

Appendix A – Telephone Survey & Results

Road Safety Public Attitudes and Experiences Questionnaire FINAL

PROBE
RESEARCH INC.



Field dates: Early Aug. 2020

N=600 Winnipeg

PHONE RECRUIT

Hello, this is _____ calling from Probe Research, a professional public opinion research company in Winnipeg. This is not a sales call; we are looking to get opinions from Winnipeggers in an online survey on important issues affecting your community. Would you have time to talk to me now?

This call is only to figure out the best way to send you the survey invitation. Once you have that, you can participate in the survey on your own time. The survey will take about 10 minutes to complete. You can do the survey in more than one session if you like, and you can do it in French, if you prefer.

We can send you the survey link by text or email. Would you be willing to participate?

OK, before I get your contact information....

Are you 18 years of age or older?

Yes **[CONTINUE]**

No - May I speak with someone who is? **[REPEAT INTRODUCTION]**

No - No one qualified or available. **[THANK AND TERMINATE]**

GENDER: **[RECORD - WATCH QUOTAS]**

Male

Female

Could I please get the first three characters of your postal code? We need this information in order to make sure our survey represents people living in all areas of Winnipeg.

Thank you. You meet our qualifications.

This survey has been optimized to be completed on mobile phones. Would you like to receive a text link to the survey so that you can complete it on your phone?

May I please get your wireless number including area code?

Would you like to receive the invite by email instead? May I please get your email address?

We will send you an email/text invite shortly. Please make sure to check your spam folder if you don't receive the invite in the next 5 to 10 minutes.

Thank you once again for your time today. Good-bye.

ONLINE INTRODUCTION

Welcome! Bienvenue!

To continue in French, please click here: [\[LINK\]](#)

The survey will take approximately 10 minutes to complete, depending on your answers. All of the answers you provide will be held in strict confidence and none of your answers will be attributed to you personally. The results of your survey will be combined with all others and reported together.

If you are unable to complete the survey during one session, your previous answers will be saved and you will be able to return to it at any time to complete the questionnaire.

Please complete and submit your survey as soon as possible.

In appreciation for completing the survey, your name will be entered into a draw for one of three \$150 VISA gift cards.

Should you experience any technical problems during the survey, please contact Probe Research by email at probe@probe-research.com or call us at 204-926-6565 or toll free at 1-877-538-5545.

Before we begin, just a little bit about you: [\[WATCH QUOTAS\]](#)

A. Please indicate your gender below:

Male

Female

Other (Please specify if you wish) _____

B. Which category best describes your age? [\[WATCH QUOTAS\]](#)

Under 18 ([TERMINATE](#))

18-24

25-34

35-54

55-60

60+

C. Please provide the first three digits of your postal code in the space below. This is to make sure we are hearing from people living in all areas of Winnipeg.

— — —

M - MODES OF TRANSPORTATION

M1. We'd first like to know a little about how you get around Winnipeg on a regular basis. Thinking first about all the ways you travel in winter, please indicate what percentage of your travel is...
(RANDOMIZE)

(Your best estimate is fine.)

	%
By vehicle as a driver	
By vehicle as a passenger	
By bus (including Transit Plus)	
By bike	
As a pedestrian	
	100%

M2. Now, thinking about all the ways you get around Winnipeg in summer, please indicate what percentage of your travel is...(SAME ORDER AS M1)

(Again, your best estimate is fine.)

	%
By vehicle as a driver	
By vehicle as a passenger	
By bus (including Transit Plus)	
By bike	
As a pedestrian	
	100%

M3. (VEHICLE USERS IN M1, M2) What type of vehicle do you typically drive (personally, not for work)? Check all that apply.

- SUV (sport utility vehicle)
- Van (a minivan, cube van etc.)
- Car (sedan, hatchback, etc.)
- Pick-up truck
- Motorcycle or moped
- Other

M4. And, do you drive as part of your work?

- Yes, a taxi or similar ride-share service
- Yes, a work truck or van, or company car
- Yes, a transport or long-distance truck
- Yes, as a bus or shuttle driver
- No, I don't drive for work

B - BENCHMARKING ROAD SAFETY PERCEPTIONS

B1. There may be many things you think about when you head out onto the road in Winnipeg. Please rank the following in order of importance.

- Reaching your destination safely
- Reaching your destination quickly
- Avoiding traffic jams
- Avoiding construction
- Taking the scenic or more pleasurable route
- Other (please specify) (ANCHOR)

B2. Thinking about the last five years or so, do you think the number of serious injuries and deaths from road collisions in Winnipeg has...

- Increased a lot
- Increased a little
- Stayed about the same
- Decreased a little
- Decreased a lot

B3. Which of the following statements best describes your view on road collisions?

- All serious injuries and deaths from road collisions are preventable.
- Most serious injuries and deaths from road collisions are preventable.
- Few serious injuries and deaths from road collisions are preventable.
- No serious injuries and deaths from road collisions are preventable.

B4. Many cities have set a long-term goal of zero injuries and deaths from road collisions. How likely or unlikely is it that Winnipeg could meet such a goal?

- Very likely
- Somewhat likely
- Somewhat unlikely
- Very unlikely

B5. What do you feel has the biggest influence on making roads safer? Please select your top three:

- Political leadership
- Driver training
- Road maintenance
- Road design
- Road safety awareness campaigns
- Legislation, rules, and enforcement
- Vehicles themselves – new technology, maintenance, design, etc.

B6. Do you think roads in Winnipeg are generally safe or unsafe for...?

ROWS (RANDOMIZE)

- Drivers
- Pedestrians
- Cyclists
- Motorcycle-riders

COLUMNS

Very safe

Somewhat safe
Somewhat unsafe
Very unsafe

E - EXPERIENCES WITH ROAD SAFETY

E1. There are many things that may or may not pose a safety risk on our roads. Please read the following list and indicate if you consider this practice a major, moderate or minor safety risk or not really a safety risk at all. (RANDOMIZE OPTIONS WITHIN EACH MODE SECTION, 1-7 SCALE, 4 IS TAG)

ROWS

Drivers who...

- Are distracted (e.g. texting while driving)
- Are under the influence of alcohol, cannabis or other drugs
- Don't signal
- Speed or drive too fast for conditions
- Disobey traffic control devices (stop signs, crosswalk, signal, etc.)
- Don't use snow-tires or maintain their vehicle
- Are inexperienced
- Drive aggressively or have road rage
- Drive older vehicles without safety features such as lane departure warnings or brake assist

Cyclists who...

- Are distracted (e.g. texting while cycling)
- Are under the influence of alcohol, cannabis or other drugs
- Don't use hand signals
- Disobey traffic control devices (stop signs, red lights, etc.)
- Don't use reflective gear or lights
- Ride on the sidewalk

Pedestrians who...

- Are distracted (e.g. texting while walking)
- Are under the influence of alcohol, cannabis or other drugs
- Don't wearing reflective gear or light clothing
- Disobey traffic control devices (signals, etc.)
- Jaywalk

COLUMNS

- Major safety risk
- Moderate safety risk
- Minor safety risk
- Not a safety risk

Now, a few questions about speed limits, starting with residential streets...

E2a. Right now, the speed limit on most residential streets is 50 km per hour.

For each of the following speed limits, please indicate how safe or unsafe you consider this speed to be for a typical residential street. (DO NOT RANDOMIZE)

ROWS

30 km per hour

40 km per hour
50 km per hour
60 km per hour

COLUMNS

Very safe
Somewhat safe
Somewhat unsafe
Very unsafe
Unsure?

E2b. Right now, the speed limit in most school zones is 30 km per hour.

For each of the following speed limits, please indicate how safe or unsafe you consider this speed to be for a typical school zone. (DO NOT RANDOMIZE)

ROWS

20 km per hour
30 km per hour
40 km per hour
50 km per hour

COLUMNS

Very safe
Somewhat safe
Somewhat unsafe
Very unsafe
Unsure?

E2c. Right now, the speed limit on most arterial roads like Main Street or Pembina Highway is 60 km per hour.

For each of the following speed limits, please indicate how safe or unsafe you consider this speed to be for a typical arterial road. (DO NOT RANDOMIZE)

ROWS

50 km per hour
60 km per hour
70 km per hour

COLUMNS

Very safe
Somewhat safe
Somewhat unsafe
Very unsafe
Unsure?

E2d. Right now, the speed limit on most expressways such as Bishop Grandin Boulevard or Chief Peguis Trail is 80 km per hour. For each of the following speed limits, please indicate how safe or unsafe you consider this speed to be for a typical expressway. (DO NOT RANDOMIZE)

ROWS

70 km per hour
80 km per hour

90 km per hour

COLUMNS

Very safe

Somewhat safe

Somewhat unsafe

Very unsafe

Unsure?

E3. Some aspects of road design may pose bigger safety risks than others. For each of the following, please indicate if you consider this is a major, moderate or minor safety risk, or not a safety risk at all. (RANDOMIZE)

ROWS

Faded pavement markings (vehicle lanes, stop lines, bike lanes, etc.)

Poor surface conditions – on streets, bike paths and sidewalks (potholes, ice, etc.)

Cyclists and motorists sharing a roadway

Construction

Intersections without traffic signals for left turns

Poorly lit roads

Merging onto a high-speed road such as Kenaston or Bishop Grandin

Intersections without pedestrian countdown timers

Pedestrians not having enough time to cross the street at a traffic signal

Poor sightlines at an intersection, (eg. not being able to see oncoming traffic when crossing the street)

Frequent entrances, exits and private approaches (like on Regent Avenue or St. James Street)

COLUMNS

Major safety risk

Moderate safety risk

Minor safety risk

Not a safety risk

E4. (DRIVERS ONLY) Thinking of the routes you take regularly through the city when you drive, is there a specific location or intersection where you feel particularly at risk of being in a serious collision? Please be as specific as possible. (OPEN END)

I can't think of one

E5. (CYCLISTS ONLY) Thinking of the routes you take regularly through the city when you cycle, is there a specific location or intersection where you feel particularly at risk of being in a serious collision? Please be as specific as possible. (OPEN END)

I can't think of one

E6. (PEDESTRIANS ONLY) Thinking of the routes you take regularly through the city when you walk, is there a specific location or intersection where you feel particularly at risk of being in a serious collision? Please be as specific as possible. (OPEN END)

I can't think of one

D - DEMOGRAPHICS

Thank you - you are almost finished. The following are a few background questions which will be used for statistical purposes only. Once again, none of these answers will be attributed to you personally and all the information you provide is strictly confidential.

D1. What is the highest level of education you have obtained?

- Less than high school
- High school graduate
- Some college or university
- College or university graduate
- Postgraduate degree
- Prefer not to answer

D2. Do you identify as an Indigenous person? By this we mean a First Nations (status or non-status), Métis or Inuit person.

- Yes, First Nations
- Yes, Métis
- Yes, Inuit
- Yes, multiple Indigenous identities
- Prefer not to answer
- No, not Indigenous

D3. How long have you lived in Winnipeg?

- Less than five years
- Five to ten years
- 11-20 years
- 20+ years
- All my life (SKIP TO D4)

D3a. (ASK ALL EXCEPT LIFELONG WINNIPEGGERS) Before living in Winnipeg, were you living in a rural area?

- Yes
- No

D3b. (ASK ALL EXCEPT LIFELONG WINNIPEGGERS) And before you were in Winnipeg, were you living outside of Canada?

- Yes
- No

D4. Which of the following categories best describes your family income? That is, the total income before taxes of everyone in your household?

- Under \$30,000
- \$30,000 to \$49,999
- \$50,000 to \$79,999
- \$80,000 to \$99,999
- \$100,000 to \$149,999
- Over \$150,000
- Unsure/Prefer not to answer

D5. In what year were you born? (ENTER BIRTH YEAR)

D6. How long have you been a licensed driver in Manitoba (or any other Canadian province)?

_____ years

I do not currently have a valid driver's license

D7. Do you have a disability?

Yes, I use a wheelchair or have mobility issues

Yes, a hearing impairment

Yes, a visual impairment

Yes, another kind of disability (please specify, if you wish) _____

No, I don't have a disability

D8. Do you have children aged 12 or under in your home?

Yes

No

F - FINAL ADVICE

F1. Is there anything else you'd like to tell us – about this survey or about road safety in general?
(OPEN END)

No comments

PRIZE AND RECONTACT

Would you be willing to be contacted in the future for other Probe Research studies? This may include participating in focus groups about this topic and others.

Yes (CONTINUE)

No (SKIP TO DRAW QUESTION)

Unsure (SKIP TO DRAW QUESTION)

Just so we know who to ask for, could you please tell us your first and last name?

First Name: _____

Last Name: _____

May we please have your preferred email address?

Email address: _____@_____._____

Would you like to be included in the draw for a chance to win one of three \$150 VISA gift cards?

