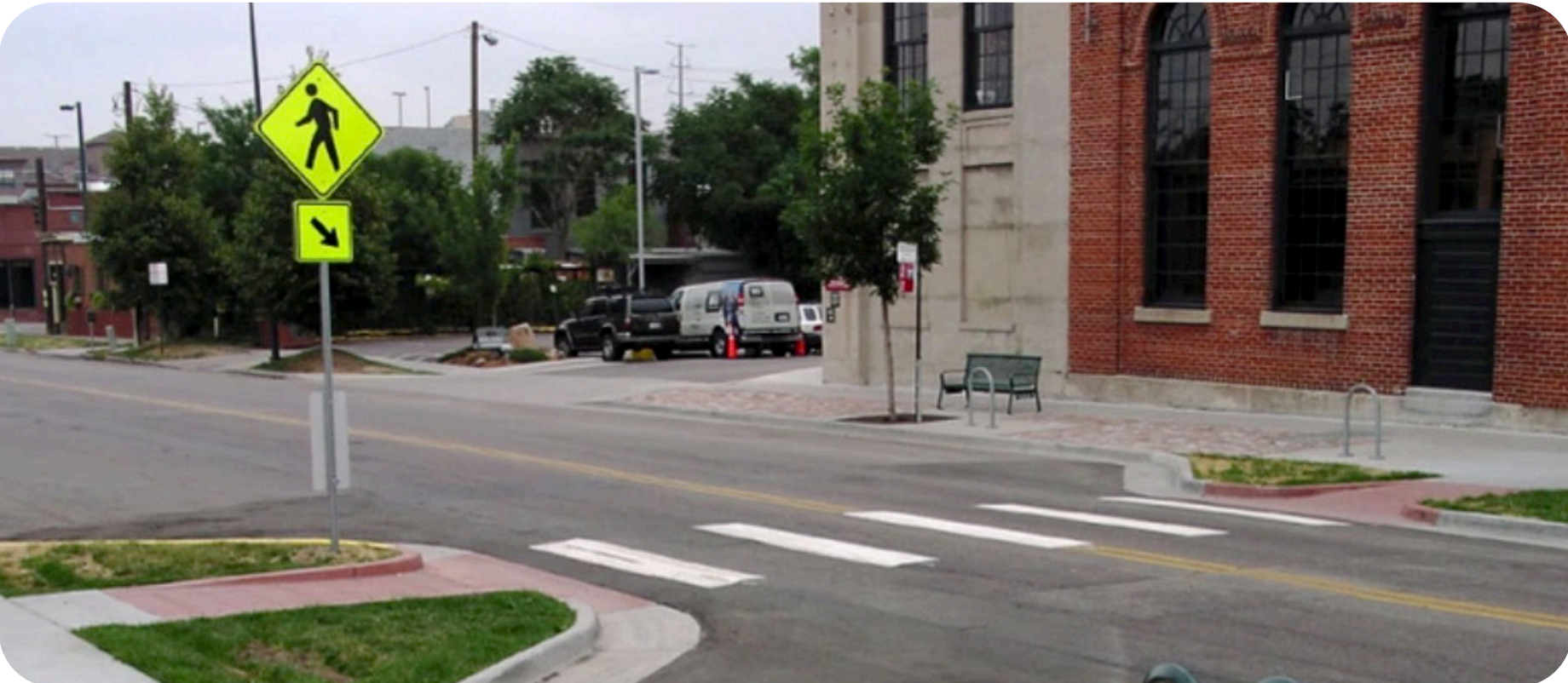
Moving to Action - Pedestrians



*We want your input! There are 13 Actions developed for Pedestrians. Below are a few actions you may recognize. To review the full list, pick up a handout.

	Action	Description	Why is this important?	Do you understand the intent and importance of the action?	
				<u>Yes</u>	<u>No</u>
1	Prioritize pedestrian safety improvements in areas with high levels of vulnerable pedestrians	Prioritize pedestrian crossing studies and the installation of pedestrian safety measures such as crosswalks, sidewalks, and traffic calming measures, at locations with high volumes of children, older adults, and other more vulnerable types of pedestrians, (e.g., around schools, playgrounds, senior centres, retirement homes, neighbourhood greenways, within geographic areas of high poverty, etc.)	Reduces the frequency and/or severity of collisions involving vulnerable pedestrians. Older pedestrians (over 70 years of age) are over-represented in fatal and major injury collisions.		
2	Install curb bump-outs	Starting in the Downtown core, determine feasible locations where curb bump-outs would assist pedestrians in crossing intersections. Consider traversable treatments on bump-outs to limit impacts to cyclists.	Reduce the pedestrian crossing distance, aiming to reduce the frequency and/or severity of pedestrians collisions at midblock locations and also intersections.		
3	Install pedestrian refuge islands	Update internal guidelines to match TAC's Pedestrian Crossing Control Guide calibrated for Winnipeg conditions to include criteria for pedestrian refuge islands. Pedestrian refuge islands can support mid-block transit stops where applicable based on the City's design criteria.	Reduces the frequency and/or severity of pedestrian collisions at midblock locations and also intersections.		

Examples



Curb Bump-Outs



Pedestrian Refuge Island

Moving to Action - Cyclists



*We want your input! There are 11 Actions developed for Cyclists. Below are a few actions you may recognize. To review the full list, pick up a handout.

	Action	Description	Why is this important?	Do you understand the intent and importance of the action?	
				<u>Yes</u>	<u>No</u>
1	Upgrade cycling infrastructure	Accelerate implementation of updated Pedestrian and Cycling Strategies.	Reduces the frequency and/or severity of cyclist collisions.		
2	Review multi-use path and/or cyclist crossings	Review multi-use paths and cyclist crossing locations; evaluate the requirement for additional signage, markings, or traffic control, and proceed with improvement projects.	Reduces the frequency and/or severity of cyclist collisions.		
3	Support school cycling education programs	Coordinate with school divisions to provide education to students in elementary, middle and high schools to foster student understanding of bicycle safety. Provide tools (e.g., locks, helmets, reflective items, etc.) to encourage safe riding. Coordinate the implementation of this action with Action P2 “Review and Update Active and Safe Routes to School Program.”	Reduces the frequency and/or severity of cyclist collisions.		

Examples



Multi-Use Path



School Cycling Education

Moving to Action - Speed



*We want your input! There are 6 Actions developed for Speed. Below are a few actions you may recognize. To review the full list, pick up a handout.

Action		Description	Why is this important?	Do you understand the intent and importance of the action?	
				<u>Yes</u>	<u>No</u>
1	Implement traffic calming measures	Continue to implement the current traffic calming policy approved in May 2020 and finalize second stream of this policy for neighbourhood-wide studies. Proactively implement traffic calming measures as part of new residential developments where appropriate. Coordinate this action with Action Item S2 “Review Speed Limits.”	Reduces the frequency and/or severity of collisions.		
2	Review speed limits	Review speed limits to ensure they are safe and appropriate. The science on speed is clear: lower vehicle speeds result in reduced collision frequency and severity. Lower speed limits, supported by appropriate road design and operations, would improve safety and livability. One of the first steps for this action will be to carry out the Council-directed review of residential speed limits, which includes trialing 30 km/h and 40 km/h speed limits on residential streets, public engagement, and hiring a consultant to report on lowering the 50 km/h default speed limit in Winnipeg. Reviewing speed limits on some arterial streets is also a priority as the majority of fatal and major injury collisions occur on arterials streets.	Reduces the frequency and/or severity of collisions by reducing the default speed limit.		
3	Promote data-driven speed enforcement	Engage in strategic collaboration with Winnipeg Police Service regarding data (e.g., speed data, enforcement data) sharing to expand the road safety programs and efforts for both parties.	Reduces the frequency and/or severity of collisions.		

Examples



Existing Greenway on Warsaw Avenue



Review speed limits

Moving to Action - Road Safety Culture



*We want your input! There are 20 Actions developed for Road Safety Culture. Below are a few actions you may recognize. To review the full list, pick up a handout.

Action		Description	Why is this important?	Do you understand the intent and importance of the action?	
				<u>Yes</u>	<u>No</u>
1	Conduct a safety and equity analysis	Conduct a safety and equity analysis to assess the relationship between high collision neighbourhoods, geographic areas of high poverty, other available demographic information, and the frequency of 311 traffic safety requests.	Gain insight to equitably allocate resources to areas with higher safety concerns to reduce the frequency and/or severity of collisions.		
2	Partner on education programs to reduce distracted road use	Formalize participation in existing and future campaign development, coordinating with Manitoba Public Insurance and Winnipeg Police Service to ensure distracted driving campaigns feature and target all road users.	Reduces road user distraction, which will consequently reduce the frequency and/or severity of collisions.		
3	Participate in speed reduction driver education campaigns	Formalize participation in existing and future campaign development, coordinating with Manitoba Public Insurance and Winnipeg Police Service to implement messaging that warns against the dangers of speeding.	Reduces the frequency and/or severity of collisions through educational campaigns.		

Examples



Distracted Pedestrian



Driver Educational Campaigns

**Does this plan address your
road safety concerns?**

**Is there anything missing or
unanswered in the Actions list
that you feel is very important?**

Road Safety Strategic Action Plan

Focus Areas and Actions

The City of Winnipeg is developing a Road Safety Strategic Action Plan, which will serve as a roadmap for setting the direction and pace of road safety investments over the next 3-5 years and beyond.

After hearing from you on what matters most when it comes to road safety in Winnipeg, the draft focus areas and actions are here and we want to hear from you! This document outlines all the actions for the five focus areas of the Winnipeg Road Safety Strategic Action Plan.

What is a focus area?

Focus areas represent top road safety priorities in Winnipeg. The Winnipeg Road Safety Strategic Action Plan's **five focus areas** have been developed based on collision data, technical expertise, and public and stakeholder input received during Phase 1 of engagement. These focus areas will help us allocate resources and develop targeted action and implementation plans to improve road safety.



Focus Area 1 - Signalized intersections

By addressing safety issues at signalized intersections, the City can make a big impact on road safety within a relatively short time frame and at a low cost.



Focus Area 2 - Pedestrians

It is important to focus on pedestrians, as they are more likely to be seriously injured or killed in a collision than any other road user. Pedestrian collisions are overrepresented at intersections (meaning they occur more often at intersections compared to other locations on the road network), and are also overrepresented in the downtown and northwest areas of the city.



Focus Area 3 - Cyclists

Similar to pedestrians, cyclists are at a higher likelihood of being seriously injured or killed in collisions. Cyclist collisions are also overrepresented at intersections and in the downtown and northwest areas of the city.



Focus Area 4 - Speed

Speed is a top priority when working towards zero fatalities. Focusing on speed doesn't just mean targeting speeding as a behaviour. Rather, the City must focus on setting safe and appropriate speed limits, implementing engineering measures to better control the speeds at which drivers can safely travel, and - finally - enforcing speed limits via ticketing and other means.



Focus Area 5 - Road safety culture

Road Safety Culture is more of a journey than a destination. Building a road safety culture will involve a societal shift, beginning with creating widespread awareness of the issues and moving towards long-term sustainable social change. The shift will involve both internal work and partnerships, and should include implementing organizational training, policies, and processes, as well as public educational initiatives to address problematic behaviours such as aggressive, distracted, and impaired driving.



Focus Area 1 - Signalized intersections

Action	Description
Review no right-turn on red (NRTOR) policies and implement NRTOR at select locations	Review and update practices related to no right-turn on red (NRTOR). Implement NRTOR at selected locations, such as those with high right-turn conflicts with vulnerable road users, high right-turn collisions, and limited visibility. 
Review pedestrian crossing timing plans and implement improvements at select locations	Review pedestrian signal timing plans and determine if the pedestrian crossing time is adequate for the demographics in the area.
Review protected left-turn phasing policy and implement protected phasing at select locations	Review current policies for left-turn phasing and implement protected left-turns at intersections when alignment, turning vehicle demand, and/or pedestrian volumes require temporal separation. Collision history should also form part of the site review.
Review signal visibility and implement improvements at select locations	Review and increase signal visibility for all road users by removing obstructions like trees and adding additional signal heads, advance warning signs, and reflective tape where applicable. This action may be related to lines of sight or conspicuity. 
Review locations that encourage high-speed right-turn movements and implement improvements at select locations	Assess the need for right-turn channels vs simple right turns whenever possible and retrofit existing locations at intersections with right turn channels that encourage high speed right-turn movements. Smart channels are a preferred tool to ensure decreased speeds at right turn channels.

Action	Description
Review advanced warning flashers policy and install treatment at select locations	Review policy for installing advanced warning flashers at signalized intersections. Install advanced warning flashers to warn drivers to prepare to stop at an upcoming traffic signal.
Review access management policy	Review the current access management policy to rationalize the accesses on priority corridors and reduce the number of conflict areas. Following this review, create updates if required and ensure alignment with by-law. Effective access management provides systematic control of the location, spacing, design, and operation of entrances and intersections to maximize the safety and efficiency of arterial road operations.
Develop guidelines and install overhead/advanced intersection signage	Develop City guideline for installing overhead/advanced intersection signage, crossing road information, or large overhead signage, especially in advance of large intersections with complex operations, to allow the drivers to get into appropriate lanes prior to approaching the intersection. Review retro reflectivity requirements in Technical Guideline and Practice related to sign sheeting. Ensure font sizes are consistent with national standards. Install overhead lane designation signs for large intersections with multiple lanes to provide guidance for drivers to avoid driver confusion.
Install or extend raised medians	Once access management policy is implemented, install or extend raised medians in accordance with the review of the access management policy to restrict driveways due to operational or safety concerns. Extended medians also can provide additional crossing protection for pedestrians at bus stop locations. Also review the minimum curb height standards.
Enhance pavement markings	Evaluate various pavement marking and pathway construction materials to enhance durability, including around pedestrian crossing locations and corridors, and bicycle lanes, shared facilities, and facility transitions.
Review and update roundabout installation policy	Review and update existing policy to determine the requirement of roundabouts at new or existing intersections.

Action	Description
Update safety performance functions (SPFs) and network screening	Develop new and recalibrate safety performance functions (SPFs); update the initial (arterial) Street network screening. Bring in a practice of re-calibration of SPFs on a five-year basis. Use network screening for strategy/ focus areas (such as pedestrian collisions) as part of a systemic approach, to identify statistical overrepresentation of collision types, and to identify locations and opportunities to undertake diagnosis.
Create policy for road safety audits (RSAs) and in-service road safety reviews (ISRSRs) as a component of capital projects	Create a mandate or parameters to undertake road safety audits (RSAs) and in-service road safety reviews (ISRSRs) as a part of capital projects. Introduce protocols for inclusion of road safety audits or in-service road safety reviews on capital projects where appropriate.
Create a policy for in-service road safety reviews as part of network safety performance review	Create a mandate or parameters to undertake road safety audits and in-service road safety reviews based on the safety performance of intersections/corridors. Have the Technical Guidelines and Practices reflect a more rigorous approach to road safety diagnosis that is not organized around outcomes and is not limited to the current topics in the guidelines.
Conduct road safety audits and in-service road safety reviews	Implement a practice to conduct a formal audit of proposed road designs or existing facilities from a safety standpoint to identify potential problems and suggest measures that could improve safety. Reviewing the proposed design (or existing facility) holistically to see how different design elements blend together to create a safe roadway corridor for all road users. For existing facilities, conduct reviews at locations with the potential for improvement, based on SPFS and network screening results.



Focus Area 2 - Pedestrians

Action	Description
Prioritize pedestrian safety improvements in areas with high levels of vulnerable pedestrians	Prioritize pedestrian crossing studies and the installation of pedestrian safety measures such as crosswalks, sidewalks, and traffic calming measures, at locations with high volumes of children, older adults, and other more vulnerable types of pedestrians, (e.g., around schools, playgrounds, senior centres, retirement homes, neighbourhood greenways, within geographic areas of high poverty, etc.).
Review and update Active and Safe Routes to School Program	Review and update current program related to active and safe routes to school and school travel plans. Accelerate and expand this program and include funding for recommended improvements. 
Develop Leading Pedestrian Interval (LPI) policy and implement LPI at select locations	Leading pedestrian intervals (LPIs) provide a head start for pedestrians to begin crossing the intersection before the signal turns green for vehicles. Develop policy for prioritization of LPI treatment and implement LPIs at warranted locations. Ensure LPI implementation is compatible with other policies that are applied at signalized intersections. Coordinate the implementation of this action with Action I2 “Review pedestrian crossing timing plans and implement improvements at select locations”.
Install curb bump-outs	Starting in the Downtown core, determine feasible locations where curb bump-outs would assist pedestrians in crossing intersections. Consider traversable treatments on bump-outs to limit impacts to cyclists. 
Develop and implement a pedestrian traffic monitoring program	Leveraging advanced technologies in active transportation traffic monitoring, and following guidance from TAC’s Traffic Monitoring Guide, a traffic monitoring program for pedestrian traffic volumes should be developed to support safety analysis and subsequent decisions regarding pedestrian activity. Pedestrian activity should be monitored within the transit network and on various facility types. The existing design of the pedestrian traffic monitoring program for Downtown should continue to be implemented.

Action	Description
Calibrate TAC's Pedestrian Crossing Control Guide (PCCG)	Conduct a robust evaluation of the safety performance of existing pedestrian facilities based on roadway characteristics and socioeconomic characteristics. The results of this evaluation should be used to calibrate TAC Pedestrian Crossing Control Guide (PCCG) to align with Winnipeg's unique characteristics of traffic volume, speed, cross section, and demographics.
Review existing pedestrian crossing controls for appropriateness of treatment type	Review existing pedestrian crossing control to ensure they align with new policy based on TAC's Pedestrian Crossing Control Guide calibrated for Winnipeg conditions. Conduct assessment of existing pedestrian crossing control across the city and determine locations that may require upgrades. Once these locations are identified, an implementation plan should be developed to ensure continual and timely implementation of upgrades. To the extent possible, strive to upgrade locations based not only on the 'recommended' components of each treatment type identified in the PCCG, but also include 'desirable' components identified for each treatment type.
Install pedestrian refuge islands	Update internal guidelines to match TAC's Pedestrian Crossing Control Guide calibrated for Winnipeg conditions to include criteria for pedestrian refuge islands. Pedestrian refuge islands can support mid-block transit stops where applicable based on the City's design criteria. 
Review connectivity of transit and pedestrian facilities	Review the existing pedestrian network to determine any gaps in the network and provide pedestrian linkages and direct walking routes to Winnipeg's transit facilities. Review bus stop locations to ensure that pedestrians can easily navigate the transit network within the existing pedestrian network.
Review potential for pedestrian scramble signals	Evaluate the feasibility of pedestrian scramble operation at signalized intersections with high pedestrian volumes. 

Action	Description
Review policy on installation of breakaway devices	Review policy for the installation of breakaway devices, ensuring particular attention is directed at installation practices in areas with high pedestrian volumes.
Review policy for playground zones	Review internal technical guideline on playground zones. Develop additional criteria for designating playground zones and develop guidance on installing signage and other safety measures.
Formalize pedestrian infrastructure maintenance requirements	Develop a monitoring and maintenance program for pedestrian infrastructure, and update snow clearing policies.



Focus Area 3 - Cyclists

Action	Description
Upgrade catch basins along cycling routes	Upgrade catch basins from horizontal gates to diagonal gates to prevent bike tires from becoming caught in the catch basin starting along cycling routes and expanding throughout the road network. Ensure catch basins are not broken or raised.
Upgrade cycling infrastructure	Accelerate implementation of updated Pedestrian and Cycling Strategies.
Review multi-use path and/or cyclist crossings	Review multi-use paths and cyclist crossing locations; evaluate the requirement for additional signage, markings, or traffic control, and proceed with improvement projects.



Action	Description
Develop cycling traffic monitoring program	Leveraging advanced technologies in active transportation traffic monitoring, and following guidance from TAC's Traffic Monitoring Guide, a traffic monitoring program for bicycle traffic should be developed to support safety analysis and subsequent decisions regarding cycling activity. Bicycle counting should be implemented for the whole road network.
Support school cycling education programs	Coordinate with school divisions to provide education to students in elementary, middle and high schools to foster student understanding of bicycle safety. Provide tools (e.g., locks, helmets, reflective items, etc.) to encourage safe riding. Coordinate the implementation of this action with Action P2 "Review and update Active and Safe Routes to School Program". 
Formalize cycling infrastructure maintenance requirements	Develop a monitoring and maintenance program for cycling infrastructure, and update snow clearing policies.
Develop cyclist signal phasing strategy	Develop a strategy to identify where to install bicycle signal heads and their characteristics as well as criteria for installing leading bike intervals and fully protected phases for cyclists.
Develop and implement cycling facility design guide	Develop and implement cycling facility design guide specific for Winnipeg conditions that includes geometric design, pavement markings, and signage.
Conduct cyclist conflict studies	Conduct cyclist conflict studies and other safety performance evaluation of existing cycling facilities to inform site specific changes and future design practices. Capture findings in the new cycling facility design guide.
Collaborate with Province on Highway Traffic Act (HTA)	Collaborate with the Province on bicycling-related issues pertaining to the Highway Traffic Act, such as passing distance and right of way at crossings.
Monitor and mitigate safety impacts of micromobility devices	Monitor the safety implications of micromobility devices, including e-bikes, scooters, and skateboards on all road users. Collaborate with the Province regarding regulating the use of these devices on City streets.



Focus Area 4 - Speed

Action	Description
Implement 30 km/h neighbourhood greenways	Neighbourhood greenways are a bicycle facility type where motorists and cyclists share the roadway. While the majority of Winnipeg's greenways are currently designated 50 km/h, best practice is to have greenways operate with 30 km/h speed limits. A pilot program to trial these reduced speeds is currently in progress on four existing greenways. Further progress on this action is dependent on the outcomes of the pilot program. 
Review speed limits	Review speed limits to ensure they are safe and appropriate. The science on speed is clear: lower vehicle speeds result in reduced collision frequency and severity. Lower speed limits, supported by appropriate road design and operations, would improve safety and livability. One of the first steps for this action will be to carry out the Council-directed review of residential speed limits, which includes trialing 30 km/h and 40 km/h speed limits on residential streets, public engagement, and hiring a consultant to report on lowering the 50 km/h default speed limit in Winnipeg. Reviewing speed limits on some arterial streets is also a priority as the majority of fatal and major injury collisions occur on arterials streets.
Promote data-driven speed enforcement	Engage in strategic collaboration with Winnipeg Police Service regarding data (e.g., speed data, enforcement data) sharing to inform enforcement programs.
Implement traffic calming measures	Continue to implement the current traffic calming policy approved in May 2020 and finalize second stream of this policy for neighbourhood-wide studies. Proactively implement traffic calming measures as part of new residential developments where appropriate. Coordinate this action with Action Item S2 "Review speed limits".
Develop and implement speed management policy	Develop a speed management policy for arterial streets and implement it in the context of the default speed limit and other relevant actions.
Review and update policy for implementing school areas and 30 km/h reduced speed school zones	Review current policies for implementing school areas and reduced speed school zones. Refine installation criteria to consider additional factors, such as roadway attributes, school layout, and surrounding land use. Review requirements for traffic control devices and other safety measures around schools. Coordinate with Action Items S1, S2, S4 and S5.



Focus Area 5 - Road safety culture

Action	Description
Conduct public perceptions surveys	Conduct recurring surveys in order to gain insight to the public's perception of safety in Winnipeg. This provides an understanding as to whether people feel safe on the roads, which complements other safety performance measures, like collisions.
Develop road safety promotional plan	Contribute to building road safety culture by implementing targeted communications to educate the public on safe use of transportation infrastructure, Vision Zero, how to navigate changes to the network and more.
Create road safety committee	Create a Road Safety Committee to keep the RSSAP plan moving; continue with the implementation of programs; discuss the data trends including best practices and lessons learned from other jurisdictions; adapt actions and schedules as needed. Regularly hold RSSAP meetings to discuss current plans, new plans, new trends in data, lessons learned, potential or current barriers, and others.
Improve quality of collision data	Collaborate with Manitoba Public Insurance to improve the consistency and quality of collision data to allow for more accurate analysis. For example, the location coding of collisions needs improvement.
Create evaluation plans for selected countermeasures	Conduct post-installation evaluation of the safety impact of selected safety countermeasures or other policies that impact road users. Prioritize evaluation of treatments where CMFs and other past research are not available. Share the results with the Road Safety Committee for future actions and programs.
Establish a fatal collision review committee	Establish a multidisciplinary, multi-departmental committee to review fatal collisions with the goal of providing collision information to key stakeholders in a timely manner. Such a committee could be very valuable in raising awareness of fatal collisions with senior management outside of the Winnipeg Police Service and broadening understanding of contributing factors to fatal collisions beyond what is available in collision reports.
Establish a fatal & serious injury collision review committee	Establish a review committee for serious injury collisions that occur in Winnipeg. Similar to the Fatal Collision Review Committee, but review periodically throughout the year to review collisions and report to senior management of the committee's findings and recommendations for improvement and broadens the understanding of contributing factors that cause serious injury collisions.

