Agenda – Executive Policy Committee – July 9, 2014

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – July 4, 2014

Item No. 4 Implementation of Enforceable Sunday/Holiday Bicycle Route Street Closures

STANDING COMMITTEE RECOMMENDATION:

On July 4, 2014, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That the implementation of enforceable Sunday/Holiday bicycle route street closures, be approved.

2. That the draft By-law amendment to the City of Winnipeg Traffic By-law No. 1573/77 contained in Appendix 'A', be enacted.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Agenda – Executive Policy Committee – July 9, 2014

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – July 4, 2014

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On July 4, 2014, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

Further, the following persons submitted documentation in support of the implementation of enforceable Sunday/Holiday bicycle route street closures:

- Andrew Cooke, submitted a communication dated June 27, 2014
- John Embil, submitted a communication dated June 27, 2014
- Carol Hitchon, submitted a communication dated June 27, 2014
- Pamela Orr, submitted a communication dated June 27, 2014
- Brian Scharfstein, submitted a communication dated June 27, 2014
- Brian and Judy Schmidt, submitted a communication dated June 27, 2014
- Reesa Simmonds, submitted a communication dated June 27, 2014
- Jim Willows, submitted a communication dated June 27, 2014
- Philip Dawe, submitted a communication dated June 29, 2014
- David Koulack, submitted a communication dated June 29, 2014
- Leanne van Amstel, submitted a communication dated June 30, 2014
- Joshua Koulack, submitted a communication dated June 30, 2014
- Christie Macdonald, submitted a communication dated June 30, 2014
- Leif Sigurdson, submitted a communication dated June 30, 2014
- Brenlee Carrington Trepel, submitted a communication dated June 30, 2014
- Brent Trepel, submitted a communication dated June 30, 2014
- Ken and Shirley McKenzie, submitted a communication dated July 1, 2014
- Suzanne Lussier, submitted a communication dated July 4, 2014

Councillor Eadie submitted documentation with respect to the implementation of enforceable Sunday/Holiday bicycle route street closures.

ADMINISTRATIVE REPORT

Title: Implementation of Enforceable Sunday/Holiday Bicycle Route Street Closures

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works → Executive Policy Committee → Council

AUTHORIZATION

Author	Department Head	CFO	CAO
L. Escobar, P.Eng., P.T.O.E.	B.W. Sacher, P.Eng.	M. Ruta	M. Jack A/COO

RECOMMENDATIONS

1. That Council approve the implementation of enforceable Sunday/Holiday bicycle route street closures.
2. That Council enact the draft By-law amendment to the *City of Winnipeg Traffic By-law 1573/77* contained in Appendix 'A'.
3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

On November 19, 2013, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service:

1. That the framework within the report *(Minute No. 13: Enforcement of Sunday Bicycle Route Street Closures)* be approved;
2. That the Winnipeg Public Service be directed to do all that is necessary to effect the intent of the framework.

IMPLICATIONS OF THE RECOMMENDATIONS

Subject to the enactment of the By-law amendment by Council, motor vehicle travel will be limited to a distance not exceeding one block on the segments of roadway as defined within the draft By-law amendment. This includes segments of Scotia Street/St. Cross Street, Lyndale Drive, Wellington Crescent and Wolseley Avenue. Because of its unique configuration, the distance between Birchdale Avenue and Highfield Street along Lyndale drive would constitute one block.

The restrictions limiting motor vehicle travel will be in place between the hours of 08:00 – 20:00 on Sundays and Holidays from Victoria Day weekend until Thanksgiving.

Once approved by the Highway Traffic Board, traffic control devices would be placed along the Sunday/Holiday Bicycle Routes and the current practice of placing and removing barricades along the Sunday/Holiday Bicycle Routes would be discontinued.

An individual found to be in contravention of the provisions of the draft By-law amendment would be subject to a fine of $90.22, plus court costs and surcharges imposed by law. It is anticipated that the total fine, inclusive of court costs and surcharges would be approximately $185.00.