Yes (Please provide your name and preferred contact email _____)

No

One final note: Your personal information is being collected under the authority of 36(1)(b) of *The Freedom of Information and Protection of Privacy Act*. This information will be used to help shape the City of Winnipeg's upcoming Road Safety Strategic Action Plan. It will not be used or disclosed for any other purposes, except as authorized by law. The results of the survey may be reported publicly in the aggregate, but no data will be attributed to you personally. If you have any questions about the collection or use of this information, contact the Corporate Access and Privacy Officer by mail to City Clerk's Department, Susan A. Thompson Building, 510 Main Street, Winnipeg MB, R3B 1B9, or by telephone at 311.

Thank you very much for your participation!



PUBLIC VIEWS ON ROAD SAFETY

AUG. 2020

CITY OF WINNIPEG



PROBE RESEARCH INC.

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Appendix A: Questionnaire

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Appendix C: Verbatim Responses

FOR MORE INFORMATION:

Mary Agnes Welch
Principal

PROBE RESEARCH INC.

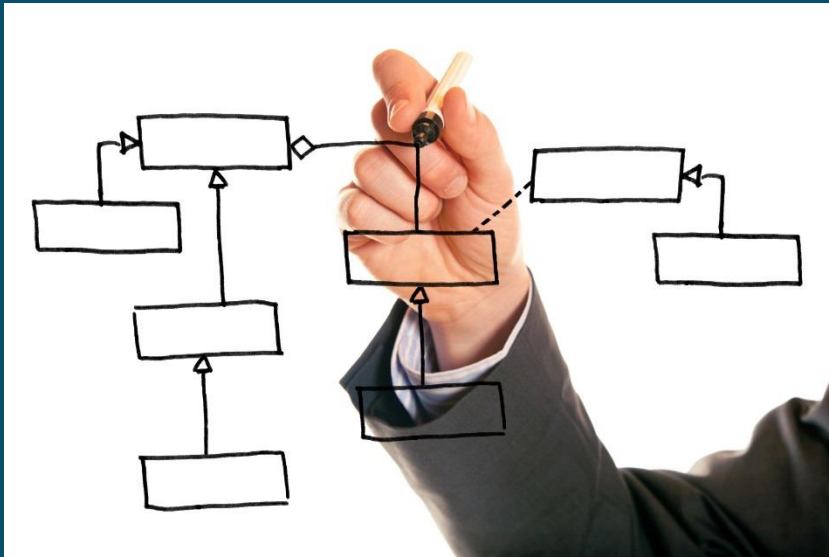
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KEY FINDINGS

- Winnipeggers have a somewhat pessimistic view of the state of road safety. Most believe we have made no significant progress in reducing the number of serious collisions over the last five years, and six-in-ten say it is unlikely the city could meet a Vision Zero goal. As well, not even one-in-five feel roads are *very safe* for drivers and only three per cent feel streets are *very safe* for cyclists. This pessimism exists even though Winnipeggers rank safety as a top concern when on the road and though three-quarters believe most collisions are preventable.
- There is near-universal agreement that the riskiest driver behaviour is disobeying traffic controls, driving impaired or distracted driving. To a lesser extent, these same behaviours are seen as the riskiest when done by cyclists and pedestrians.
- There is considerable nuance in views about the safety threshold of speed limits.
 - Three-quarters feel the current 50 km/h speed limit is safe. Lowering the speed limit to 40 km/h only marginally improves residents' feelings of safety. Raising it to 60 km/h dramatically reduces perceptions of safety.
 - In school zones, the current 30 km/h speed limit appears to be ideal. Two-thirds feel this speed is *very safe*, which is three times higher than the proportion who feel 40 km/h is *very safe*. As well, lowering the school zone speed to 20 km/h has the counter-intuitive effect of increasing the proportion of Winnipeggers who feel this speed is unsafe.
 - On arterial roads, the current 60 km/h limit is also ideal. Lowering the limit to 50km/h offers only marginal increases to the public's feelings of safety.
 - On expressways, the majority of Winnipeggers feel the current 80 km/h limit is *very safe*. This figure declines by half at 90 km/h.
- In general, women and older Winnipeggers tend to be more concerned about key aspects of road safety. Men and younger adults tend to favour higher speed limits. Interestingly, there are few differences in views on road safety among Winnipeggers with disabilities or parents with children at home.

METHODOLOGY



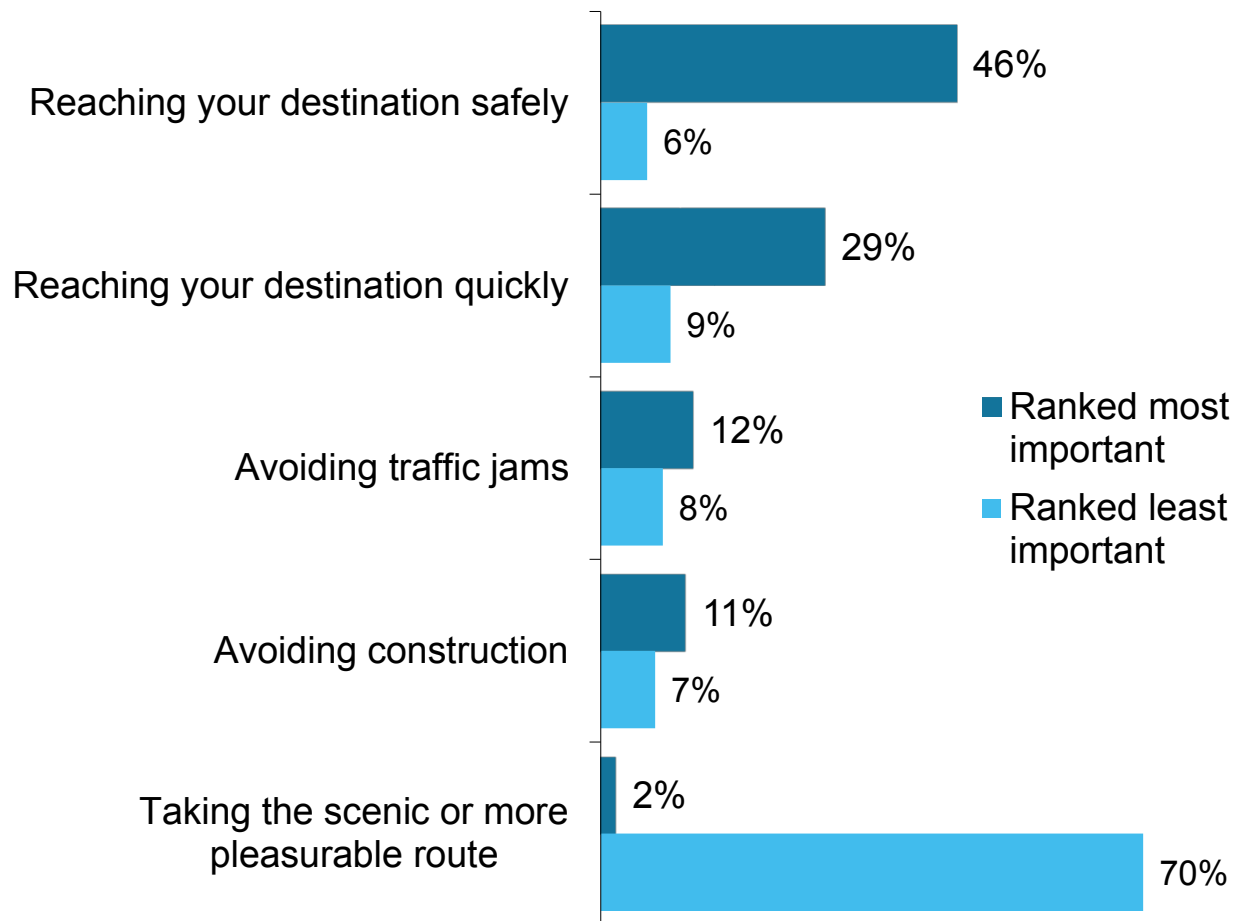
- As part of a team of consultants that includes HTFC Planning & Design and MORR Transportation Consulting, Probe Research Inc. conducted a survey for the City of Winnipeg to explore citizens' views regarding road safety.
- Probe Research surveyed 600 Winnipeg adults online between Aug. 6th and 21st, 2020.
- Modified random digit dialing, including both landline and wireless numbers, ensured all Winnipeg adults had an equal opportunity to participate in this survey. A CATI-to-web approach was employed whereby a live-voice operator randomly recruited 300 respondents by telephone, inviting them to complete the survey via a secure online questionnaire. In addition, 300 randomly recruited Probe Research panel members were included in this general population adult sampling.
- Two email reminders were sent to encourage responses. In addition, those who completed the survey were eligible to win one of three \$150 VISA gift cards.
- The survey questionnaire was designed by Probe Research Inc. in collaboration with HTFC, MORR and the City of Winnipeg. The survey was 16-minute (average) duration and was available in both official languages. No respondents completed the survey en français.
- A city-wide probability sample of 600 would mean a margin of error of +/- 4.0, 19 times out of 20. Minor statistical weighting was applied to ensure the survey sample is broadly representative of the actual Winnipeg population for age and gender.

PERCEPTIONS OF ROAD SAFETY IN WINNIPEG



SAFETY, SPEED ARE HIGHEST PRIORITIES WHEN TRAVELLING

B1. "There may be many things you think about when you head out onto the road in Winnipeg. Please rank the following in order of importance." (Randomized)



Those most likely to rank **"reaching your destination safely"** as most important include:

- Those from Southwest Winnipeg (51% vs. 38% among Southeast residents)
- Those aged 55+ (54% vs. 38% among those aged 18-34)

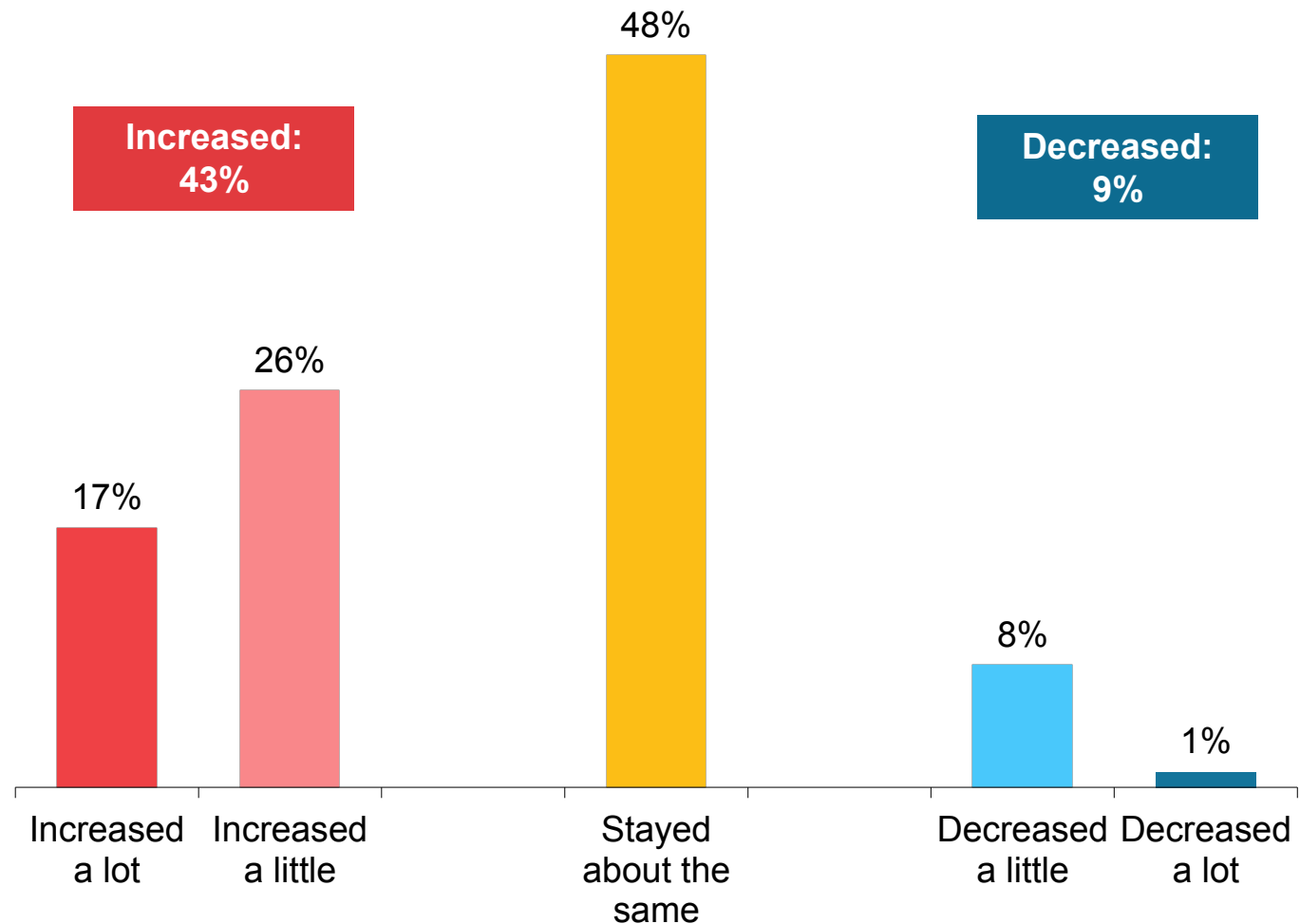
Those most likely to rank **"reaching your destination quickly"** as most important include:

- Those aged 18-34 (40% vs. 18% among those aged 55+)

Base: All respondents (N=600)

ONE-HALF FEEL SERIOUS COLLISION NUMBERS HAVE STAYED ABOUT THE SAME, A PLURALITY FEEL THEY ARE INCREASING

B2. "Thinking about the last five years or so, do you think the number of serious injuries and deaths from road collisions in Winnipeg has..."