Action	Description
Partner on education programs to reduce distracted road use	Formalize participation in existing and future campaign development, coordinating with Manitoba Public Insurance and Winnipeg Police Service to ensure distracted driving campaigns feature and target all road users. 
Coordinate with Winnipeg Committee for Safety	Coordinate with Winnipeg Committee for Safety to engage the public to participate in the institutionalization of road safety within their community. The Winnipeg Safety Committee can provide their input on safety priorities and recommendations for improvements within a given area. This committee of volunteer citizen members is mandated to support, assist, stimulate, and mobilize the community on matters related to safety.
Integrate road safety education into internal professional development	Create a learning culture in the City supported by learning programs and training opportunities for City employees to enhance their road safety knowledge. Invite universities and professionals who work for and with the City to expand on road safety. Provide tools for employees within the City to be able to access road safety resources.
Participate in speed reduction driver education campaigns	Formalize participation in existing and future campaign development, coordinating with Manitoba Public Insurance and Winnipeg Police Service to implement messaging that warns against the dangers of speeding.
Create a road safety branch	Create a Road Safety Branch within the Transportation Division with new staff specifically assigned to implement the actions of the Road Safety Strategic Action Plan (RSSAP) and coordinate with the Road Safety Committee established as part of Action Item R3 to monitor the results and lessons learned from other jurisdictions on implementation of different Vision Zero and/or Road Safety Strategic Plans and determine/update best practices as they become available.
Implement annual road safety reporting	Develop annual road safety reporting that tracks progress with respect to the state of road safety in Winnipeg and progress on the Road Safety Strategic Action Plan.
Integrate road safety into engineering asset management prioritization	Use network screening results and other metrics to support capital funding business cases for safety projects. Incorporate safety metrics into the process that identifies and prioritizes future road renewal projects.

Action	Description
Develop research partnerships	Develop research partnerships with post-secondary institutions in Manitoba on Winnipeg-specific road safety issues.
Expand use of surrogate safety data	Expand the City's use of proactive, surrogate road safety measures, like conflicts, to inform road safety programs and resource allocation.
Develop and implement guideline for Traffic Impact Assessments	Develop and implement Traffic Impact Assessment Guidelines for new developments, with explicit consideration of road safety in the analysis and recommendation process.
Conduct a safety and equity analysis	Conduct a safety and equity analysis to assess the relationship between high collision neighbourhoods, geographic areas of high poverty, other available demographic information, and the frequency of 311 traffic safety requests.
Recommend expanding the capacity of the commercial vehicle safety inspection program	Expand the capacity of the Winnipeg Police Service's commercial vehicle safety inspection program by exploring partnerships, approaches, and training opportunities.
Promote stronger car seat education programming	Coordinate with Manitoba Public Insurance and Winnipeg Police Service to ensure important messages about car seat regulations, proper use, and compliance are publicized.

Road Safety Strategic Action Plan

Feedback form

Q1. Did you find the information at this event helpful?

- ☐ Yes
☐ Somewhat
☐ No

Q2. Did you find the staff at the event helpful?

- ☐ Yes
☐ Somewhat
☐ No

Focus Area 1 – Signalized intersections

By addressing safety issues at signalized intersections, the City can make a big impact on road safety within a relatively short time frame and at a low cost.

There are 15 actions developed for signalized intersections. Below are a few actions you may recognize. To review the full list, pick up a handout.

<u>Action</u>	<u>Description</u>	<u>Why is this important?</u>
Review no right-turn on red (NRTOR) policies and implement NRTOR at select locations	Review and update practices related to no right-turn on red (NRTOR). Implement NRTOR at selected locations, such as those with high right turn conflicts with vulnerable road users, high right turn collisions, and limited visibility.	Reduction in frequency and/or severity of pedestrian, cyclist, and turning movement collisions at intersections.
Review signal visibility and implement improvements at select locations	Review and increase signal visibility for all road users by removing obstructions like trees and adding additional signal heads, advance warning signs, and reflective tape where applicable. This action may be related to lines of sight or conspicuity.	Improvement of visibility of intersections and reduction of frequency and/or severity of collisions at intersections.
Review locations that encourage high-speed right turn movements and implement improvements at select locations	Assess the need for right turn channels vs simple right turns whenever possible and retrofit existing locations at intersections with right turn channels that encourage high speed right-turn movements. Smart channels are a preferred tool to ensure decreased speeds at right turn channels.	Reduction of frequency and/or severity of angle collisions at intersections as well as collisions caused by speeding vehicles.

Road Safety Strategic Action Plan

Feedback form

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Not sure
I understand the signalized intersections road safety actions	☐	☐	☐	☐	☐	☐
I understand the importance of the signalized intersections road safety actions	☐	☐	☐	☐	☐	☐

Q3. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Q4. Do you feel that this focus area addresses your road safety concerns about signalized intersections?

- | | |
|--|---|
| ☐ Strongly disagree | ☐ Agree |
| ☐ Disagree | ☐ Strongly agree |
| ☐ Neutral | |

Q5. Is there anything missing or unanswered in this focus area that you feel is important?
(If yes, please clarify below)

- ☐ Yes
- ☐ No
- ☐ Unsure

For more information, visit us online at:
winnipeg.ca/roadsafetyplan

Road Safety Strategic Action Plan

Feedback form

Focus Area 2 – Pedestrians

It is important to focus on pedestrians, as they are more likely to be seriously injured or killed in a collision with a motor vehicle than any other road user. Pedestrian collisions are overrepresented at intersections (meaning they occur more often at intersections compared to other locations on the road network), and are also overrepresented in the downtown and northwest areas of the city.

There are 13 actions developed for pedestrians. Below are a few actions you may recognize. To review the full list, pick up a handout.

<u>Action</u>	<u>Description</u>	<u>Why is this important?</u>
Prioritize pedestrian safety improvements in areas with high levels of vulnerable pedestrians	Prioritize pedestrian crossing studies and the installation of pedestrian safety measures such as crosswalks, sidewalks, and traffic calming measures, at locations with high volumes of children, older adults, and other more vulnerable types of pedestrians, (e.g., around schools, playgrounds, senior centres, retirement homes, neighbourhood greenways, within geographic areas of high poverty, etc.).	Reduces the frequency and/or severity of collisions involving vulnerable pedestrians. Older pedestrians (over 70 years of age) are over-represented in fatal and major injury collisions.
Install curb bump-outs	Starting in the Downtown core, determine feasible locations where curb bump-outs would assist pedestrians in crossing intersections. Consider traversable treatments on bump-outs to limit impacts to cyclists.	Reduce the pedestrian crossing distance, aiming to reduce the frequency and/or severity of pedestrian collisions at midblock locations and also intersections.
Install pedestrian refuge islands	Update internal guidelines to match TAC's Pedestrian Crossing Control Guide calibrated for Winnipeg conditions to include criteria for pedestrian refuge islands. Pedestrian refuge islands can support mid-block transit stops where applicable based on the City's design criteria.	Reduces the frequency and/or severity of pedestrian collisions at midblock locations and also intersections.

Road Safety Strategic Action Plan

Feedback form

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Not sure
I understand the pedestrian road safety actions	☐	☐	☐	☐	☐	☐
I understand the importance pedestrian road safety actions	☐	☐	☐	☐	☐	☐

Q6. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Q7. Do you feel that this focus area addresses your road safety concerns about pedestrians?

- | | |
|--|---|
| ☐ Strongly disagree | ☐ Agree |
| ☐ Disagree | ☐ Strongly agree |
| ☐ Neutral | |

Q8. Is there anything missing or unanswered in this focus area that you feel is important?
(If yes, please clarify below)

- ☐ Yes
- ☐ No
- ☐ Unsure

For more information, visit us online at:
winnipeg.ca/roadsafetyplan

Road Safety Strategic Action Plan

Feedback form

Focus Area 3 – Cyclists

Similar to pedestrians, cyclists are at a higher likelihood of being seriously injured or killed in collisions with motor vehicles. Cyclist collisions are also overrepresented at intersections and in the downtown and northwest areas of the city.

There are 11 actions developed for cyclists. Below are a few actions you may recognize. To review the full list, pick up a handout.

<u>Action</u>	<u>Description</u>	<u>Why is this important?</u>
Upgrade cycling infrastructure	Accelerate implementation of updated Pedestrian and Cycling Strategies.	Reduces the frequency and/or severity of cyclist collisions.
Review multi-use path and/or cyclist crossings	Review multi-use paths and cyclist crossing locations; evaluate the requirement for additional signage, markings, or traffic control, and proceed with improvement projects.	Reduces the frequency and/or severity of cyclist collisions.
Support school cycling education programs	Coordinate with school divisions to provide education to students in elementary, middle and high schools to foster student understanding of bicycle safety. Provide tools (e.g., locks, helmets, reflective items, etc.) to encourage safe riding. Coordinate the implementation of this action with Action P2 “Review and Update Active and Safe Routes to School Program.”	Reduces the frequency and/or severity of cyclist collisions.

Road Safety Strategic Action Plan

Feedback form

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Not sure
I understand the cyclist road safety actions	☐	☐	☐	☐	☐	☐
I understand the importance of the cyclist road safety actions	☐	☐	☐	☐	☐	☐

Q9. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Q10. Do you feel that this focus area addresses your road safety concerns about cyclists?

- | | |
|--|---|
| ☐ Strongly disagree | ☐ Agree |
| ☐ Disagree | ☐ Strongly agree |
| ☐ Neutral | |

Q11. Is there anything missing or unanswered in this focus area that you feel is important?
(If yes, please clarify below)

- ☐ Yes
☐ No
☐ Unsure

For more information, visit us online at:
winnipeg.ca/roadsafetyplan

Road Safety Strategic Action Plan

Feedback form

Focus Area 4 – Speed

Speed is a top priority when working towards zero fatalities. Focusing on speed doesn't just mean targeting speeding as a behaviour. Rather, the City must focus on setting safe and appropriate speed limits, implementing engineering measures to better control the speeds at which drivers can safely travel, and - finally - enforcing speed limits via ticketing and other means.

There are 6 actions developed for speed. Below are a few actions you may recognize. To review the full list, pick up a handout.

Action	Description	Why is this important?
Implement traffic calming measures	Continue to implement the current traffic calming policy approved in May 2020 and finalize second stream of this policy for neighbourhood-wide studies. Proactively implement traffic calming measures as part of new residential developments where appropriate. Coordinate this action with Action Item S2 "Review Speed Limits."	Reduces the frequency and/or severity of collisions.
Review speed limits	Review speed limits to ensure they are safe and appropriate. The science on speed is clear: lower vehicle speeds result in reduced collision frequency and severity. Lower speed limits, supported by appropriate road design and operations, would improve safety and livability. One of the first steps for this action will be to carry out the Council-directed review of residential speed limits, which includes trialing 30 km/h and 40 km/h speed limits on residential streets, public engagement, and hiring a consultant to report on lowering the 50 km/h default speed limit in Winnipeg. Reviewing speed limits on some arterial streets is also a priority as the majority of fatal and major injury collisions occur on arterials streets.	Reduces the frequency and/or severity of collisions by reducing the default speed limit.
Promote data-driven speed enforcement	Engage in strategic collaboration with Winnipeg Police Service regarding data (e.g., speed data, enforcement data) sharing to inform enforcement programs.	Reduces the frequency and/or severity of collisions.

Road Safety Strategic Action Plan

Feedback form

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Not sure
I understand the speed road safety actions	☐	☐	☐	☐	☐	☐
I understand the importance of the speed road safety actions	☐	☐	☐	☐	☐	☐

Q12. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Q13. Do you feel that this focus area addresses your road safety concerns about speed?

- | | |
|--|---|
| ☐ Strongly disagree | ☐ Agree |
| ☐ Disagree | ☐ Strongly agree |
| ☐ Neutral | |

Q14. Is there anything missing or unanswered in this focus area that you feel is important?
(If yes, please clarify below)

- ☐ Yes
☐ No
☐ Unsure

For more information, visit us online at:
winnipeg.ca/roadsafetyplan

Road Safety Strategic Action Plan

Feedback form

Focus Area 5 – Road safety culture

Road Safety Culture is more of a journey than a destination. Building a road safety culture will involve a societal shift, beginning with creating widespread awareness of the issues and moving towards long-term sustainable social change. The shift will involve both internal work and partnerships, and should include implementing organizational training, policies, and processes, as well as public educational initiatives to address problematic behaviours such as aggressive, distracted, and impaired driving.

There are 20 actions developed for road safety culture. Below are a few actions you may recognize. To review the full list, pick up a handout.

Action	Description	Why is this important?
Conduct a safety and equity analysis	Conduct a safety and equity analysis to assess the relationship between high collision neighbourhoods, geographic areas of high poverty, other available demographic information, and the frequency of 311 traffic safety requests.	Gain insight to equitably allocate resources to areas with higher safety concerns to reduce the frequency and/or severity of collisions.
Partner on education programs to reduce distracted road use	Formalize participation in existing and future campaign development, coordinating with Manitoba Public Insurance and Winnipeg Police Service to ensure distracted driving campaigns feature and target all road users.	Reduce road user distraction, which will consequently reduce the frequency and/or severity of collisions.
Participate in speed reduction driver education campaigns	Formalize participation in existing and future campaign development, coordinating with Manitoba Public Insurance and Winnipeg Police Service to implement messaging that warns against the dangers of speeding.	Reduces the frequency and/or severity of collisions through educational campaigns.

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree	Not sure
I understand the road safety culture actions	☐	☐	☐	☐	☐	☐
I understand the importance of the road safety culture actions	☐	☐	☐	☐	☐	☐

Road Safety Strategic Action Plan

Feedback form

Q15. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Q16. Do you feel that this focus area addresses your concerns related to road safety culture?

- | | |
|--|---|
| ☐ Strongly disagree | ☐ Agree |
| ☐ Disagree | ☐ Strongly agree |
| ☐ Neutral | |

Q17. Is there anything missing or unanswered in this focus area that you feel is important?

(If yes, please clarify below)

- ☐ Yes
- ☐ No
- ☐ Unsure

Q18. Please provide the first three digits for your postal code: _____

Thank you for participating!

Visit winnipeg.ca/roadsafetyplan for more information and to subscribe for updates.

Phase 3 - Pop-up Event Comments

Bronx CC - 37 participants

Barbara Mitchell - 22 participants

Central Park - 20 participants

True North Square - 35 participants

TOTAL = 114 participants

CYCLING
Safety concerns with vehicles crossing bike lanes at approaches
Cycling crossing button should not take cyclist out of traffic to use (Example: Higgins)
Inconsistent cycling infrastructure - confusing to all road users
Closing the gaps in the cycling infrastructure
Bi-directional bike lanes work better than multi-use path (only one type of mode present)
Cycling trails that stop and abandon riders - make sure all are connected
Bike lanes that just end are confusing and cyclists do not know where to go
More visibility for cyclists
More physical barriers between cyclists and other road users
Make bike lane approaches more clear (more paint) to tell drivers where bike lanes are - paint should show where cyclists go
Sharrows are being painted at the curb (less comfort)
Signs showing how far to be away from cyclists
Pedestrians complain that cyclists go too fast on multi-use paths along Sturgeon Creek
We need more separated multi-use trails
Underreporting of cyclist collisions - projects to find out why
ROAD SAFETY CULTURE
More penalties for unsafe driving
Require drivers to attend education to get license back
Training may not be as effective
Road signs should convey how drivers drive
Better education for kids in school
More driver courses at regular intervals should be made mandatory for all drivers to maintain their license
Process to educate people on what to do following a collision and afterwards
Transparency in how claims are decided. Representation for victims (cyclists) during the claims process
Settlements for mental health impacts of being a collision victim
Having a resource where you can report near misses between drivers and cyclists and have repercussions for those at fault
greater emphasis on road/snow clearing for driving safety
PEDESTRIANS
Pedestrians jaywalk across Portage Avenue near Sturgeon Creek all the time
Need crosswalks on Princess Street near larger apartment buildings
Drivers do not stop for pedestrians with walkers or wheelchairs at crosswalks and try to rush past them before they cross

As a wheelchair user, even the current new curb ramps are not comfortable to use due to heigh differences (2-4cm)
Walkability is important, the City is too car-oriented
Designing for truck/VRU interactions
Better pedestrian amenities (like benches with fishing) at trails along rivers
Safe connectivity for sidewalks (transit stop connectivity, industrial areas, etc.)
LOS (level of service?) for pedestrians seems bad
SPEED
More grassroots signs like "Slow down children playing" should be encouraged
Safe speed does not equal the speed limit - speed should be correlated to current conditions of the road
Cars need to slow down on Princess Street
I live on Nassau and love the lower (30 km) speed limit
SIGNALIZED INTERSECTIONS
Better lighting and signage for pedestrians at intersections
Push buttons are confusing

Appendix D

Online engagement survey & results

Winnipeg Road Safety - Focus Areas & Actions

The City of Winnipeg is developing a Road Safety Strategic Action Plan, which will serve as a roadmap for setting the direction and pace of road safety investments over the next 3-5 years and beyond.

Some of the main things we heard during Phase 1 of engagement was that:

- Road design is a major influence on road safety and gaps in infrastructure need to be addressed to improve safety for all road users.
- Improvements for road safety education are required for all road users.
- Further enforcement is required to limit unsafe behaviours.

After hearing from you on what matters most when it comes to road safety in Winnipeg, the draft focus areas and actions are here and we want to hear from you!

What is a focus area?

Focus areas represent top road safety priorities in Winnipeg. The Winnipeg Road Safety Strategic Action Plan's **five focus areas** have been developed based on collision data, technical expertise, and public and stakeholder input received during Phase 1 of engagement. These focus areas will help us allocate resources and develop targeted action and implementation plans to improve road safety.

Actions have been developed within each focus area to address key concerns and bring us closer to achieving our long term vision. This survey includes a subset of some of the more familiar actions for your consideration and input. For a complete listing of all actions, review this [handout](#).

Focus Area 1 – Signalized intersections

By addressing safety issues at signalized intersections, the City can make a big impact on road safety within a relatively short time frame and at a low cost.

There are 15 actions developed for signalized intersections. Below are a few actions you may recognize. To review the full list, review this [handout](#).

Action	Description	Why is this important?
Review no right-turn on red (NRTOR) policies and implement NRTOR at select locations	Review and update practices related to no right-turn on red (NRTOR). Implement NRTOR at selected locations, such as those with high right turn conflicts with vulnerable road users, high right turn collisions, and limited visibility.	Reduction in frequency and/or severity of pedestrian, cyclist, and turning movement collisions at intersections.
Review signal visibility and implement improvements at select locations	Review and increase signal visibility for all road users by removing obstructions like trees and adding additional signal heads, advance warning signs, and reflective tape where applicable. This action may be related to lines of sight or conspicuity.	Improvement of visibility of intersections and reduction of frequency and/or severity of collisions at intersections
Review locations that encourage high-speed right turn movements and implement improvements at select locations	Assess the need for right turn channels vs simple right turns whenever possible and retrofit existing locations at intersections with right turn channels that encourage high speed right-turn movements. Smart channels are a preferred tool to ensure decreased speeds at right turn channels.	Reduction of frequency and/or severity of angle collisions at intersections as well as collisions caused by speeding vehicles.

1. I understand the signalized intersections road safety actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

2. I understand the importance of the signalized intersections road safety actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

3. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Please add your comment here...

4. Do you feel that this focus area addresses your road safety concerns about signalized intersections?

☐ Strongly disagree

☐ Disagree

☐ Neutral

☐ Agree

☐ Strongly agree

5. Is there anything missing or unanswered in this focus area that you feel is important?

☐ Yes

☐ No

☐ Unsure

6. If yes, please clarify in the comment box.

Please add your comment here...

0/255

Focus Area 2 – Pedestrians

Focus Area 2 – Pedestrians

It is important to focus on pedestrians, as they are more likely to be seriously injured or killed in a collision with a motor vehicle than any other road user. Pedestrian collisions are overrepresented at intersections (meaning they occur more often at intersections compared to other locations on the road network), and are also overrepresented in the downtown and northwest areas of the city.

There are 13 actions developed for pedestrians. Below are a few actions you may recognize. To review the full list, review this [handout](#).

Action	Description	Why is this important?
Prioritize pedestrian safety improvements in areas with high levels of vulnerable pedestrians	Prioritize pedestrian crossing studies and the installation of pedestrian safety measures such as crosswalks, sidewalks, and traffic calming measures, at locations with high volumes of children, older adults, and other more vulnerable types of pedestrians, (e.g., around schools, playgrounds, senior centres, retirement homes, neighbourhood greenways, within geographic areas of high poverty, etc.).	Reduces the frequency and/or severity of collisions involving vulnerable pedestrians. Older pedestrians (over 70 years of age) are over-represented in fatal and major injury collisions.
Install curb bump-outs	Starting in the Downtown core, determine feasible locations where curb bump-outs would assist pedestrians in crossing intersections. Consider traversable treatments on bump-outs to limit impacts to cyclists.	Reduce the pedestrian crossing distance, aiming to reduce the frequency and/or severity of pedestrian collisions at midblock locations and also intersections.
Install pedestrian refuge islands	Update internal guidelines to match TAC's Pedestrian Crossing Control Guide calibrated for Winnipeg conditions to include criteria for pedestrian refuge islands. Pedestrian refuge islands can support mid-block transit stops where applicable based on the City's design criteria.	Reduces the frequency and/or severity of pedestrian collisions at midblock locations and also intersections.

7. I understand the pedestrian road safety actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

8. I understand the importance of the pedestrian road safety actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

9. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Please add your comment here...

10. Do you feel that this focus area addresses your road safety concerns about pedestrians?

☐ Strongly disagree

☐ Disagree

☐ Neutral

☐ Agree

☐ Strongly agree

11. Is there anything missing or unanswered in this focus area that you feel is important?

☐ Yes

☐ No

☐ Unsure

12. If yes, please clarify in the comment box.

Please add your comment here...

0/255

Focus Area 3 – Cyclists

Similar to pedestrians, cyclists are at a higher likelihood of being seriously injured or killed in collisions with a motor vehicle. Cyclist collisions are also overrepresented at intersections and in the downtown and northwest areas of the city.

There are 11 actions developed for cyclists. Below are a few actions you may recognize. To review the full list, review this [handout](#).

Action	Description	Why is this important?
Upgrade cycling infrastructure	Accelerate implementation of updated Pedestrian and Cycling Strategies.	Reduces the frequency and/or severity of cyclist collisions
Review multi-use path and/or cyclist crossings	Review multi-use paths and cyclist crossing locations; evaluate the requirement for additional signage, markings, or traffic control, and proceed with improvement projects.	Reduces the frequency and/or severity of cyclist collisions
Support school cycling education programs	Coordinate with school divisions to provide education to students in elementary, middle and high schools to foster student understanding of bicycle safety. Provide tools (e.g., locks, helmets, reflective items, etc.) to encourage safe riding. Coordinate the implementation of this action with Action P2 “Review and Update Active and Safe Routes to School Program”	Reduces the frequency and/or severity of cyclist collisions

13. I understand the cyclist road safety actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

14. I understand the importance of the cyclist road safety actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

15. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Please add your comment here...

16. Do you feel that this focus area addresses your road safety concerns about cyclists?

☐ Strongly disagree

☐ Disagree

☐ Neutral

☐ Agree

☐ Strongly agree

17. Is there anything missing or unanswered in this focus area that you feel is important?

☐ Yes

☐ No

☐ Unsure

18. If yes, please clarify in the comment box.

Please add your comment here...

0/255

Focus Area 4 – Speed

Speed is a top priority when working towards zero fatalities. Focusing on speed doesn't just mean targeting speeding as a behaviour. Rather, the City must focus on setting safe and appropriate speed limits, implementing engineering measures to better control the speeds at which drivers can safely travel, and - finally - enforcing speed limits via ticketing and other means.

There are 6 actions developed for speed. Below are a few actions you may recognize. To review the full list, review this [handout](#).

Action	Description	Why is this important?
Implement traffic calming measures	Continue to implement the current traffic calming policy approved in May 2020 and finalize second stream of this policy for neighbourhood-wide studies. Proactively implement traffic calming measures as part of new residential developments where appropriate. Coordinate this action with Action Item S2 "Review Speed Limits."	Reduces the frequency and/or severity of collisions
Review speed limits	Review speed limits to ensure they are safe and appropriate. The science on speed is clear: lower vehicle speeds result in reduced collision frequency and severity. Lower speed limits, supported by appropriate road design and operations, would improve safety and livability. One of the first steps for this action will be to carry out the Council-directed review of residential speed limits, which includes trialing 30 km/h and 40 km/h speed limits on residential streets, public engagement, and hiring a consultant to report on lowering the 50 km/h default speed limit in Winnipeg. Reviewing speed limits on some arterial streets is also a priority as the majority of fatal and major injury collisions occur on arterial streets.	Reduces the frequency and/or severity of collisions by reducing the default speed limit

Promote data-driven speed enforcement	Engage in strategic collaboration with Winnipeg Police Service regarding data (e.g., speed data, enforcement data) sharing to inform enforcement programs.	Reduces the frequency and/or severity of collisions
--	--	---

19. I understand the speed road safety actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

20. I understand the importance of the speed road safety actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

21. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Please add your comment here...