It is anticipated that the capital cost associated with the required initial signing (fabrication, primary installation of the signs) would be in the range of $15,000-$20,000. The subsequent removal and

annual installation/removal would be covered by the Department's operating budget (as is currently the case).

HISTORY

Currently, there are four streets (Wellington Crescent, Wolseley Avenue, Lyndale Drive and Scotia Street) which are identified as Sunday/Holiday Bike Routes by the Department to afford cyclists an improved operating environment where through vehicular traffic is normally heavy. To date, the Sunday/Holiday Bicycle Routes have been signed with an advisory/informational approach, rather than a regulatory/by-law approach. In other words, vehicular traffic is discouraged but not currently prohibited on these streets at these times.

Sunday/Holiday Bicycle Routes are typically in effect from the Sunday of the Victoria Day Long weekend in May to the Holiday Monday of the Thanksgiving Long Weekend in October. Closures are in effect Sundays and Statutory Holidays; they start at 08:00 or 08:30 (depending on the specific route) and end at dusk.

The current signing practice involves:

- Partial installation of barricades at each end of the bicycle route that allows local vehicular traffic and bicycles to pass;
- Installation of barricades in the centre of the roadway at regular intervals (not every block);
- Installation of advance information guide signs at each end of the bicycle route and on all intersecting routes indicating the nature of the closure;
- Installation of symbolic "Bicycle Route" guide signs at regular intervals (not every block) in each direction along the bicycle route and
- Installation of "Cyclist Reminder" signs at approximately six block intervals in each direction along the bicycle route as a reminder to bicyclists and motorists of the shared nature of the facility.

Because vehicular traffic is not currently prohibited, there are no (legal) consequences for motorists who disregard the current guide and information signage and barricades. The current operating cost of having two crews set up and remove the barricades as desired above on the four roadways during the Sunday/Holiday closures is approximately $35,000.00 per year.

In accordance with section 90, sub-section 1, clauses (d) and (n) of *the Highway Traffic Act of the Province of Manitoba*; the City of Winnipeg's Traffic Authority is able to make rules and by-laws prescribing routes of travel for vehicles and the directions that vehicles must follow on certain streets or roadways. As such, the City does have the authority to take a regulatory/by-law approach to Sunday/Holiday Bicycle Routes.

The Winnipeg Public Service has developed the following implementation plan for enforceable Sunday/Holiday bicycle route street closures in order to limit motor vehicle movement along these routes. The implementation plan remains consistent with the framework of the previous report approved by the Standing Committee on November 19, 2013. After study of the traffic operations of the described streets the limits of the enforceable portion of the Sunday/Holiday bicycle routes have been adjusted for Wellington Crescent and Scotia Street / St. Cross Street due to implications associated with the one block requirement. The revised limits are described in Appendix 'A' Draft By-law Amendment.

A Public Hearing was held at the Highway Traffic Board (204 – 301 Weston Street, Winnipeg, Manitoba) at 10:00 on Tuesday, February 11, 2014 to consider an application from the City of Winnipeg to approve the required traffic control devices for use on highways within Manitoba. Although there are some administrative details to be worked out, it is anticipated that the signs will be

approved and regulated prior to August 1st, 2014. Samples of these signs are included as Appendix 'B': Proposed Regulatory Signs.
In order to remain consistent with driver expectation and the timeframe of the By-law amendment, the regulatory signs will be installed annually prior to the Sunday preceding Victoria Day, and removed subsequent to Thanksgiving Day Monday.

Notification letters are being distributed to fronting property owners which will provide an overview of the framework and instructions on how to obtain additional information as it becomes available. Once the By-law amendment is enacted, a subsequent notification letter will be provided to fronting property owners prior to Sunday/Holiday bicycle route street closures becoming enforceable.

Once Sunday/Holiday bicycle route street closures are enforceable, an educational phase is planned which will assist in the transition from the previous advisory/informational approach, to the regulatory/by-law approach. Temporary signs installed along the route will help reiterate the transition during the educational phase. The long term plan will not include the temporary signs. A typical layout of the long term plan is shown in Appendix 'C': Schematic Signing Plan.

