**Agenda – Executive Policy Committee – April 20, 2022**

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 6, 2022**

**Item No. 3 Extending the Sunday / Holiday Bicycle Route – 2022 Enhanced Summer Bike Route Program**

STANDING COMMITTEE RECOMMENDATION:

On April 6, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and submitted the following to Council:

1. That the Enhanced Summer Bike Route Program in 2022, as detailed in Schedule A attached to this report, be adopted, with amendments to allow for the following:

    A. That barricades limiting motor vehicle traffic to one block on Scotia Street be placed at strategic locations on weekends and holidays only from May until October.

    B. That the requirement for barricades at strategic locations on Ravelston Avenue in July, August and weekends in May, June, September and October be deleted.

    C. That the following new Enhanced Summer Bike Routes be added:

        i. Ruby Street – Wolseley Avenue to Portage Avenue with a 30 km/h posted speed limit in the May to November treatment column

        ii. Banning Street – Portage Avenue to Notre Dame Avenue with a 30 km/h posted speed limit in the May to November treatment column

2. That a by-law to amend the Speed Limit By-law No. 63/2019 and Traffic By-law No. 1573/77 in accordance with Recommendation 1, a draft of which is attached as Schedule B to this report, be enacted.

3. That the Winnipeg Public Service be directed to install a bike lane with poly-posts along Wellington Avenue, as of May 2022 and removed by November 2022.

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

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 6, 2022**

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On April 6, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendments:

- In Recommendation 1, delete the period after the words "be adopted" and replace with the following:

  ", with amendments to allow for the following:

  A. That barricades limiting motor vehicle traffic to one block on Scotia Street be placed at strategic locations on weekends and holidays only from May until October.

  B. That the requirement for barricades at strategic locations on Ravelston Avenue in July, August and weekends in May, June, September and October be deleted.

  C. That the following new Enhanced Summer Bike Routes be added:

     i. Ruby Street – Wolseley Avenue to Portage Avenue with a 30 km/h posted speed limit in the May to November treatment column

     ii. Banning Street – Portage Avenue to Notre Dame Avenue with a 30 km/h posted speed limit in the May to November treatment column"

- Add the following new Recommendation 3 and renumber the remaining recommendation accordingly:

  "3. That the Winnipeg Public Service be directed to install a bike lane with poly-posts along Wellington Avenue, as of May 2022 and removed by November 2022."

and submitted the matter to the Executive Policy Committee and Council.

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 6, 2022**

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications with respect to the matter:

- Irwin Corobow submitted a communication dated April 4, 2022
- Dave Elmore, Bike Week Winnipeg, submitted a communication dated April 4, 2022
- Brenda Wilcox submitted a communication dated April 4, 2022
- Kelly Ryback submitted a presentation dated April 6, 2022
- Emma Durand-Wood submitted a communication dated April 4, 2022
- Ian Walker, Chair, Safe Speeds Winnipeg, submitted a communication dated April 4, 2022
- David Grant submitted a communication dated April 5, 2022
- Marco Essig submitted a communication dated April 5, 2022
- Ken McKenzie submitted a communication dated April 5, 2022
- Jutta Essig submitted a communication dated April 5, 2022
- Silas Koulack submitted a communication dated April 5, 2022
- Anke Sinclair submitted a communication dated April 5, 2022
- Sharon Kirk submitted a communication dated April 5, 2022.

COUNCIL DECISION:

On June 24, 2021, Council concurred in the recommendation of the Executive Policy Committee, as amended, and adopted the following:

1. That Kings Drive, from Kilkenny Drive to Patricia Avenue and Kilkenny Drive, from Burgess Avenue to King's Drive, be open to vehicular traffic and removed as a Sunday / Holiday Bicycle Route temporarily, on the following dates:

    A. August 5, 13, 29, 2021

    B. September 11, 2021

    C. October 23, 2021

2. That the Traffic By-law No. 1573/77 be amended to list the following as Sunday/Holiday Bicycle routes on weekends and holidays only, beginning September 7, 2021, until the expiration of the program on November 5, 2021:

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 6, 2022**

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

A. Kings Drive from Kilkenny Drive to Patricia Avenue and Kilkenny Drive, from Burgess Avenue to Kings Drive.

3. That the Director of Legal Services and City Solicitor be instructed to prepare a by-law to amend the Traffic By-law in accordance with this motion and bring same directly to Council for enactment at its July, 2021 meeting.