Those most likely to feel serious collisions have **increased** include:

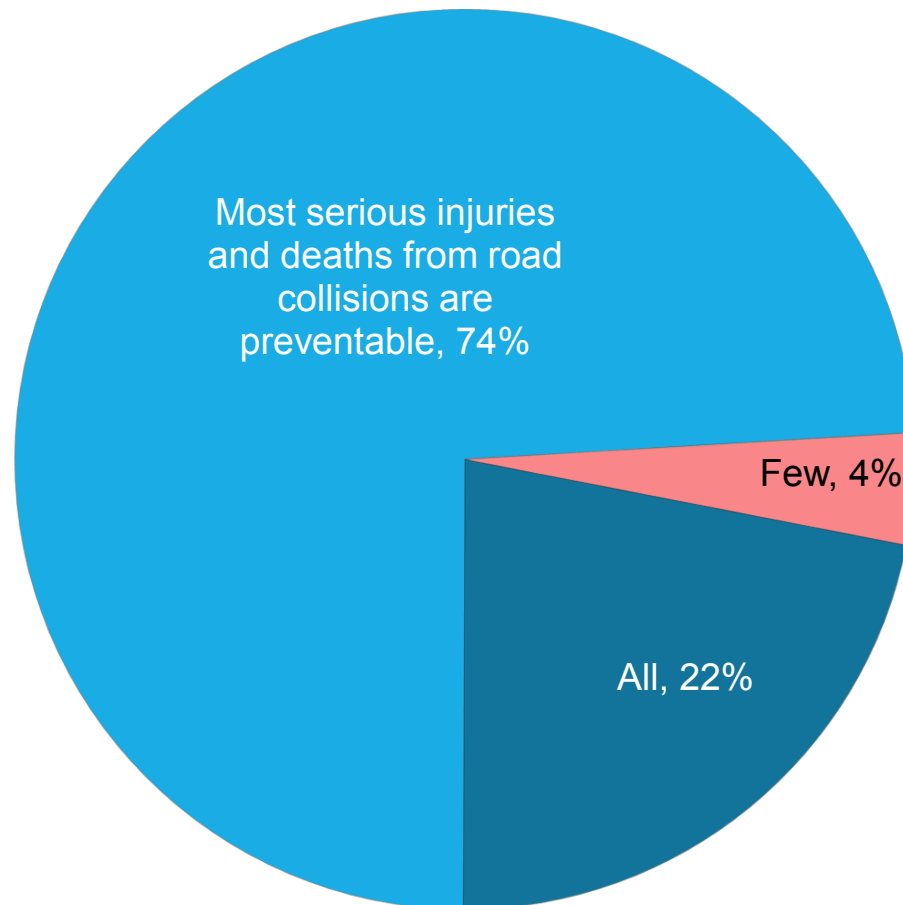
- Women (48% vs. 37% among men)
- Those with no young children at home (47% vs. 29% among those with children)
- Those who feel reaching your destination safely is the first priority (49% vs. 37% among those who feel safety is less of a priority)

There is no statistically significant difference in views on collision frequency among residents of different quadrants of the city.

Base: All respondents (N=600)

THREE- QUARTERS FEEL MOST SERIOUS ROAD INJURIES AND DEATHS ARE PREVENTABLE

B3. "Which of the following statements best describes your view on road collisions?"



Those most likely to feel **all serious injuries and death are preventable** include:

- Infrequent/non-drivers (33% vs 19% among frequent drivers)
- Newer drivers who have been driving for less than 20 years (30% vs 18% among those who have been driving for 20-39 years and 17% who have been driving for 40+ years)

Base: All respondents (N=600)

NORTHWEST RESIDENTS MORE PESSIMISTIC ABOUT COLLISION PREVENTION

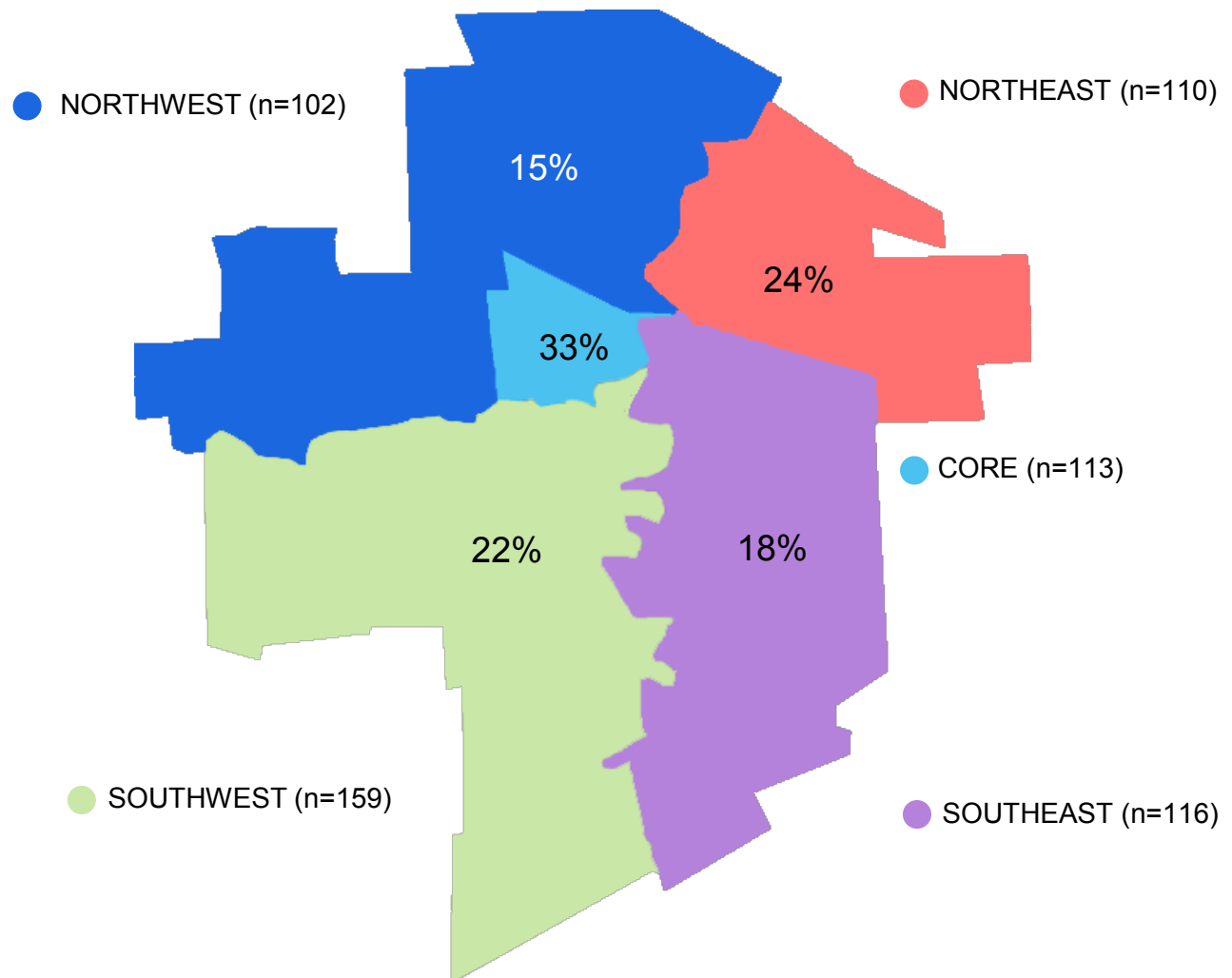
BY CITY QUADRANT

B3. "Which of the following statements best describes your view on road collisions?"

Base: All respondents (N=600)

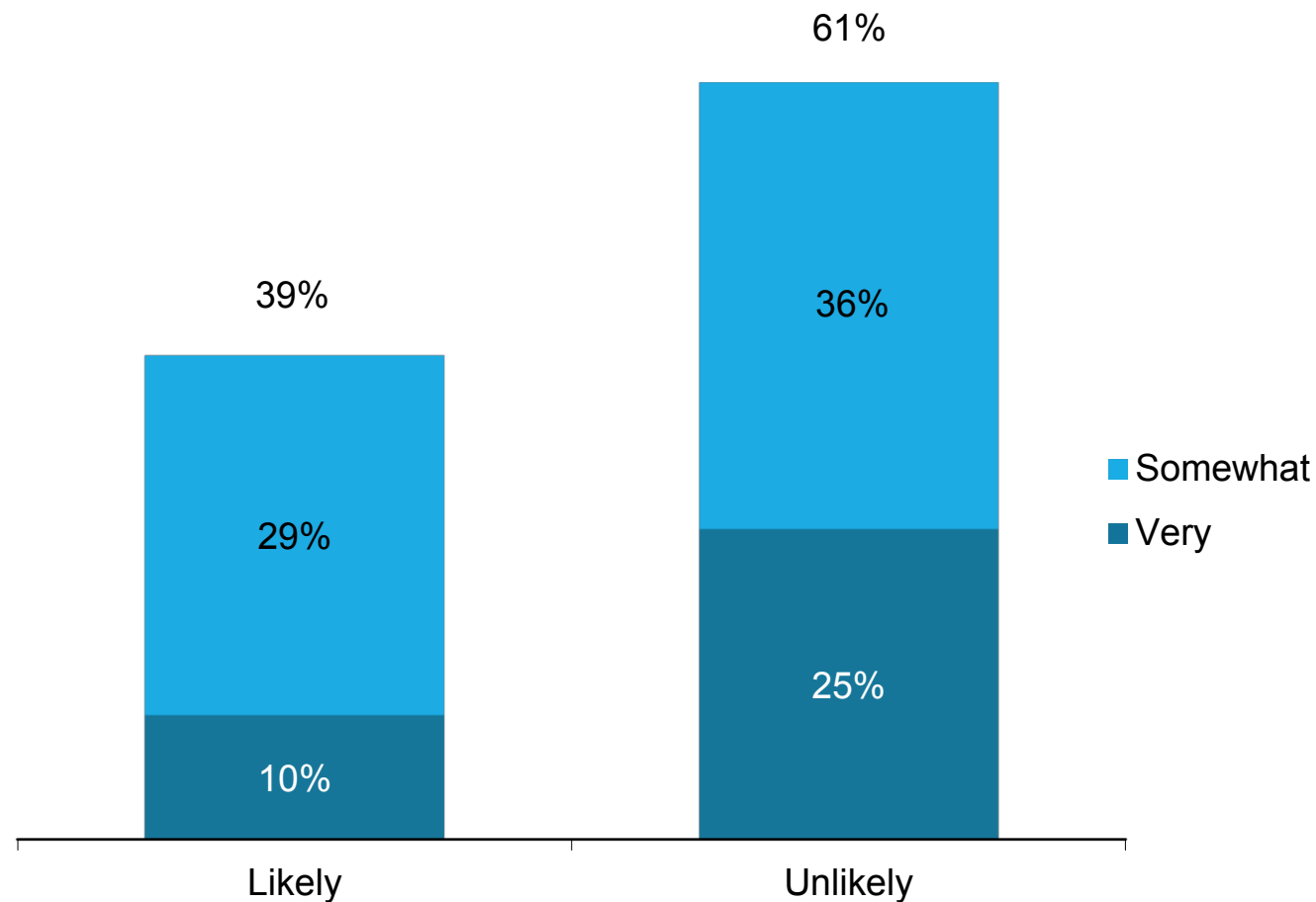
*Caution: Small bases

% who feel **all** serious collisions are preventable



MAJORITY FEEL FULFILLING VISION ZERO GOAL UNLIKELY IN WINNIPEG

B4. "Many cities have set a long-term goal of zero injuries and deaths from road collisions. How likely or unlikely is it that Winnipeg could meet such a goal?"



