2022 Enhanced Summer Bike Route Program

Public Engagement Summary

January 2023

ESBackground

Since it began in 2020, the Enhanced Summer Bike Route Program has provided seasonal traffic-calmed recreational cycling options on routes that may one day be studied for permanent cycling infrastructure. The intent is to study routes included in the program for permanent infrastructure if and when time, budget, and resources allow.

The 2022 program included 15 routes each with a speed limit of 30 km/hour from May through October. Some routes had other measures like additional signage and one-block travel limits on weekends and during the summer.

Engagement

In Fall 2022, an online survey was promoted both broadly and directly to residents along each of the 15 Enhanced Summer Bike Routes as an opportunity to provide feedback on the 2022 program. Respondents could choose which route or routes on which to provide feedback and each route had the same base questions with several additional questions for the routes that had other measures. We received 2,451 survey responses (2,432 English and 19 French) from 1,622 unique respondents. To accommodate those who could not complete the survey online, forty-one surveys were conducted over the phone and four by mail. See Appendix E for the full survey results.

Registration was required to complete the survey to ensure we were hearing from each respondent only once per route while also allowing multiple people in a household to share their views. Response rates were lower than in previous Enhanced Sumer Bike Route surveys in 2021 and 2020 which could be due to a number of factors, including the registration requirement or that this is the third consecutive year for a survey on this program.

Promotion

Public engagement opportunities were promoted using the following methods:

- Project webpage – launched November 17, 2022
- News release – November 17, 2022
- Postcard delivered to Enhanced Summer Bike Route area residents - 41,705 sent via neighbourhood mail
- Facebook posts throughout the survey period to more than 33,000 followers
- Twitter posts throughout the survey period to more than 113,000 followers
- Email update to over 300 project subscribers – November 17, 2022
- City of Winnipeg public engagement newsletter to over 3,700 recipients – November 17 and December 1, 2022

Who we heard from

Recognizing that the Enhanced Summer Bike Routes were not experienced the same way by all users, survey responses were analysed based on the respondent's connection to the route:

- Resident who lives on one of the routes – 290 responses
- Resident who lives near one of the routes – 1,319 responses

- Resident who used one of the routes but does not live on or near it – 842 responses

Respondents who identified as living on an Enhanced Summer Bike Route were asked to provide their house/building number. These addresses were checked against the boundaries of each of the 15 routes to authenticate respondents as on-street residents.

On-street response rates

When calculating the on-street response rates, multiple submissions from a single address were counted only once.

Table 1: On-street response rates

Street	Response rate
Alexander Avenue Arlington Street to Princess Street	1% (1 of 167 addresses)
Churchill Drive Hay Street to Jubilee Avenue	21% (25 of 121 addresses)
Egerton Road Bank Avenue to Morier Avenue	9% (10 of 113 addresses)
Harbison Avenue West Henderson Highway to the eastern terminus	3% (7 of 262 addresses)
Kildonan Drive Helmsdale Avenue to Irving Place	12% (15 of 122 addresses)
Kilkenny Drive / Kings Drive Burgess Avenue to Patricia Avenue	13% (18 of 141 addresses)
Linwood Street Portage Avenue to Silver Avenue	5% (5 of 107 addresses)
Lyndale Drive Cromwell Street to Gauvin Street	52% (48 of 93 addresses)
Ravelston Avenue Wayoata Street to Plessis Road	4% (8 of 227 addresses)
Rover Avenue Hallet Street to Stephens Street	8% (1 of 13 addresses)
Ruby Street / Banning Street Palmerston Avenue to Notre Dame Avenue	6% (28 of 488 addresses)
Scotia Street Armstrong Avenue to Anderson Avenue	8% (24 of 294 addresses)
Wellington Crescent Academy Road to Academy Road/Maryland Street	28% (44 of 157 addresses)
Wolseley Avenue Raglan Road to Maryland Street	12% (22 of 181 addresses)
Youville Street Eugenie Street to Haig Avenue	14% (10 of 74 addresses)