4. That the Winnipeg Public Service be directed to report back to Council to provide an assessment of the impacts of Wellington Crescent, from Academy Road to Guelph Street, as a Sunday / Holiday bicycle route in 2021 and to provide possible options for a 2022, in consultation with residents, by no later than April 2022.

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

# ADMINISTRATIVE REPORT

**Title:** Extending the Sunday / Holiday Bicycle Route – 2022 Enhanced Summer Bike Route Program and Wellington Crescent 2022 Enhanced Summer Bike Route

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

## AUTHORIZATION

| Author | Department Head | CFO | CAO |
|---|---|---|---|
| D. Patman, P.Eng. | J. Berezowsky | C. Kloepfer | M. Jack |

## EXECUTIVE SUMMARY

As a response to the COVID-19 pandemic, in April 2020, the City of Winnipeg opened its four annual Sunday/Holiday Active Transportation Routes for daily use between 8 a.m. and 8 p.m. to accommodate increased outdoor activity while also accommodating social distancing. These routes, which were known as ”open streets,” provided a traffic-calmed environment by restricting vehicle traffic to one block at a time and were used by pedestrians and cyclists. In June 2020, the Public Service expanded the pilot program to include five additional routes and at the same time removed one of the original routes at the request of its respective area residents.

In September 2020, Winnipeggers – particularly those who use the open streets and those who live adjacent to them – were asked to provide feedback on the pilot program to help the Public Service better understand their usage, challenges, and future opportunities.

Based on this feedback and the continued COVID-19 pandemic, City Council approved a second pilot program for 2021 that included 13 additional routes and expanded operating hours for both the new streets and the existing four Sunday/Holiday Bike Routes. These 17 streets were collectively called the Enhanced Summer Bike Route Program (ESBR).

The 2021 program was found to be popular based on user count data and user feedback. Therefore, the Public Service is recommending to continue the program through 2022, while recognizing the evolution of both the COVID-19 pandemic and Winnipeggers’ expectations of the program as well as the need to come to a long-term solution on many of the routes in question.

The 2022 program recommends that 14 of the 17 routes from 2021 should continue. Assiniboine Ave is not recommended to continue as it is recommended to be included in the reduced speed limit trial (through an upcoming report). Rose Lake Court is not

recommended due to it being a low traffic volume cul-de-sac and, in the 2021 ESBR, had both low usership and only one survey respondent. Wellington Avenue is not recommended to continue in the program as the appropriate cycling facility on this street, under normal non-COVID traffic conditions, would be a protected bike lane. The recommended program adapts to reflect local access concerns and reflect low traffic volumes present on many of these streets on any given day. Rather than limiting traffic to one block on all routes, the Public Service is recommending a blanket 30 km/h speed limit from May to November with additional traffic calming measures on weekends in May, June, September, and October and daily through July and August.

Upon implementation, the routes will be monitored in a similar manner as previous years including user counts, observation and public engagement. Recommendations for the future will consider these results.

## RECOMMENDATIONS

1. That the Enhanced Summer Bike Route Program in 2022, as detailed in Schedule A attached to this report, be adopted.

2. That a by-law to amend the Speed Limit By-law No. 63/2019 and Traffic By-law No. 1573/77 in accordance with Recommendation 1, a draft of which is attached as Schedule B to this report, be enacted.

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 June 16, 2021, Council concurred in the recommendation of the Executive Policy Committee, as amended, and adopted the following:

4. That the Winnipeg Public Service be directed to report back to Council to provide an assessment of the impacts of Wellington Crescent, from Academy Road to Guelph Street, as a Sunday / Holiday bicycle route 2021 and to provide possible options for a 2022, in consultation with residents, by no later than April 2022.

## IMPLICATIONS OF THE RECOMMENDATIONS

The 2021 Enhanced Summer Bike Route program cost approximately $115,500 and was funded by the 2021 Pedestrian and Cycling Program. The 2022 program is expected to have a similar cost and would be funded from the 2022 Pedestrian and Cycling Program.