Base: All respondents (N=600)

Those most likely to feel a **Vision Zero** goal is unlikely include:

- Men (65% vs. 56% among women)

SOUTHEAST RESIDENTS MORE PESSIMISTIC ABOUT A VISION ZERO GOAL

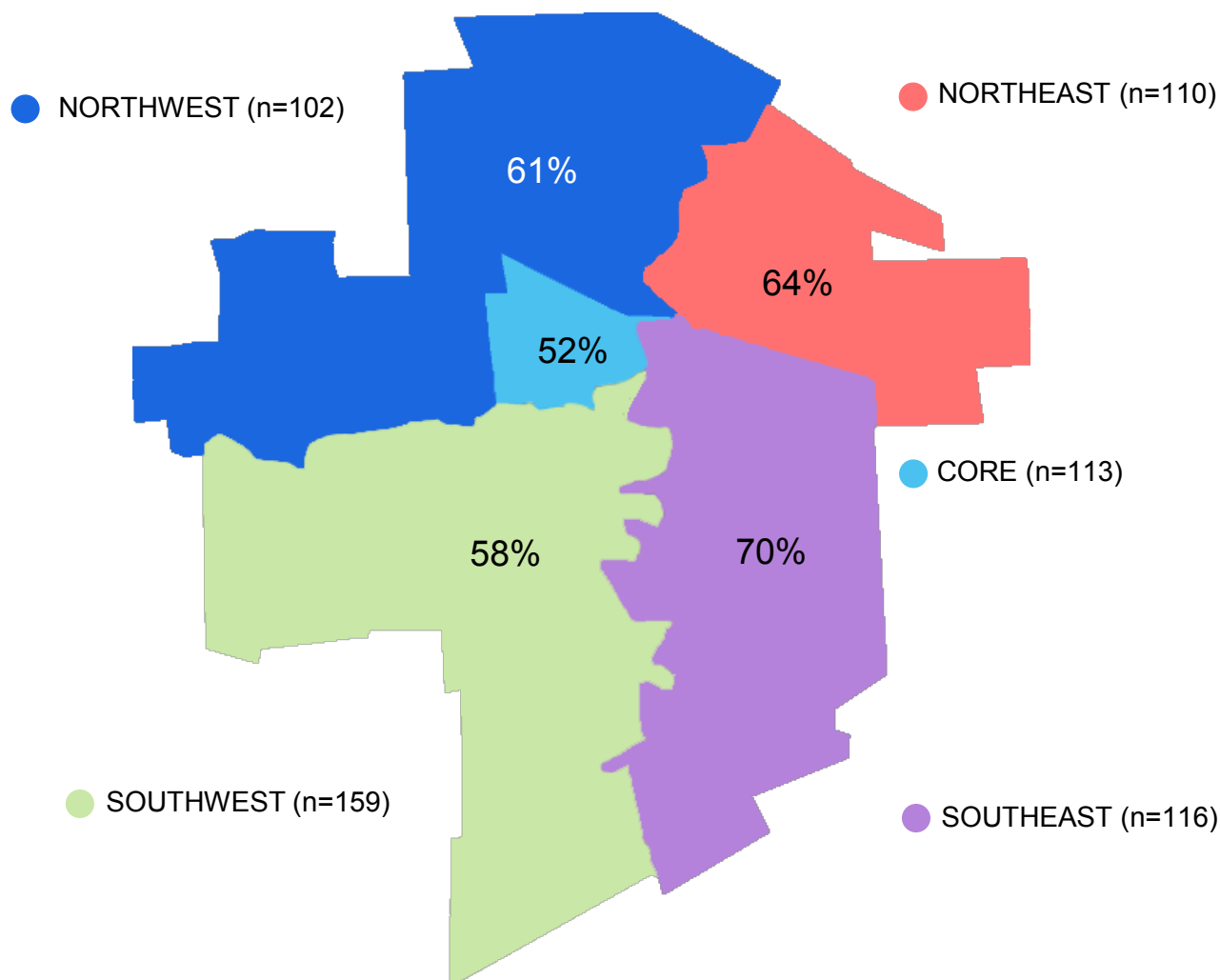
BY CITY QUADRANT

B4. "Many cities have set a long-term goal of zero injuries and deaths from road collisions. How likely or unlikely is it that Winnipeg could meet such a goal?"

Base: All respondents (N=600)

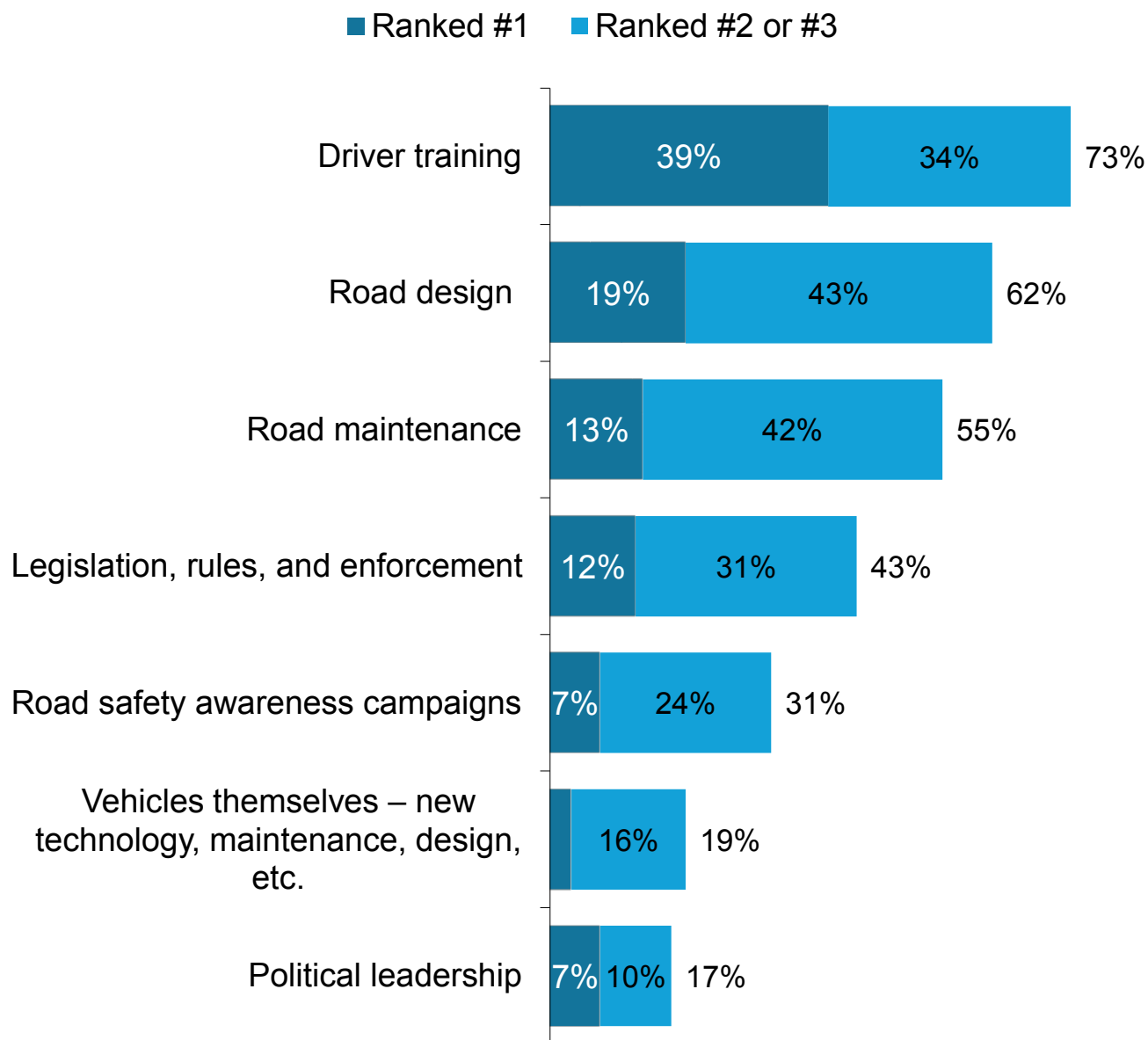
*Caution: Small bases

% who feel a Vision Zero goal is **unlikely**



WINNIPEGGERS FEEL DRIVER TRAINING HAS BIGGEST INFLUENCE ON ROAD SAFETY

B5. "What do you feel has the biggest influence on making roads safer? Please select your top three." (Randomized)



Base: All respondents (N=600)

- Not surprisingly, frequent drivers are more likely to feel driver training has a major effect on making roads safer (42% of drivers rank this #1 vs. 31% among infrequent and non-drivers).
- Infrequent drivers are slightly more likely to say political leadership has an effect on safety (26% of infrequent and non-drivers rank this in the Top 3 vs. 14% of drivers).

NORTHEAST RESIDENTS MORE LIKELY TO PRIORITIZE DRIVER TRAINING

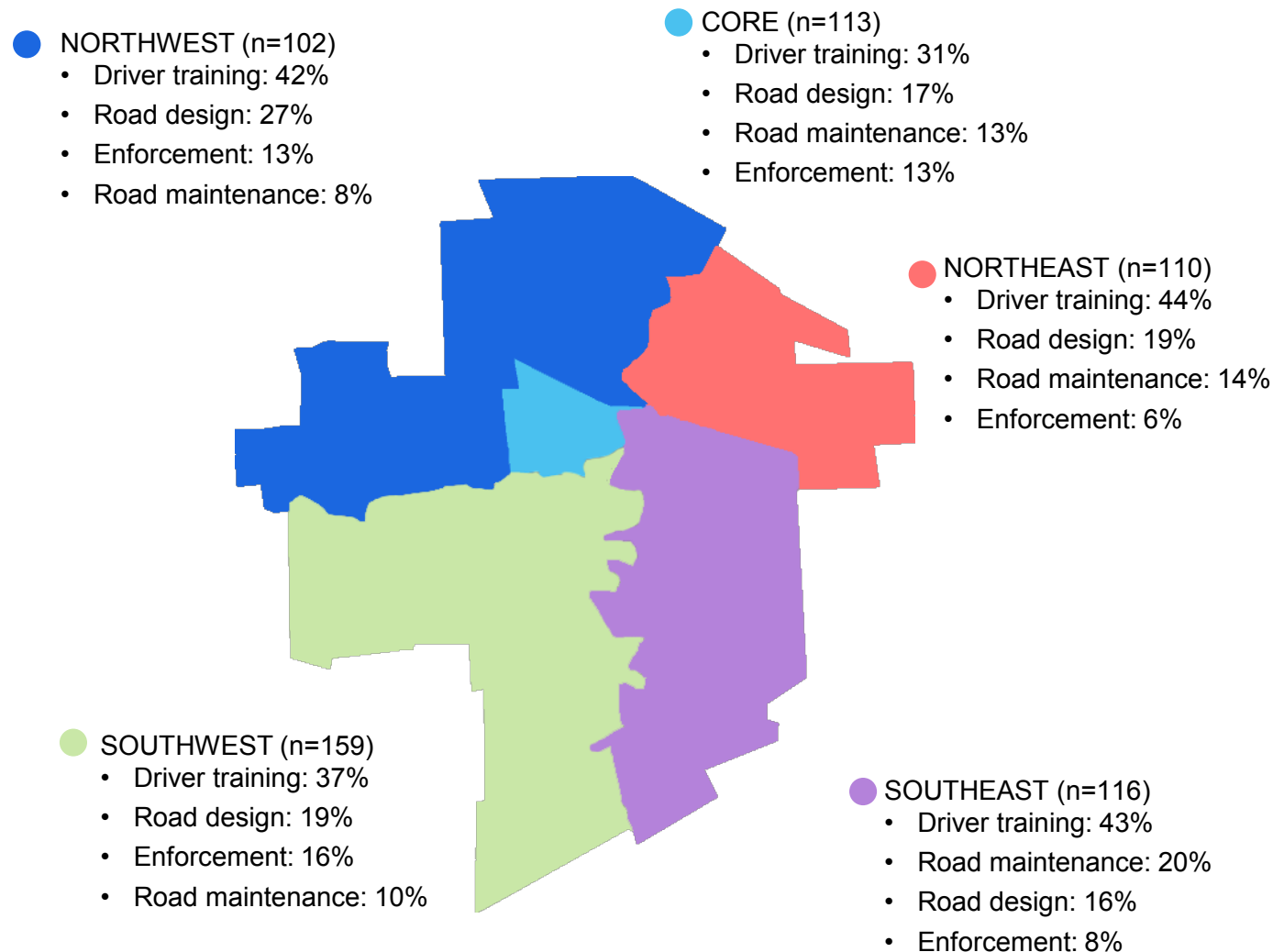
BY CITY QUADRANT

B5. "What do you feel has the biggest influence on making roads safer? Please select your top three." (Randomized)

Base: All respondents (N=600)

