**Minutes – Executive Policy Committee – September 14, 2022**

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – September 7, 2022**

**Item No. 4 Enhanced Summer Bike Route Program Update**

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the following to Council:

1. That a by-law be enacted, a draft of which is attached as Schedule A to this report, deleting Schedule 15.1 of the Traffic By-law No. 1573/77 in order to remove Scotia Street and all related connecting streets from being designated as a Weekend/Holiday-Only Enhanced Summer Bike Route.

2. That the Council decision of April 28, 2022, to install a bike lane with poly-posts along Wellington Avenue, be rescinded and that the matter be referred to the 2023 budget process for consideration.

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

**Minutes – Executive Policy Committee – September 14, 2022**

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – September 7, 2022**

DECISION MAKING HISTORY:

Moved by Councillor Allard,

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Carried

Moved by Councillor Allard,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be concurred in and forwarded to Council.

| | | |
|---|---|---|
| Yea: | Bowman, Allard, Browaty, Chambers, Mayes, Rollins | 6 |
| Nay: | | 0 |

Carried

STANDING COMMITTEE RECOMMENDATION:

On September 7, 2022, 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.

COUNCIL DECISION:

On April 28, 2022, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

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.

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – September 7, 2022**

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

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.

The following persons submitted communications:

- David Grant submitted a communication dated April 27, 2022 in opposition to the matter
- Scott MacDonald submitted a communication with respect to the matter
- Shirley McKenzie submitted a communication dated April 26, 2022 with respect to the matter

# ADMINISTRATIVE REPORT

**Title:** Enhanced Summer Bike Route Program Update

**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. | D. Patman,<br>on behalf of J. Berezowsky | N/A | M. Jack |

## EXECUTIVE SUMMARY

At the Council Meeting of April 28, 2022, the Public Service was directed to adopt the Enhanced Summer Bike Route (ESBR) Program, with amendments as outlined at the meeting. At the May 26, 2022, Council meeting, an amendment was adopted that again modified the ESBR program, the intention of which was to remove the one block travel restriction for motor vehicles. However, the motion as drafted did not accomplish its intended purpose. The purpose of this report is to clearly authorize the removal of the one block limit along the Scotia Street corridor through an amendment to the Traffic By-law No. 1573/77. Removing Scotia Street and all related connecting streets from Schedule 15.1 of the Traffic By-law will not impact the 30 km/h speed limit or the informational signage mounted throughout the corridor.

Further, at the April 28, 2022, Council meeting, another amendment was adopted that modified the ESBR program to include a poly-post protected bike lane on Wellington Avenue. The design and construction of a protected bike lane requires time, budget and dedicated resources to complete successfully. The ESBR program consists of speed limit changes, information signage on barricades and vehicle travel restrictions at select locations. A poly-post protected bike lane on Wellington Avenue is beyond the scope of the ESBR program and cannot be completed in 2022. Instead, it is recommended that this matter be referred to the budget process.

## RECOMMENDATIONS

1. That Council enact a by-law, a draft of which is attached as Schedule A to this report, deleting Schedule 15.1 of the Traffic By-law No. 1573/77 in order to remove Scotia Street and all related connecting streets from being designated as a Weekend/Holiday-Only Enhanced Summer Bike Route.

2. That the Council decision of April 28, 2022, to install a bike lane with poly-posts along Wellington Avenue, be rescinded and that the matter be referred to the 2023 budget process for consideration.

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

## REASON FOR THE REPORT

Council approval is required to enact by-law amendments.

On April 28, 2022, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

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.

## IMPLICATIONS OF THE RECOMMENDATIONS

There are no financial implications associated with the recommendations.

## HISTORY/DISCUSSION

**Scotia Street**

At the Council Meeting of April 28, 2022, the Public Service was directed to adopt the Enhanced Summer Bike Route (ESBR) Program as adopted, with amendments as outlined at the meeting. The 2022 program consists of 15 street segments with the 30 km/h speed limits and informational signage mounted on barricades. Select locations have restrictions that motor vehicles are limited to travel one block (enacted through the traffic by-law) or no thru traffic restrictions (through regulatory signage). Recommendation 1.A from this Council meeting amended the ESBR program as follows:

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*

At the May 26, 2022, Council meeting, an amendment was adopted that again modified the ESBR program.

1. *That the Council Decision of April 28, 2022 with respect to Item 3 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated April 6, 2022, be amended as follows:*
    A. *In Recommendation 1.A., delete the words "limiting motor vehicle traffic to one block"*

The one block restriction for motor vehicles on Scotia Street is enacted through the by-law as attached to the original (unamended) report, and the resulting amended disposition did not provide clear direction to make changes to the Traffic By-law.