22. Do you feel that this focus area addresses your road safety concerns about speed?

☐ Strongly disagree

☐ Disagree

☐ Neutral

☐ Agree

☐ Strongly agree

23. Is there anything missing or unanswered in this focus area that you feel is important?

☐ Yes

☐ No

☐ Unsure

24. If yes, please clarify in the comment box.

Please add your comment here...

0/255

Focus Area 5 – Road safety culture

Road safety culture is more of a journey than a destination. Building a road safety culture will involve a societal shift, beginning with creating widespread awareness of the issues and moving towards long-term sustainable social change. The shift will involve both internal work and partnerships, and should include implementing organizational training, policies, and processes, as well as public educational initiatives to address problematic behaviours such as aggressive, distracted, and impaired driving.

There are 20 actions developed for road safety culture. Below are a few actions you may recognize. To review the full list, review this [handout](#).

Action	Description	Why is this Important?
Conduct a safety and equity analysis	Conduct a safety and equity analysis to assess the relationship between high collision neighbourhoods, geographic areas of high poverty, other available demographic information, and the frequency of 311 traffic safety requests.	Gain insight to equitably allocate resources to areas with higher safety concerns to reduce the frequency and/or severity of collisions
Partner on education programs to reduce distracted road use	Formalize participation in existing and future campaign development, coordinating with Manitoba Public Insurance and Winnipeg Police Service to ensure distracted driving campaigns feature and target all road users.	Reduce road user distraction, which will consequently reduce the frequency and/or severity of collisions
Participate in speed reduction driver education campaigns	Formalize participation in existing and future campaign development, coordinating with Manitoba Public Insurance and Winnipeg Police Service to implement messaging that warns against the dangers of speeding.	Reduces the frequency and/or severity of collisions through educational campaigns

25. I understand the road safety culture actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

26. I understand the importance of the road safety culture actions

- ☐ Strongly disagree
- ☐ Disagree
- ☐ Neutral
- ☐ Agree
- ☐ Strongly Agree
- ☐ Not sure/not enough information to answer

27. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Please add your comment here...

28. Do you feel that this focus area addresses your road safety concerns about road safety culture?

☐ Strongly disagree

☐ Disagree

☐ Neutral

☐ Agree

☐ Strongly agree

29. Is there anything missing or unanswered in this focus area that you feel is important?

☐ Yes

☐ No

☐ Unsure

30. If yes, please clarify in the comment box.

Please add your comment here...

0/255

Demographics

31. Please provide the first three digits of your postal code:

Choose an option



32. Please indicate your gender below:

☐ Male

☐ Female

☐ Other (Please specify if you wish)

33. Which category best describes your age?

☐ Under 18

☐ 18-24

☐ 25-34

☐ 35-54

☐ 55-60

☐ 60+

34. Do you have a disability? Please choose all that apply:

- ☐ Yes, I use a wheelchair or have mobility issues
- ☐ Yes, a hearing impairment
- ☐ Yes, a visual impairment
- ☐ No, I don't have a disability
- ☐ Yes, another kind of disability (please specify, if you wish)

35. Do you have children aged 12 or under in your home?

- ☐ Yes
- ☐ No

Thank you for participating in our survey!

Visit winnipeg.ca/roadsafetyplan for more information and to subscribe for updates.

Winnipeg Road Safety - Focus Areas & Actions

SURVEY RESPONSE REPORT

05 September 2021 - 04 October 2021

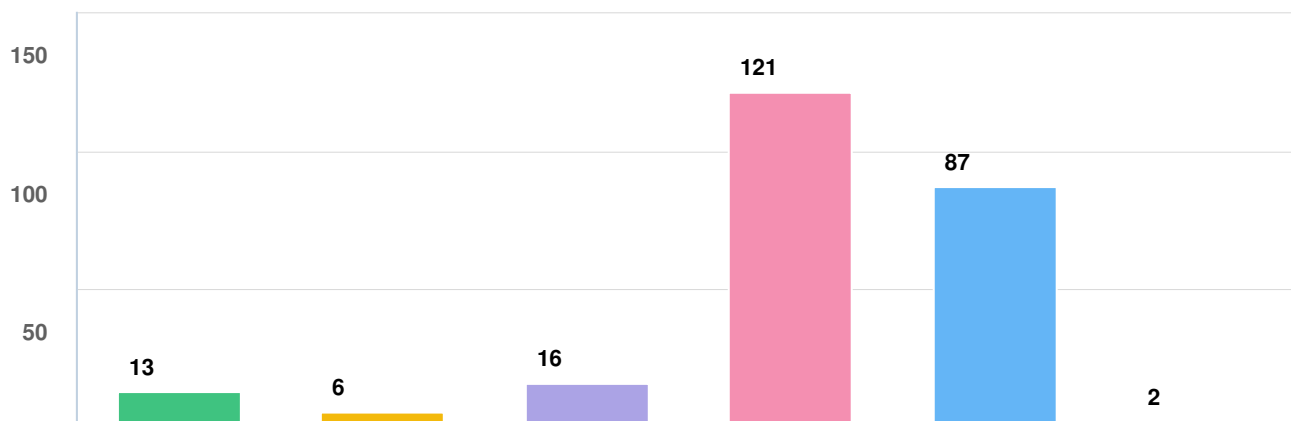
PROJECT NAME:

Winnipeg Road Safety Strategic Action Plan



SURVEY QUESTIONS

Q1 I understand the signalized intersections road safety actions



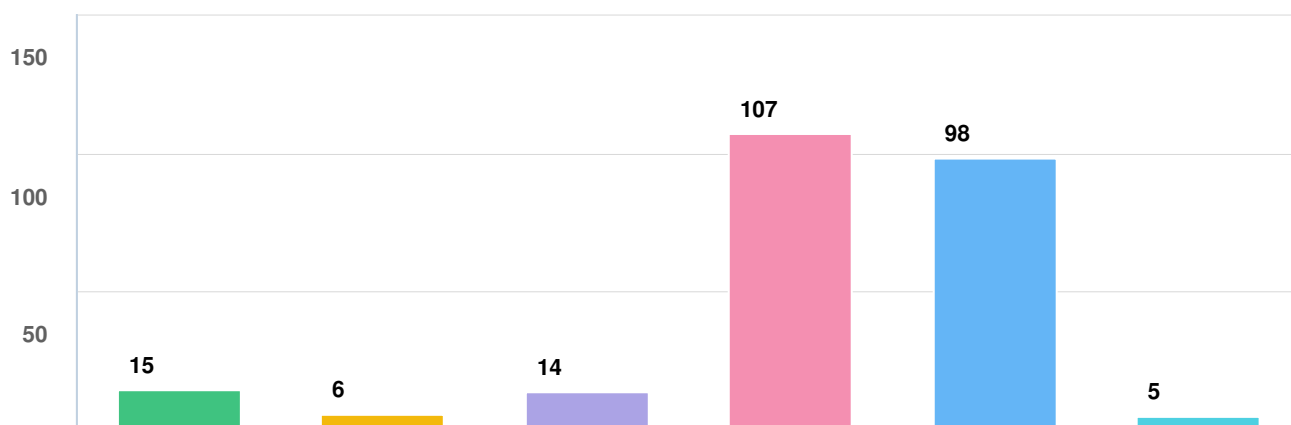
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (245 response(s), 0 skipped)

Question type: Checkbox Question

Q2 I understand the importance of the signalized intersections road safety actions



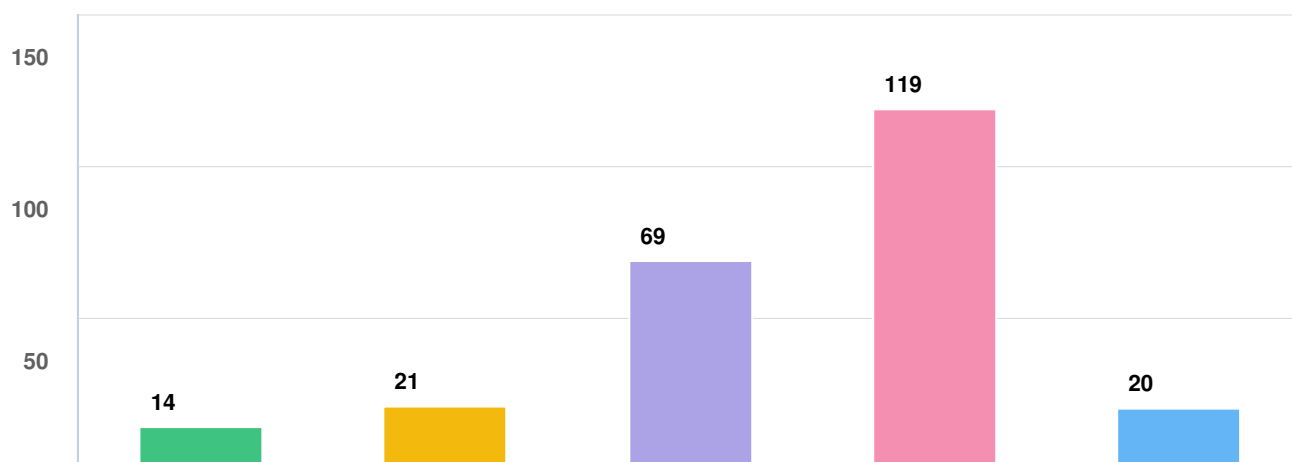
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (245 response(s), 0 skipped)

Question type: Checkbox Question

Q4 Do you feel that this focus area addresses your road safety concerns about signalized intersections?

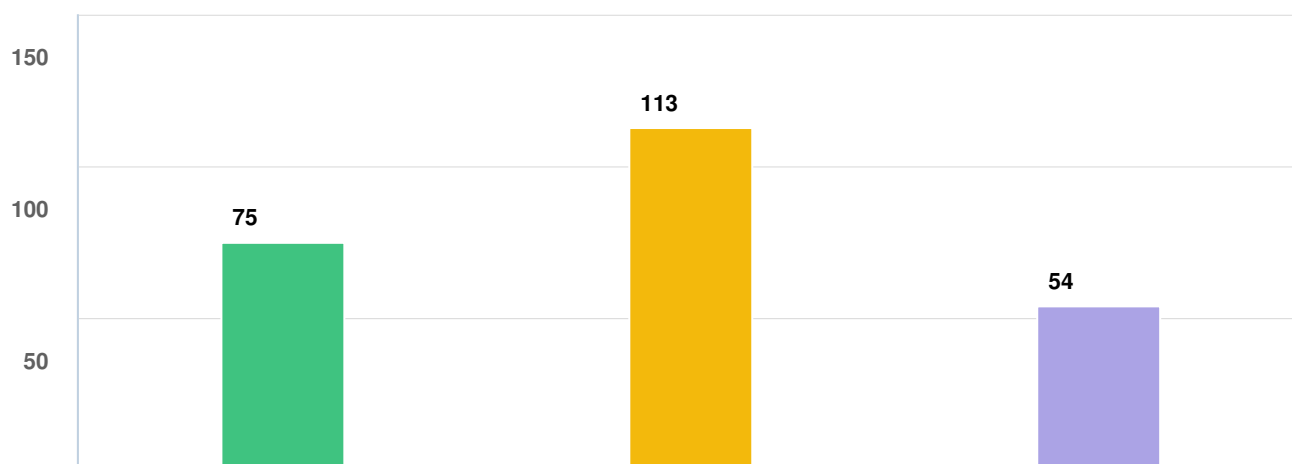


Question options

● Strongly disagree ● Disagree ● Neutral ● Agree ● Strongly agree

Optional question (242 response(s), 3 skipped)
Question type: Checkbox Question

Q5 Is there anything missing or unanswered in this focus area that you feel is important?

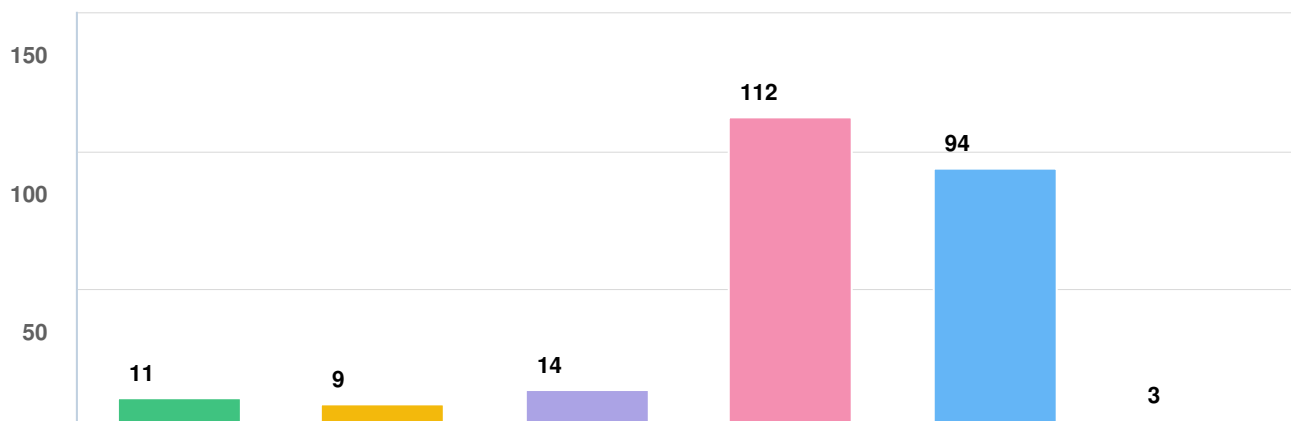


Question options

● Yes ● No ● Unsure

Optional question (242 response(s), 3 skipped)
Question type: Checkbox Question

Q7 I understand the pedestrian road safety actions



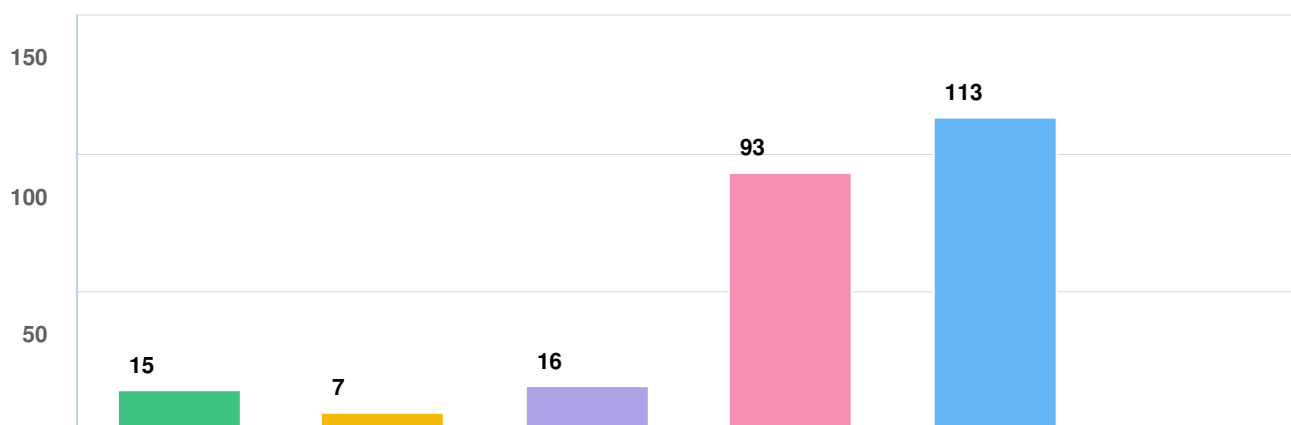
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (242 response(s), 3 skipped)

Question type: Checkbox Question

Q8 I understand the importance of the pedestrian road safety actions



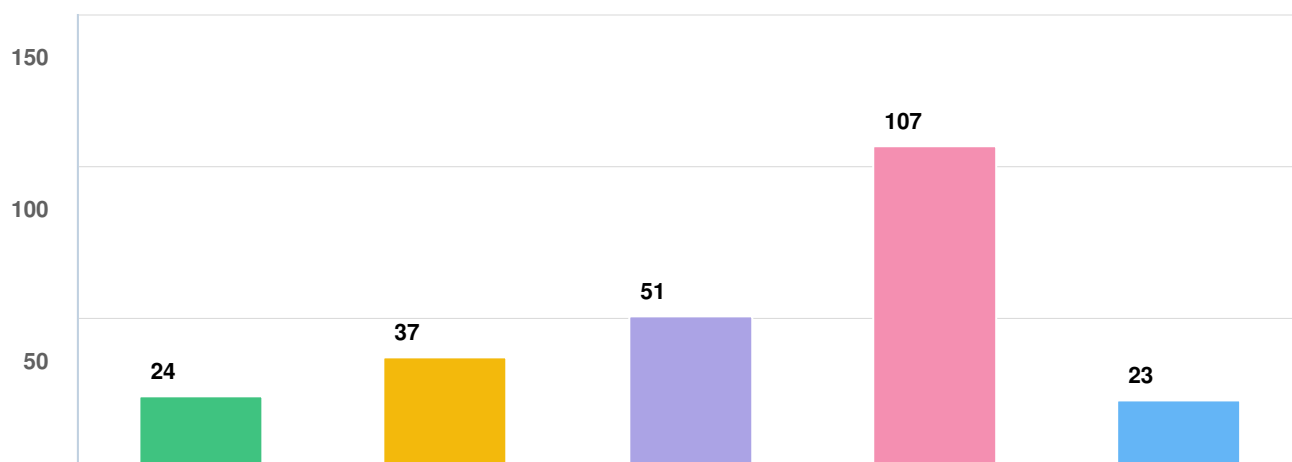
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (242 response(s), 3 skipped)

Question type: Checkbox Question

Q10 Do you feel that this focus area addresses your road safety concerns about pedestrians?



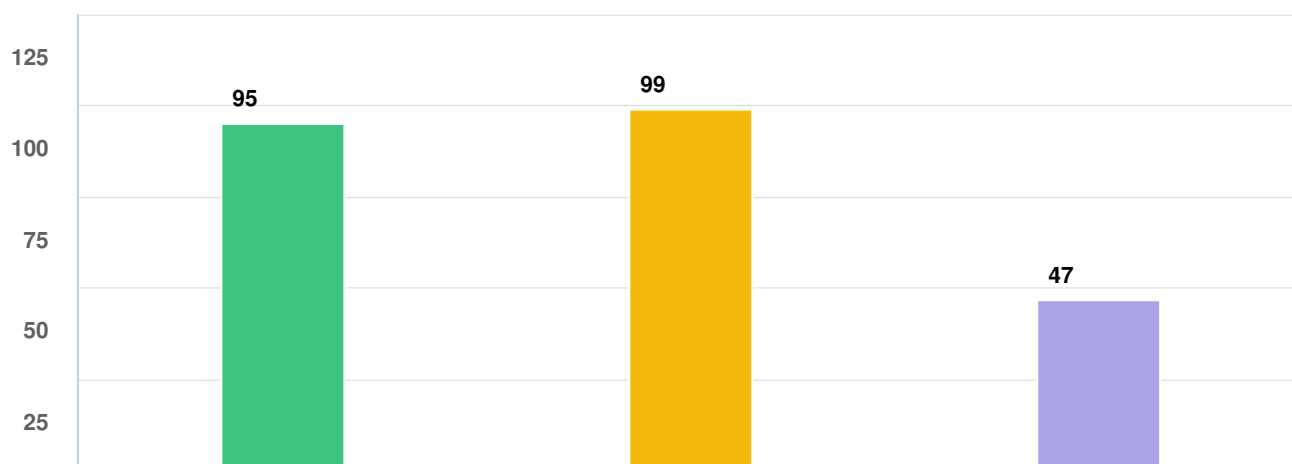
Question options

● Strongly disagree
 ● Disagree
 ● Neutral
 ● Agree
 ● Strongly agree

Optional question (241 response(s), 4 skipped)

Question type: Checkbox Question

Q11 Is there anything missing or unanswered in this focus area that you feel is important?



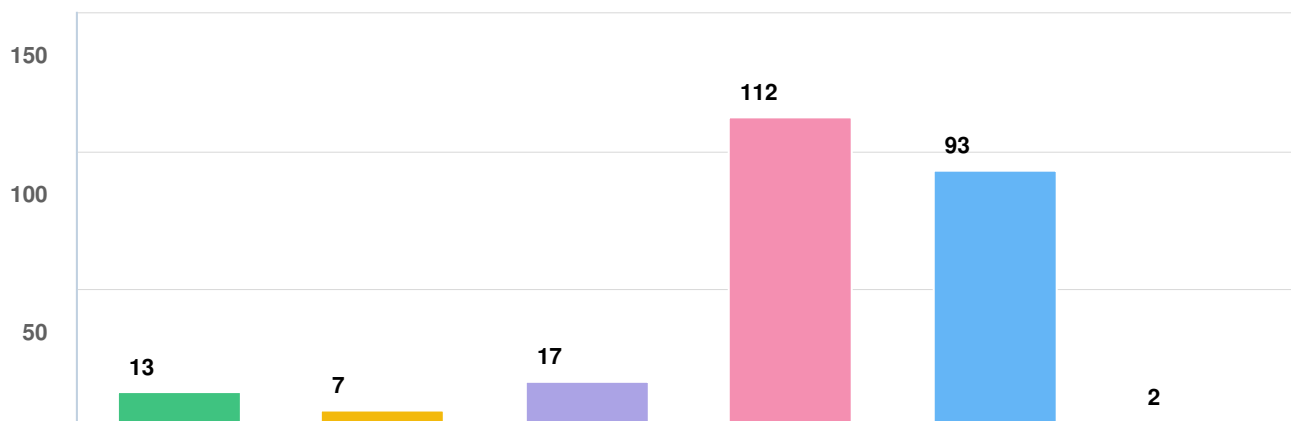
Question options

● Yes
 ● No
 ● Unsure

Optional question (240 response(s), 5 skipped)

Question type: Checkbox Question

Q13 I understand the cyclist road safety actions



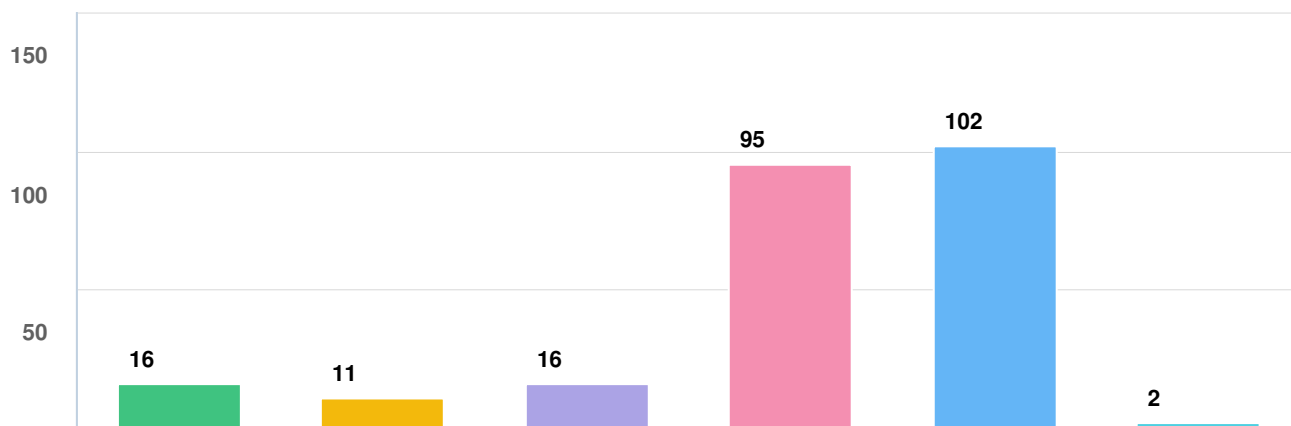
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (243 response(s), 2 skipped)

Question type: Checkbox Question

Q14 I understand the importance of the cyclist road safety actions



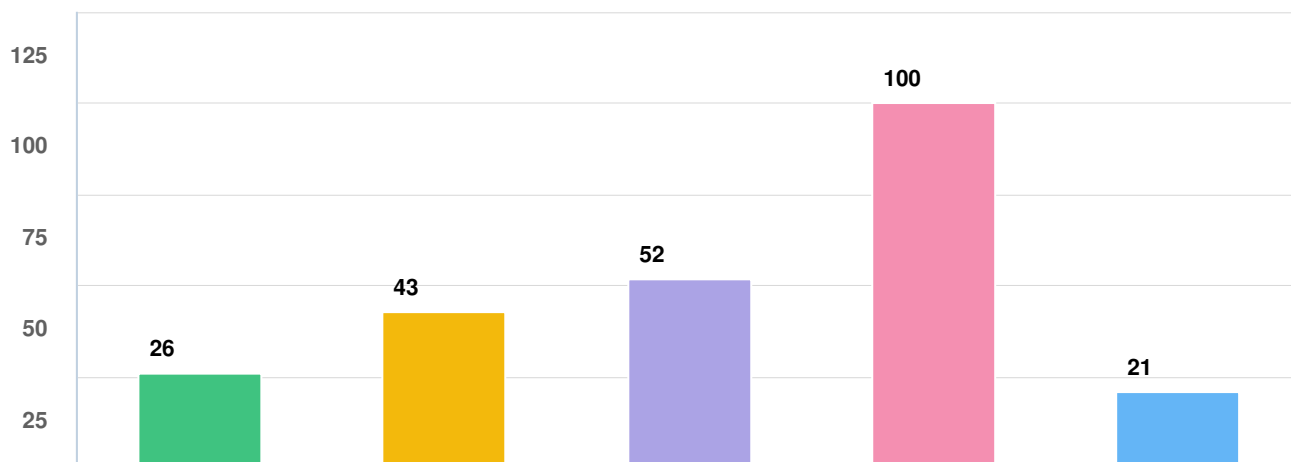
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (241 response(s), 4 skipped)

Question type: Checkbox Question

Q16 Do you feel that this focus area addresses your road safety concerns about cyclists?