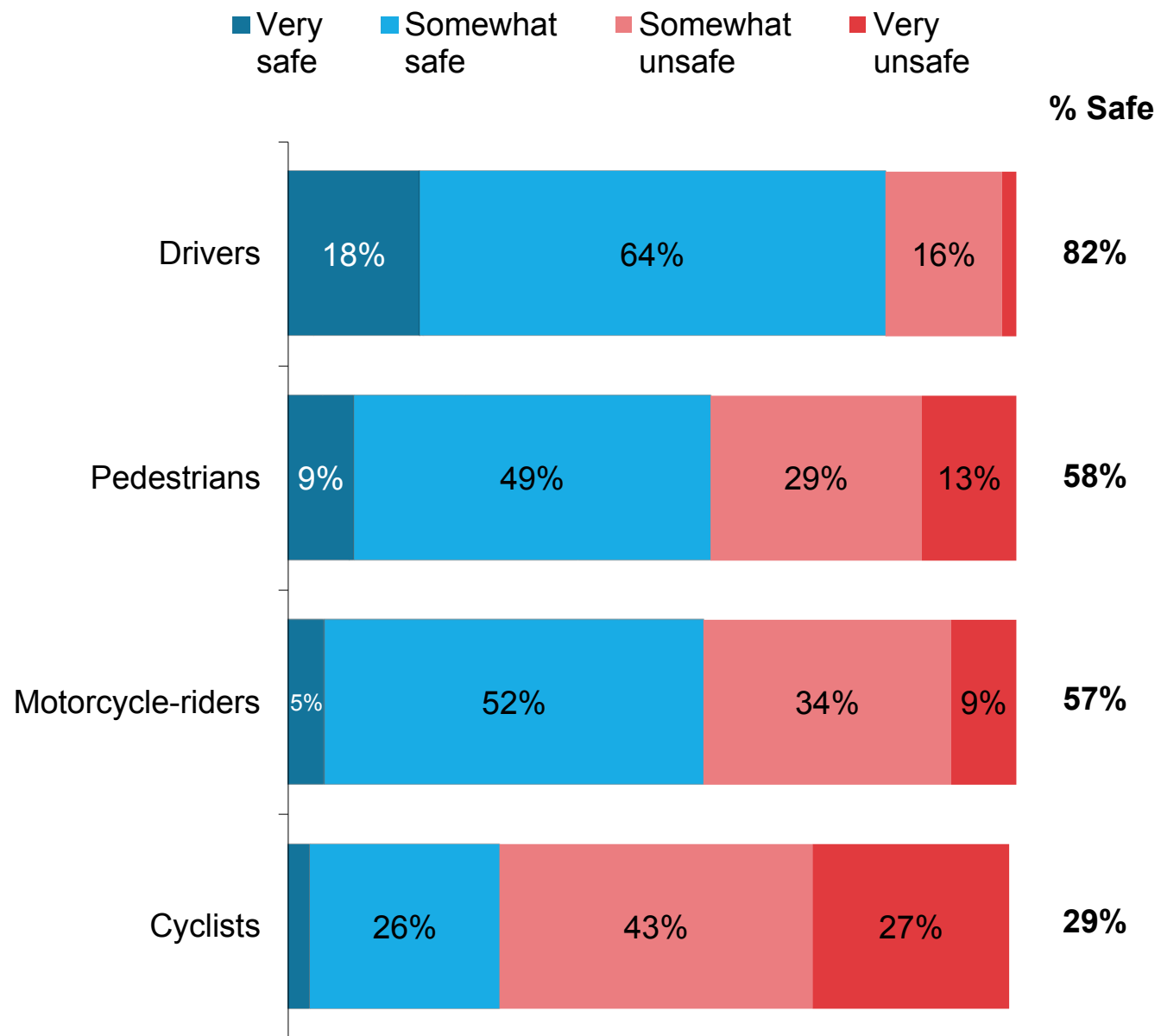
* Caution: Small bases

% who rank this as the #1 safety influence



WINNIPEGGERS FEEL ROADS ARE MODESTLY SAFE FOR DRIVERS, QUITE UNSAFE FOR CYCLISTS

B6. "Do you think roads in
Winnipeg are generally safe or
unsafe for...?" (Randomized)



Base: All respondents (N=600)

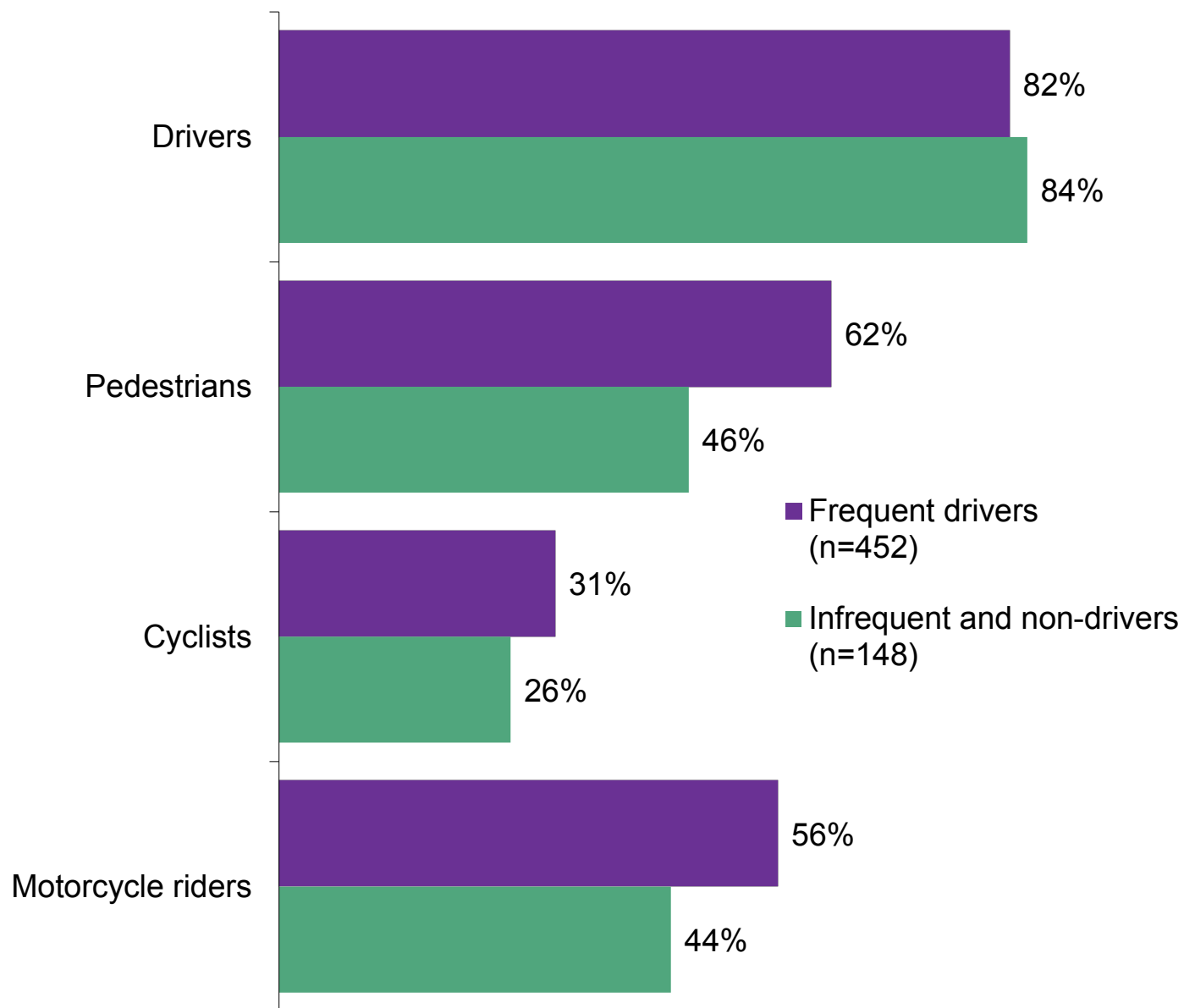
Indigenous people are more likely to feel **roads are unsafe for pedestrians** (61% vs. 41% among non-Indigenous people). It is worth noting there are no significant differences in views on this safety question among people with disabilities and those without.

NON-DRIVERS LESS LIKELY TO FEEL STREETS ARE SAFE FOR PEDESTRIANS

B6. "Do you think roads in
Winnipeg are generally safe or
unsafe for...?" (Randomized)

Base: All respondents (N=600)

% who say Winnipeg streets are generally **safe** for...



SPECIFIC ROAD SAFETY RISKS



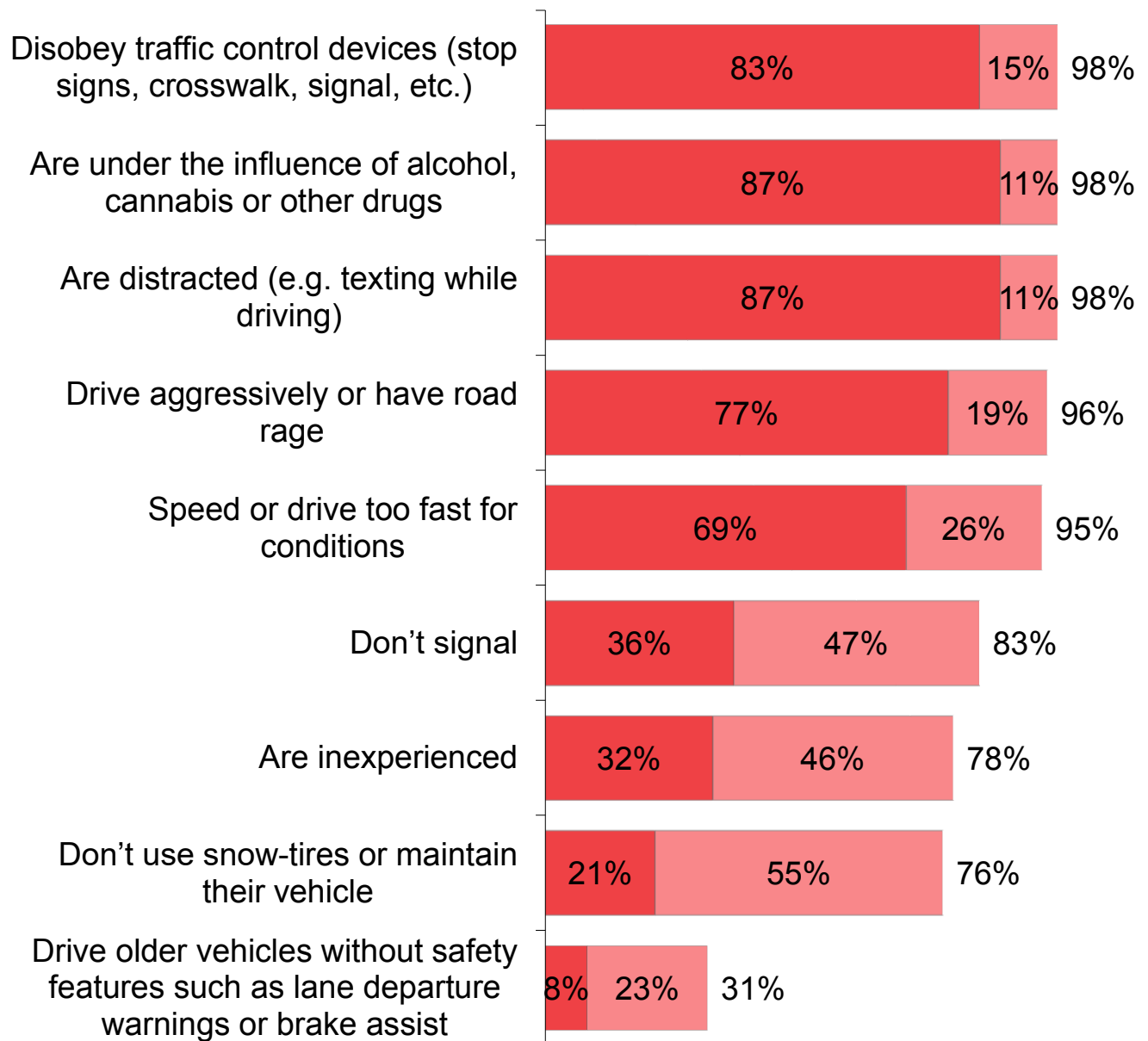
DRIVERS WHO DISOBEY TRAFFIC CONTROLS, ARE IMPAIRED OR DISTRACTED POSE MAJOR RISK

E1. "There are many things that may or may not pose a safety risk on our roads. Please read the following list and indicate if you consider this practice a major, moderate or minor safety risk or not really a safety risk at all.

