

# 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.

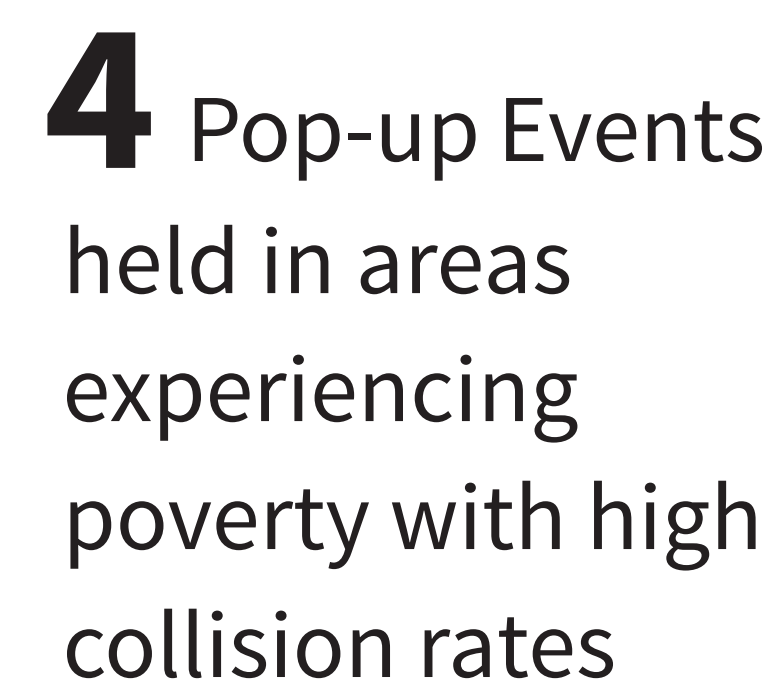
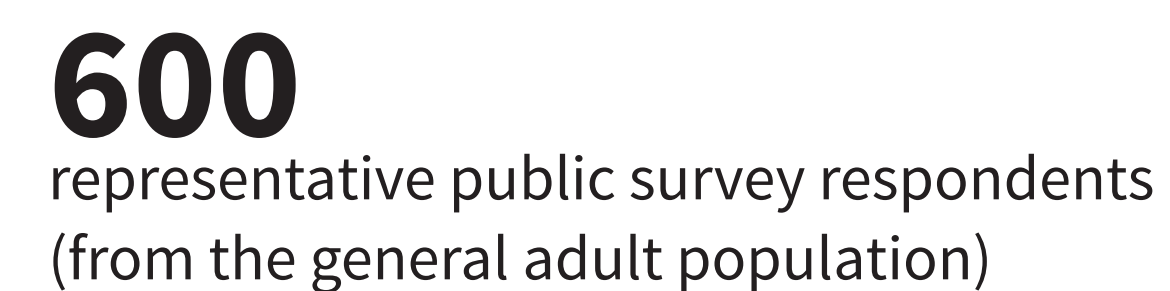
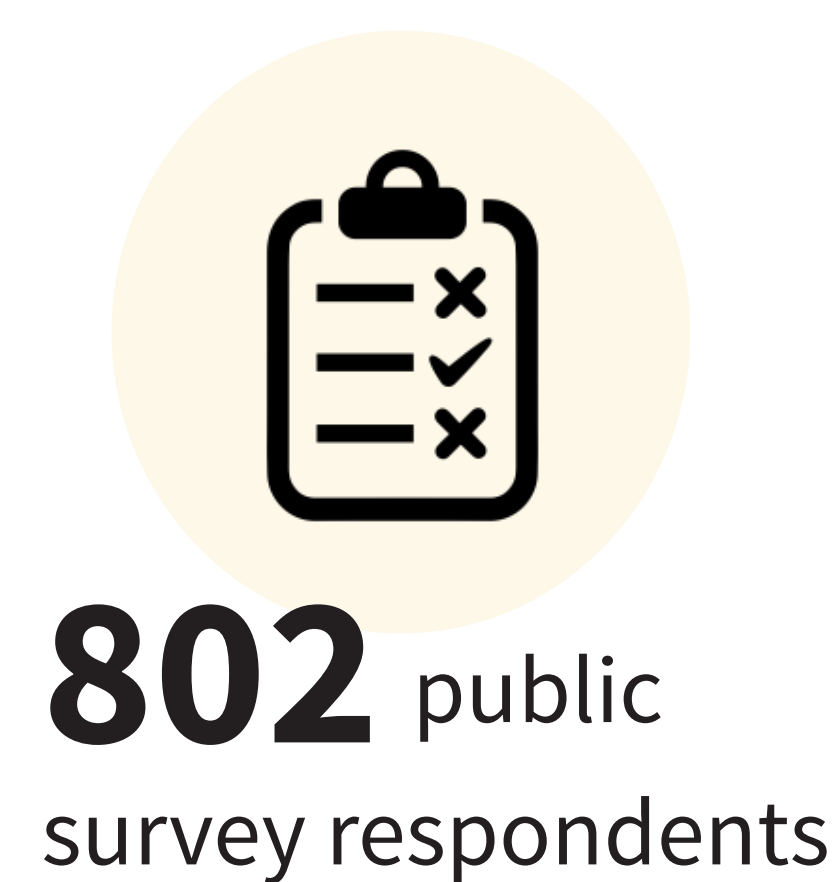
Please leave a comment, fill out a paper survey or share your views online!