## HISTORY/DISCUSSION

As a response to the COVID-19 pandemic, in April 2020, the City opened its four annual Sunday/Holiday Active Transportation Routes for daily use between 8 a.m. and 8 p.m. to accommodate increased outdoor activity while also accommodating social distancing. These routes, which were known as “open streets,” provided a traffic-calmed environment by restricting vehicle traffic to one block at a time, and were used by pedestrians and cyclists. In June 2020, the Public Service expanded the pilot program to include five additional routes. During that time, one of the original routes was removed at the request of its respective area residents.

In September 2020, Winnipeggers – particularly those who use the open streets and those who live adjacent to them – were asked to provide feedback on the pilot program to help the Public Service understand their usage, challenges, and future opportunities.

The first report, released at the November 10, 2020, SPC IRPW meeting, presented initial findings from the public feedback program, as well as some key lessons learned by the Public Service. Upon more in-depth analysis of the 2020 pilot program, the Public Service determined two factors prevented recommendation of permanent implementation: legal limitations of the Highway Traffic Act (HTA) as it relates to pedestrian traffic on the right-of-way and, secondarily, limitations of the previous pilot program to inform long-term implementation of a permanent open streets program.

The 2021 program was subsequently undertaken as an amended second-year pilot program that saw a traffic-calmed cycling environment introduced on 17 streets, with deliberate language that advised pedestrians not to use the roadway due to the HTA limitations. This program operated as the Enhanced Summer Bike Route Program.

### 2021 Program Details

The 2021 program ran from May to November, with one-block travel restrictions in place from 7 a.m. to 9 p.m., seven days per week, on the following streets:

- Lyndale Drive – Cromwell Street to Gauvin Street
- Wellington Crescent – Academy Road to Guelph Street
- Wolseley Avenue – Raglan Road to Maryland Street
- Churchill Drive between Hay Street and Jubilee Avenue
- Egerton Road between Bank Avenue and Morier Avenue
- Kildonan Drive between Helmsdale Avenue and Irving Place
- Kilkenny Drive between Burgess Avenue and Kings Drive / Kings Drive between Kilkenny Drive and Patricia Avenue
- Alexander Avenue – Arlington Street to Princess Street
- Ravelston Avenue – Wayoata to Brewster Street
- Linwood Street – Portage Avenue to Silver Avenue
- Harbison Avenue West – Henderson Highway to eastern terminus

- Rose Lake Court surrounding Rose Lake Green
- Youville Street – Eugenie Street to Haig Avenue

An additional four streets were subject to the one-block restriction from 7 a.m. to 9 p.m. on weekends and holidays only:

- Rover Avenue between Hallet Street and Stephens Street
- Scotia Street – Armstrong Avenue to Anderson Avenue
- Assiniboine Avenue – Parkside Drive to Ferry Road
- Wellington Avenue – Maryland Street to Strathcona Street

## Public Feedback

A key component of the 2021 program was collecting feedback from both users and residents of the routes via an online survey. The survey, which was advertised online, in City-run community centres and libraries, and via social media, received a total of 4,701 responses. Of respondents, 3,022 self-identified as route users; 415 self-identified as residents of a pilot route; and 2,258 self-identified as living adjacent to or near a pilot route.

A full public engagement report and summary was posted online in March 2022; the following sections provide high-level summaries of responses to key questions.

*Overall views on the Enhanced Summer Bike Route Program*
All participants were asked to provide feedback on a single route at a time and began the survey answering an overview question:

*The City is looking at options to potentially bridge the gap between now and when permanent infrastructure could be studied/put in place on the pilot routes. One option is to continue limiting motor vehicle traffic to one block on the pilot routes during specified hours (either daily, or just on Sundays and holidays).*

Respondents were asked to choose the statement which best reflected their opinion on the route in question:

- I don’t think the City should continue the program at all until permanent cycling infrastructure can be further studied.
- I think the City should keep traffic limited to one block in place as-is until permanent cycling infrastructure can be further studied.
- I have no preference for this route.

Some 65 percent of respondents indicated the City should keep a one-block restriction in place until permanent cycling infrastructure can be studied. Thirty-two percent did not feel the program should continue at all, while two percent indicated no preference.