Drivers who..." (Randomized)

Base: All respondents (N=600)

■ Major safety risk ■ Moderate safety risk

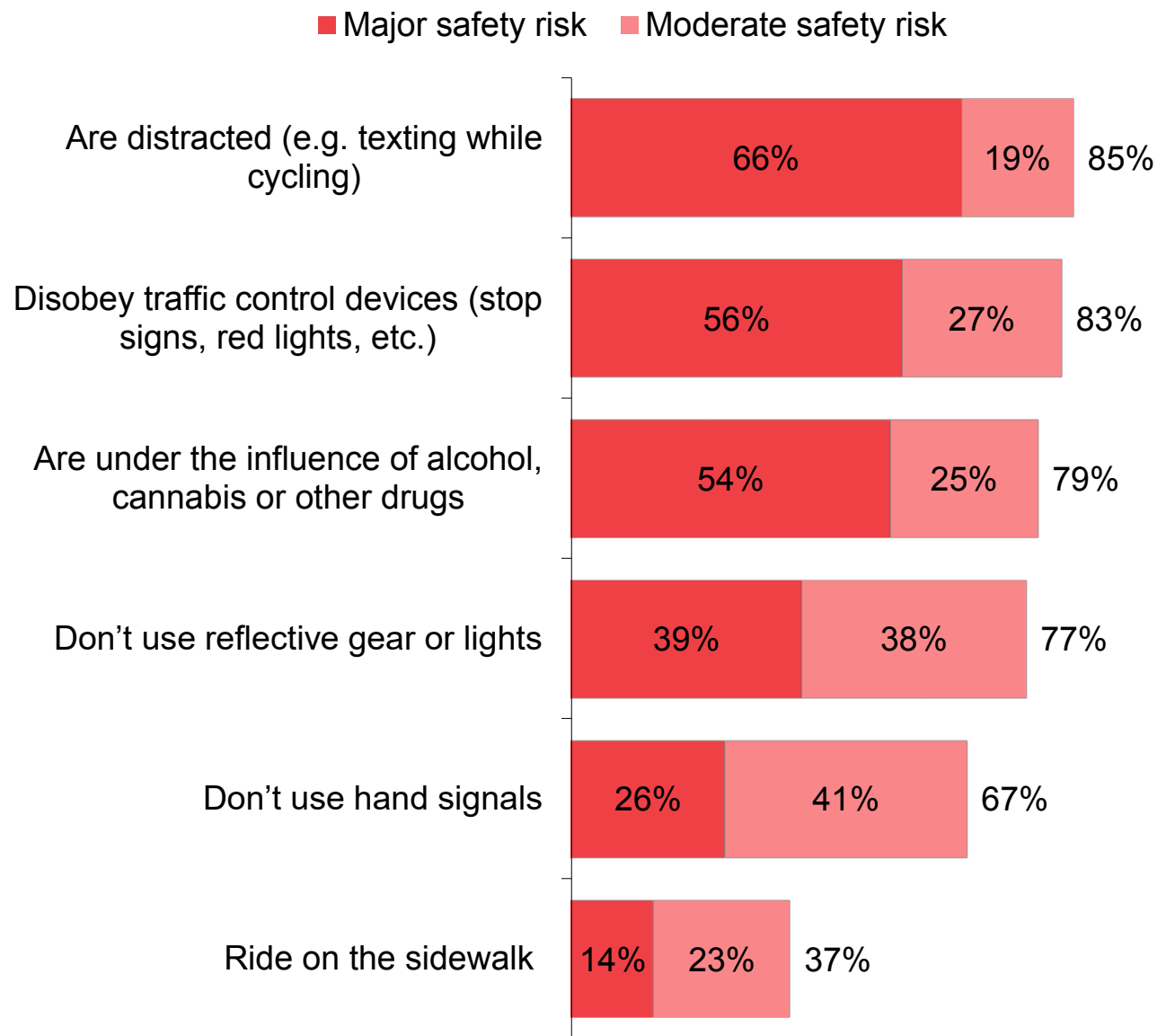


CYCLISTS WHO ARE DISTRACTED, IMPAIRED OR DISOBEY TRAFFIC CONTROLS AND POSE MOST RISK

E1. "There are many things that may or may not pose a safety risk on our roads. Please read the following list and indicate if you consider this practice a major, moderate or minor safety risk or not really a safety risk at all.

Cyclists who..." (Randomized)

Base: All respondents (N=600)

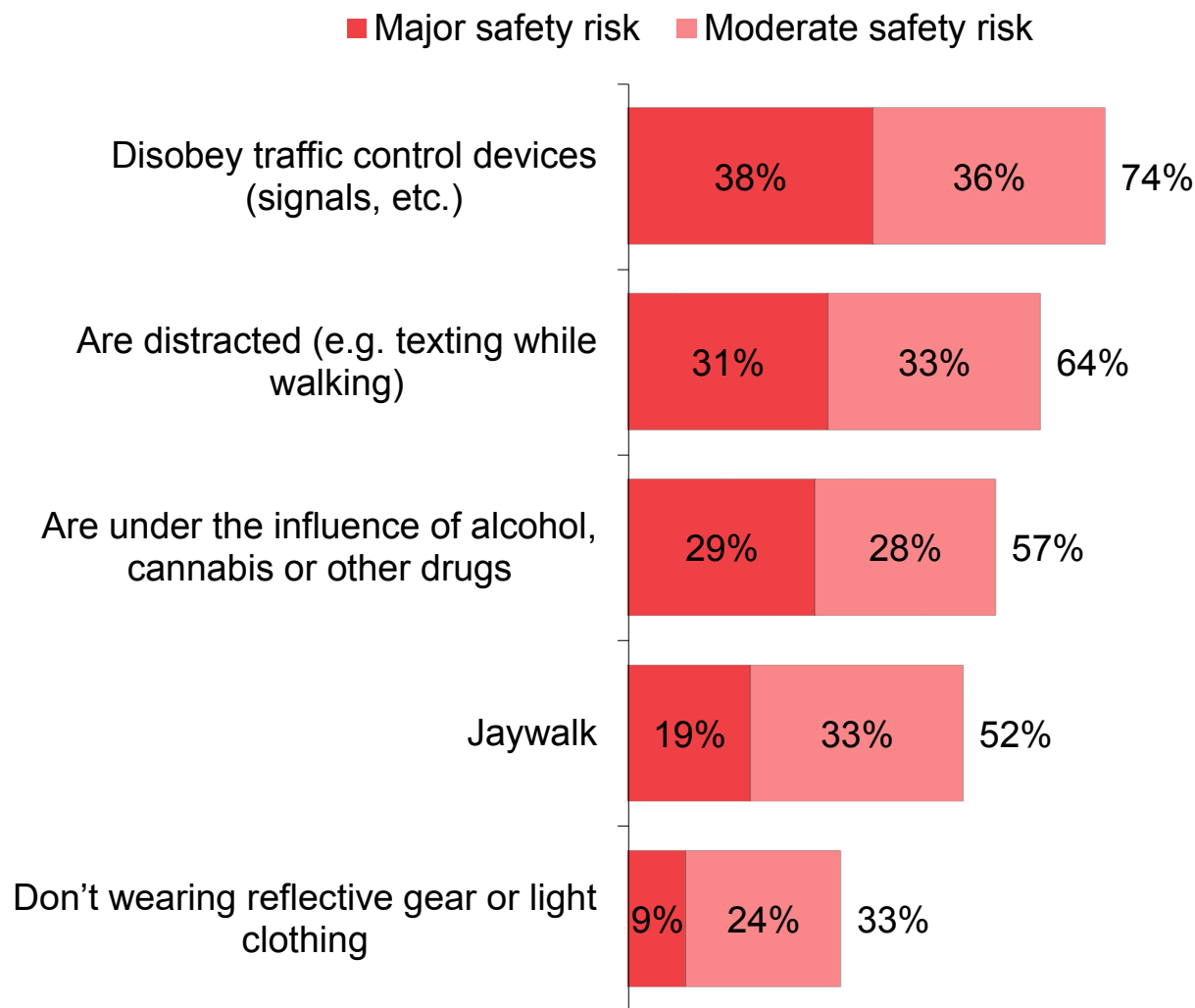


Overall, women, older adults, those from lower income households and those with 40+ years driving experience are most likely to feel all of these cycling practices are major risk factors. In other words, younger, wealthier and male Winnipeggers as well as newer drivers tend to be less likely to feel these cycling behaviours are risky.

PEDESTRIANS WHO DISOBEY TRAFFIC CONTROLS POSE GREATEST RISK

E1. "There are many things that may or may not pose a safety risk on our roads. Please read the following list and indicate if you consider this practice a major, moderate or minor safety risk or not really a safety risk at all.

Pedestrians who... (Randomized)



Distracted pedestrians are seen to be a **major safety risk** by those:

- Living in northwest Winnipeg (41% vs. 23% in the Core area)
- 55+ (42% vs. 19% among those 18-34)
- With 40+ years driving experience (42% vs. 24% among those with <20 driving experience)
- Who drive an SUV or truck (36% vs. 25% among those who drive a car or motorcycle)

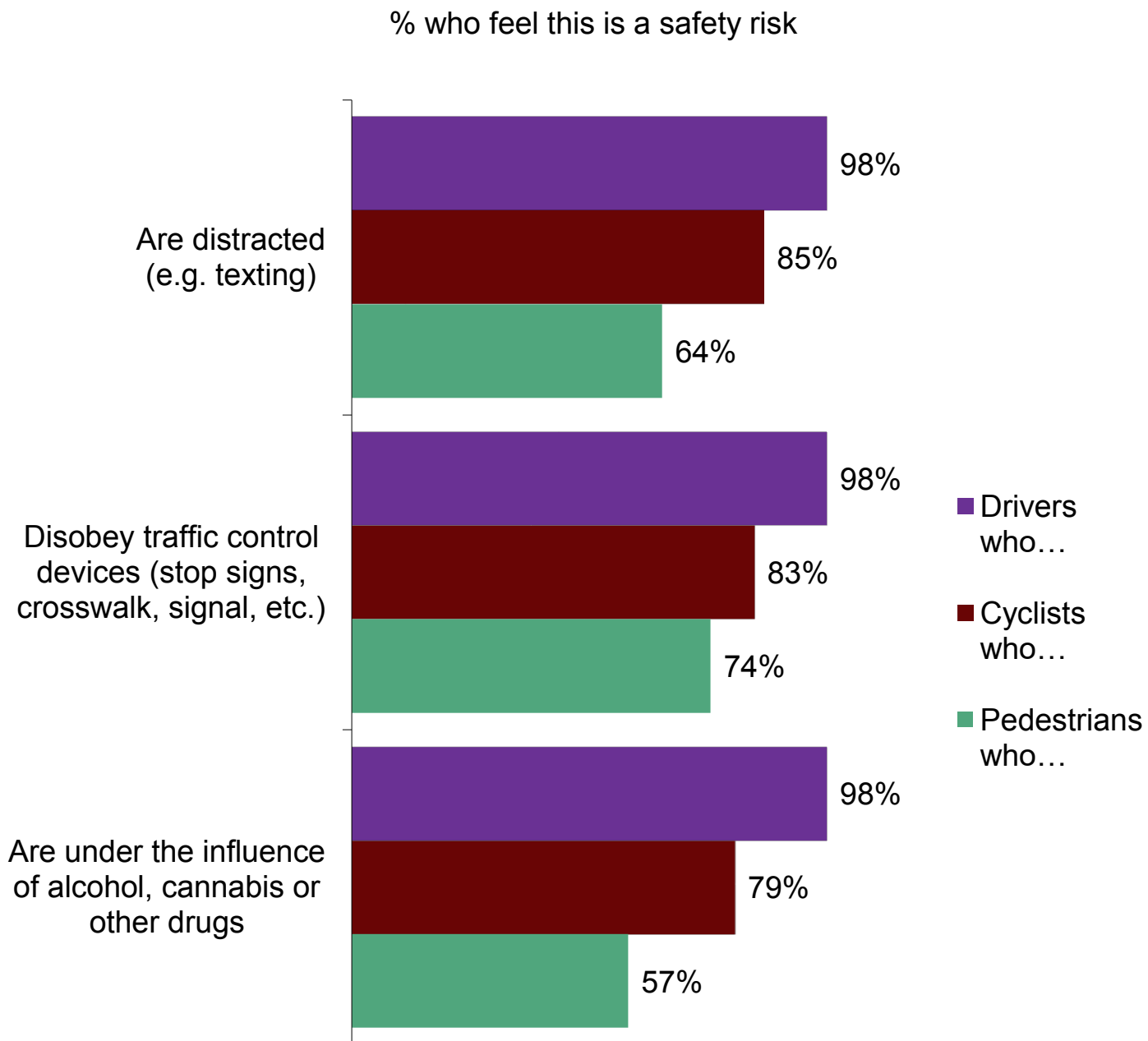
Base: All respondents (N=600)

FEWER WINNIPEGGERS VIEW KEY BEHAVIOURS AS RISKY AMONG CYCLISTS, PEDESTRIANS

SUMMARY BY MODE

E1. "There are many things that may or may not pose a safety risk on our roads. Please read the following list and indicate if you consider this practice a major, moderate or minor safety risk or not really a safety risk at all." (Randomized)

