bikewinnipeg

MORE PEOPLE BIKING
MORE OFTEN

April 28, 2020

Executive Policy Committee

Re:

- Traffic Calming Initiatives – REPORT OF THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS DATED FEBRUARY 4, 2020;
- Update to the Manual of Temporary Traffic Control on City Streets - DDENDUM –REPORT OF THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS DATED APRIL 21, 2020
- Item #4: Report on Advertising Revenue

Dear Councillors,

Thank you for the opportunity to speak to you today about some issues we feel are important for our city.

Manual on Temporary Traffic Control on city Streets

In general, we're happy to see that the updates to the Manual on Temporary Traffic Control on City Streets add some much needed detail to ensure that provisions for people on foot or bike are included in Work Zone Plans. We're particularly happy to see the requirements for advance notice of any sidewalk closures that may be deemed necessary. We do, however, have some recommendations that we feel will improve the manual.

Setting Priorities

While we certainly appreciate the recommendation in the manual that "reasonable efforts must be made to refrain from closing bicycle facilities and sidewalks", we feel that the manual should make a much stronger recommendation for the provision of pedestrian and cycling facilities through work zones. The manual should adopt a clear set of priorities to help determine the level of accommodation that should be provided through work zones. As an example, we think that the language used in the Portland Traffic Design Manual (Volume 2: Temporary Traffic Control, pages 38-41) provides excellent guidance.

> ***6.2.1 Priority***
> *The method for providing safe accommodations for pedestrians should be prioritized as follows:*
> *A. Protect the existing pedestrian route from the worksite.*
> *B. Provide a temporary pedestrian route in a parking lane and protect it from adjacent traffic.*
> *C. Provide a multi-use path in an existing bike lane (eight-feet minimum).*
> *D. Provide a pedestrian route in an existing bike lane, protect it from traffic, and merge cycles with traffic on streets with operating speeds of 30mph or less.*

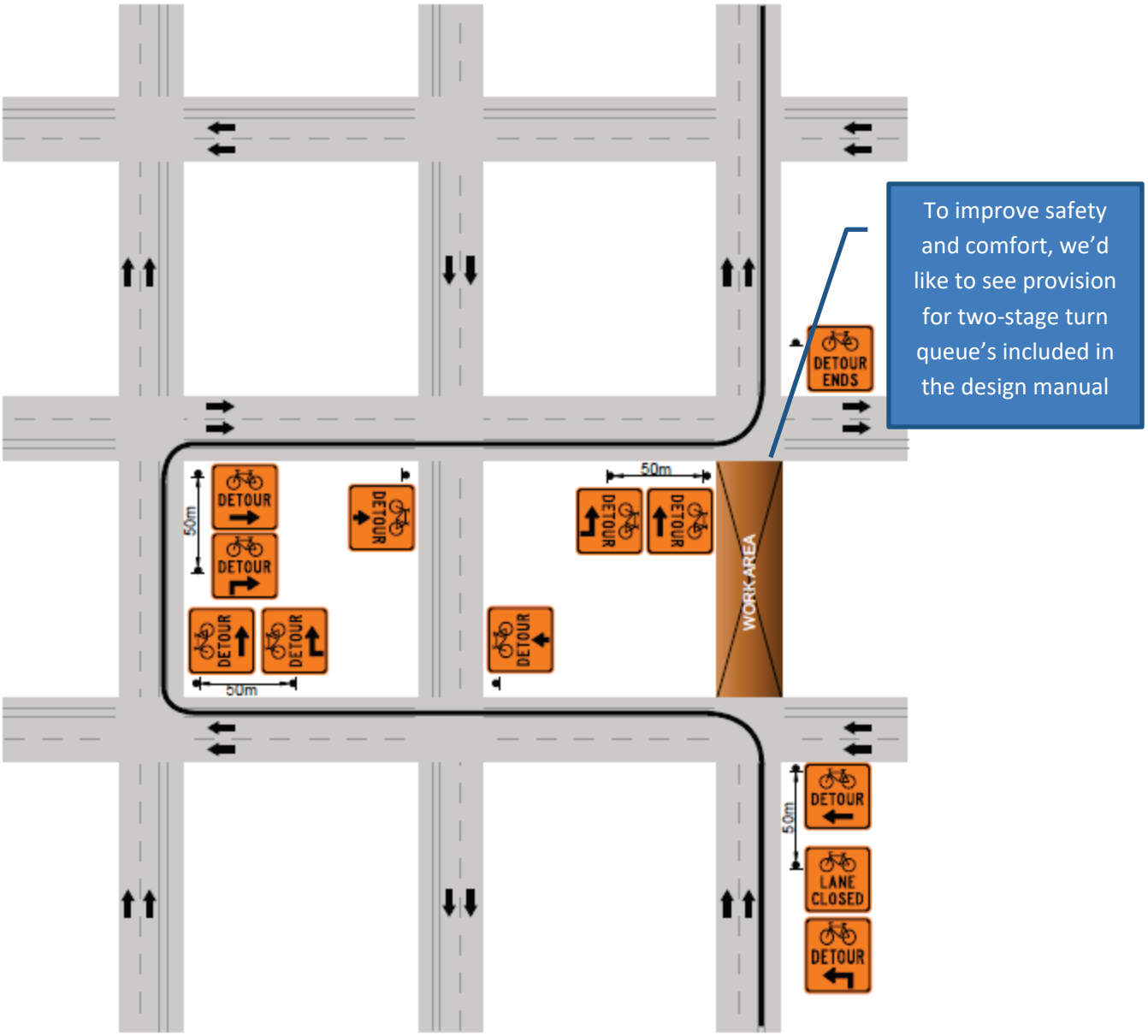
E. Provide a pedestrian route in an existing traffic lane.
F. Provide a pedestrian detour route.