Following this, respondents were given four options for timing if the route for which they were providing comment were to continue:

- **Spring to fall weekend-only routes** - May to October: weekends and holidays only. This option includes no weekday routes.
- **Summer weekend-only routes** - July and August: weekends and holidays only. This option puts the route in place for the least amount of time.
- **Summer daily routes** - July and August: seven days a week. This option would only have routes in place when most schools are out for the summer.
- **Summer daily routes plus spring and fall weekend-only routes** - May, June, September, and October: weekends and holidays only; July and August: seven days a week. This option has spring routes on weekends and would have weekday routes in place when schools are out for the summer.

*Views of residents of a pilot route*

Those who identified as residents showed slightly less support for the routes continuing with a one-block restriction. The breakdown of answers among this group is as follows:

- I think the City should keep traffic limited to one block in place as-is until permanent cycling infrastructure can be further studied: 50 percent (207 respondents)
- I don't think the City should continue the program at all until permanent cycling infrastructure can be further studied: 48 percent (201 respondents)
- I have no preference for this route: 2 percent (7 respondents)

Residents preferred summer daily routes plus spring and fall weekend-only routes (preferred on 13 of 17 routes and tied for first on two routes).

*Views of residents who live adjacent or near a pilot route*

Continuing the route near where they live was favoured by 57 percent of nearby/adjacent residents. Responses were as follows:

- I think the City should keep traffic limited to one block in place as-is until permanent cycling infrastructure can be further studied: 57 percent (1,300 respondents)
- I don't think the City should continue the program at all until permanent cycling infrastructure can be further studied: 40 percent (897 respondents)
- I have no preference for this route: 3 percent (61 respondents)

The preferred timing option of residents who live near one of the routes was summer daily routes plus spring and fall weekend-only routes (preferred on 14 of 17 routes and tied for first on one route).

*Views of users of one or more pilot routes*

Route users showed the highest level of support (related to other respondent types) for continuing the routes as-is. The breakdown of user responses (all routes combined) is as follows:

- I think the City should keep traffic limited to one block in place as-is until permanent cycling infrastructure can be further studied: 74 percent (2,225 respondents)
- I don't think the City should continue the program at all until permanent cycling infrastructure can be further studied: 24 percent (729 respondents)
- I have no preference for this route: 2 percent (68 respondents)

The preferred timing option of users of the routes was summer daily routes plus spring and fall weekend-only routes (preferred on 16 of 17 routes).

## Bike and Pedestrian Count Data

Throughout the 2021 program, cyclist and pedestrian count stations were placed at each of the 17 pilot routes during the times the routes were in operation. Table 1, below, provides this data separated by weekday and weekend counts.

Table 1: 2021 ESBR User Count Data

| Street | Daily Cyclists (weekday/weekend) | Daily Pedestrians* (weekday/weekend) |
|---|---|---|
| Alexander Avenue | 88 / 49 | 303 / 214 |
| Assiniboine Avenue** | N/A / 445 | N/A / 223 |
| Churchill Drive | 108 / 217 | 263 / 213 |
| Egerton Road | 319 / 281 | 342 / 149 |
| Harbison Avenue W | 49 / 22 | 80 / 46 |
| Kildonan Drive | 400 / 340 | 501 / 246 |
| Kilkenny Drive | 289 / 341 | 235 / 158 |
| Linwood Street | 63 / 85 | 67 / 53 |
| Lyndale Drive | 240 / 294 | 275 / 323 |
| Ravelston Avenue | 44 / 24 | 61 / 46 |
| Rose Lake Court | 14 / 38 | 54 / 50 |
| Rover Avenue** | N/A / 504 | N/A / 87 |
| Scotia Street** | N/A / 616 | N/A / 284 |
| Wellington Avenue** | N/A / 160 | N/A / 149 |
| Wellington Crescent | 1807 / 1966 | 1451 / 1549 |
| Wolseley Avenue | 944 / 770 | 838 / 603 |
| Youville Street | 340 / 369 | 184 / 164 |

* Note this is for information and was not considered in the technical planning process.
**These streets were weekend and holidays only, so no counts were undertaken on weekdays.

## Recommendations for the 2022 Season

Based on count data, public feedback, further research and analysis within the Public Service, and additional discussions with stakeholders, the Public Service is recommending a revised Enhanced Summer Bike Route program for the 2022 season that considers the needs, wants, and best interests of both residents and route users and also recognizes both the evolution of the COVID-19 pandemic and the need for a long-term solution.