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Key findings

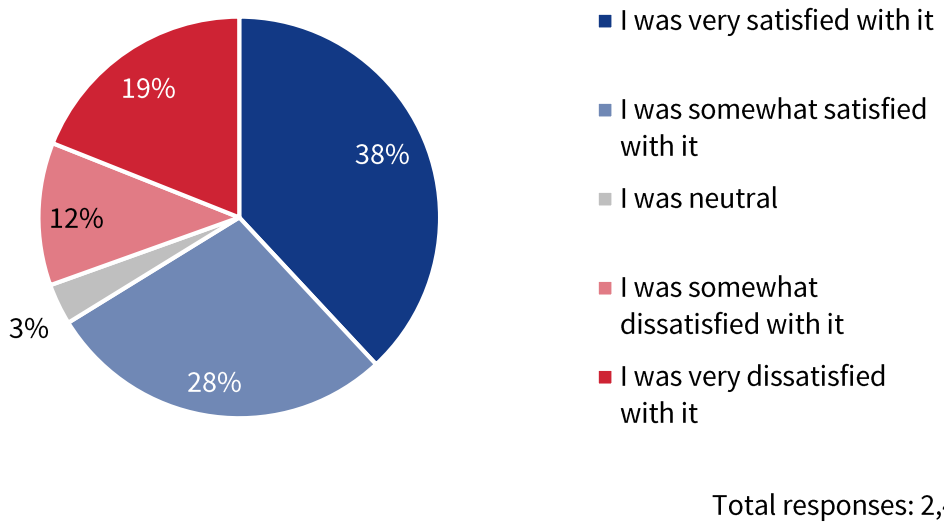
Satisfaction with the 2022 program

Survey respondents were asked how satisfied they were with the 2022 program (see Figure 1):

- 66 percent of respondents were either very satisfied (933 responses) or somewhat satisfied (690 responses)
- 31 percent of respondents were either very dissatisfied (465 responses) or somewhat dissatisfied (282 responses)
- Three percent of respondents were neutral (81 responses)

Figure 1: Overall satisfaction with the 2022 program

Overall, how satisfied were you with the 2022 program and its conditions on this street?



Total responses: 2,451

Satisfaction with the program varied by route and a respondent's connection to the street. For a comparison of satisfaction by route and connection to the street, see Appendix A.

Reasons for level of satisfaction

Respondents were given the opportunity to explain why they were or were not satisfied satisfied with the 2022 program in an open-ended format. These responses were grouped into themes and the top three themes were identified as the 'top theme' for each route.

The most common reasons respondents were **very satisfied** are:

- Increased safety (among the top reasons on all routes)
- They liked the reduced speed limit (among the top reasons on 10 of 15 routes)
- Increased livability within the neighbourhood (among the top reasons on 10 of 15 routes)

The most common reasons respondents were only **somewhat satisfied** are:

- Cars were speeding (among the top reasons on 10 of 15 routes)
- They liked the reduced speed limit (among the top reasons on eight of 15 routes)
- They would prefer permanent infrastructure (among the top reasons on five of 15 routes)

The most common reasons respondents were **somewhat dissatisfied** are:

- Conflicts between road users (among the top reasons on five of 15 routes)
- There was no enforcement (among the top reasons on four of 15 routes)
- The route wasn't needed (among the top reasons on four of 15 routes)

The most common reasons respondents were **very dissatisfied** are:

- The route wasn't needed (among the top reasons on eight of 15 routes)
- It was inconvenient (among the top reasons on six of 15 routes)
- There were conflicts between road users (among the top reasons on five of 15 routes)

For a street-by-street analysis of views, see Appendix C.

Views on the future of the program

Council has directed that each route in the 2022 program be added to the Pedestrian and Cycling Strategies, which means that each will - in the future - be home to some type of bike infrastructure.

Given this context, respondents were asked which statement best reflects their feelings about the future of the route on which they were commenting. Options were:

- I think the program should continue on this route as it did in 2022
- I don't think the program should continue on this route until it is possible to conduct a more in-depth study at this location
- Unsure//I have no preference for this street

Respondents providing feedback on Alexander, Egerton, Harbison, Kildonan, Linwood, Raveslton, Rover, Ruby/Banning, Scotia, and Youville were provided a fourth option: *I think this route should be made a full-time bike route*. Since the launch of the 2022 program, it was determined these routes could function permanently and year-round under their respective 2022 conditions.

Table 2 contains a breakdown of the responses to this question. Across all routes, the majority of respondents support either converting the route to a full-time bike route (when this option was given) or continuing the program as it was in 2022(on routes where a full-time bike route is not currently possible).