FINANCIAL IMPACT

Financial Impact Statement

Date: June 19, 2014

Project Name:

Implementation of Enforceable Sunday/Holiday Bicycle Route Street Closures

First Year of Program **2014**

	2014	2015	2016	2017	2018
Capital					
Capital Expenditures Required	$ 20,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	20,000	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	952	-	-	-	-
Net Cost/(Benefit)	$ (952)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(952)	-	-	-	-
Net Budget Adjustment Required	$ (0)	$ -	$ -	$ -	$ -

Additional Comments: The estimated Capital Expenditures of $20,000 will be funded by the 2011 Active Transportation Corridor project (Public Works project #1832000311). Recoveries represent the Department Transportation Administration and the Corporate Interest overheads. The estimated reduction in operating expenses of $35,000 will be used by the service provider (PW-Traffic Services) to partially offset the regularly occurring over-expenditure resulting from increased requirements of it's Road Marking and Signing program.

"Original Signed by D. Stewart, CA"
D. Stewart, CA
Manager of Finance & Administration

CONSULTATION

In preparing this report there was consultation with:
Winnipeg Police Service
Legal Services
Winnipeg Transit

SUBMITTED BY

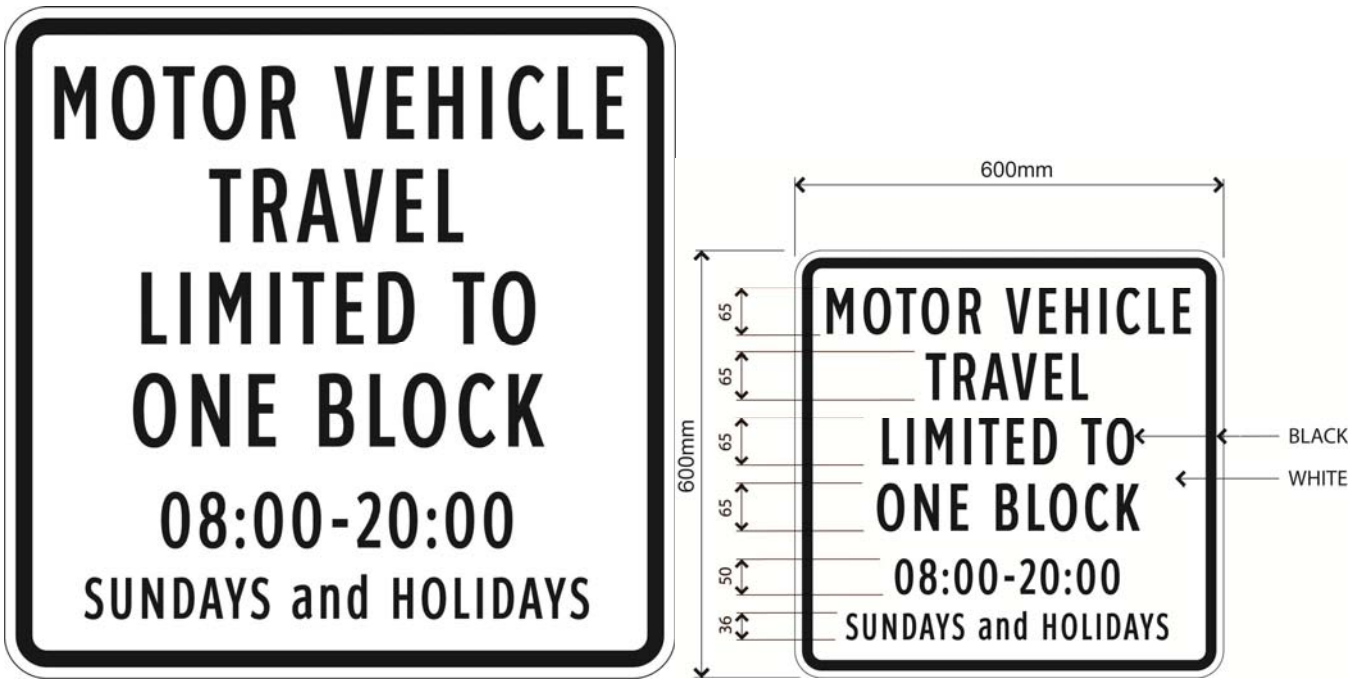
Department: Public Works
Division: Transportation
Prepared by: T. Jangula, C.E.T., Traffic Analyst
C. Flather, CIM, P.Eng., M.Sc., Community Traffic Engineer