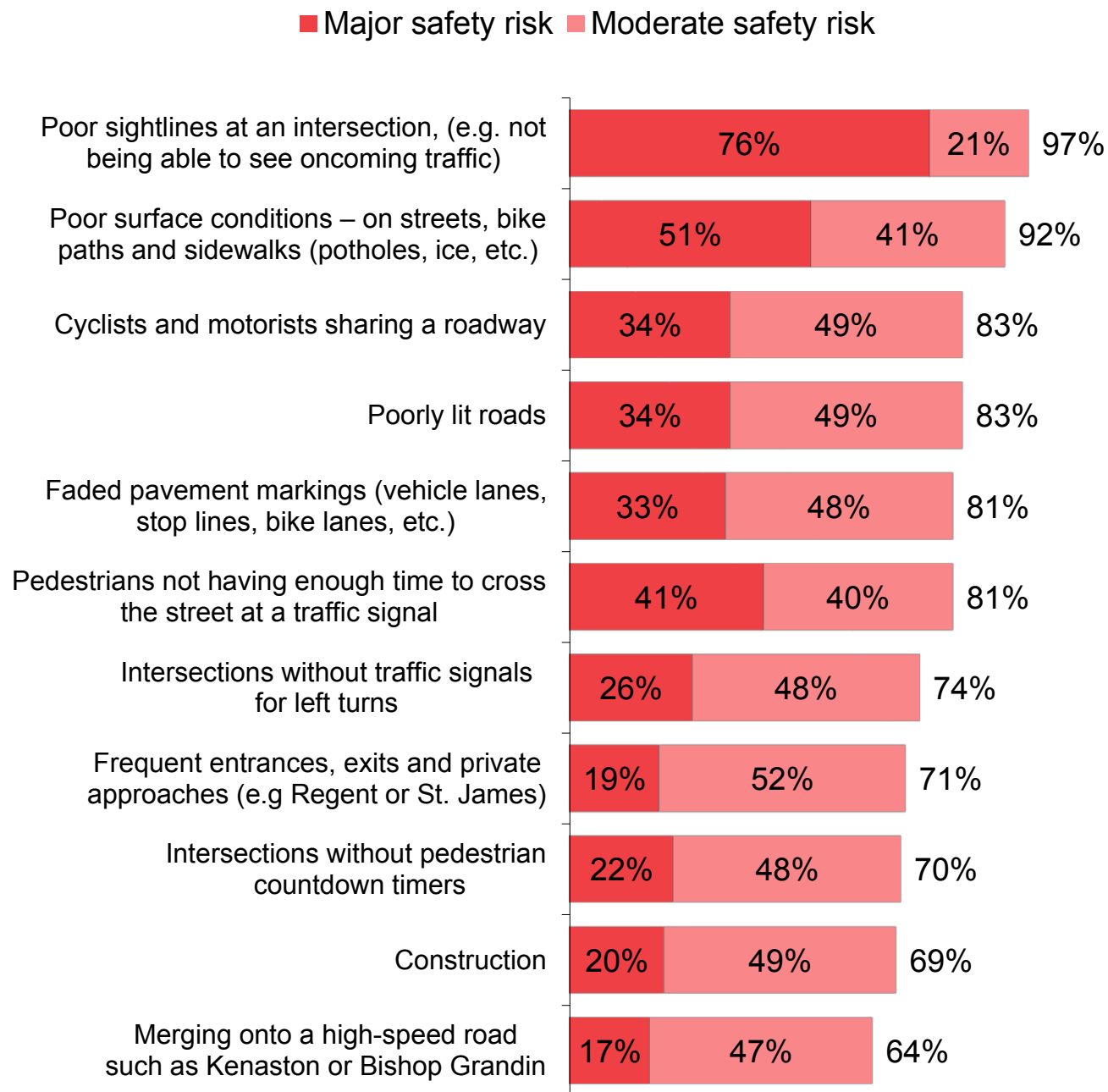
Base: All respondents (N=600)



POOR SIGHTLINES AND SURFACE CONDITIONS VIEWED GREATEST ROAD DESIGN SAFETY RISKS

E3. "Some aspects of road design may pose bigger safety risks than others. For each of the following, please indicate if you consider this is a major, moderate or minor safety risk, or not a safety risk at all." (Randomized)

Base: All respondents (N=600)



SOUTHEAST RESIDENTS MORE LIKELY TO FEEL POOR SURFACE CONDITIONS ARE A MAJOR RISK

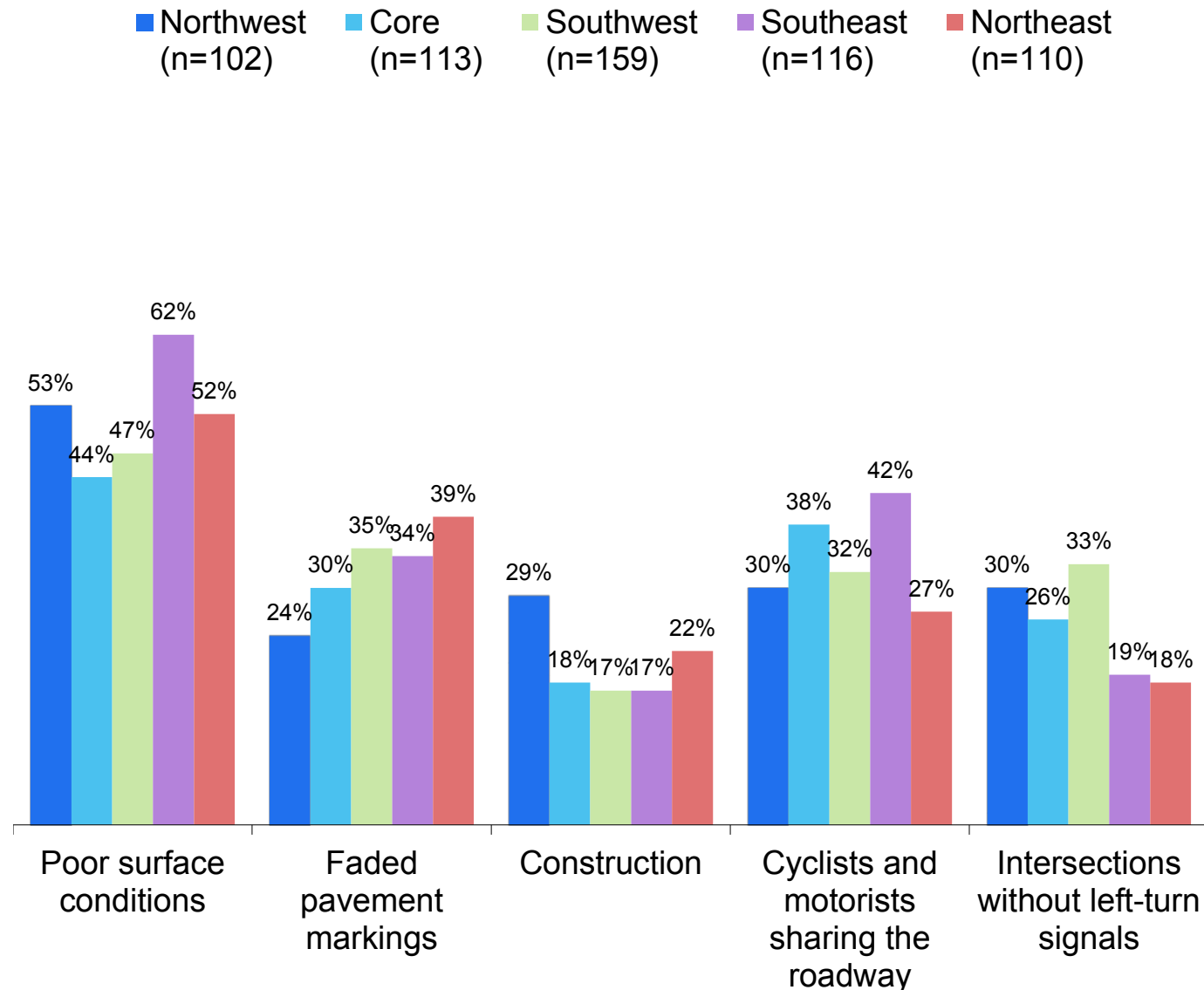
BY CITY QUADRANT

E3. "Some aspects of road design may pose bigger safety risks than others. For each of the following, please indicate if you consider this is a major, moderate or minor safety risk, or not a safety risk at all." (Randomized)

Base: All respondents (N=600)

*Caution: Small bases

% who feel this is a **major** safety risk



WOMEN, OLDER WINNIPEGGERS MORE LIKELY TO BE CONCERNED ABOUT ROAD DESIGN RISKS

DIFFERENCES AMONG SUB-GROUPS



Women are generally more likely than men to be concerned about road design. For example, women are more likely to feel the following are **major safety risks**:

- Poor sightlines at intersections (81% vs. 70% among men)
- Pedestrians not having adequate time to cross the street (50% vs. 30% among men)
- Poorly lit roads (40% vs. 28% among men)
- Cyclists and motorists sharing the roadway (39% vs. 28% among men)
- Merging onto a high-speed road such as Bishop Grandin (21% vs. 13% among men)



Older people, those 55+, are more likely to feel the following are **major safety risks**:

- Poor surface conditions (60% vs. 46% among those <55)
- Pedestrians not having adequate time to cross (52% vs. 30% among those 18-34)
- Intersections without left-turns lights (32% vs. 20% among those 18-34)

E3. “Some aspects of road design may pose bigger safety risks than others. For each of the following, please indicate if you consider this is a major, moderate or minor safety risk, or not a safety risk at all.” (Randomized)

Base: All respondents (N=600)

VIEWS ON SAFE SPEED LIMITS

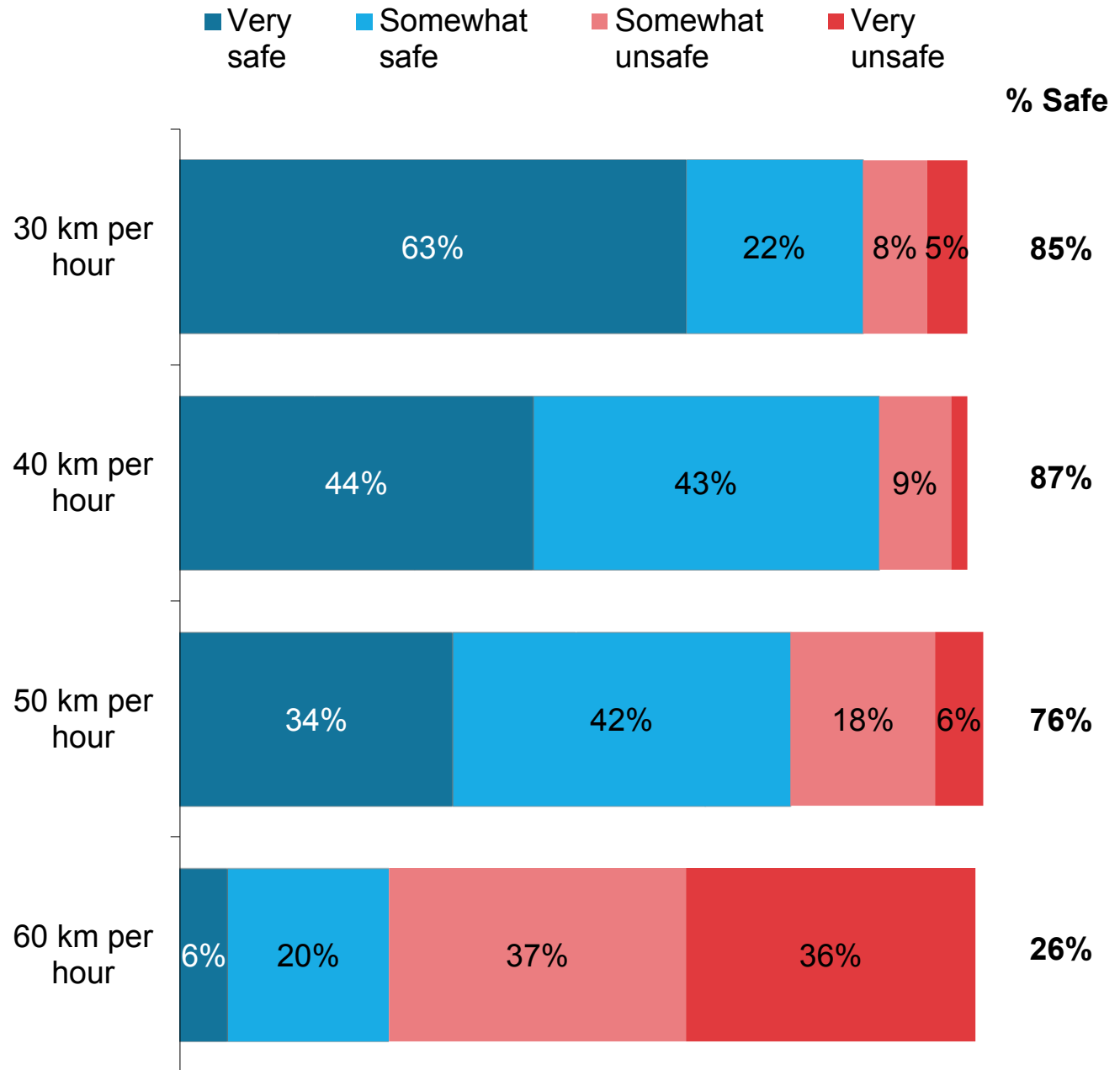


THREE- QUARTERS FEEL CURRENT 50 KM RESIDENTIAL SPEED IS SAFE

E2a. "Right now, the speed limit on most residential streets is 50 km per hour.