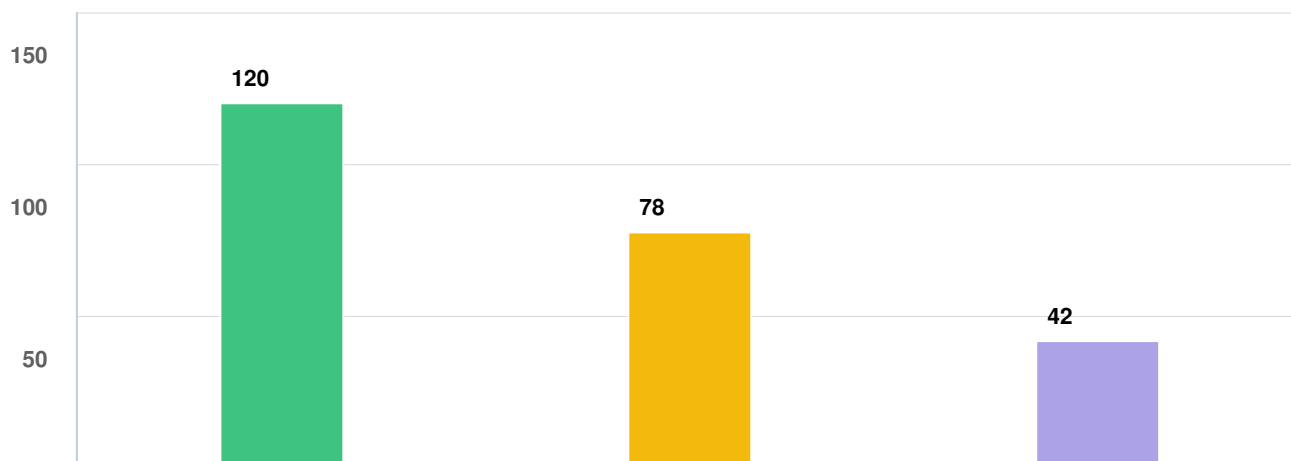
Question options

Strongly disagree Disagree Neutral Agree Strongly agree

Optional question (242 response(s), 3 skipped)

Question type: Checkbox Question

Q17 Is there anything missing or unanswered in this focus area that you feel is important?



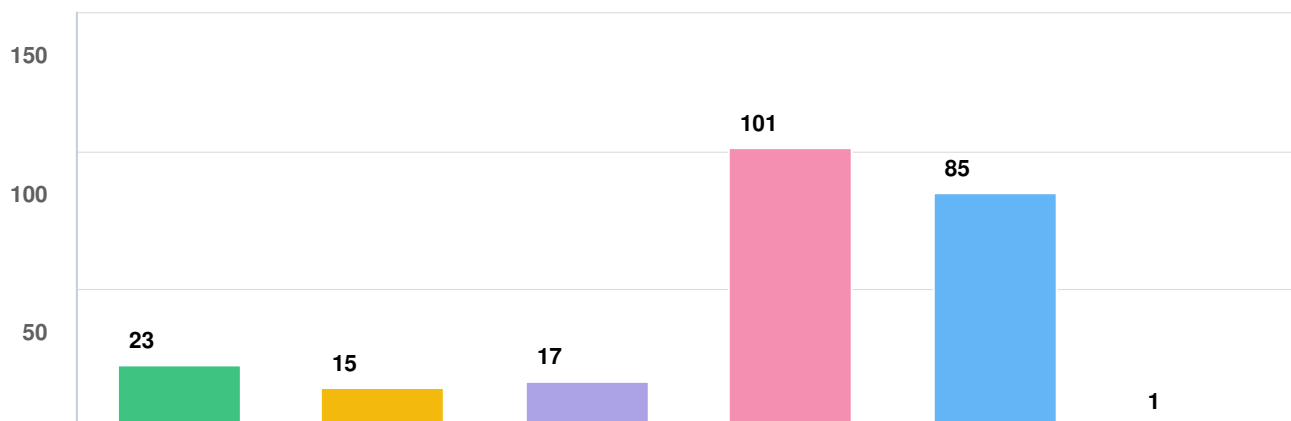
Question options

Yes No Unsure

Optional question (239 response(s), 6 skipped)

Question type: Checkbox Question

Q19 I understand the speed road safety actions



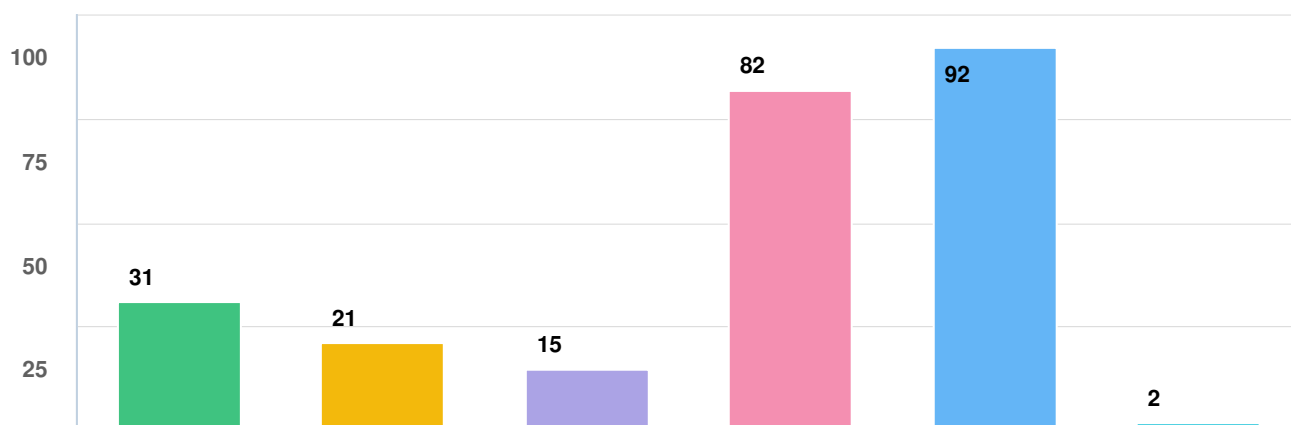
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (242 response(s), 3 skipped)

Question type: Checkbox Question

Q20 I understand the importance of the speed road safety actions



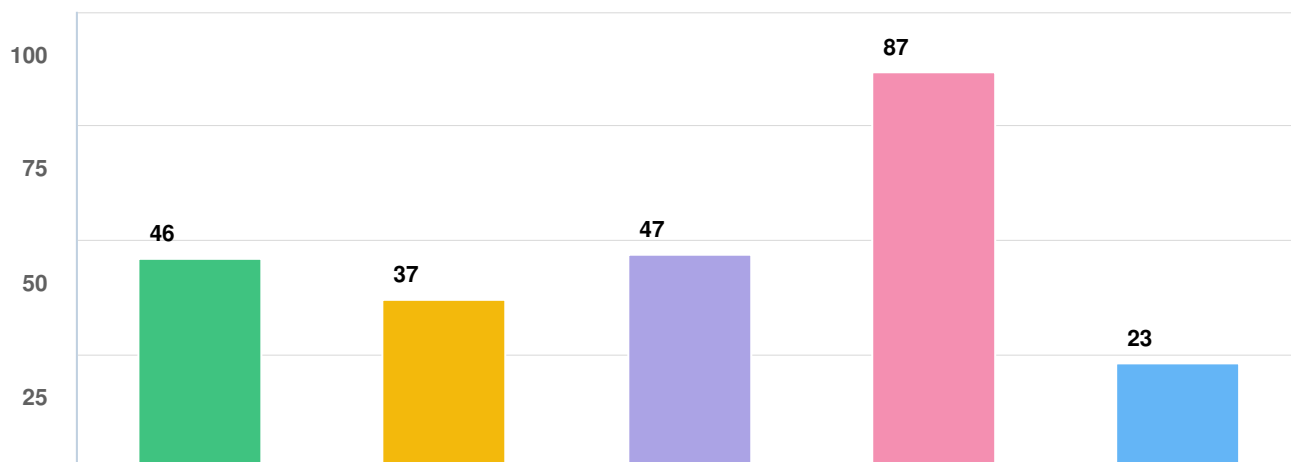
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (243 response(s), 2 skipped)

Question type: Checkbox Question

Q22 Do you feel that this focus area addresses your road safety concerns about speed?



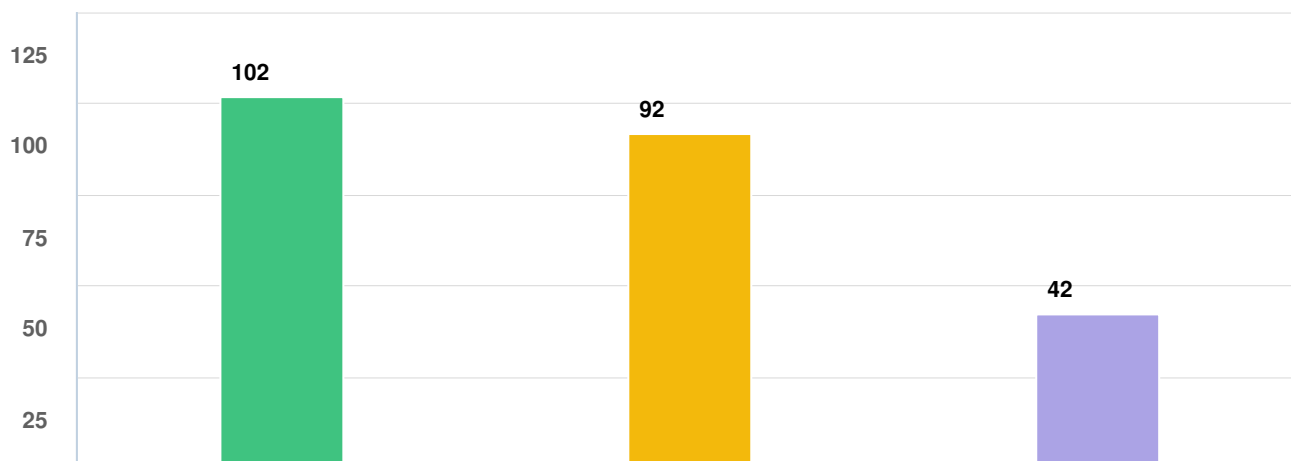
Question options

Strongly disagree Disagree Neutral Agree Strongly agree

Optional question (240 response(s), 5 skipped)

Question type: Checkbox Question

Q23 Is there anything missing or unanswered in this focus area that you feel is important?



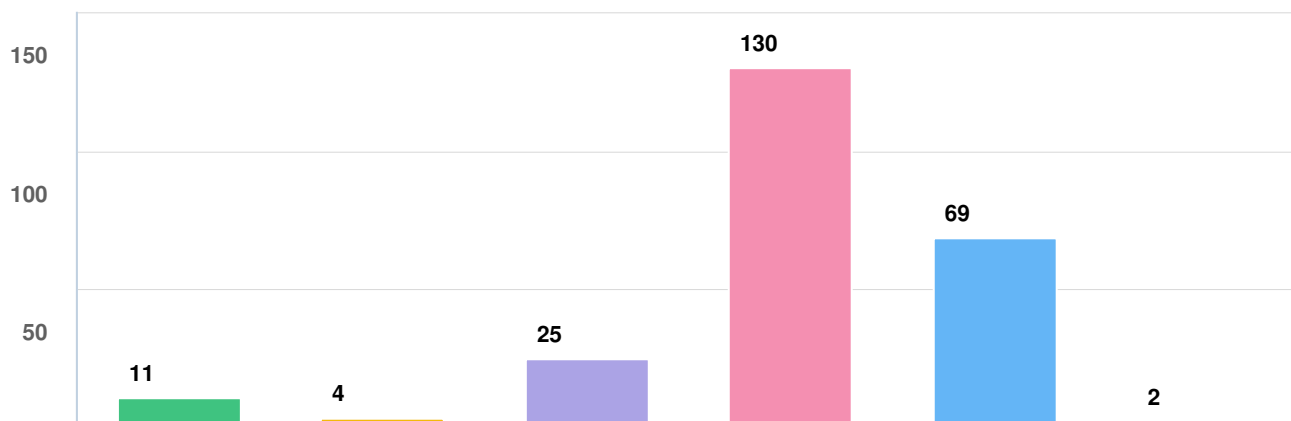
Question options

Yes No Unsure

Optional question (236 response(s), 9 skipped)

Question type: Checkbox Question

Q25 I understand the road safety culture actions



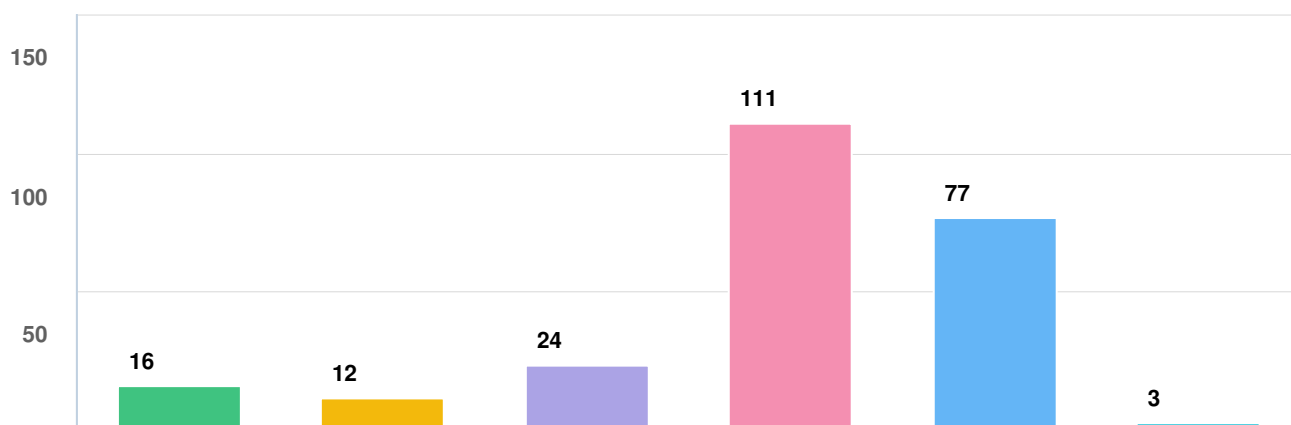
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (241 response(s), 4 skipped)

Question type: Checkbox Question

Q26 I understand the importance of the road safety culture actions



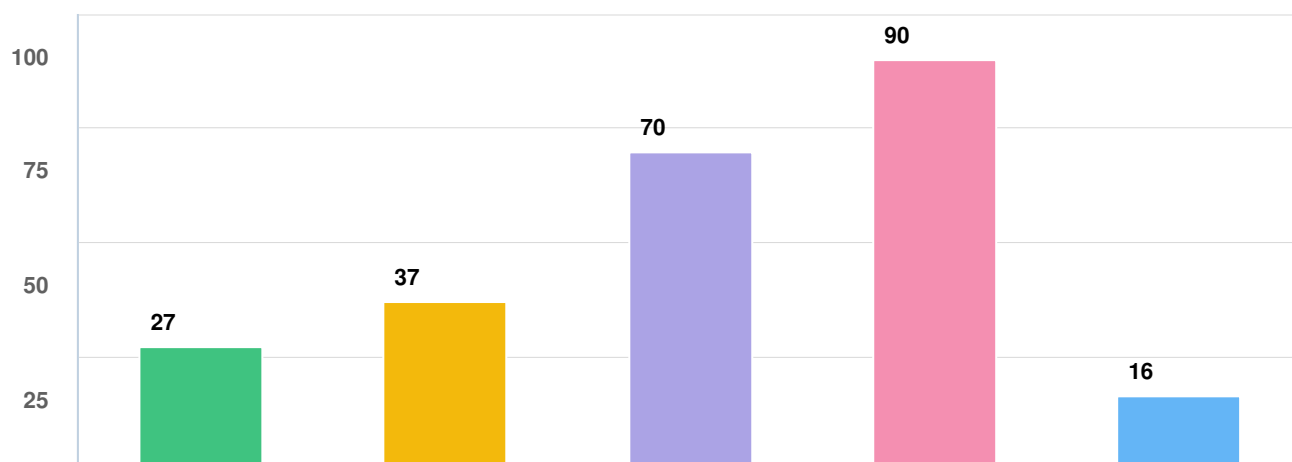
Question options

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly Agree
- Not sure/not enough information to answer

Optional question (243 response(s), 2 skipped)

Question type: Checkbox Question

Q28 Do you feel that this focus area addresses your road safety concerns about road safety culture?



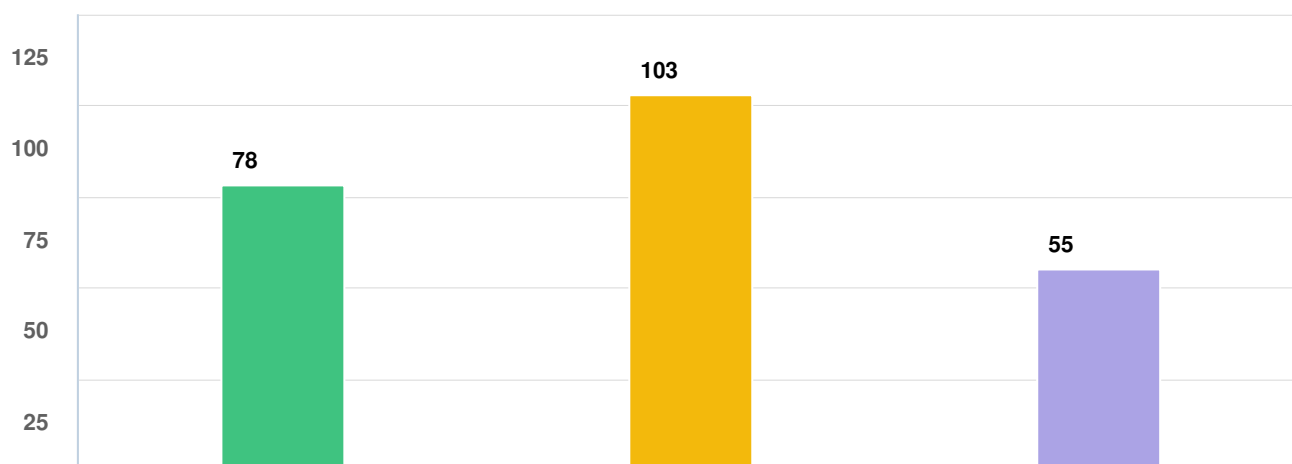
Question options

● Strongly disagree
 ● Disagree
 ● Neutral
 ● Agree
 ● Strongly agree

Optional question (240 response(s), 5 skipped)

Question type: Checkbox Question

Q29 Is there anything missing or unanswered in this focus area that you feel is important?



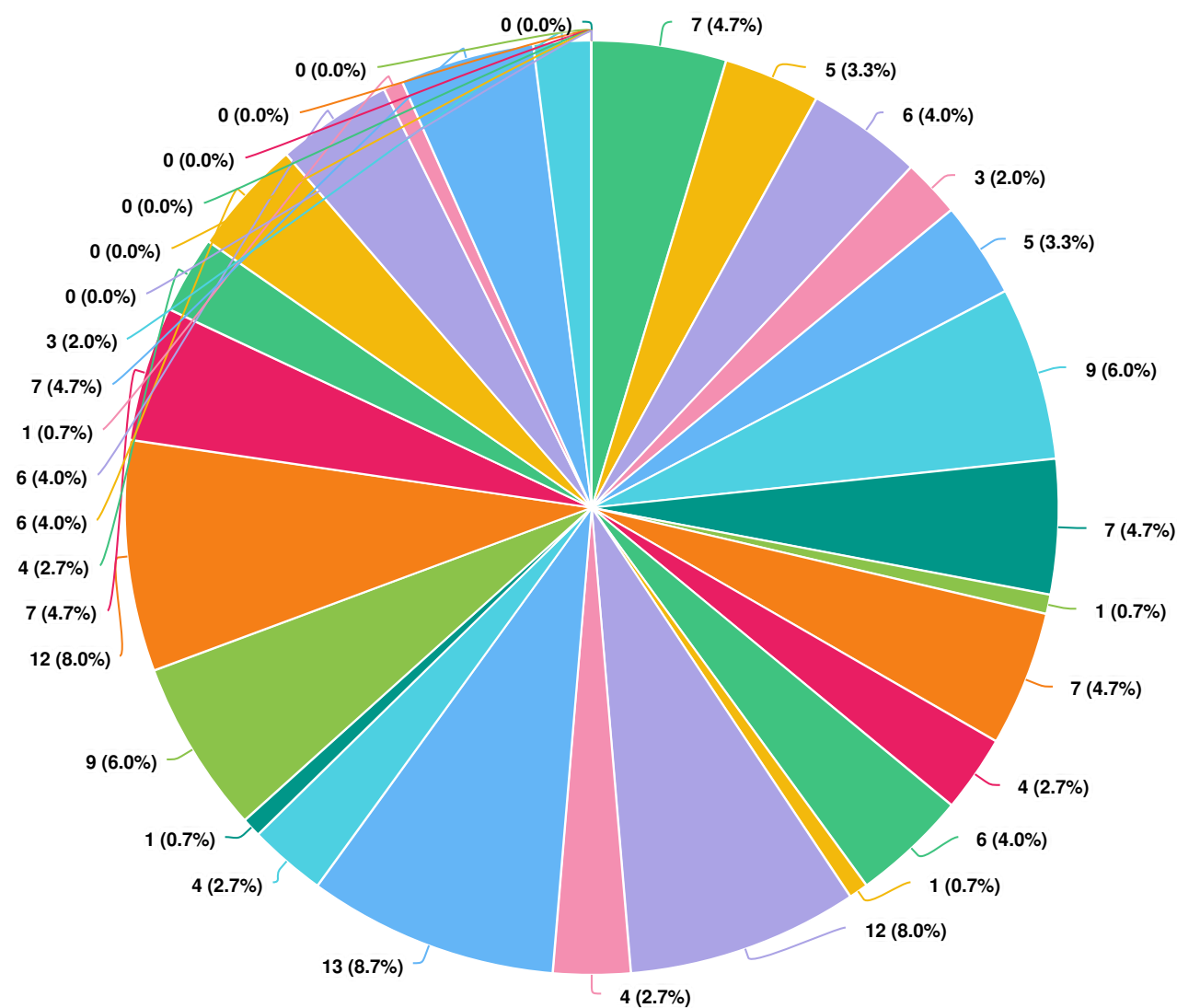
Question options

● Yes
 ● No
 ● Unsure

Optional question (236 response(s), 9 skipped)

Question type: Checkbox Question

Q31 Please provide the first three digits of your postal code:



Question options

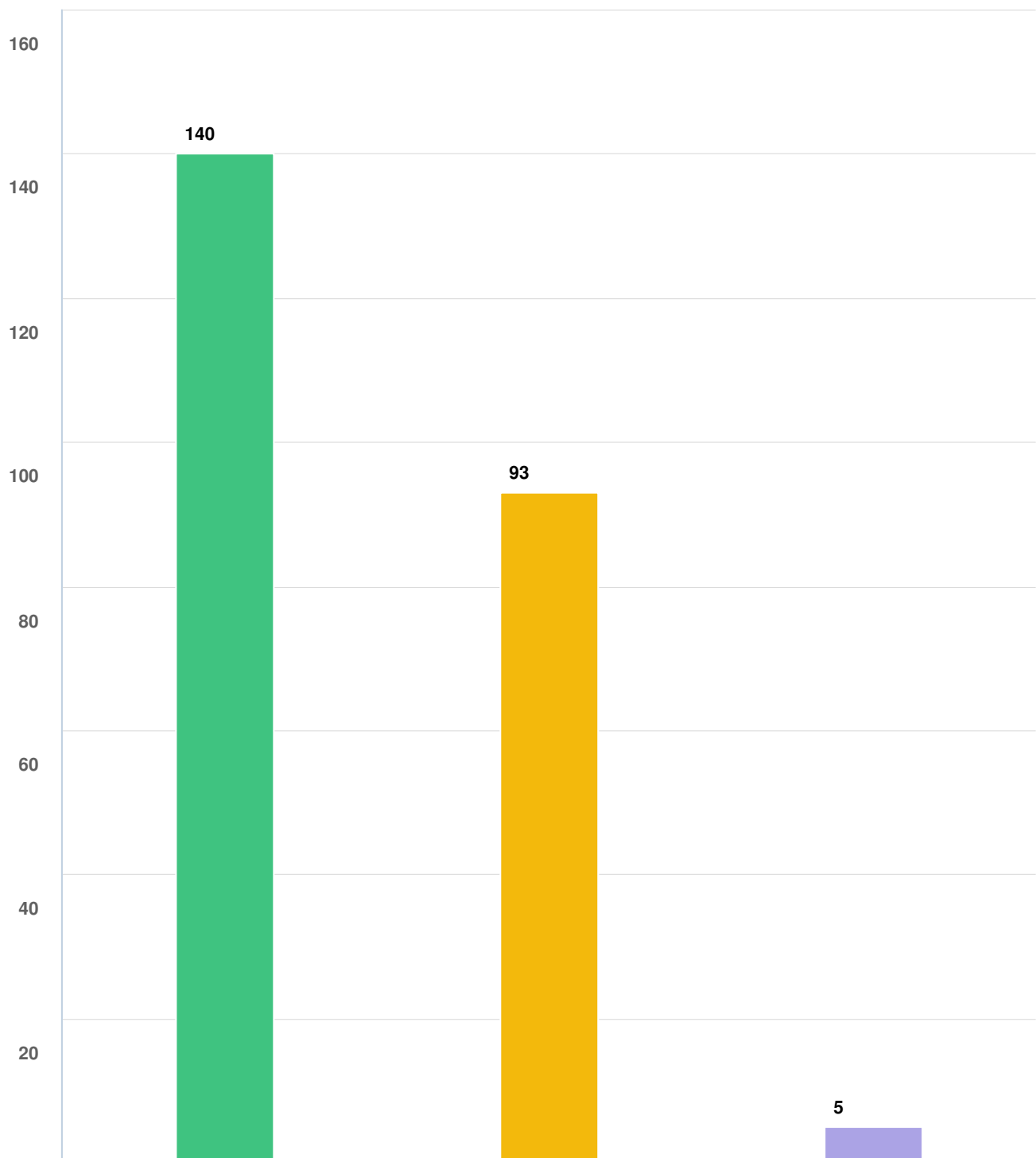
 R2C
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  R3X
  R3Y
  R2L
  R2P
  R2X
  R3B
  R3H
  R3S
  R3V

Optional question (150 response(s), 95 skipped)
Question type: Dropdown Question

Q32 Please indicate your gender below:



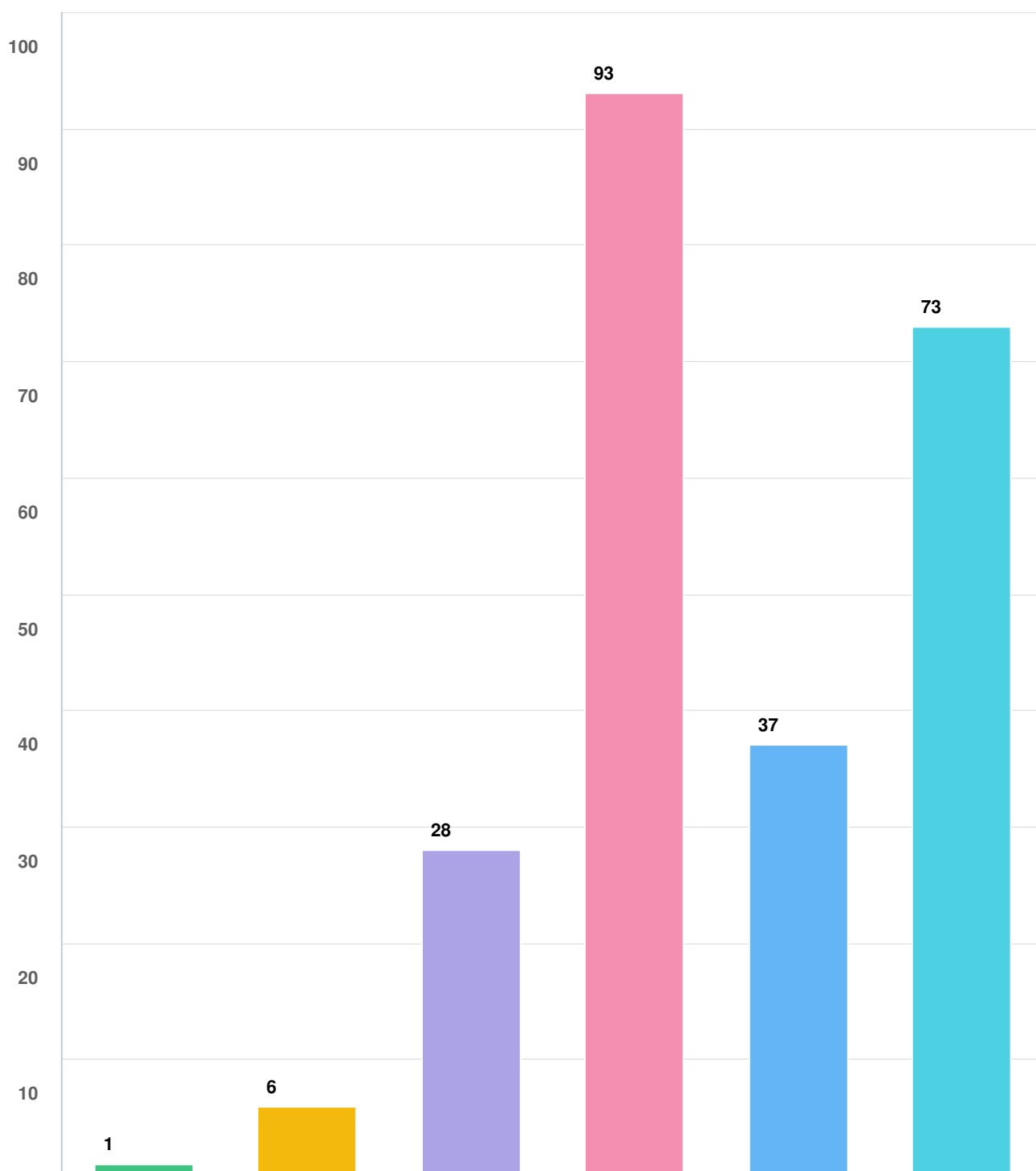
Question options

● Male ● Female ● Other (Please specify if you wish)

Optional question (238 response(s), 7 skipped)

Question type: Checkbox Question

Q33 Which category best describes your age?



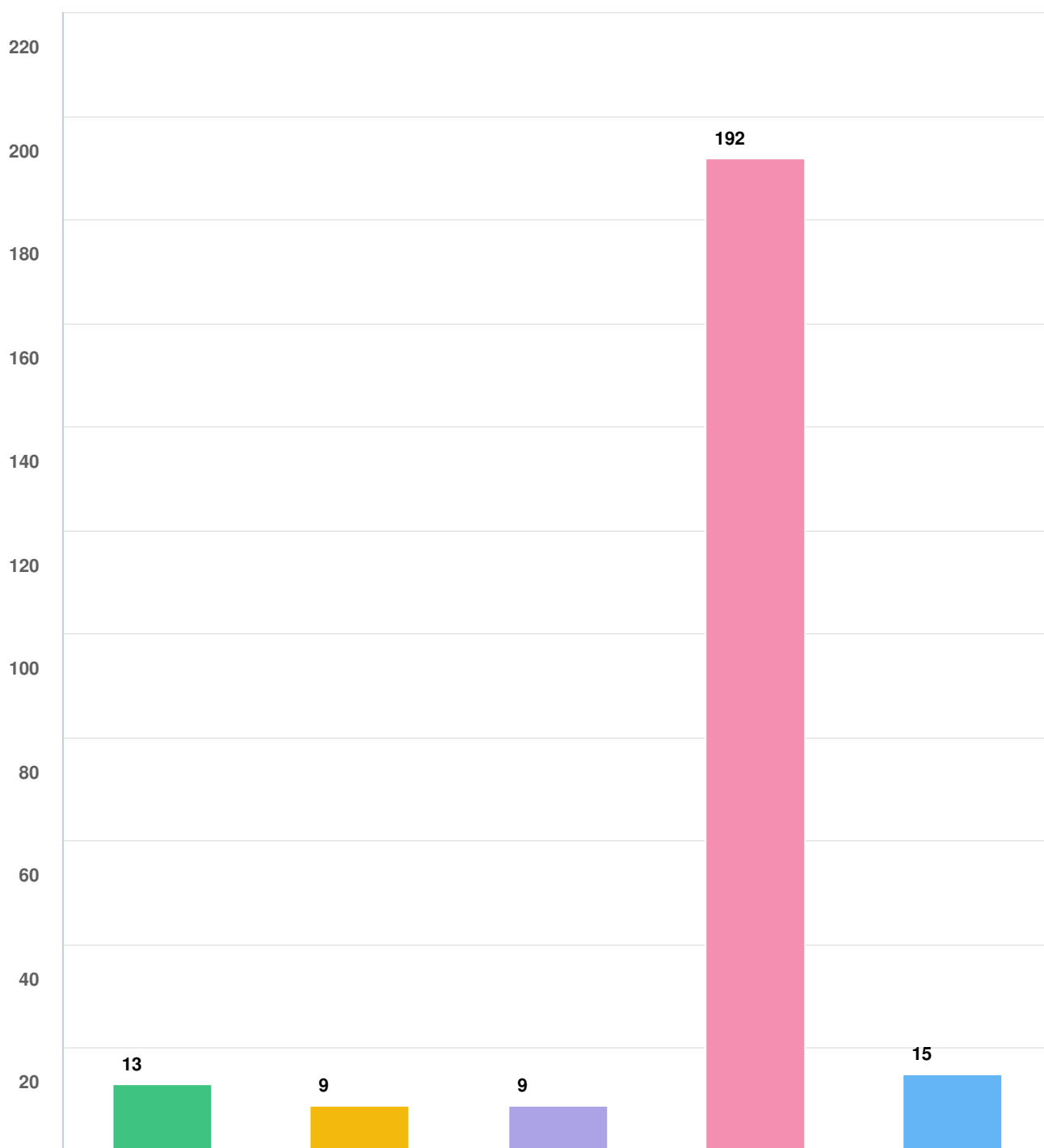
Question options

● Under 18 ● 18-24 ● 25-34 ● 35-54 ● 55-60 ● 60+

Optional question (238 response(s), 7 skipped)

Question type: Checkbox Question

Q34 Do you have a disability? Please choose all that apply:



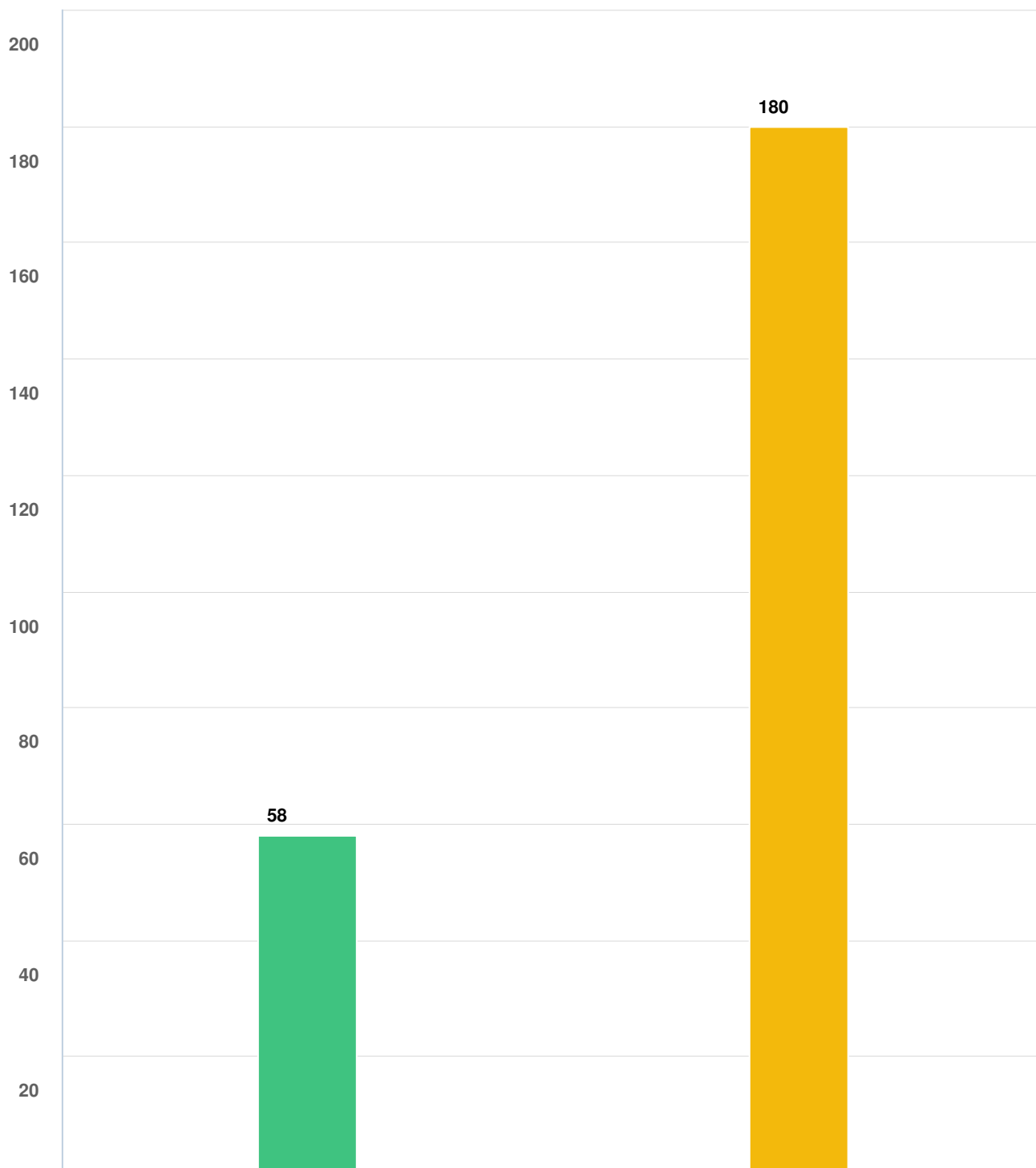
Question options

- ☒ Yes, I use a wheelchair or have mobility issues ☒ Yes, a hearing impairment ☒ Yes, a visual impairment
☒ No, I don't have a disability ☒ Yes, another kind of disability (please specify, if you wish)

Optional question (233 response(s), 12 skipped)

Question type: Checkbox Question

Q35 Do you have children aged 12 or under in your home?



Question options

● Yes ● No

Optional question (238 response(s), 7 skipped)

Question type: Checkbox Question

Survey: Winnipeg Road Safety - Focus Areas & Actions

Focus Area: Signalized Intersections

Survey Question 3. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

The actions described are far too wordy!!! The only two action at intersections that needs to change are longer yellow lights and synchronized lights.
removal of healthy mature tree should be on case-by-case basis/[pruning my resolve concern/compensation for lost canopy required; when tree is removed due to disease/general mortality, new tree not replanted in same location
Since signalized intersections I have experienced all kinds of near misses involving cyclists. The don't dismount while crossing and cross in front of vehicles at intersections. I don't want to injure anyone. Each time italmost gives me a heart attack,
I don't agree with removing trees to make cars safer. We can adjust roads or behaviours in other ways without damaging critical environmental infrastructure.
X
Language of "smart channels" used without a picture or description of what that is.
what is right turn vs simple right turn
I do not understand the need to reorient right hand turn lanes to reduce vehicle speed.
Your questions are misleading. They are asking if we understand, not if we agree with the proposed actions in the description column.
n/a
Safety is important, but so is traffic flow. If you impede traffic flow too much, drivers get impatient and aggressive, which decreases safety.
Speed travelled by vehicles is a much bigger threat to vulnerable road users and the above interventions do nothing to reduce road speed.
Do not feel change is required for improvement
Please define signalised intersections
I have been driving for 40 years with no accidents or speeding tickets
Use plain language if you really want feedback. Jargon such as "recalibrate safety performance functions" or "smart channels" may be understood by road planners, but average citizens don't know what those are and therefore can't give appropriate feedback.
Suggest making No Right Turn on Red standard across the city to avoid confusion and promote consistency.
We should not be decreasing speed at right turn channels. This slows down traffic. Cars can merge easier if they have some speed, just harder to merge from a stand-still, which causes traffic to back up. We need more right turn channels that allow speed
I believe NRTOR is a critical piece for creating safer roads for pedestrians, cyclists and driver. I do not agree with removing trees to make signage more visible, the signage should be moved not the trees.
I am concerned about right turns around bike lanes in bumper to bumper traffic, as cyclists may only use the bike lane at intersections.

Pedestrians and cyclists need to pay attention. The goal should be to offer separate bike paths to cyclists whenever possible to limit vehicle interaction. Winnipeg has no freeways and no effective public transit; we need to avoid making things slower

I don't think we need to not allow right turns on red lights or slow down our speed limits... pedestrian should be looking both ways when crossing the street like their moms taught them when they were 6 years old.

Focus Area: Signalized Intersections

Survey Question 6. Is there anything missing or unanswered in this focus area that you feel is important? If yes, please clarify in the comment box.

See last comment. Also street name signage is difficult to see at some intersections.

There are 2 main problems at signalized intersections - not sufficient time to cross (even 2 or 3 more seconds would help) and the extremely poor way that snow is removed from buttons at these intersections - remove the buttons at most intersections.

Would be great to see automatic cyclist priority such that signals halt cars for oncoming cyclists. Can be accomplished easily and inexpensively with magnetic ground loop technology.

adding turn yields as well if possible and extend the lane for merging

Longer merge lanes are needed at many interchanges - examples include the ramps from Portage onto rt 90 and Disraeli/Sutherland

At signalized intersections with high non-vehicle traffic, there should be NRTOR *as well as* priority signals for pedestrians and cyclists.

Increasing leading intervals for pedestrians and cyclists.

Trees and other visibility barriers like snow banks at Stop signs

Tree trimming

I think that the length of yellow lights is another safety area that should be reviewed and addressed. As well, the length of Left Turn Signals should be considered.

The pedestrian buttons need removal or reprogramming. The lights often show the wrong information because the button was not pushed. Pushing the button does not fix it until the next cycle, which is inadequate service.

Need a standard lead-on-green for pedestrians right across the city. Please don't "study" it. Look at the experience of other cities in the country that have already done this.

Longer amber light during winter for high speed intersections - often difficult to come to a full stop in time during icy conditions.

Summertime may be the worst for the visual blocking of traffic signals by leaves on large tree branches. Also, sometimes, there are too many signals in close proximity such that the prominence of a given signal is lessened by focus on another signal.

The smart channel solution is too difficult to implement in the city. Signs and warning lights to remind drivers that pedestrians are crossing the street are needed. Driver education on TV, radio (MPI) could help. Drivers often do not know current rules.

No mention of traffic calming measures as part of road and intersection design around signalised intersections (potentially included in RSAs?)
Length of Signal timing - lights not coordinated, turn too short (3 cars thru) and some timings too long traffic has cleared cars waiting in other direction.
It is important to include accessible pedestrian signals (APS) and if there are porkchop islands requiring pedestrians to cross an excelleration lane how that is to be managed.
I would like to see more about increasing the number of pedestrian priority crossings on busy roads with limited cross streets, as well as decreasing the use of "beg buttons" that only signal for pedestrian crossings when pressed in advance.
I think all pedestrian beg buttons should also be removed from all signalized intersections
Should be a reduced speed zone around city splash pads during the summer months.
Minimizing right turns onto residential streets during peak traffic times would eliminate unnecessary cut through traffic in communities, expanding safety to all areas, not just at lights.
Raised side walks and bike paths through intersections like they have in the Netherlands. Bike traffic lights at intersections. Bike push buttons to let the traffic light know we are there. Separate bike path from sidewalk.
Signals that we currently have are not being maintained!
Note that with many right turn channels in the city (including perimeter though Provincial), you often have situations where traffic still sits because there is often not enough lane length to get up to speed to merge left properly.
Removing signalized intersections in favor of superior infrastructure such as roundabouts. Although roundabouts are mentioned in the handout, there is no commitment to increasing the number of roundabouts.
More high speed right turn channels. Eastbound Fermor onto South Lag should have a right turn channel/merge lane to allow cars to get upto speed to merge easier.
Why was there a no right turn on red sign installed at Chief Peguis and Lagimodiere? There was literally an MPI advertising campaign telling drivers they could use that intersection as a legal right turn on red as long as they came to full stop first.
Traffic flow shoudk bd considered along with safety. Hard to impress upon pedestrians they need to obey traffic signals
I do not agree with removing trees to make signs more visible, you should move the signs. If anything, we want more trees on boulevards to help protect pedestrians and to encourage drivers to slow down.
Traffic flow should not be slowed/interfered with.In fact it should be sped up in many areas.If pedestrians/cyclists present a problem then they should be restricted or alternative methods found for them to cross streets etc.(eg.bridges or tunnels)
Enforcement of rules
Increasing driver standards through mpi, I.e. more rigorous driver training.
The actions above do not provide any information on what this will do to the physical environment. Widening roadways to add in turn lanes takes out trees, sidewalks, and other amenities. This is not a good choice to improve ped safety.
Breaking down the actual options possibly available and the chance to answer each one

ban right turns on red altogether
To me, the biggest road safety hazard at intersections is the confusion created by cycling infrastructure.
Please look at the intersection of Assiniboine and Main. Intersection is so dangerous for several reasons: 1) cyclists travelling east at the crosswalk collide with people waiting for bus 2) no turning light for vehicles going left on Ass
I have not identified this area of focus as a priority. I do not see this aspect being of critical importance.
The list features items such as "removing trees and obstructions". I would advise being careful about making the city a less desirable by removing greenery, not to mention drainage, health, etc.
Stop imposing more traffic laws this city's traffic is bad enough without the government using these laws as a way to get more revenue
getting rid of slip lanes sounds great. getting rid of right-turn-on-red may help, as long as people heed the sign
No right hand turning reduces traffic movement. Pedestrian and bike paths reduce that movement in its current form. All interested parties must take an equal interest. It's waterway rules.
People constantly running red lights on high speed roads
Eliminating right turn channels or making intersections NRTOR will bottle up traffic and may encourage traffic to detour thru parking lots and side streets.
So many traffic signals in Winnipeg and not synchronized. Other cities that are forward thinking are
Right turning vehicles should still yield to pedestrians and others on a multi-user path.
Increase Protected Left Turn Times and Number of Protected Left Turn Lights
I think pedestrian crossing times is the most important action mentioned in the handout but not in this survey. Also, why would trees be completely removed instead of just trimmed back to improve visibility? Shade trees improve visibility by reducing glare
does not address uncontrolled left turns off the busy 70km/hr road, i.e. turning left on Creek Bend Road when heading south on St. Anne's Road.
I'm fine with the other changes, but please try and minimize the cutting down of trees.
The white paint on street not reflective and easy to wash off after a couple months it not visible on summer how could it be visible on winter?
Enforcement for bike riders ignoring traffic rules
What are the evaluation criteria for each?
What are "safety performance functions" and "network screening"? What is an "in-service road safety audit"? It appears that this document was written to confuse the average reader, and that you have no intention of getting or using honest feedback.
I think you won't be able to fully address issues with signalized intersection until a change in driver culture has happened. Too many drivers act like signalized intersections are challenges to beat by racing through - very dangerous.
Too many signalized intersections in Winnipeg, really feels like driving in a small town.
increased monitoring of vehicles to assure they are following the law.