For more information, or to submit your feedback, visit us online at:  
**[winnipeg.ca/roadsafetyplan](http://winnipeg.ca/roadsafetyplan)**

# Project engagement & public feedback

Throughout Phase 1 of engagement:

## How we gathered input

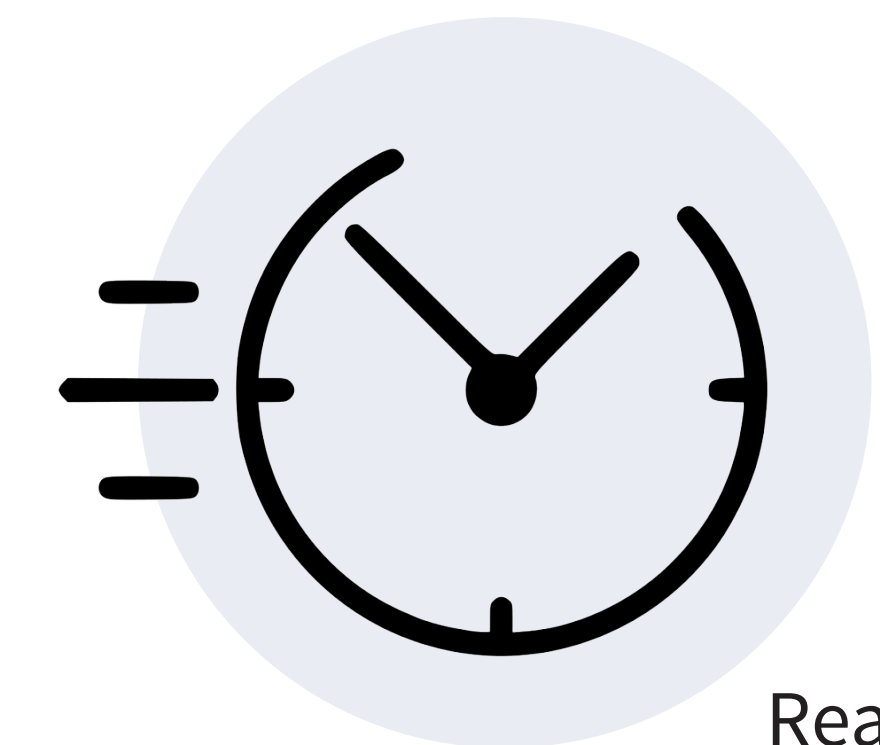


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## What we heard



**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**



Reaching your destination **safely** and reaching your destination **quickly** are highest priorities when travelling