The points below provide a summary of the proposed treatments and times for the program overall; Schedule A, attached, indicates the treatments proposed for each individual route:

- The speed limit for all routes would be posted at 30 km/h from May 1, 2022, to October 31, 2022. Where an ESBR route terminates within an existing 30 km/h reduced speed school zone, the boundaries of the 30 km/h speed limit for the ESBR will be set to match the boundaries of the reduced speed school zone to provide consistency for motorists.
- Barricades that include signage indicating route hours of operation would be placed at strategic locations on each route seven days a week in July and August and on weekends and holidays in May, June, September and October. Motor

vehicle restrictions (full time in July and August and on weekends and holidays in May, June, September and October) would include either one-block limited travel or no thru traffic for motor vehicles (must turn right/left) at strategic locations to dissuade cut-through traffic while maintaining vehicular access.

On all routes, pedestrians will continue to be required to use the sidewalk as per the Highway Traffic Act. If no sidewalk exists, pedestrians may walk on the side of the road, facing traffic, no more than two abreast.

*Decision-making rationale*

The recommended changes to the program strive to strike a balance between providing local vehicular access and creating a safe and comfortable cycling environment.

Traffic volumes are low (below 1000~ vehicles per day) on most routes. It makes safe, logical sense on these low-volume routes to trade the full-time one-block restriction for a full-time posted speed limit of 30 km/h speed limit from May to November. Also, adding barricades full time in July and August and weekends in May, June, September and October to promote low speeds and remind drivers they are on an ESBR.

On routes with higher traffic volumes (above 1000~ vehicles per day), additional restrictions will be required alongside the reduced speeds to reduce traffic volumes. This will promote a safe and comfortable cycling environment by keeping vehicular speeds low and limiting the interaction between motor vehicles and bicycles. Some routes will include the one-block restriction, while others will feature no thru traffic for motor vehicles (must turn right/left) requirements placed at key intersections. The latter concept strikes a balance between providing convenient local motor vehicle access while limiting cut-through traffic.

## Next Steps

The implementation of the 2022 ESBR program will include the following methods for data gathering and monitoring for evaluation. This will be used to make recommendations for the future of the ESBR program.

Data Gathering and Monitoring Process:

- Capture counts of users of each route on a weekday and weekend.
- Public Works staff will be scheduled to visit and observe each route at various times of day and on both weekdays and weekends.
- The public feedback will be solicited by an online survey.

## FINANCIAL IMPACT

**Financial Impact Statement** **Date:** March 7, 2022

**Project Name:** **First Year of Program** **2022**

Extending the Sunday / Holiday Bicycle Route – 2022 Enhanced Summer Bike Route Program and Wellington Crescent 2022 Enhanced Summer Bike Route

| | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| **Capital** | | | | | |
| Capital Expenditures Required | $ 121,275 | $ - | $ - | $ - | $ - |
| Less: Existing Budgeted Costs | 121,275 | - | - | - | - |
| 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 | 5,775 | - | - | - | - |
| Net Cost/(Benefit) | $ (5,775) | $ - | $ - | $ - | $ - |
| Less: Existing Budget Amounts | (5,775) | - | - | - | - |
| Net Budget Adjustment Required | $ - | $ - | $ - | $ - | $ - |

**Additional Comments:** The total estimated cost for the 2022 Enhanced Summer Cycling Route program is $121,275 ($115,500 + $5,775 overheards). This will be funded by the 2022 Pedestrian and Cycling Program (Public Works Capital Project#1832000122). Incremental Revenue/Recovery represent Departmental and administrative overheads.

*"signed by J. Ruby, CPA, CA"*

J. Ruby CPA, CA
Manager of Finance and Administration

## CONSULTATION

This Report has been prepared in consultation with: N/A

## OURWINNIPEG POLICY ALIGNMENT

01-1 City Building – Connect and Expand our Sustainable Transportation and Infrastructure Networks. Ensuring mobility for people of all ages and abilities with active transportation options.

01-2 The recommendation of this report is also aligned with the Transportation Master Plan's key strategic goal #3: To provide a safe, efficient and equitable transportation system for people, goods and services.

## WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity #3 Advancing Sustainable Transportation 3.4 Increase Active Transportation Rates

Strategic Opportunity #3 Advancing Sustainable Transportation 3.5 Reduce Traffic Congestion

## WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Action #1 Adopt a poverty reduction approach to service delivery

Action #2 Use poverty data to inform decision making

## SUBMITTED BY

Department: Pubic Works
Division: Transportation
Prepared by: Chris Baker, RPP, Senior Active Transportation Planner
Date: March 7, 2022

Attachment:
Schedule A: Enhanced Summer Bike Route Recommended Treatment Table
Schedule B: Draft By-law

## Schedule A: Enhanced Summer Bike Route Recommended Treatment Table

| ESBR Street | May to November Treatment | July, August and Weekends in May, June, September and October Treatment |
|---|---|---|
| Alexander Avenue | 30 km/h posted speed limit | Barricades at strategic locations |
| Assiniboine Avenue | Not recommended to continue as it is recommended to be included in the reduced speed limit trial (through an upcoming administrative report) | |
| Churchill Drive | 30 km/h posted speed limit | Barricades at strategic locations, full closure (same as 2021) between Eccles Street and the rear approach to Riverview Health Centre, the Public Service is still considering no thru traffic for motor vehicles (must turn right/left) at another location |
| Egerton Road | 30 km/h posted speed limit | Barricades at strategic locations |
| Harbison Avenue W | 30 km/h posted speed limit | Barricades at strategic locations |
| Kildonan Drive | 30 km/h posted speed limit | Barricades at strategic locations |
| Kilkenny Drive | 30 km/h posted speed limit | Barricades at strategic locations, no thru traffic for southbound motor vehicles (must turn right) at Radcliffe Road and no thru traffic for northbound motor vehicles (must turn left) at Rice Road |
| Linwood Street | 30 km/h posted speed limit | Barricades at strategic locations |
| Lyndale Drive | 30 km/h posted speed limit | Barricades at strategic locations, no thru traffic for motor vehicles (must turn right/left) at Walmer Street and at Taché Avenue |
| Ravelston Avenue | 30 km/h posted speed limit | Barricades at strategic locations |
| Rose Lake Court | Not recommended to continue in the program due to it being a low traffic volume cul-de-sac and, in the 2021 ESBR, had both low usership and only one survey respondent. | |
| Rover Avenue | 30 km/h posted speed limit | Barricades at strategic locations |
| Scotia Street | 30 km/h posted speed limit | Barricades at strategic locations, Motor vehicle travel limited to one block |
| Wellington Avenue | Not recommended to continue in the program as the appropriate cycling facility on this street, under normal non-COVID traffic conditions, would be a protected bike lane. | |
| Wellington Crescent | 30 km/h posted speed limit | Barricades at strategic locations, no thru traffic for motor vehicles (must turn right/left) at Renfrew Street, Queenston Street, Oak Street and Guelph Street |
| Wolseley Avenue | 30 km/h posted speed limit | Barricades at strategic locations, Motor vehicle travel limited to one block |
| Youville Street | 30 km/h posted speed limit | Barricades at strategic locations |

**Schedule B: Draft By-law**

**THE CITY OF WINNIPEG**

**BY-LAW NO. /2022**

A By-law of THE CITY OF WINNIPEG to amend the Speed Limit By-law No. 63/2019 and the Traffic By-law No. 1573/77 to extend the Enhanced Summer Bike Route program through the year 2022.

**THE CITY OF WINNIPEG,** in Council assembled, enacts as follows:

**Speed Limit By-law amended**

**1** The Speed Limit By-law No. 63/2019 is amended by:

(a) Adding the following as section 3.1:

***Enhanced Summer Bike Route speed limits***

***3.1*** *The speed limits set out in Schedule C to this By-law for the streets or portions of streets identified in Schedule C are only in effect from May 1, 2022 to October 31, 2022.*

(b) Deleting section 4 and replacing it with the following:

***Schedules form part of By-law***

***4*** *Schedules A, B, and C, attached hereto, form part of this By-law.*

(c) Adding the following as Schedule C to the By-law:

***Schedule C to By-law No. 63/2019***

| ***Street*** | ***From*** | ***To*** | ***Speed Limit (km/h)*** |
|---|---|---|---|
| *Alexander Avenue* | *Arlington Street* | *Princess Street* | *30* |
| *Churchill Drive* | *Hay Street* | *Jubilee Avenue* | *30* |
| *Egerton Road* | *Bank Avenue* | *Morier Avenue* | *30* |
| *Harbison Avenue West* | *Henderson Highway* | *Eastern terminus* | *30* |
| *Kildonan Drive* | *Helmsdale Avenue* | *Rossmere Crescent* | *30* |
| *Kildonan Drive* | *Larchdale Crescent* | *Irving Place* | *30* |