Table 2: Views on the future of the program

	Convert to a full-time bike route	Continue as it did in 2022	Don't continue until more study is possible	Unsure
Alexander Avenue 39 responses	**59%**	21%	15%	5%
Churchill Drive 314 responses	N/A	**52%**	47%	1%
Egerton Road 92 responses	**55%**	35%	8%	2%
Harbison Avenue West 30 responses	**63%**	27%	7%	3%
Kildonan Drive 119 responses	**59%**	33%	6%	2%
Kilkenny Drive 106 responses	N/A	**66%**	32%	2%
Linwood Street 40 responses	**58%**	22%	20%	0%
Lyndale Drive 306 responses	N/A	**50%**	47%	3%
Ravelston Avenue 39 responses	**36%**	22%	**36%**	6%
Rover Avenue 26 responses	**69%**	23%	8%	0%
Ruby Street / Banning Street 115 responses	**70%**	18%	9%	3%
Scotia Street 139 responses	**55%**	30%	14%	1%
Wellington Crescent 575 responses	N/A	**77%**	22%	1%
Wolseley Avenue 421 responses	N/A	**83%**	15%	2%
Youville Street 83 responses	**61%**	21%	18%	0%

For a comparison of responses based on respondents' connection to the street, see Appendix B.

Paint the Pavement program

After reviewing speed data and traffic volumes in May and June, it was determined that additional traffic calming measures should be considered on Wellington Crescent, Churchill Drive, Lyndale Drive, and Kilkenny Drive due to excessive speeds.

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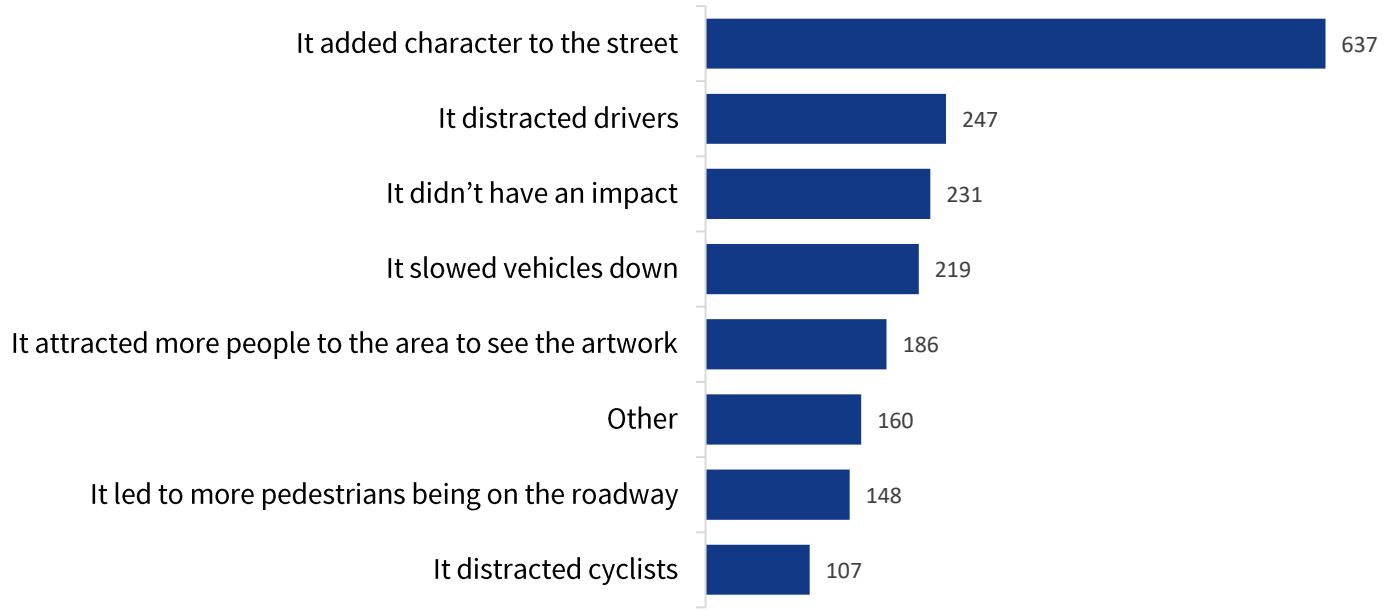
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In August local artists were engaged to install temporary on-street murals intended to act as traffic calming treatments at multiple locations along each of the four routes. The artists painted curb bump-outs, median islands, and channelization of intersections; this intervention was called “Paint the Pavement.”

Eighty-three percent of respondents on these routes (1,087 of 1,311) reported they noticed the artwork on the street. These respondents were asked what impact they felt the program had. Fifty-nine percent (637 of 1,087) felt the artwork added character to the street, which was not the intended primary function. Figure 2 shows feedback on Paint the Pavement program.

Figure 2: Impact of Paint the Pavement program

What impact do you feel the painted pavement had on the route? Check all that apply.