6.3.1 Priority
The method for providing safe accommodations for cyclists should be prioritized as follows:
A. Provide a temporary bike lane on the same roadway past the work zone by shifting and narrowing the adjacent traffic lanes.
B. Provide a temporary bike lane in an existing traffic lane on multilane streets.
C. Merging cyclists and adjacent traffic into a shared travel lane (except on high speed streets).
D. Directing cyclists onto a shared path with pedestrians.
E. Provide a bicycle detour route.

Remember, people on foot and bike are the ones who will be most inconvenienced by a detour. If we want to encourage people to walk and bike, we need to ensure that we provide them with comfortable and direct connections to the best of our ability.

Facilitating Turns on Bike Lane Detours

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



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Implementing Shared Lanes in Work Zones

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

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

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

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

Small Editing/Formatting Issues

We note that a formatting error seems to have dropped out some of the text at the end of the last sentence in the second paragraph of section 3.07.02 (page 22).

Traffic Calming Initiatives

We're glad to see the city expanding its catalogue of available traffic calming treatments as provided for in the TAC Canadian Guide to Traffic Calming, and relaxation of what were some very restrictive requirements for traffic calming measure to move forward. We look forward to continued dialog on the matter.

As you know, we support a default residential speed limit of 30km/hr on our local streets. This is cost effective measure that will provide increased safety, increased comfort, and ultimately increased uptake of walking, cycling, and transit.

We recommend that the city work to ensure that traffic calming measures and priorities are incorporated into the Regional and Local Streets Program whenever possible. This should include items such as reduced crossing distances, implementation of School Travel Plans, etc.

Report on Advertising Revenue

We'd like to note that some bus shelter advertising can cause sight line issues along bikeways. This is particularly the case where bus-bypasses have been installed to route people on bike off road and behind a bus shelter, as the advertising often limits sight lines for both the person biking past the bus shelter and people exiting the bus shelter, but also of anyone driving past the bus shelter. We recommend that the city prohibit any advertising that interferes with sight lines on bus platforms, at least on new advertising contracts.

Sincerely,

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