DRAFT

| | | | |
|---|---|---|---|
| *Kilkenny Drive* | *Burgess Avenue* | *Kings Drive* | *30* |
| *Kings Drive* | *Kilkenny Drive* | *Patricia Avenue* | *30* |
| *Linwood Street* | *Portage Avenue* | *Silver Avenue* | *30* |
| *Lyndale Drive* | *Cromwell Street* | *Gauvin Street* | *30* |
| *Ravelston Avenue* | *54m West of the West Property Line of Plessis Road on the North Side* | *Wayoata Street* | *30* |
| *Rover Avenue* | *Hallet Street* | *Stephens Street* | *30* |
| *St Cross Street* | *Anderson Avenue* | *Cathedral Avenue* | *30* |
| *Cathedral Avenue* | *St Cross Street* | *Scotia Street* | *30* |
| *Scotia Street* | *Cathedral Avenue* | *Matheson Avenue East* | *30* |
| *Matheson Avenue East* | *Scotia Street* | *Scotia Street* | *30* |
| *Scotia Street* | *Matheson Avenue East* | *Forrest Avenue* | *30* |
| *Forrest Avenue* | *Scotia Street* | *40m West of the West Property Line of Marymound School* | *30* |
| *Marymound Way* | *Forrest Avenue* | *81m North of the North Property Line of Marymound School* | *30* |
| *Leila Avenue* | *Marymound Way* | *Scotia Street* | *30* |
| *Scotia Street* | *Leila Avenue* | *Armstrong Avenue* | *30* |
| *Wellington Crescent* | *Academy Road* | *Academy Road / Maryland Street* | *30* |
| *Wolseley Avenue* | *Raglan Road* | *15m East of the East Property Line of Maryland Street* | *30* |
| *Youville Street* | *Eugenie Street* | *Haig Avenue* | *30* |

**Traffic By-law amended**

**2** The Traffic By-law No. 1573/77 is amended by:

(a) deleting the definition of “Sunday/holiday bicycle route” from section 2(2);

(b) adding the following definition to section 2(2):

***“enhanced summer bike route”*** *means the streets or portions of streets set out in Schedule 15 to this By-law;*

(c) deleting the header immediately preceding section 17.1 and replacing it with “ENHANCED SUMMER BIKE ROUTES;”

(d) deleting section 17.1(3) and replacing it with the following:

DRAFT

*17.1 (3) Subject to subsection (4), no person may operate a motor vehicle on an enhanced summer bike route between 7:00 a.m. and 9:00 p.m. on:*

*(a) any Saturday or Sunday during the months of May, June, September, or October 2022;*

*(b) Victoria Day, Labour Day, or Thanksgiving Day 2022; or*

*(c) any day during July or August 2022.*

(e) deleting Schedule 15 and replacing it with the following:

***SCHEDULE 15 TO THE TRAFFIC BY-LAW NO. 1573/77 OF THE CITY OF WINNIPEG***

| ***Street Name*** | ***From*** | ***To*** |
|---|---|---|
| *St Cross Street* | *Anderson Avenue* | *Cathedral Avenue* |
| *Cathedral Avenue* | *St Cross Street* | *Scotia Street* |
| *Scotia Street* | *Cathedral Avenue* | *Matheson Avenue East* |
| *Matheson Avenue East* | *Scotia Street* | *Scotia Street* |
| *Scotia Street* | *Matheson Avenue East* | *Royal Avenue* |
| *Royal Avenue* | *Scotia Street* | *Scotia Street* |
| *Forrest Avenue* | *Scotia Street* | *Marymound Way* |
| *Leila Avenue* | *Marymound Way* | *Scotia Street* |
| *Scotia Street* | *Leila Avenue* | *Armstrong Avenue* |
| *Wolseley Avenue* | *Raglan Road* | *Maryland Street* |

**DONE AND PASSED** this day of , 2022.

Mayor

City Clerk

Approved as to content:

DRAFT

_____
Director of Public Works

Legally reviewed and certified as to form:

_____
for Director of Legal Services
and City Solicitor

DRAFT