Total responses: 1,087

Respondents who selected “other” were given the opportunity to explain. These responses were grouped into themes. Across all routes, the most common themes were:

- It was a waste of money (among the top write-in responses on four of four routes)
- It made the road more dangerous (among the top write-in responses on three of four routes)

For a street-by-street analysis, see Appendix C.

What we heard

Table 3: What we heard and how it was considered

What we heard	How it was considered
Some cars continued to speed and ignored turn restrictions. This led to conflicts between road users.	We are recommending 10 of the 15 Enhanced Summer Bike Routes become permanent Neighbourhood Greenways with reduced speed limits and traffic calming measures that will help self-enforce the new permanent speed limit. We are recommending four of the five routes are recommended to continue as-is for 2023 with one adjustment: to post the speed limit at 40 km/h rather than 30 km/h. These four routes are wider collector streets not designed to self-enforce a 30 km/h speed limit.
The reduced speed limit was a top reason why respondents were very satisfied with 10 of the 15 routes and somewhat satisfied with eight of the 15 routes.	Reduced speed limits are recommended for all routes, regardless of the specifics of each's recommendation.
Many motorists were okay with the 30 km/h speed limit but did not like the barricades or turn restrictions.	Due to the temporary nature of the program, moveable barricades were cost-effective and efficient as they are easy to set up and take down. Temporary barricades would not be required as routes are transitioned to permanent routes. Routes that included turn restrictions historically have higher traffic volumes than desired for a shared-use route. The turn restrictions are required to calm traffic and decrease vehicle volumes by discouraging through traffic while still allowing local access for residents.
Some felt 30 km/h was too slow but would be okay with a speed limit of 40 km/h.	We are recommending 10 of the 15 routes become neighbourhood greenways with a permanent speed limit of 30 km/h (which is the best practice for neighbourhood greenways). Four of the five remaining routes are recommended to have a speed limit of 40 km/h in 2023.

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What we heard	How it was considered
The barricades were ugly and at times dangerous, and made the street look like it was under construction.	Due to the temporary nature of the program, moveable barricades are cost-effective and efficient as they are easy to set up and take down. Temporary barricades would not be required as routes are transitioned to permanent routes.
Some respondents would prefer permanent cycling infrastructure over the temporary measures.	We are recommending 10 of the 15 routes become neighbourhood greenways with a permanent speed limit of 30 km/h (which is the best practice for neighbourhood greenways).
Some respondents felt like the restrictions were in place for too long in 2022 and would have preferred if they were in place for a shorter duration (e.g. only during certain hours, only on weekends/holidays, or for fewer months).	The program has been tweaked and refined over the past three summers in response to feedback. The current operating times (weekends and holidays in May, June, September, and October; and, seven days a week in July and August) strikes a balance for all road users and residents of the street. We are recommending that the program ends after Thanksgiving in 2023 instead of after Halloween as in previous years.
The poor condition of some of the roads made them dangerous for all road users.	Pavement condition is assessed and roads are recommended for renewal based on need and available budgets.
The rules were confusing as they changed throughout the week/summer and were not consistent from route to route.	Converting most of the routes to full-time neighbourhood greenways will help with consistency. Routes that remain part of the Enhanced Summer Bike Route program would be made more consistent.
Overall, the majority of respondents indicated support to convert routes to full-time bike routes (when this option was given), or continue the program as it did in 2022 on routes where a full-time bike route is not currently possible. However, views vary by route and a respondent's connection to the route (whether they live on the route, near the route, or used the route but do not live on or near it).	We are recommending 10 of the 15 Enhanced Summer Bike Routes become permanent Neighbourhood Greenways with reduced speed limits and traffic calming measures that will help self-enforce the new permanent speed limit. We are recommending four of the five routes are recommended to continue as-is for 2023 with one adjustment: to post the sped limit at 40 km/h rather than 30 km/h. This aligns with direction set by a number of City plans and policies.
Some respondents do not want any cycling infrastructure and were upset this was not an option that could be selected on the survey.	Council has directed that each route in the 2022 program be added to the Pedestrian and Cycling Strategies, meaning each will - in the future - be home to some type of bike infrastructure. Given this context, survey respondents were asked to select the option that best reflects their views within the options available.

Next steps

Feedback will be presented in a report to Council alongside information on cost, use, operational considerations, and recommendations for the future of the program. The recommendations on the future of the program will be subject to Council approval and funding.

Appendices

Appendix A – Comparison of satisfaction with the 2022 program
Appendix B – Comparison of views of the future of the program
Appendix C – Street by street analysis
Appendix D – Promotion
Appendix E – Online survey results