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's 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

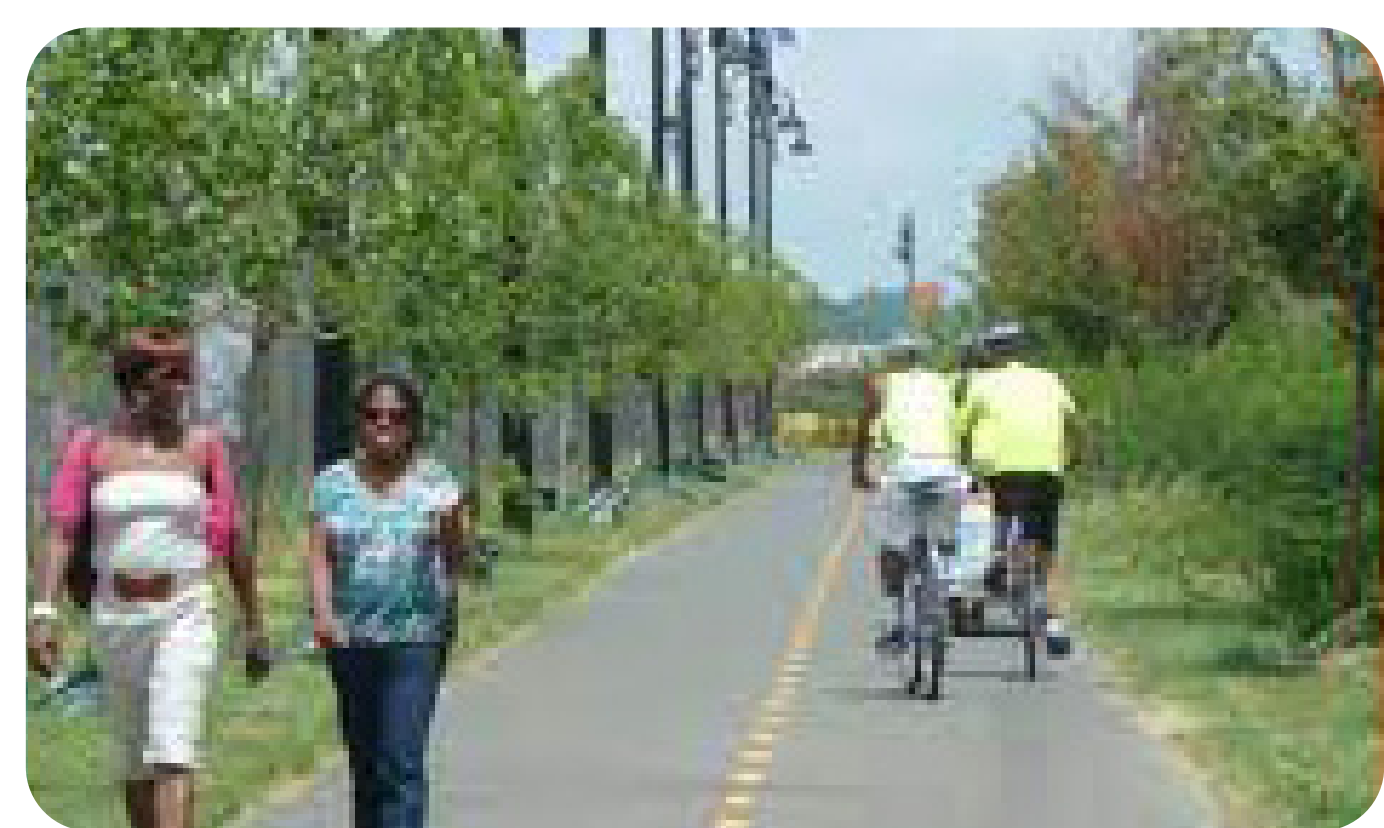
# Moving to action - cyclists



\*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?**