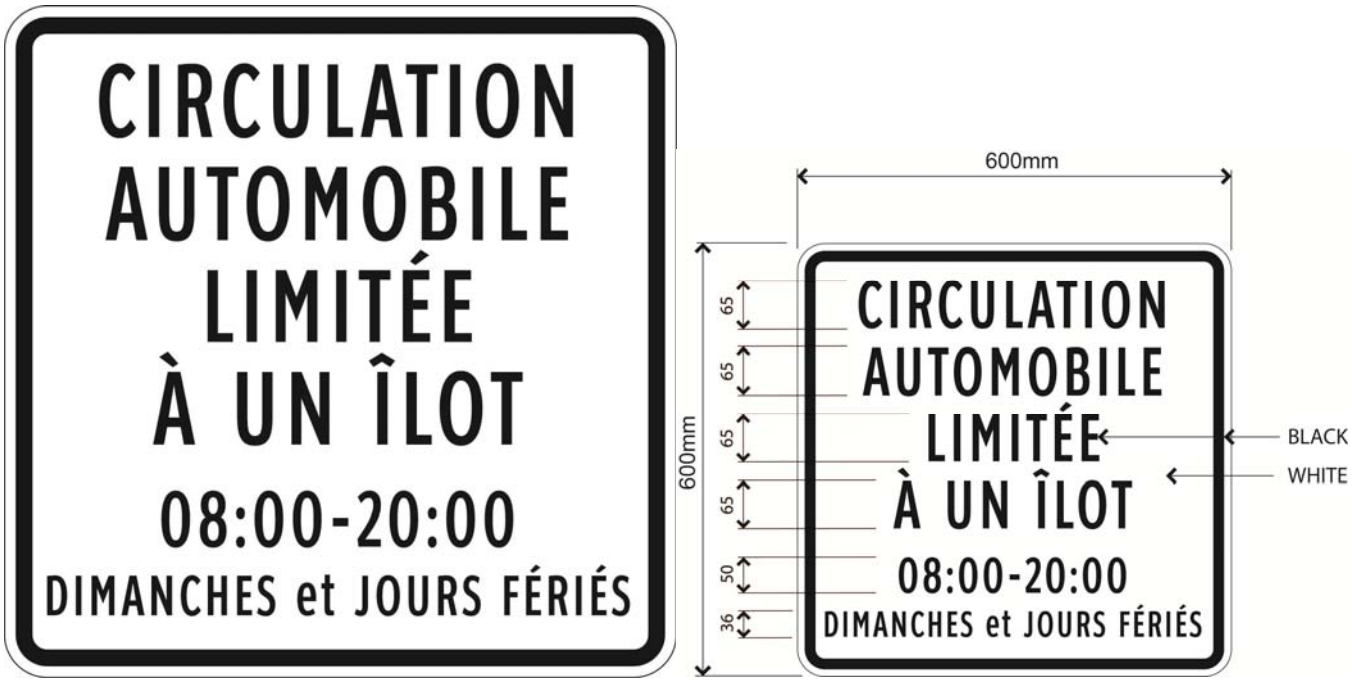
Date: June 20, 2014
File No. OB-01; OG-11

Attachment(s): Appendix 'A': Draft By-law Amendment.pdf
Appendix 'B': Proposed Regulatory Signs
Appendix 'C': Schematic Signing Plan


Sunday Bicycle
Routes by law - Appe

APPENDIX 'B': PROPOSED REGULATORY SIGNS





APPENDIX 'C': SCHEMATIC SIGNING PLAN