The purpose of this report is to provide clear approval for an amendment to the Traffic By-law No. 1573/77 that would remove Scotia Street, along with a number of adjacent connecting

streets, as a Weekend/Holiday-Only Enhanced Summer Bike Route. Removing Scotia Street and all related connecting streets from the Traffic By-law will not will not impact the 30 km/h speed limit or the informational signage mounted throughout the corridor.

**Wellington Avenue Poly-Post Protected Bike Lanes**

At the April 28, 2022, Council meeting, an amendment was adopted that modified the ESBR program with the following Council Decision.

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.*

Given the short timeline and complexities with the design, the Public Service was not able to design and install a bike lane with poly-posts along Wellington Avenue. Upon receipt of this Council Decision, the Public Service immediately met to discuss the feasibility and identified the following issues that prevented the project from moving forward within the given timelines:

- No budget was identified for this project.
- Wellington Avenue (between Strathcona Street and Maryland Street) is over 2 km long with different roadway widths, parking, loading and bus stops in the curb lanes and multiple signalized intersections. Building a poly-post protected bike lane requires a design that would address all of these project specific details. Staff resources were not available to complete this design in the short amount of time available.
- A poly-post protected bike lane of this length would require a significant amount of temporary traffic control signage that would have to be maintained throughout the summer. Staff resources and budget would need to be identified to complete this work.
- To complete this project, all of the parking would have to be temporarily removed from Wellington Avenue. There are many sections of parking that are highly utilized and removing this parking may generate negative feedback from the surrounding community. A permanent installation could address these concerns by constructing specific parking areas that the bike lane would bypass.
- At the intersections with Erin Street and Wall Street, Wellington Avenue is a four-lane roadway. A temporary poly-post protected bike lane would require an intersection design that would properly establish the right of way through line painting, physical separation or bicycle traffic signal heads. This would require a reconfiguration of the existing lanes, new lane designations and repainting of the intersection. The right of way cannot be properly established with temporary poly-posts.
- From Wall Street to Arlington Avenue (approximately 1 km) the 10-metre width of the pavement is not adequate to install a uni-directional poly-post protected bike lane. As a Winnipeg Transit route, the minimum width for the vehicles lanes is limited and the base of the poly-posts would reduce the available space for cyclists to below minimum levels.
- From Arlington Avenue to Maryland Street (approximately 650 metres) the roadway width narrows to 8.5 metres, which is not adequate to install a uni-directional poly-post protected bike lane.

The design and construction of a protected bike lane requires time, budget and dedicated resources to complete successfully. The ESBR program consists of speed limit changes, information signage on barricades and vehicle travel restrictions at select locations. A poly-post protected bike lane on Wellington Avenue is beyond the scope of the ESBR program and cannot be completed in 2022. Therefore, the Public Service recommends that the original decision be rescinded and the matter be referred to the 2023 budget process.

**FINANCIAL IMPACT**

# Financial Impact Statement

**Date:** August 3, 2022

## Project Name:

## Enhanced Summer Bike Route Program Update

**COMMENTS:**

There are no financial impacts associated with the recommendations of this report.

*J. Ruby, 2022-08-11*

J. Ruby CPA, CA
Manager of Finance & Administration

## CONSULTATION

This Report has been prepared in consultation with:

- Legal Services (as to legal issues)

## OURWINNIPEG POLICY ALIGNMENT

***Policy 2.9 Reduce Road Congestion***: Increase the efficiency, convenience, and usage of the active and public transportation system to improve air quality, provide a viable alternative to the automobile, and reduce current and future road congestion.

***Policy 3.17 Sustainable Transportation Connectivity:*** Prioritize enhancement to the integrated and sustainable transportation system that improve its viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for children, and for neighbourhoods most impacted by poverty.

***Policy 4.10 Transportation Safety:*** Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities for all road users.

## 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: Public Works Department
Division: Transportation
Prepared by: Greg Blatz
Date: August 12, 2022
File No: N/A

Attachments:
Schedule A – Draft Traffic By-law No. 1573/77

**THE CITY OF WINNIPEG**

**BY-LAW NO. /2022**

A By-law of THE CITY OF WINNIPEG to delete Schedule 15.1 to the Traffic By-law No. 1573/77.

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

**Traffic By-law amended**

**1** The Traffic By-law No. 1573/77 is amended by deleting Schedule 15.1 in its entirety.

**Coming into force**

**2** This by-law will come into force upon enactment.

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

Mayor

City Clerk

Approved as to content:

Director of Public Works

Legally reviewed and certified as to form:

for Director of Legal Services
and City Solicitor