Without knowing specific changes, it is impossible to know. In principal it sounds good.
Some visuals would be nice.
n/a
Maximum road speed should be reduced!
Changing signage or traffic lights won't cut down on safety. The only thing that will cut down on safety will be PROPER driving training of the rules of the road, suspension of licensing when an accident is caused at intersections.
public education
Cyclist behavior. Education on the need to follow the rules of the highway
Please define signalised intersections
Public education campaign to teach all drivers about this planned change and how it will require adaptation of their driving behaviors.
As cycling lanes are becoming more prevalent, I've noticed some signalized intersections that have a delayed green light (typically on left turns at Portage and Broadway) to prevent traffic from turning into a cycling lane. Many vehicles do not obey this.
Why do you want to keep cars in traffic longer to produce more pollution? Slow traffic and longer wait times and routes only keep cars polluting longer.
While I understand the importance of a vehicle driver being alert to cyclists what actions are being taken to educate cyclists to roads, rules and being considerate to motorists? It will only work if both are considerate.
Pedestrian and cyclists education that cause slow downs at intersections and cause unpredictable movements for motorists. Motorists are always to blame with little to no control of the pedestrians and cyclists. Cycle lanes are not used properly(no rules).
24-7 new Bike paths - review required. Please reduce to Wkd at least if must remain
Your traffic signals at numerous intersections force me as a cyclist to take a dangerous manoeuvre to secure a green light. No intersection should require pedestrians or cyclist to hit a button to get a green light.
we need many more larger traffic circles
NRTOR is standard in Australia, we should make it standard here (I know this is provincial). Slip lanes need to be reduced, even the 'new' design with sharper angles are unsafe.
Right / Left turns on GREEN... where pedestrians interfere with the turning vehicle, or may step off the curb as a vehicle has already begun the turn across the pedestrian corridor.
more warning lights on major roads when the light is about to change . (Bishop Grandin at St Anne's/St. Mary's/Waverley Street etc..)
Pedestrian signals should be more responsive to demand like in Vancouver
Review conversion of signals to roundabouts as a priority in infrastructure development. Roundabouts have a proven safety record and if serious about safety then roundabouts should be a top priority
I am vision impaired, got in accidents, people don't watch when turning, signals don't work, crosswalks and where to cross isn't evident, emergency vehicles start up their sirens when in mid crossing.

Focus Area: Pedestrians

Survey Question 9. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

It is not always apparent whether or not a driver should, or is required to stop or slow down for pedestrians. There is a crosswalk at wellington crescent and stradbrook, on a corner. People drive fast, and the crosswalk is obscured by parked vehicles.
More education on when pedestrians can cross. The additions of the count down clocks allows pedestrian to assume they can cross main arteries in 5 seconds. They need to know what a flashing hand means. Again, motorists are to blame for this unpredictable.
n/a
X
These measures restrict vehicle travel too much in favour of pedestrians etc. It goes too far.
Just no future minds. Just another way of slowing traffic to a stand still
Stop wasting money on stupid shit and lower our taxes if you need to blow money
More rules = more opportunity to ticket drivers. I don't see the point of these changes
I think someone has too much time on their hands to be spending their time fixing something that isn't broken.
Pedestrians have a responsibility as well, awareness of their surroundings would solve most problems at a lower cost
curb bump ups mess up traffic so so so much. and even more with all the construction and now bike lanes.
Don't agree with curb bump outs and most traffic calming measures. Roads are for driving on, not pedestrians and bikes.
Some are ok but some aren't. For example curb bump outs will have a massive impact on traffic flow.
I disagree with the curb bump outs as I don't understand how this would help with safety.
Not required. Pedestrians need to be responsible and accountable for ensuring they move safely through traffic zones.
I don't understand how curb bumpouts or pedestrian refuge islands would work or their impact on pedestrian safety AND traffic flow..
Pedestrians need to learn the rules of the road and if they are not following proper rules then they deserve what happens.
I don't think that there that important. Just get your face out of your phone for 2 seconds & look both way before crossing the street - pretty simple stuff
The importance of pedestrian safety is understood. The actions may not be the best direction. Also for survey writer the survey was allowing me to make two choices.
Install curb bump-outs - dont work - narrows streets and put cyclists at risk. Refuge Island are important - some are desperately needed - Shorehill @ Bishop Grandin
This survey has improperly worded questions. Instead of asking if I agree or disagree with thesee projects, you ask if I understand the importance ! No, I don't agree with installing bump outs. They create traffic congestion, just like bike lanes do.

Some statistics showing that a problem exists would be helpful. I feel we're adding all kinds of street infrastructure that creates new problems -- e.g., curb bumpouts and cycling lines are in conflict with each other.
I understand the necessity of pedestrian safety improvements around schools but feel you invite more vehicle incidents by opening the criteria for these kind of safety measures elsewhere. The amount of accidents reported doesn't warrant this.
Why is the emphasis only on the motorist, what about pedestrian education and initiatives, by making it increasingly easy for pedestrians not to pay attention, you are in fact increasing the risks of collisions between pedestrians and motorists
Traffic gets heavy when pedestrians are allowed to interrupt the flow. Crosswalks need to be timed so pedestrians cannot stop traffic for excessive periods of time. If left without limit there are conga lines of pedestrians not allowing traffic to flow at
Do not add any more bumps, too hard on the car. Does the city wish to pay for my front end? We do not need anymore signal lights, etc. We need more freeways with no stops. Even Saskatoon beats Winnipeg with safe pedestrians
Again, language, people!! I am able to decipher some of the language, but I don't know what TAC is, what guidance is given in their Traffic Monitoring Guide, or what kind of advanced technologies exist in active transportation traffic monitoring.
I have no idea what is meant "calibrated to Winnipeg conditions" means, in relation to traffic controls, intersections and pedestrians. This is a ridiculous use of the word "calibrate" -- where at intersections would I see a gauge, what would it measure?
Prioritize pedestrian safety over traffic level of service; see Montreal for great examples of curb bump outs - start downtown asap and include in all street rebuilds through the city

Focus Area: Pedestrians

Survey Question 12. Is there anything missing or unanswered in this focus area that you feel is important? If yes, please clarify in the comment box.

Replace flashing lights at crosswalks to red lights.
Installing traffic signals for pedestrian crossings so they don't interfere with the flow of traffic. Angry drivers will likely ignore a normal pedestrian crossing or will increase speeds.
A major area you are missing is advanced crossing for pedestrians and implementing more left turn signals, so many times it is like playing chicken between those turning left and those walking across the street.
Why are there still intersections that require a pedestrian to push a button to cross? Why are walk times so short? A refuge island is nice but having to wait for another signal in minus 30 is not.
Flashing lights at pedestrian crossings are too high they need to be eye level.
Pedestrian education. My opinion they do not understand basic hand signals or importance of various existing crossing signals meant for their safety
Increase crossing time for pedestrians at red lights for cross streets

Right turning vehicles need to yield to pedestrians heading straight. Need pedestrian activated traffic signals in select areas, eg. MacGillivray & Ft. Whyte
Longer timing for pedestrians crossing at major lights...i noticed majority of the time before they even get half way across the sign changed to do not walk.
Regular consistent removal of the barricades (windrows?) left by snowplows would improve pedestrian safety. People exiting vehicles to enter buildings are blocked from exiting curbside; are forced to exit into traffic; walk in traffic to the next interse
The City must insist that sidewalks are cleared of snow, including abutting regional streets and corridors. Further, no pedestrian should have to hit a button to be able to cross the road on a green light.
Snow clearing related prioritisation (more detail in policies)
Winnipeg should consider installing pedestrian signals similar to ones used in Vancouver, which display a flashing green until the crosswalk is activated.
Allowing more time for pedestrians to cross major roadways. Current time allowed for a pedestrian to cross Pembina highway is minimal.
The time at traffic lights for pedestrians to wait for crossing is sometimes too long (e.g. Wardlaw at Osborne). But the time for crossing is sometimes too short for older or disabled people. These timings need to be reviewed.
In the first section there should be a cross risk assessment based on the volume of traffic. Low traffic = less risk. ie collector streets versus residential
Neighbourhood connection improvements. Pedestrian bridges.
Consider using bridge type pedestrian crossings at high speed locations such as Bishop Grandin to reduce disruption to traffic flow
We need to look at more pedestrian bridges in busy areas.
2 things. During construction season sidewalks are routinely blocked so pedestrians either have to go all the way around or put themselves in danger. Thus practice needs to STOP. If construction is going to block sidewalk access the company.mast
The city should consider raised cross-walks placed at the same height as the sidewalk and made of the same construction as the sidewalk. This would make it clearer that pedestrians have priority at crosswalks.
Cyclists should be licensed for safety purposes. They cause accidents with no means of accountability or way to identify. Also funds could be used for expenses. Seems costly in a winter city when roads aren't maintained for cars nor people
There is a lot of focus on driver education and awareness to protect pedestrians, and zero focus on ensuring pedestrians correctly use crosswalks, enter roadways at the correct points, leave vehicles enough time to react, etc
More education or even enforcement for violating the intent of pedestrian rules of the road. This is common especially downtown.
You say that demographics will be considered. Does that mean for older people cause if so it has not been considered such in our neighborhood
While I appreciate the focus on areas with high levels of vulnerable pedestrians, I think we should be considering the safety of ALL pedestrians. Whether I'm 3 years old, 33 years old or 83 years old, I want to be able to cross safely without fear.

Wouldn't curb bump out make the street more dangerous for pedestrians and drivers? The bump out would narrow the street at the crossing making the area more congested for drivers and therefore adding to the risk of the pedestrians being hit by vehicles.
This section focuses on infrastructure which will protect pedestrians from cars, but there should be more focus on how to minimize the threat that vehicle traffic poses to pedestrians - making cars less dangerous, rather than peds. less vulnerable
It should be make clear that roads are for cars and sidewalks are for pedestrians. Mixing the two is a recipe for disaster. Also children need to be taught caution about traffic not coddled with a fake 30km zone.
For one thing, what is "pedestrian scramble operation"? For another, what are "breakaway devices" and what do they do?
speed limits need to be lowered, streets made more narrow
The city seems to be deconstructing rather than ease of movement for vehicles
Pedestrians need to be more accountable not expect traffic to stop. Stick out hand at an uncontrolled crosswalk, Walk on sidewalk not the road, LOOK before crossing a street! etc.
Education. As a whole our society is very impatient. Pedestrians need to be educated and understand that they must look both ways before entering on to a roadway.
These measures should be the default, not just around schools and senior homes - all pedestrians are vulnerable
Visuals would be nice.
I think that even more measures can be taken to protect pedestrians.
Physical speed reductions for vehicles at intersections.
SCHOOL CROSSWALKS ON BUSY STREETS - ECOLE VARENNES ON ST.MARY'S ROAD AND ST.ANNES ROAD - THIS NEEDS TO BE PRIORITIZED; MANY SUGGESTIONS HAVE BEEN BROUGHT TO BRIAN MAYES ABOUT THE LACK OF VISIBILITY OF THIS CROSSWALKS AND SPEED LIMIT MUST BE REDUCED!!!
30km/h traffic calmed residential neighborhood feasibility to enhance vehicle and pedestrian safety
Pedestrian education is the most important thing related to Pedestrian safety. There needs to be more of this and less of making it hard to drive in the city.
Not pedestrians education and rules enforcement
I agree with pedestrians safety and cyclists safety but all of this is being placed on restricted traffic flow. This has a huge impact on environment and the stress of our citizens.
The pedestrians responsibility
Stop worrying about people on foot and start worrying of people behind the wheel of a car that think they are entitled to do what they want
1. public education; 2. ensure changes to right-of-way impacting trees are budgeted to cover no net loss of canopy
Yes I think the bump outs will cause more accidents. As a driver when you turn on to a street with bump outs it is very awkward. And some streets have so many it iOS very unsafe.

How about making the lights a couple seconds longer?
n/a
Impact on cyclists
Many pedestrians will cross streets wherever its convenient for them regardless of signs, signals, crosswalks
We also need a survivable residential speed of 30km/hr implemented everywhere
Raised sidewalks like in the Netherlands. Separate sidewalks and cycling paths.
Keep Portage and Main closed to pedestrians.
The focus on vulnerable pedestrians is good, however I think a broader shift away from car-centric design towards human-centric design would go a long way to increasing safety for all groups of pedestrians.
I do not like the bump outs. I also would prefer speed limit enforcement to installing speed bumps.
Sidewalk bumpouts should be eliminated everywhere. They don't enhance anyones safety, just create traffic congestion, which in turn agravates some drivers who will at the earliest opportunity engage in risky maneuvers to get through if running late.
More education of drivers on the rights of pedestrians would be helpful. For example, the need for vehicles to fully stop at stop signs at appropriate position to ensure that there are no pedestrians attempting to cross the street.
Always consider those with disabilities. The city tends to ignore them.
The stats from 1997 forward (actually from 1975 iirc) show that auto accident stats are improving. Essentially, you are trying to fix/create a problem that was diminishing long before someone came up with this "strategy".
Why are cyclists included in the summaries?
We're trying to do too much with too little \$\$\$\$. Bike lanes are fine, if they are away for other road infrastructure so they don't cause new problems. Bumpouts make no sense to me, and combined with cycling lanes, are a recipe for disaster.
The concept of a "refuge island" can be relatively benign in that they may accommodate slower moving persons attempting to cross several lanes but often, it provides a runway for panhandlers. 255 characters limit is not very much.
Yes previous comment re intersection of Assiniboine and Main.
What is not identified is the need for proper markings, lights, and aggressive enforcement of drivers who ignore or disregard pedestrian crossings.
We don't need this.... build a Waterpark if you want to waste tax dollars
These are all great things! Lower speed limits too though. It makes no sense to get up to 50 just to hit a red light anyway, so let everyone take it easy and go 30.
There should have been more information on what the actual curb bump outs and refugee islands look like and how they work.
More strongly enforce cyclists on sidewalks
There needs to be more focus on pedestrians being responsible for their actions on the streets. They are responsible for their safety.. streets are built for vehicles to drive on! Vehicles have right of way on streets!
Reducing traffic speeds is important to reduce pedestrian deaths

Further clarification of the terminology and how it will improved safety for pedestrians without impacting traffic flow negatively.
Educating public/pedestrians on road safety. Frequently see people walking along with traffic rather than left side facing when no sidewalks. Watch people step off curbs without looking left or right, inability to use crosswalks correctly
Reduced speed limits for vehicles is also important, as is simply improving the pedestrian experience overall on major streets by installing trees, bushes, etc.
Above all road is mainly for vehicle all the other is sharing road i have to remind city about this pedestrian and cyclists need more education on how to do it in safeway. They can not just run red light and stop sign or cross on green light ...
It is dangerous going out, the sidewalks aren't always snow cleared in winter, it seems vehicles are prioritized, and accessible audible signals aren't prioritized. Can emergency vehicles have main routes to avoid disruption where emergency is not?
Improve safety of pedestrian in connections to parks and trails.
I'm sure you can figure out what I'd say.. and it's definitely of positive feedback
All those options sound nice but speed is the main reason a collision is fatal. 30km speed limits need to be in all residential neighbourhoods and in the down town core.
Pedestrian scrambles, traffic refuge islands and prompt and thorough snow clearing policies are imperative.
What about traffic calming measures like roundabouts and, reduced speeds. We are always considering the car first and then dealing with the pedestrian. We should be doing the opposite - working the car around the pedestrian areas.
I know why the city is pursuing this action; just don't think it's needed. Signs are clear already and everyone knows how to cross the street
Stop the practice of 'design speed 10 km/h higher than posted speed limit', narrow lanes -- 3m should be the maximum width, slow cars.
Speed limit reductions should be included in this area.
Drivers must learn to yield to pedestrians regardless of who is in the right; Expecting pedestrians to follow unfavourable rules of the road is dangerously wrong.
Areas with high homeless populations require pedestrian barricades to encourage use of crosswalks.
OMG.. This is so minimal. get rid of beg buttons, adopt vision zero, make pedestrians a priority everywhere, not just where they get hit the most.
Traffic flow needs to be maintained!
Bike paths
Reduction in the speed limit would have a huge impact on the likelihood of pedestrians surviving a collision.
in every other city in the world, drivers stop for pedestrians at unmarked intersections. Only in Winnipeg do you take your life into your hands by crossing the street. I have to warn visitors, it's not like home. Enforce the law!
While the measures described above may be useful in downtown and other areas, significant infrastructure changes are not feasible in residential areas, where SPEED is the main issue. We need a properly enforced city-wide 30km/h residential speed limit.

If doing bumpouts, do proper large ones. I see a similar technique used with the curbs on Wall St near Sargent ave. The curb just juts out a bit, I'm not sure how visibility of these could be in winter.
Installing physical barriers, i.e. fence, near playgrounds and schools will prevent from children from going on the road unexpectedly
More traffic calming measures
Mixed use of pathways by cyclists and pedestrians is dangerous for pedestrians and is bad design. Look to the City of Victoria for examples. Cyclists should be kept off pedestrian walkways or have a designated lane.
It is missing the use of detectable warnings surfaces in safety yellow to help people determine where to cross from the down curb to line up with the up curb.
I find the new supplementary flashing lights at crosswalks to be a great improvement and I hope they will be installed at all crosswalks. The remaining crosswalks without lights are very dangerous and should be equipped with lights or removed.
Articulating buses going down residential streets with no sidewalks and schools nearby
open Portage and Main, add LPIs everywhere instead of just in select locations
You have not addressed a chronic problem of cyclists and kids with manual and powered scooters riding on sidewalks; they are a menace to older adults such as my spouse and I. And this is illegal!
Better speed control and enforcement for vehicles in high pedestrian areas
I think the city should look at high pedestrian paths and areas where people cut across grass and road ways and put in proper crosswalks and sidewalks.
Instead of making pedestrian safety a priority in key locations, you should make pedestrian safety the priority for all improvements and treat areas where pedestrian safety isn't a priority as the exception rather than the rule.
Again, a lack of reference to roundabouts. Zero fatalities for pedestrians at roundabouts in Canada and US . Conversion of some signalized intersections to roundabouts would reduce collision frequency

Focus Area: Cyclists

Survey Question 15. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Connecting the network is extremely important, eliminate critical gaps in cycling infrastructure. Painted lines/sharrows are not sufficient in most instances for safety.
Cyclist should have to be licensed and bikes should have to be registered in order to drive on any of the roadways in Manitoba. Those fees contribute to the upkeep of the roadways along with the education of the drivers that are utilizing the bike lanes
The city is spending a tremendous amount of money for very few people who use bicycles in the city, if people want to use bicycles in the city have them register them and make them pay their fair share.

Everything is geared to the cyclists, without any consideration for the motorist, start enforcing the laws towards law breaking cyclist with the same severity as motorists, cyclists should also have a license visible license plate
n/a
Use plain language
Cyclists and motorists don't mix!
Cyclists are a menace to the roadways. Valuable tax dollars should not be wasted on them. There are over-represented due to their own arrogance & actions. Work harder & buy a car!
Cyclists tend to function outside of traffic regulations,
You dont provide enough information on what your proposed changes really mean. If this means more and larger bike only lanes, taken out of existing lanes for motorized vehicles then NO there are too many overly large bike paths already.
You need to define your actions here. Not sure what you are trying to accomplish with this survey about road safety.
Enough of the cycling lanes. Anytime of day I see no cyclists or very few. What I do see is they run lights, and stop signs
"Review" does not indicate what action will be taken as it seems motorists are always given priority consideration over cyclists.
There is lack of respect and conflict between cyclists and pedestrians. People with disabilities and seniors have to move out of the way of cyclists. How is this fair?
If you are making multi-use paths, why don't you just let slow cyclists ride on the sidewalk and the speedy cyclists us the street. Also fix the gutters so cyclists don't fall into holes.
Bike paths should never reduce the road lanes. Cyclists need to cooperate in traffic and not use crosswalks as personal traffic lights and sidewalks as ways to jump line in traffic.
we need to fix roads FIRST. ridiculous how bad our roads are. fix roads first, then start all the other needs such as increasing bike paths. education is important yes
The cyclists aren't using their bike paths we spent millions of dollars to build for them... if you could force them to use them by ticketing them if they don't maybe they would stop swerving into traffic all over wolesly..
Nowadays 90% off cyclists dont have education about how to ride with safeway they tend to disobey stop sign, red light ... and most of them didn't want to used bike path . The bike path need more research it make street narrow and not straight it danger
Manitoba has -40 degree winters and there should be no additional funds spent. Waste of money and this infrastructure turns out to be dangerous for cars and pedestrians. Act as obstacles when it cannot be seen. eg snow or low light.
Completely disagree with spending any more money on cyclists. Roads are for cars and we do not have a climate conducive to cycling for more than half the year. Already too much time and energy spent on this.
They don't follow the rules so why bother. Motorists are always blamed for the ever changing cycling rules they make up on the fly. The addition of a bike lane has doubled the time it takes to commute to and from work by taking one lane out of service.

Widening of sidewalks with a cycle only lane would be much more cost effective
Cyclists are often interfering with pedestrians and that is dangerous. The city should not mix bicycle paths and pedestrian paths. Bicycles often go at 30 km/h and risk pedestrians safety..
Bicycles are not motorized vehicles and most definitely should not be forced to ride in the same lane as 60,000lb buses
The new bike lanes downtown are confusing and for the most part unused. Build it and they will come is a bad plan. I've witnessed a few near misses in these new lanes and cars turning right. Waiting for someone to get hurt badly.
The rules for cyclists are counter productive. Stopping at every stop sign is foolish as it takes a long time to return to speed, and extra time is spent within an intersection. This requirement discourages riding. Cyclists should only need to yield.

Focus Area: Cyclists

Survey Question 18. Is there anything missing or unanswered in this focus area that you feel is important? If yes, please clarify in the comment box.

Raised paths through intersections like in the Netherlands. Cycling buttons to alert traffic lights we are there. Cycling traffic lights. Separate biking and walking paths. Separate biking paths from the road. Clear signage (cars turn right and injuring me
Cyclist education for adults, teaching to obey the rules of the road like red lights and stop signs
The education portion needs to be for new adult cyclists and newcomers to Winnipeg as well.
Public education campaigns to improve sharing of the road. Greater focus on driver training regarding peds and cyclists. Media teaching cyclists rules of the road. The adoption of the "Idaho Stop" at stop signs.
LIGHTING - many AT paths are hidden from view, and rather unsafe for some users. Lighting and consideration for sight-lines would be helpful.
Please study closing or narrowing roads, so that the space can be dedicated to cycling and walking paths.
Ensuring there is a cycling facility available for east-west and north-south movements through every region of the city - the riskiest areas are those where a key connection is missing.
Alongside the issue of storm drains, the cyclist is constantly forced to take the lane because of curbside road condition or debris. Painted cycling lanes are dangerous. My cycling route should be direct, not forced to detour to find safe passage.
Current facilities/"lanes" design too narrow for passing, no mention of intersection design to minimise vehicle collisions, current facilities intersection design wildly inconsistent and often places "beg" buttons inches from vehicle traffic.
The suggestion to educate young children about road safety is excellent. What are you doing to educate adult cyclists about Stop signs, Yields, Red Lights and other road signs? That is a major concern on the roads.

Motorist education is also needed. For example using the method in the Netherlands to get drivers and passengers to reach across with their opposite hand to open their door forcing a shoulder check to see if cyclists are coming up on either side of the ve
As we adjust to treating cyclists and bicycles as valid "vehicles" that need to be respected, we also need to strongly educate and enforce the responsibility of cyclists to obey the rules of the road - travel on the right - don't drive on sidewalks, etc.
address the frequent blockage of bike lanes, often by contractors hired by the city
The language regarding updating the infrastructure seems vague. What specific implementations will occur to ensure we have well-connected, safe, and actively used cycling infrastructure? More secure lockup locations along dedicated bike lanes would help.
Cyclists need to be classified and pay insurance like a motorized vehicle, perhaps that would eliminate the complete disregard of road rules to which most of them ascribe.
If cyclist are to share the road , their should carry some of the costs - hate to say it licenses would be a sr
If lanes are to be made for cyclists then this should be enforced and paid for by cyclists. If we are having such trouble in this area then cyclists need to buy insurance and plates from autopac like motorcycles do
We need to enforce penalties on cyclists who don't follow the rules...particularly going through red lights or using the sidewalk to pass stopped traffic waiting to go. Vehicle drivers get frustrated at this and are less likely to give cyclists room.
Use signage to teach drivers how to pass cyclists, allowing 1 metre below 60 kph and 1.5 meters above. Disallow passing in the right most lane, pull taxis out of bus lanes.
How about licences for bikes, as there used to be, and consequences for bad cycling, cellphones use while cycling and all the other nasty things some cyclists do - right hand turns from left lanes, all sorts of dangerous things.
Until cyclist are licensed to drive on the roadways so they know the rules of the road they should not be allowed on the roadways.
Either there needs to be bike paths beside sidewalks or certain roads for cyclists and pedestrians. I don't drive and green travel should have incentives. Also seniors and people with disabilities need to be safe when out, meaning a level of respect.
Concerned about the Winnipeg Police Service issuing tickets for bike riders on sidewalks, when major roadways such as Portage, Grant, Main, majority of Kenaston, St. Mary's, St. Anne's, etc. do not have any form of bike path or bike signage/road marks.
Bike path make street narrow and the curbs is less visible it dangerous for motorists especially we have long winter hard to clean snow and we lost the lane because snow bank. We need address problem from bike path and enforcement on cyclists
For safety purposes cyclists should have a license plate to register as they cause accidents and you generally have no way of identifying them. Also some revenue can go to all the infrastructure. Roads are barely passable for cars and pedestrians seems fi
Need for bridges connecting neighbourhoods. Repairs of " bike routes" i.e. Harrow street. Incorporate cycling infra when completely redoing a roadway.

Construction safety seems often overlooked. When lane closures are present there's no thought given to how cyclists will navigate safely through or around.
Where is the income coming from for extra bike paths. Registration of bikes should be required in Winnipeg to ensure others are not paying for something only used for 8-9 months a year
There should be enforcement of safety laws as applicable to cyclists i.e. ticketing for riding on sidewalks, riding side by side, etc.
policing cycling (road rules); dedicated bike pathways
Pedestrian and cyclist sidewalk sharing should be implemented and signed in areas where pedestrian traffic is low and there are no bike lanes on high volume streets such as Roblin in Charleswood. Stop lines on residential streets that intersect bike paths
The comment around "upgrading cycling infrastructure" is very vague. I hope to see more concrete action, particularly around improving the connectivity of the existing cycling network so it is actually functional for transportation.
Those special bike lanes in the downtown area are poorly planned and should not be there.
Need re-training and re-licensing of drivers every 5-10 years. We shouldn't have people take a test when they're 15 and have driving privileges for life. We also need less shared paths.
Less cycling lanes on the roads. We don't live in Texas, nobody cycles half the year due to snow/cold weather. It is a waste of money and causes more traffic.
Certain cycling paths have been badly designed and cause more havoc for drivers entering into these areas. Better signage and education of drivers and cyclists should improve this aspect of cycling corridors.
Eliminate vehicular and cycling traffic sharing road spaces. Cyclists need to be held accountable in accidents and driving infractions
Wpg is an old city trying to put bike lanes in older areas is ridiculous. More accidents will follow most cyclists use the sidewalk not the bike lanes
In a city where it is winter half the year, bike lanes don't always make sense. How many times are you stuck in traffic downtown while there's a bike lane next to you not being used, These bike lanes are hardly used during the summer, never mind winter.
As the population increases, the number of cars increase and eliminating lanes is the opposite of common sense city planning. Cyclists are 2% of the population, yet we're handing them half the roads, creating traffic congestion. Use backlanes 4 bike lanes.
cycling education is important but so is pedestrian safety. I live on a street without sidewalks. So many people fail to walk facing traffic. This is basic pedestrian safety!
Keep cyclists off footpaths and sidewalks. Provide safe alternatives. I walk a lot and I'm tired of dodging cyclists.
I don't think you can have safety cycling strategies without mentioning vehicles or protected bike lanes. The bottom line is cyclists need to be protected and cars need to be going slower.

the cyclist (supposed to be friendly) streets with barricades and signage, vehicles totally ignore the signage and barricades, I experiences it everyday on Egerton and Youville and have been threatened by vehicles!!
Multi-use area: i.e. 1096 Pembina accessibility - there is a MAJOR SAFETY conflict between cyclists, Winnipeg Transit Plus access, client parking outside the bicycle path, heavy danger of traffic heading north from Point Road lights and yield.
Cyclists frequently present a danger to pedestrians, especially disabled, elderly, or young pedestrians, by cycling on sidewalks. Any safe transportation plan needs to address this.
The cyclists are mainly responsible for any problems so the onus should be placed on them & not the motorist.
Cycling lanes are a big improvement but even with yield signs at intersections, drivers might miss seeing a cyclist coming up from behind whenthey are watching other traffic to make a right turn. Cyclists need to be warned to take extra care at corners.
There can't be too much education on all sides about appreciating vulnerable road user and eliminating contests for road use convenience. It's held later this year (maybe due to an uneccesary federal election), but this survey is at Bike To Work Day.
I'd like to see less emphasis on cycling infrastructure for reasons noted above. They are a loud but a small group.
Enforcement of existing rules. I often see cyclists running stop signs, riding on sidewalks and not signaling their intentions. If there is no accountability they don't bother with new rules.
Lower speed limits. Ban over-sized domestic trucks and SUVs because they have very poor visibility and encourage macho speeding.
Unclear if this initiative involves building more separate bike paths that minimize contact with vehicle traffic.
cycling on the sidewalks in general but in areas where cyclists have no choice
Programs and training have limited purpose. Rules should be intuitive. If you need to read the instructions, you've designed a bad product. The greenways are helpful, but more direct routes (non recreational) that go to where you need would be productive.
Enforce helmets and laws - cyclists should NOT be allowed on sidewalks.
Label the bike paths so cyclists know they aren't walking paths and actually use them
Stop calling painted lines bike infrastructure. We need barricades to safely separate bikers from vehicle traffic. A new bike path just East of Assiboine Park is only 2 lanes for 2 modes of transport going both ways. Remove parked cars along greenways.
every road should either be 30km/h, or have sidewalks and bike lanes. That's it. We can do it.
I do feel that if there is better infrastructure dedicated to cyclists this is much needed. We cycle and walk. In our neighbourhood, too many people cycling on sidewalks, very dangerous. Need dedicated bike lanes.
Decreased speed limits for motor vehicles on residential roads where cyclists and sometimes pedestrians (no sidewalks) share the road in addition to the signage etc. Clarification of what should be on a cycle path, e-bikes? Electric motorcycles?

Rules of the road are for all. Segregating one group from the main and giving special privileges just enhances current problem. Education and enforcement is needed more than more bike paths removing street traffic movement.
I love the idea of providing learning to children through the schools about bike safety but this can be done without providing the locks, helmets and reflective gear as these are costs covered by who?
Cyclists should not be allowed on Sidewalks. There is a danger of cyclists hitting pedestrians.
This will only work if cyclists follow the rules of the road like drivers do, unfortunately, most cyclists don't. Encourage more education for cyclists who use the road, and enforcement for those that refuse to follow the rules of the road.
Posting signs for cyclists to dismount is not an acceptable solution. I have restricted hip mobility even though I can safely cycle otherwise.
Create more cyclist crossings and create curbs between roadways and cycle lanes
Our sever winters are not conducive to encouraging cycling year round and to the extensive dedication of cycle paths for year round use. Let's be realistic and take this into consideration as it has an impact on bike safety. Also educate ALL cyclists!!
It puts the emphasis on rider education and built infrastructure, when traffic speeds and driver behaviour are the major contributors to cyclist injury and death.
Back to pedestrians, in winter it is usually safer to walk in the street than it use the sidewalk due to ice. We need to use salt on sidewalks to ensure pedestrians use them and can do so safely
This shouldn't even be a focus area - no more wasted tax dollars on this - we can't even properly fund road repair!
Bike path usage should be mandatory on streets where they are. Prevents frustrated drivers.
As a lifelong cyclist, safety is the utmost importance to me. Separated bike paths, 30km vehicle speeds, bicycle priority and smart signals is what needs to happen. Amsterdam is doing it with ease and Winnipeg has no excuse. Trails MANITOBA is an asset!!!
In residential areas where there is already sidewalk infrastructure that goes mostly unused , please don't waste money on additional infrastructure, teach people how to ride safely and respectfully with pedestrians.
As someone hit in an intersection by a driver turning right on a red, I cannot stress enough the importance of eliminating right turns on red. I also disagree with the city's approach to getting kids riding. Reflectors aren't going to do it ...
Car culture and car entitlement is a barrier to safe cycling. Need to improve the respect from all road users
Once again, all the new cycling infrastructure is trying to fit into existing vehicular areas. The roads are terrible, cracked full of pot hole and it makes cycling difficult to maneuver around. Also maintenance is a challenge - road markings etc.
Accelerate rapid implementation of the updated pedestrian and cycling strategies
Cycling routes need to be focused away from main roads... eg Kenaston's bike (and bus) traffic could be accommodated along the rail line a few blocks to the East.

When I dropped my nephew to school on a certain route a lot of the grown ups do not stop at the stop signs they peddle right through looking to cause an incident with another vehicle. We usally see 1 per week.
We need to educate CURRENT drivers on being cyclist aware and understand that they are required to safely share the road with cyclists.
Again, these are minimal interventions. Consider how to make cycling a feasible transportation choice, for everyone everywhere. Prioritize a connected network. Make it safe! I'm sorry, but these actions don't feel like they do any of that.
We need more enforcement and education for cyclists, not motorists. Why take them down residential streets. Shouldn't they be enjoying outdoors? Is this not the reason for this cycling movement?
School students are not cyclists of concern. Impact in pedestrians.
Enforce the law - minimum distance between cars and bikes, aggressive driving toward cyclists, and impose and enforce helmet requirement for all cyclists.
I have concerns related to pedestrian safety on shared paths where cyclist interactions occur, and with areas with existing and further bike route interact with pedestrians. such as when the bikes are routed back to the sidewalk behind the bus stop
Cyclists sometimes scoot ahead of traffic stopped at lights thus "cutting off" pedestrians from crossing.
Reducing vehicle speed (speed limits) will save the lives of cyclist involved in motor vehicle collisions.
New path trails. Eg youville . Please reassess to at least Wkd only
Start taking a page out of Vancouver's book and stop giving more driving and bus lanes and buildings that don't need to be built and build more bike routes
I still do not see an overall plan for Bike paths and specific Infrastructure to separate the Bicycle from the Vehicle
Cyclist education is the most important aspect of cyclist safety. More emphasis needs to be put on cyclist to ride safely rather than make it hard for vehcile to navigate the city.
Specific action to address (prioritize) improvements in downtown and northwest Winnipeg where intersection collisions are overrepresented.
lack of law enforcement for scofflaw cyclists.
I have lots of concerns about cyclists. This helps
Adults need to understand that cars are not their enemy. There are some suicidal cyclists out there. They cross the path of vehicles without warning all the time. I don't understand it.
More focus should be put on educating car-users about how to safely interact with cyclists - when I have been in danger on my bike, it is usually because a car drivers acts aggressively (passes too close/too fast, etc).
Need to provide more separated bike paths
Visual examples would be nice.
Plain language
n/a
Cyclists need to follow the rules!

FIX OUR STREETS FIRST
Cyclists need to follow rules of the road. Stop at red lights or stop signs. Cycle within 1 meter of the curb. Signal their intentions. Stay off their phones.
we have an award winning plan, the problem is the city doesn't follow it.
Take a vote of winnipeggers on this wasted money. Along with the wasted funds on transit.
I would really appreciate that cyclists be educated about the importance of warning a pedestrian that they are coming up behind them. Using a bell or shouting a warning would take the fear away from some pedestrians, especially the elderly, from being r
Comfortable, convenient and safe infrastructure for all ages and abilities is WAY more important than teaching people to wear a helmet and safety vest. Infrastructure is PRIMARY prevention, i.e. to avoid a collision in the first place.
Instead of having bicycle lanes as part of the roadway, they should be part of a widen sidewalk/bicycle path combination. This would be safer for the cyclists by removing them from motor vehicle traffic.
cyclist riding on sidewalks
Cyclists and motorists do not mix!! Keep cyclists on sidewalks
In many major European cities where cycling lanes on roads were introduced, they have since been removed as they do not contribute to reduced accidents involving cyclists and add to more issues. No thought has been given to safety of pedestrians on sidewa
We need more bike lanes like Sherbrook where there is a literal barrier between cars and bikes; the ones that aren't like that, on busy streets such as Carlton, are actually dangerous for encouraging cycling in tricky areas
"cycling traffic monitoring for the whole road network" - this is a double edge sword. If little bike traffic is found on a route, the conclusion may be that better facilities are not needed b/c it's unused, when the opposite is actually true.
Separate pedestrian and bicycle paths.
Cyclists and cars don't mix well. Certain cycling paths are far too close to busy vehicles. Unfortunately too many cyclists take their lives into their hands when having to cycle down extremely busy streets. corridors are far too close to cars!
Provide lights for bikes, with built in tracking device/circuit
Roads being shared between cyclists and motorists continue to be very dangerous, this section seems rather small, what about speeding up bike lane feasibility and implementation (ex: salter's current construction should have included a bike lane)
public education for cyclists and drivers; ensure impacts on tree infrastructure are budgeted
I travel by bike most of the summer and use many cycling routes . There are many places in the city where a bike route ends just as you get to a busy traffic area , particularly on South Kenaston Blvd. Where there is no path btw Sterling Lyon & McGilver
Progress has been made but there are still too many missing connections in our cycling infrastructure. Cycling infrastructure also needs to extend to non-recreational destinations. Safe feeder-links to grocery stores and commercials areas, for example.

Connectivity and implementation are major problems with Winnipeg's cycling infrastructure. A nice section of pathway appears out of nowhere and connects to nowhere. A cycling pathway is too narrow to handle normal cycling speeds. Bumpouts increase danger.

Greater education efforts to increase motorists understanding of the risk/responsibility they present to cyclists. i.e. high risk behavior or mistakes by cars risk the safety of others not just the motorist.

Until cyclist are licensed to drive on the roadways so they know the rules of the road they should not be allowed on the roadways.

Reduce reliance on multi-use pathways, or ensure that there are clearly separate spaces for cyclists and pedestrians on pathways.

Impact of creating cycling infrastructure ie special lanes etc. on parking space reduction and its effects on businesses and the impacts on people being able to park conveniently and safely to attend for example doctor appointments.

Focus Area: Speed

Survey Question 21. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

Design of "low speed" areas, ex school zones does not differ at all from higher speed areas. Signage is limited in power, and frustrating. Do not expect people to drive 30 km/h on streets that look like highways. Areas exist where people ignore limits.

Converting existing 3/4 stops to roundabouts should also be include in the plan. Also, using overpass and underpass options in high accident areas, i.e. Kenaston and McGillivray should also be include in the plan.

IF WE ARE REALLY WORRIED ABOUT SAFETY ON STREETS- MAKE ALL SCHOOL ZONES ESPECIALLY THOSE IN BUSY AREAS PART OF SCHOOL ENFORCEMENT AND NOT SELECTIVE ONE. LOOKS LIKE A CASH GRAB THE WAY IT IS NOW. AND MORE POLICE ON OUR STREETS. REDUCED SPEED SIGNAGE MEANS

City driving must use common sense. Decreasing speed to 30 is only opening up more issues. I disagree in lowering the speed zone expect for schools city parks hospitals and special care homes

Some people want speed bumps and closed streets - all very bad and painful and isolating for those with disabilities

Only greenways for bicycles and school zones should be 30km/h. Everywhere else in the city should be 50km/h or whatever the current speed limit of certain roads are.

Do not

n/a

It is difficult to enforce these measures

The speed limits are fine as is. In fact, some streets should have increased speed limits.

Depends on where - large dual carriageway roads should not have speed lowered.

I think current limits are fine. We don't need more 30 zones

DO NOT reduce speed limits in residential.

All party engagement is required. Not reduced traffic movement
Education for parents and children more than penalized drivers
Traffic flow needs to be maintained!
Should not be limiting speeds to 30/40km/h on residential streets
Not Required. Taking Steps Backward. We need better traffic flow time not reduced!
Speed is not responsible for accidents. Drivers are responsible to follow rules
I feel that 30 is too slow to have on all residential street. School zones and play areas fine but not all residential streets.
Too much use of speed bumps forces all drivers well below the speed limit rather than targeting drivers who exceed the speed limit.
Road calming? Are those the dumb little circles being put into intersections? Useless. Love good speedbumps though.
What about school zones after school or not during school hours when there are no kids?
I totally disagree with reducing speed limits below 50 km/h, except in school zones.
Motorist go to other close streets and then speed up to make up time on slow street. Try speed bumps
The speed limits are way too slow for a city this size. Do not lower to 40 or 30 in residential areas, ridiculous.
The people of Winnipeg have spoken Time & Time again. NO SPEED REDUCTIONS ANYWHERE IN THE CITY OF WINNIPEG
Speed doesn't kill, it's lack of attention when driving, not following road conditions, not signaling your intentions, etc.
Teaching people how to cross a road at an intersection instead of in the middle of a street would greatly reduce accidents.
Lowering the speed limits will keep cars polluting on the roads and in traffic longer. Bring back flashing lites for slow times as well.
30 km is too slow to be maintained by a driver , they will spend more time looking at the speedometer than the road ahead
Speed rules are not determined by any kind of safety in mind, they are set to only maximize revenues without any merit at all
Getting about driving is getting too slow, without dedicated through ways inside the city without having to use streets in residential areas.
I feel 40 kmh is right for residential streets but not going down to 30 kmh. Also leave the speed limit at 50 kmh for the city of Winnipeg's main roads
Any collision data I see indicates the risk is on regional or collector streets and not residential. Focus should be on those streets not residential.
Reducing a speed limit is not always the answer. Sometimes it should be faster in order to be safer
Not required. Implementation of speed reductions will only act to bottleneck traffic and increase road rage.
Reducing speed limits will frustrate motorists and likely increase road rage. Enforce the existing 50km limit and don't fool around with lower limits!

Speed calming implementation will cause driver frustration and more accidents. Cyclists and pedestrians need to be taught by parents at a young age
Would support 40 kph speed limits on some roads and 30 kph on residential bays and side roads, but not 30 kph as a default. That would be a nightmare.h
I don't agree that we have a problem in residential areas with speed. Don't fix what isn't broken. Where are the accident numbers to support these speed reductions?
30km/h is accepted world wide, do it. Safety should be the top priority in order to meet Vision Zero targets. Lowering speed limit is important but also road design needs to be considered so that it does not feel comfortable to drive at higher speeds.
Change the speed where accidents happen. There are streets that allow e.g. 70 when it should be only 50 km/h. A general decrease from 50 to 30 is unnecessary and will not help. Look at the accidents..
ALL your proposed restrictions on speed being too high are ridiculous. The so called calming measures create accidents. Current speed limits on major routes are safe, or if anything too slow. Enforcement is fund raising for the city only.
Totally against lower speed,limits and traffic calming measures. We should be trying to improve traffic flow, not make it even worse than it already is, especially in construction season. Roads are for vehicles, not pedestrians and bikes.
Inattentive drivers are dangerous (cell phones, food, etc.). Intoxicated drivers are dangerous. Reducing speed limits has virtually no impact on road safety (proven repeatedly). Unfounded fear should not guide city action.
I have lived next to 3 schools and my daughter attended them all. In 40 years there have been no accidents involving students in my area all those years. In the morning traffic was always slow and backed up while parents drop off kids anyway
I'm not sure I could see having more areas at 30km/hr on residential streets . Maybe 40 ? Better signage of 50km speed limit . I'm sure many people forget that this is the speed limit if not indicated otherwise .
Lowering speed limits also create congestion, which can promote driving stress and potential accidents. Couriers will be effected, and will choose alternate routes, which effects business, fuel intake and raises driver stress.
There is no need to dummie things down for people when they should be obeying the current laws. Stop giving licenses to people that don't want to follow the law. People need to change not the rules
I would only support reducing speed in residential streets only. Also, parents allowing their children play in the streets and expects motorists to slow down are negligent. This is becoming more and more common.
Speed limitations are secondary to controlling inattentive driving. As an example, in school zones with 30 KPH limits, most of us now stare at our speedometers rather than scanning outside the vehicle for children.
The speed argument is a red herring. Vehicles have become more agile and easy to control, yet speed limits are being reviewed for reduction?? The problem is driver attention and aptitude. A pedestrian hit at 30km/h still has a poor survival rate.

Leave the speed limits in the city as they are, there will always be accidents even if there was a 5 kph limit, this speed limit fiasco is being brought forward by the bike lobby and should be squashed.

We don't need 30 km/h everywhere. Cyclists and pedestrians can not just jump in the front and expect motorists will stop. We spend too much time to go to work and go home we don't want it any longer

I understand and agree that higher speeds could cause more accidents and increase the severity of same. However, I have asked and have not seen ANY stats on the number and severity of accidents on residential streets. Please publish.

This is all wrong. Speed limits are already fine & have been working for years. No more photo radar cash grabs! No idiotic 30 km limits! Enough is enough! The science isn't clear - almost no fatalities at the current speed limits!

I do not agree with the importance of lowering speed limits on residential streets, nor the importance of 30 km/h greenways. I live next to one and it's useless. I never see cyclists or pedestrians using them. It just creates a headache for drivers.

Reducing speed limits is not the answer to road safety. Imposing harsher fines for those caught breaking the current speed limits would be the better solution to try and prevent people from speeding at limits that are currently acceptable.

If you lower the residential speed limits the main thoroughfares will become gridlock... I will vote and actively campaign against whoever implements this... and if that doesn't work seriously consider moving my business out of Winnipeg

Reducing the speed limits on residential streets is stupid. Almost all pedestrian collisions occur on major roads. Every Winnipegger shouldn't have to suffer longer driving times for rare occurrences which may be the fault of a biker or pedestrian.

There's way too much speed enforcement in this city and not enough focus on increased speed limit signage. There's needs to be less assumptions that speed is 50 unless posted. Ferrier St is a perfect example - no speed signage and cop always doing radar

I don't understand why we need small pilots of the 30km/hr speed limit. Larger studies have already shown the benefits of this, which is why it's recommended by the WHO. The speed studies just seem like they are stalling true progress and wasting \$.

Focus Area: Speed

Survey Question 24. Is there anything missing or unanswered in this focus area that you feel is important? If yes, please clarify in the comment box.

The city needs to greatly increase the number of speed limit signs, including default speed. There are many areas where you aren't sure if it is 50/60 so you either needlessly slow traffic or risk a ticket. No excuses for not having proper signage.

REDUCE SPEEDS IN ALL SCHOOL AREAS EVEN IF THAT INCLUDES HIGH COMMUTER STREETS SUCH AS ST. ANNES AND ST. MARY'S ROAD - SPEED HAS ALREADY CAUSED DEATH AT ECOLE VARENNES CROSSWALK ON ST. ANNES. WHY IS THIS SCHOOL EXEMPT FROM 30KM SPEED LIMITS????

Eliminate confusion between "speeding" and "driving too fast for conditions", so that drivers don't think they have a right to go the speed limit regardless of conditions and other road users.
40km/h is the worst of both worlds: too fast for a bike, and not slow enough that cars will treat it differently. We need 30km/h for most streets (not roads), and to get rid of stroads (fast roads that have many driveways and businesses entrances on them).
clear direction needs to be given to WPS that traffic enforcement should be done to increase safety, not to create a revenue stream. Funds from ticketing should be directed to safety programs, not to WPS or general city budget.
To encourage true pedestrian safety, raised crossings could be installed. Physically raising a crossing prioritizes pedestrians and causes vehicles to cross slowly. This would help at entrances and exits to residential streets, many people blow through.
Consistent speed limits. Eg. Portage ave vs Roblin. Portage is 60km, Roblin is 50, 60, 70, 50. Roblin promotes more attention and focus on speed to avoid a ticket and less attention on the road to avoid pedestrians and cyclist. 50kph is fast enough.
Less speed enforcement, more increased speed limit signage.
The strategy needs to include expanded use of traffic camera technology. The current system is too small and may be bringing it back into Manitoba instead of having a U. S. company manage it will make it easier for the City to add more devices.
Converting existing 3/4 stops to roundabouts should also be included in the plan. Also, using overpass and underpass options in high accident areas, i.e. Kenaston and McGillivray should also be included in the plan.
Once again better signage and education of drivers will vastly improve this issue. Aggressive drivers are our biggest problem on residential streets.
More enforcement is needed to address current infractions. Rules mean nothing to those that statistically can avoid being caught
If the City collaborates with Winnipeg City Police, the city should increase the police budget.
I agree with lower speed limits (40 kmh not 30 kmh) in high risk areas. I do not think it is necessary to reduce the default limit of 50 kmh. I believe the other measures mentioned in this Plan should be sufficient for pedestrian safety.
Pedestrians need to learn how to cross roads safely and then collisions wouldn't happen as often.
30km/hr should be implemented on all residential and collector streets ASAP. Speed bumps need to be implemented, as should speed cameras.
Winnipeggers do 55 km/h everywhere regardless of the speed limit. I strongly suggest road tests for people who have more than 1 accident per year and written tests for having one accident.
This survey never asked me if I support lowering speeds. I don't. 90% it's the pedestrians fault. Make jaywalking illegal. Stop wasting tax money on this. It's a city ticket revenue scam. Wpg doesn't have the pedestrian population to require 30km limits.

I live in Riverview and there is a designated cycle route with traffic calming on Hay St parallel to Osborne. It is seldom used. Cyclists use the sidewalk on Osborne instead. It is safer for me to walk down the middle of Hay than use Osborne sidewalk.
30 km speed zones other than school zones is ridiculous
Speed bumps slow emergency vehicles too. Our police can't enforce the current speed limits as is. Make a zero tolerance of speeding first before lowering limits to see if changes really needed. The many shouldn't suffer due the the actions of the few.
More enforcement and harsher penalties for speeders seems like it would be a deterrent.
There is a lack of focus on main corridors, these descriptions only seem to focus on local routes and not major roads, cyclists and pedestrians are still accessing major routes and they need to be protected.
Speeds on residential streets should be reduced to 40 km/hr - Traffic calming on major routes adding uncoordinated stop lights causes more accidents.
Controlling speed limit is very important, this is true. However, charging people for the speeding tickets from \$100 to \$400, is a crime. Minimum wage is \$15, the speed ticket is @ \$400. It does not make sense. That is killing people economically.
30 kph greenways are a great idea, but the drivers who continuously break the law will just ignore the speed limits, put in some large speed bumps and it MIGHT deter them from going down those roads. s
More detailed explanation and less grouping of issues.
I am strongly in favour of a 40 Km limit on all residential streets. Especially downtown streets are too narrow for a 50 km limit. The 30 Km limit in school zones should only apply when students are present.
Articulating busses going much too fast on residential street. Complaints have been made. Nothing has been done. Dangerous situations for those waling with no sidewalks to school.
bypass studying 30km/h default speed limit, just implement it and save lives
In Winnipeg, there seems to be a cartel of construction companies, some of which are the ones actually building the traffic calming measures, but the effectiveness of greenways is lessened by displacing vehicular traffic from adjacent roadways' work.
I have not heard any statistical information that would warrant change
There is no need for further study. The studies have all been done and cities that reduce speeds see fewer deaths. Stop delaying, it's time!
Its blatant that this is just a photo enforcement revenue scheme... if you do this your career in politics is over
We are missing review of road design. I live in new area. Poor sight lines. Too narrow roads. Not enough parking on street and in driveway. Taking existing designs and reducing car area for bikes pedestrians etc makes driving more dangerous. Develop
Speed limits are a double edged issue. Too much speed as well as too little should be considered when making planning decisions. There has to be some effort to ensure that speed limit enforcement is not taxation by another means (entrapment).
Residential streets should all be 30 or 40. Not just a few select greenways

There is too much speeding in this city (I have lived in four and worked on temp duty in a fifth). St. Mary's Road (1900 block) where I live is a dragstrip. There needs to be more enforcement of speeding on our major route streets.
You can make the road whatever speed limit you want. If road is not designed for that speed, most will not follow it. Also proper signage on ALL roads is key.
Speed bumps can create accidents because of drivers abruptly hitting the brakes to drop well below the speed limit just to avoid damage to their vehicle. For example, Aldgate street. I've also witnessed road rage where drivers speed and pass slow driver
Urban speed limit should be no more than 50km/hr throughout the city. Reduces risk of serious injury in accidents, reduces confusion. Most roads unable to drive posted 70 or 80 D/T lousy traffic flow.
Enforce speeding laws...severely!
Narrowing the streets and planting trees close to the edge of streets will discourage speeding. Implement other infrastructure like chicanes to further reduce speed.
Lower speed limits reduces livability because then it takes forever to get anywhere! Save the tax dollars wasted on consulting fees, and scrap any speed limit review immediately - Plebiscite on this for sure, these changes should not go ahead!
What kind of proof is there to show that reducing speed limits by 10km will help improve road safety?
Does not deal with aggressive drivers that tailgate and continually switch lanes to gain a few seconds
Make sure speeds are not dropped too low in areas where pedestrians are unlikely to cross.
Nothing about suggesting taxpayer savings and cuts
Have new people new driver and even the one exist need more education at how to share road, crossing street safe and obey the law. So don't press on motorists like all their fault
DO NOT reduce speed limits
As a school bus driver I see a lot of parents not teaching their children how to cross streets. They do not utilize the intersection where drivers are anticipating pedestrians.
Some people feel it humorous to rev their engines or speed as they turn when seeing an elderly person or someone with a disability. How is this addressed?
We are past reviewing speed limits. We need to apply a blanket understanding that our communities are physically safe for people of all ages and abilities. Not experiencing a fatality in our communities depends on it.
I took up residence in Winnipeg from a city where the residential speed limit is 30 kmh. Streets have been changed to alternate traffic direction: 1st Avenue one-way east, 2nd Avenue one-way west, etc. The main challenge here is driver attitude.
Good street design doesn't need law enforcement to run smoothly. Make the roads in a way that will MAKE you drive slower. Speed bumps. Narrow roads, lots of blvd. trees etc.
n/a
My experience is that most drivers are careful, especially in residential areas. Allow people to use common sense. Reducing speed limits is just another opportunity for the city to do a money grab by enforcing ridiculous speed limits.

I would be interested in knowing the number of collisions on residential streets. 30 kmh is way too slow and will only result in people disregarding the posted limit.
Speed (and reduced speed limits) do not increase safety in a linear fashion. Poorly designed roads in which cars, bikes, and pedestrians are forced into the same space are far more of a culprit.
Large numbers of people drive substantially below the speed limit to avoid tickets. Frustrating drivers is not a good plan. Ticketed good drivers often soon have accidents where real harm and damage is done. Use proper traffic circles for calming
Cruise night must be addressed. It's a nuisance and a danger.
Speeders are a type of person. I don't think signage will stop them.
I do t u set stand why we continue to say we need more studies. Let's just implement slower speeds in residential areas. Especially those areas, like new developments that the road is shared by vehicles, pedestrians and cyclists. REDUCE the SPEED LIMITS!!
City is designed for cars to go fast & unimpeded. Speed limits need to be reduced to a survivable speed for residents. Road standards need to be changed. Enforcement will do very little, change the built environment. Make speed limits safe for people.
When do the parents become responsible for their children? Aren't there any parks or green spaces?
pedestrian/vehicle interactions on arterial roads to be reviewed with safety changes implemented to support increased speed on those routes if reducing speeds on other routes is also implemented. also how routes are designated residential vs arterial
change residential speed limit to 40 year round. get rid of school zones.
In addition to my comments above regarding speed limits, It's important to mention that more limitations on driving will lead to more fines and more driver angst, and with that more infractions and accidents. Consider limits on pedestrian traffic.
Traffic flow needs to be maintained!
Study Vancouver they know how it's done
Speed limits are set and strictly enforced by entrapment, with little or nothing to do with actual safety.
There are almost no collisions involving cars and pedestrians and cyclist on 50kph roads. Artificially reducing the speed limit will only create road rage and make live worse in our city
When will you address helping traffic flow better? You spend all our money stopping traffic instead of helping it. We would be way more green if I didn't see cars idling in traffic jams
Having been part of this, and other road safety initiatives, it is frustrating to see this as a priority when all of the data across North America clearly shows speed is not a safety concern.
Pedestrians and bikes can go lots of places that cars can't. Roads are built for cars and speed limits should not be reduced.
The entire concept of 30 kph is absurd and only panders to those who choose to not educate themselves or their offspring. Dumbing down to society's lowest denominator. 50k is fine except in the immediate area of schools.

I agree there are some residential streets where 40 kph is the correct speed, but to blanket all residential streets under the same rule is not helpful in my opinion. Traffic circles are good in new construction areas but roundabouts are absolutely....
Reducing frequency of collisions doesn't have to do with speed. It has to do with split second decisions. This has been compromised with all the unneeded lights and speed traps. People are too busy 2nd guessing that their decisions are skewed.
Neighbourhood calming systems appear to be the only way to slow down drivers in residential areas. Once again Stop signs, yields and the presence of seniors and children are ignored by drivers in residential neighbourhoods.
This is not a survey. Nothing but loaded questions and design. I demand a plebiscite on road speed in Winnipeg. We the people say no speed changes.
No blanket radar enforcement! use normal policing, and use discretion on first offence!
Check speed limits on bigger streets at outskirts of the city, e.g. Bishop Grandin Blvd.
Reducing speed limits on arterial streets makes commute time longer which is a negative effect that should always be considered
Stop trying to slow everything down, you should be striving for faster transportation in a high paced city.
enforcement of speed. way more speed cameras and monitoring.
Cars whip around at great speeds! Traffic slowing bumps are a suggestion, but four way stops can really reduce speed! A good example would be the need for a 4 way at Tidewater and Island Shore. Vehicles whip around that curve in the road and it is unsafe!
there is a long standing practice to design roads at speeds above the intended posted speed limit. this practice is critical for highway situations, but counter productive for urban roads. Appropriate speed can be designed into facility. Use Roundabouts
Targeted traffic calming measures would be much more effective than a lower default speed limit. Many vehicles already drive 30-40kph on residential streets, and those that drive faster may not be discouraged by a lower speed limit
We need to be real about speed reductions. The law already states to slow down when people are present. I don't feel that a blanket decrease in speed will make a difference as the issues are with those that do not obey the current traffic laws.
Speed doesn't kill, it's lack of attention when driving, not following road conditions, not signaling your intentions, etc. EVERYONE needs to be aware of their surroundings
Residential areas should have a speed limit that is fully enforced.
ALL residential streets need to be 30km/h, not just neighbourhood greenways - that's inconsistent and confusing. also, review speed limits to ensure they are "safe and appropriate" evaluated by & safe for whom? traffic eng. can say they're fine when not.
Vehicles that travel at 50 km an hour alongside a cyclist - even three feet away -- are dangerous. Too little forgiveness for error and therefore high risk. Motorists should be educated regarding a cyclist's rights/obligations on the road under the HTA
There is the possibility of increasing speeds on certain through fares.
MORE POLICE PATROLLING THE STREETS WATCHING FOR LUNATICS WHO DO NOT OBEY SPEED LIMITS

Far more important is enforcing the current laws on speeding and distracted driving. A significant portion of drivers will do whatever they can get away with.
When evaluating speed limits and/or making the case for reduced speeds, we should be looking at "near misses" as well as collision data. Also need to consider latent demand for a route that may not be acted upon due to fear of high speed vehicles.
WPS to implement more police on the roads enforcing speed limits and safe driving rather than vehicles with cameras
Reducing residential zones below 30km/h is a drain on economic productivity that will bear little fruit. The issue is driver quality. We need enhanced driver testing. Modern vehicles have enough agility and braking power to maintain 50km/h safely.
Assessments of need for traffic speed control and enforcement in high pedestrian use areas eg Osborne Village. There is a need to respond quickly and efficiently to residents concerns related to cars speeding in these areas. This is not happening now.
Roads should be designed for the speed expected. A glaring example of poor design is Kenaston from Bishop to Shaftesbury. There should not be all these intersections. There should be one main intersection and frontage roads for folks to access the stores
Solidify "open roads" initiative, enforcing one block AT A LOWER SPEED! Allowing safer, cleaner air areas of the city with minimal car traffic. This a city for living creatures so should not be designed around cars.
Prioritize mature communities - these are being over-populated by excessive infill, causing excessive street traffic on narrow old roads.
Overall traffic in Winnipeg doesn't need to be "calmed"-it's often "comatose" at present. An earlier study (McMaster iirc) found that our speed limits should be increased & traffic lights synchronized to keep traffic flowing at the speed limit.
I would like to emphasize that speeds on all roads should be considered for reduced speeds, not just residential streets. There are many streets that have speed limits that are excessive for the conditions (stores, bike lanes, pedestrians, etc.).
As noted above, residential streets are not the problem - regional and collector streets are.
Set speed limits to the 85th percentile. Everyone should be going about the same speed. Also if there's slower traffic, they need to keep to the right lane.

Focus Area: Road Safety Culture

Survey Question 27. If you answered 'disagree' or 'strongly disagree' for any of the above, please explain:

What we need for road safety culture is to encourage courteous driving and defensive driving.
Informing drivers is better than punishing them. Signs that show them their own speed can be very helpful.
Make shared slow roads common; education that all road users have a right to using them safely.
There are too many driving restrictions now, we don't need any more!

Waste of time. Politicians in a weak city with weak ideas
the other areas would have greater impact
There is no safety where a culture is instilled by force instead of drivers making reasonable decisions.
The issues of safety have nothing to do with so called equity. Take your socialist views out of so called safety measures.
There is no educating the ones that do it now.
Break things down more so I can give an honest opinion of each area.
Again, Winnipeg is far too slow with way too many stops.
Teach your own children how to cross roads safely!
Targeting distracted driving is excellent. Speed reductions are awful and just encourages more police time to enforce.
Spending more tax dollars on consultants - stop it. Fix the roads first.
Cannot relate how poverty relates to road safety?
stop hating people who need private vehicles. 40 km/hr is reasonable, 30 means that drivers are looking at the speedometer and not watching the street
Stop wasting money
n/a
Seems like a scam to pay money to consultants
The current rules are sufficient and anymore is a waste of tax dollars. Try putting part of the accountability back on the pedestrian to be aware of their surroundings at all times.
Equity as a factor in this type of decision making is a reach. What really is the issue is the broader issue of wellness. Why are the citizens of Winnipeg always so angry when they drive? That is a worthwhile area of enquiry.
Safety and equity analysis seems odd when we know that a) people experiencing poverty are unable to afford trucks and cars and b) trucks and cars are responsible for the vast majority of safety issues on our streets.
More wasted money - like poor people somehow speed more than wealthy people - With ideas like these, you would think money grew on trees! Quit wasting tax dollars on garbage that gets us nowhere!
YOUR STRATEGIES ARE NOT ENOUGH. ONLY LAW ABIDING CITIZENS SEE YOUR ADS
I agree with educating but it can't stop with the motorists. They are not the only cause in this area.
Increased formalization of driver's safety reduces incentive to drive, and raises driver distress by adding variables to attend to while driving. Consultation with leaders whose sole concern is safety and the furtherance of limitations is not an incentive
All these "initiatives" in the past are nothing more than a sick joke, I don't see that improving to any degrees in the future, but it gives some people warm and fuzzies, with nothing else, beside pointing at the big bad motorist.
Many of these are laudable, but once again, speed has not been proven to be a safety concern on roads. Driver education on this issue would be misguided and misleading if it asserts that speeding is dangerous. Distracted driving & intoxication are dangers

Campaigns have limited success. Reduce distracted driving by making neighborhood streets dense, tight and attention demanding. The same applies to speeding. Increases in car free roadways, which people try out may encourage the safety oriented culture.

I support distracted driver campaigns. That's a real issue of concern. Not a fan of racial or economic profiling.

There isn't enough education. Respect should be part of the education. If they can't have this, they shouldn't drive or face penalties such as fines.

Focus Area: Road Safety Culture

Survey Question 30. Is there anything missing or unanswered in this focus area that you feel is important? If yes, please clarify in the comment box.

Aggressive driving is a serious issue, and it's unclear how complaints are received or acted upon by the WPS. There should be public education and clear enforcement related to aggressive and threats of violence to other road users .

As noted above, road rage does not discriminate. Rich or poor, it strikes all. Question here is more fundamental. Choke points, alternatives to driving, modified work schedules in peak areas of employment. Proper maintenance of roads etc.

I do not see how these actions will change the behaviour of aggressive drivers; it'll just be "preaching to the converted".

All road maintenance and construction should incorporate active transport or lose funding

Two things: all types of road users use cell phones while walking, driving and cycling so educational campaigns need to target them all. Also, hostile environment between drivers and cyclists is a problem. Cyclists also need to follow road rules.

more awareness of cycling and pedestrian codes of conduct (to stay safe and cross roads appropriately)

Promote the zipper merge and make McGilvary and Wilkes Ave. Two lanes separated by a median

You should also work to change road safety culture to be less auto-centric. Use the changing culture to encourage other modes and educate the public on the relationship between health and transportation mode choice. Knowledge is power!

Public transportation is not mentioned. Fewer people are using public transportation due to safety concerns [COVID, violence]. To truly address road safety, we need affordable, accessible, safe public transportation, and fewer private cars on the road.

I would like to see the culture of road safety also include transit promotion & transit prioritization, less cars on the road if more people are using effective transit means less dangerous or near miss situations

Education campaigns should emphasize that automobiles are not the most important road users, making sure that car users prioritize the safety of pedestrians and cyclists in more areas than just speeding & intoxication

Mpi needs to implement a ODB device that measures hard acceleration and stops to help safe drivers succeed and aggressive drivers curb dangerous driving. Ex. pay a fee if too many unsafe infractions.

There should be more education around aggressive driving, as well as respect for all road users. It would be great to get away from "roads are for moving cars" towards "roads are for moving people"
Too much focus on analysis and community engagement. This leads to too many delays. We need to adopt a more courageous approach such as implementing 24/7 365-366 school and playground zone limits. This creates habits and recognises the fact people use the
Some people drive too slow, some too fast. Both are dangerous. Let's ticket slow drivers as well, especially in the passing lane. Also, people need to use turn signals more, even if just Changing lanes. It's the law.
Everyone including motorists, cyclists and pedestrians should be encouraged to follow the law and be ticketed if they don't. Anything with wheels should be licenced and ticketed if not.
The focus on distracted should be all classes of users not just vehicles. ie ear buds and phones with cyclists and pedestrians. High ticket areas indicate an engineering deficiency not a cash cow money grab.
I feel that existing drivers need to learn how to drive again. I have seen a lot of drivers not know about "you can turn right on a red light EXCEPT in places where there is a sign saying no right turn on red".
People choose to drive however they please. They know the rules and know they will likely not be caught breaking them or if they are they can evade any severe punishment
Reducing speeds is not the answer. Introducing more traffic calming measures and clearly posting speed signage everywhere is the better solution.
Winnipeggers need to be educated. Their car insurance rates need to go up drastically if they have an accident. They need to have mandatory road tests and written tests if they have too many accidents.
Giving out more speeding tickets will slow people down
There is more than enough data out there to show where high collision areas are, where speed limits need to decrease and we already know that a 30km speed limit would save hundreds of lives. I don't think we need to waste our time on more studies .
people with disabilities need private vehicles, sometimes the medical problem does not allow for transit, and you are forcing them to be isolated in their homes
EVERYDAY, I have to stop for vehicles that don't give cyclists the right of way on McDermot and Bannatyne , they just don't care, maybe hitting them in the pocket is the only way they will learn.
It is better to warn the people of their actions regarding the speed by charging small amount.
I don't have any better ideas than the proposed actions in the PDF document, but nonetheless I don't think the proposed actions will be adequate to address the issue. They may lead to an improvement, but fostering a culture of safety is very difficult!
Why is the city wasting money on woke projects trying to link everything to poverty communities?
Yes Kenaston speedway should be addressed

Just need go raise driving standards, way to easy to get a drivers license.
No need to further reduce our speed limits. Actually they should be restored to previous rates. Get people off of the streets & into parks. Streets were not built for BBQing or Zumba.
Some roadway intersections are poorly designed, for example any of McPhillips St, Route 90 or Keewatin St & Logan Av with the lane allowance and order of progression frustrating drivers and contributing to a high number of collisions, distracted or not.
All results of this survey will be invalid because the large majority of proposed actions are not presented within the body of the survey and most people won't take the time to read a separate document. Also, wording for some proposed actions is vague.
Encouraging people to step outside their automobiles will make them see "the light". Such as trips to Amsterdam make north Americans appreciate the true extent of what they are missing in transportation and urban development.
No matter how many studies are conduct, there will never be zero collisions. You idiots better not reduce speed limits to 30 on ALL residential roads. Some maybe. but will note vote for any member who is in favor of this.
Enforcement of rules
The costs of billboards, advertisements and programs in place to try and educate people on road safety is a waste of time and money.
People dont know how to drive still have licenses, speed not all factor of problem knowledge is the key people still using cellphone and driving we need police traffic department the one could correct and enforce motorists, cyclists and pedestrians
Why even bother? Seriously, all this stuff does is make life even worse for any commuter. Spending money to go backwards is foolish - again, put all these changes to a pleblecite & see what happens - this isn't what the people want
Adequate infrastructure will improve the safety culture. No amount of education will cause people to stop speeding down our long, straight, wide roads.
Again, there are "bad" drivers and unskilled drivers. I'm not sure how you will fix this with these proposals. Fix bad drivers punitively and fix unskilled drivers with more training
Again speed itself is not a factor. Speed only matters when roads have 90 deg entrances of other traffic, pedestrians and cyclists. We should be redesigning these roads to separate high speed traffic, rather than throttling the traffic
I believe we must start with our transit emplyees.
I'm skeptical that education programs will solve the problem. From what I see around me in central Winnipeg, the problem is lack of enforcement and calming measures. People know they shouldn't speed, they do it anyway.
Stop wasting money with dumb studies
Too many issues to include here!!!!!!
A plan for quick response to concerns raised by residents about safety. This currently is a painfully slow process at best if it happens at all.
The city should use road side signs to tell drivers what to do and not do. Most effective educational tool. For instance, to tell drivers how to pass cyclists, to always yield to pedestrians and cyclists.

Road safety won't be addressed by signage and enforcement -- it needs to become intuitive through road modifications
Culture responds to the built environment. Education, enforcement, equity analyses have been done & will only get you so far (only get you to where we are). To change the culture, change the built environment. To grow equity, change the built environment
how to change the culture? Cars rule in Winnipeg. Pedestrians and cyclists be warned. Big cities everywhere encourage and cultivate walking and cycling. Opening Portage & Main would have been a signal we are a modern and open city. But cars rule here.
There is no analysis needed. People are getting licenses when they shouldn't and not obeying the law. People should have to be re-tested every few years
Increasing restrictions imposed on drivers increases driver angst and a decrease in good driving. People need empowerment to make safe judgments. Remove that power, and they will circumvent the loss with more risky behavior.
Drivers can always do better but no emphasis is placed on distracted pedestrians or cyclists on sidewalks and crosswalks. Maybe if more tickets were handed out to cyclists they would learn to ride respectfully.
It does nothing to teach other road users, such as cyclists and pedestrians to watch out and be aware of their surrounding.
You need to back off of people and realize that roads are for cars and sidewalks are for people and closing roads is setting a very bad safety culture for pedestrians and cyclists.
cell phones should be modified so they are unusable in a moving vehicle. This would require people to pull off the roadway and put the vehicle in park to utilize their phone.
BigThe trucks and buses that drive in residential areas should have wider streets so that parked cars or boulevard lawnspace aren't damaged
Educating at this point is not effective - everyone know that texting when driving is not good. Some people just don't care until they get fined. At this point efforts should concentrate on enforcing not printing another bunch of expensive pamphlets
the problem is political will, not studies. we know best practices more making streets safe already. unfortunately the current admin has sent us 10 years into the past with recent road work
Formal target/Goal should follow Dutch Sustainable Safety and Vision Zero (this is so very close)
More Enforcment is needed!
BETTER ENFORCEMENT
New Bike paths should only be Wkd
Education for pedestrians and cyclists.
great to see efforts in public education!
All roads need to be streamlined better.
Distracted driving targets low income
n/a
It's time to get pets out of the front set of vehicles.
Need to give out more tickets as I always see people texting when I am driving. Awareness education is not working.

People have to see that those that violate the speed laws are fined.
Too many drivers, cyclists and pedestrians spend a lot of time looking at their smartphone! It's ridiculous!!
Since the beginning of the pandemic, there has been a significant increase in car "racing" on, for example, Taylor and Kenaston. We would like to see more police enforcement addressing this situation.
Cities should be built for people, not cars. Our city has fostered and abets a car culture. It's dangerous to pedestrians and cyclists. Further, it discourages people from engaging in healthy activity
Distracted road user campaign is insulting and victim blaming. DRIVERS cause most harm by far. Speed reduction PSAs seem to be pointless, ineffectual. Road redesign is far more important
We need to challenge the assumptions that cars are kings on the road. Driving is an earned privilege. Driving skills should be reassessed by a road test every 10 years.
Violence in this city against others happens with vehicles as well
Address sprawl to decrease the need for long car trips to obtain essentials. Assess bus routes (post Covid!!) to address needs not just for work and education but for unpaid work activities (carers, people attending appts, provisioning a household)>
Please quit ticketing cyclists on sidewalks, especially in low income neighbourhoods and areas without infrastructure. There are gaps in our network or substandard infrastructure that force cyclists onto sidewalks to cross bridges and/or ride safely.
Informing drivers is better than punishing them. Signs that show them their own speed can be very helpful.
Nothing to make pedestrians or cyclists equally responsible as the motorists
Road safety starts with Engineering. Develop a culture of designing safety into the facility. Design speed, intersection choice, number of lanes all contribute to higher speeds. . Focus on mobility for all not congestion for cars.
There is no culture to help the "old ladies" across the street. People are in such a rush to get places. If you think it's funny to speed when seeing someone who is slow crossing you shouldn't drive. Heavier penalties and re-education are needed.
Proactive response to concerns raised by residents in areas experiencing traffic congestion and serious safety risks, e.g. traffic lights at Creek bend Road/St. Anne's. Drivers speeding at 70km/h swerve onto the right shoulder to pass turning cars.
Address testosterone poisoning in your campaigns. Men here hate freedom restrictions. In Europe and Asia, small cars are more prestigious. Disallow taxi drivers from using their phone while driving - every single one does it now!
I find this says more to penalizing distracted drivers and less about road safety culture. Yes educate on safety but also on coexistence with vulnerable road users

Total Comments Received **breakdown by focus area and survey question*

Focus area: Signalized intersections

Question 3: 22 comments received

Question 6: 80 comments received

Focus area: Pedestrians

Question 9: 29 comments received

Question 12: 105 comments received

Focus area: Cyclists

Question 15: 27 comments received

Question 18: 126 comments received

Focus area: Speed

Question 21: 63 comments received

Question 24: 107 comments received

Focus area: Road safety culture

Question 27: 31 comments received

Question 30: 87 comments received