For each of the following speed limits, please indicate how safe or unsafe you consider this speed to be for a typical residential street."

Base: All respondents (N=600)
Unsure (<2%) not shown



NORTHEAST RESIDENTS MORE LIKELY TO FEEL HIGHER SPEEDS ARE VERY SAFE

BY CITY QUADRANT

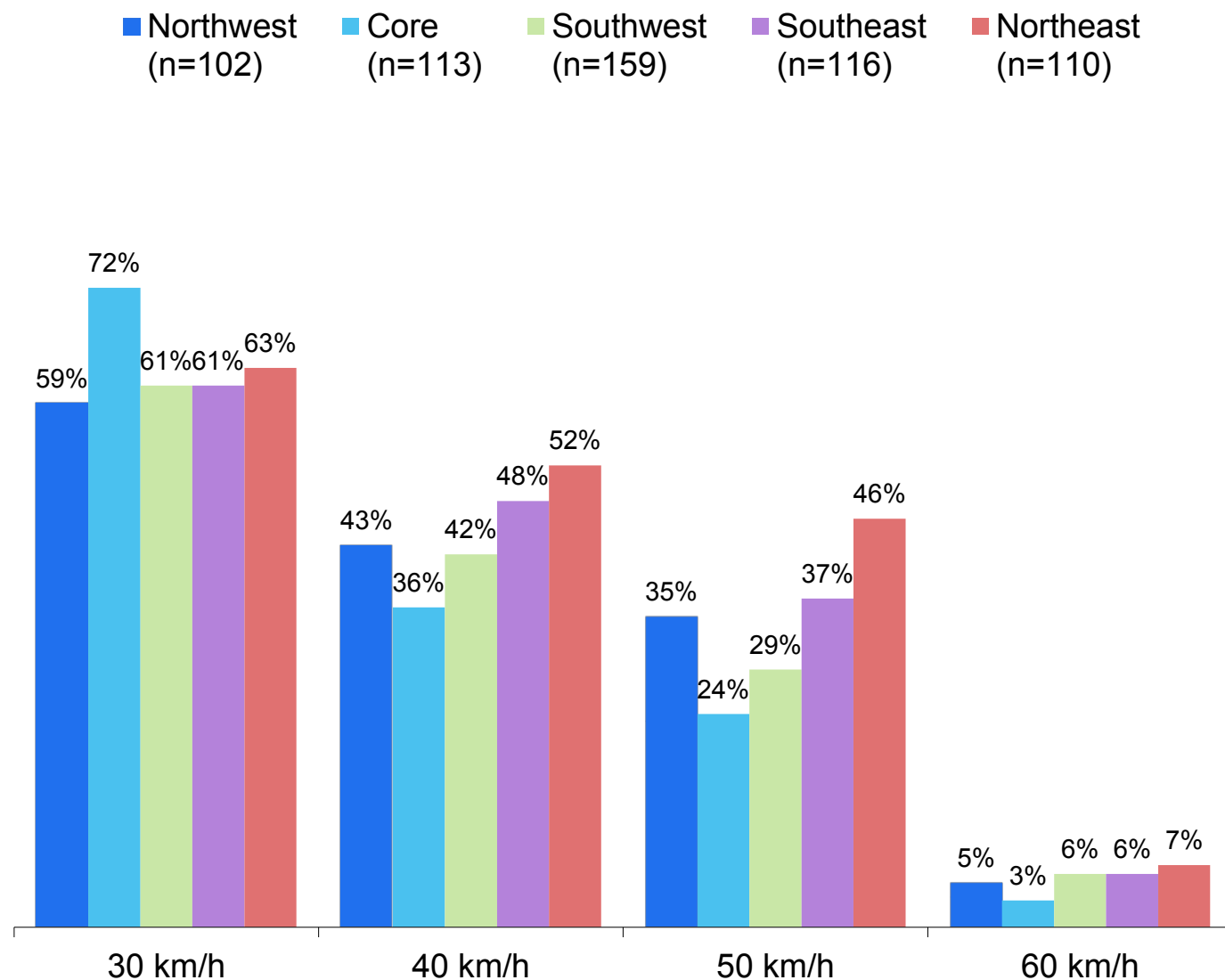
E2a. "Right now, the speed limit on most residential streets is 50 km per hour.

For each of the following speed limits, please indicate how safe or unsafe you consider this speed to be for a typical residential street."

Base: All respondents (N=600)

*Caution: Small bases

% who feel this residential speed is **very** safe

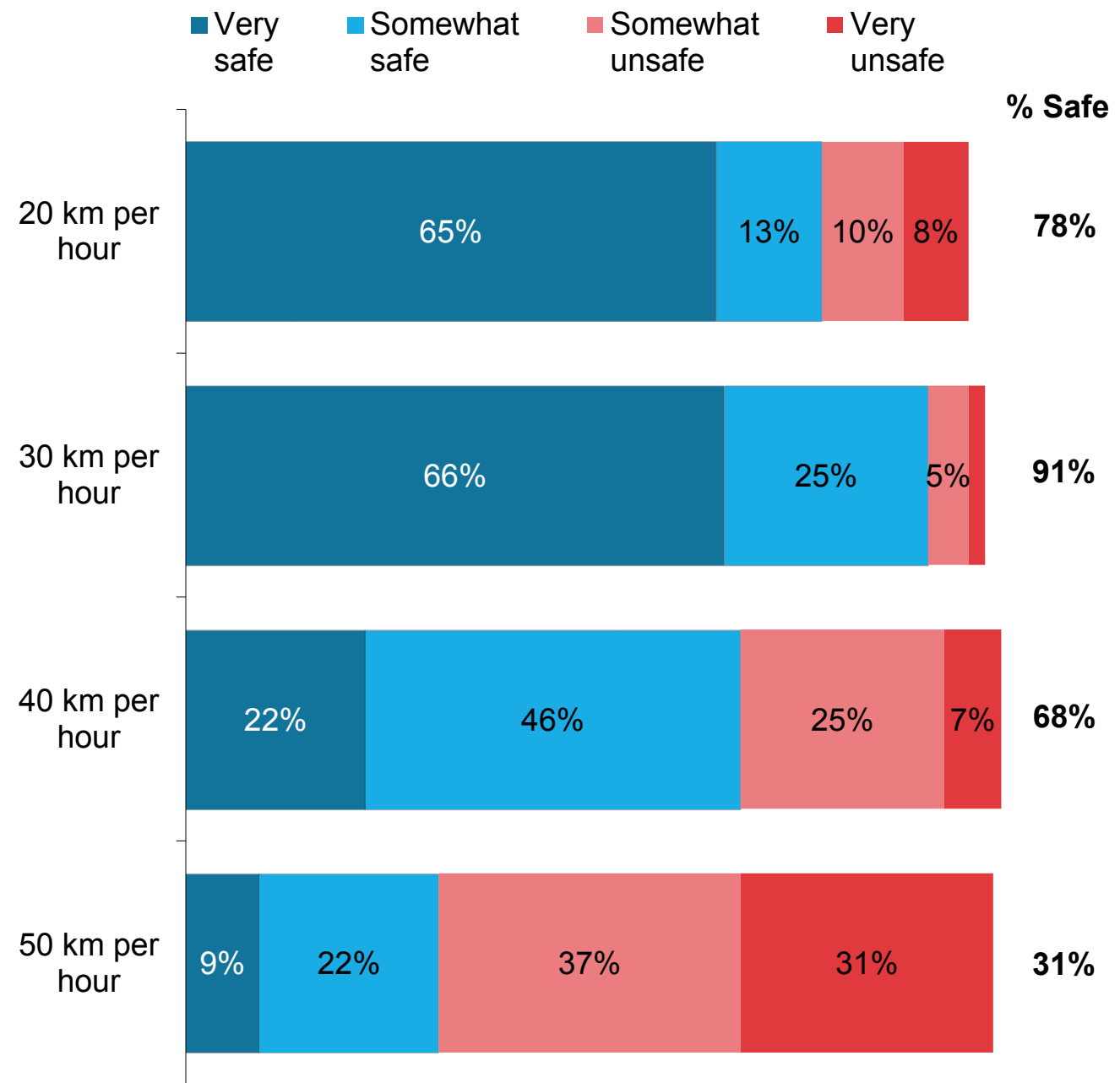


TWO-THIRDS FEEL A HIGHER, 50 KM SCHOOL ZONE SPEED IS UNSAFE

E2b. "Right now, the speed limit in most school zones is 30 km per hour.

For each of the following speed limits, please indicate how safe or unsafe you consider this speed to be for a typical school zone."

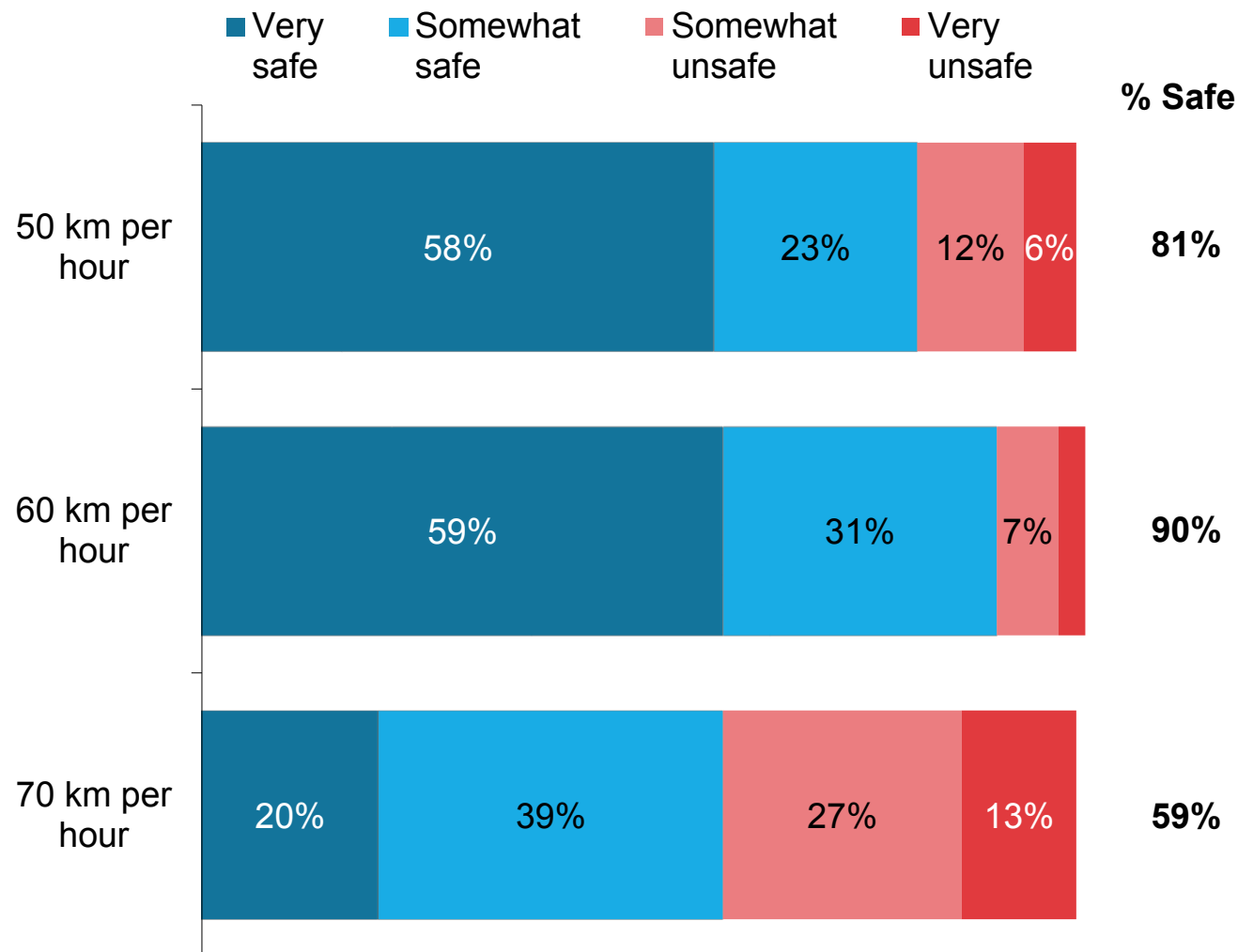
Base: All respondents (N=600)
Unsure (<5%) not shown



SIX-IN-TEN FEEL A HIGHER ARTERIAL SPEED LIMIT OF 70 KM IS SAFE

E2c. "Right now, the speed limit on most arterial roads like Main Street or Pembina Highway is 60 km per hour.

For each of the following speed limits, please indicate how safe or unsafe you consider this speed to be for a typical arterial road."



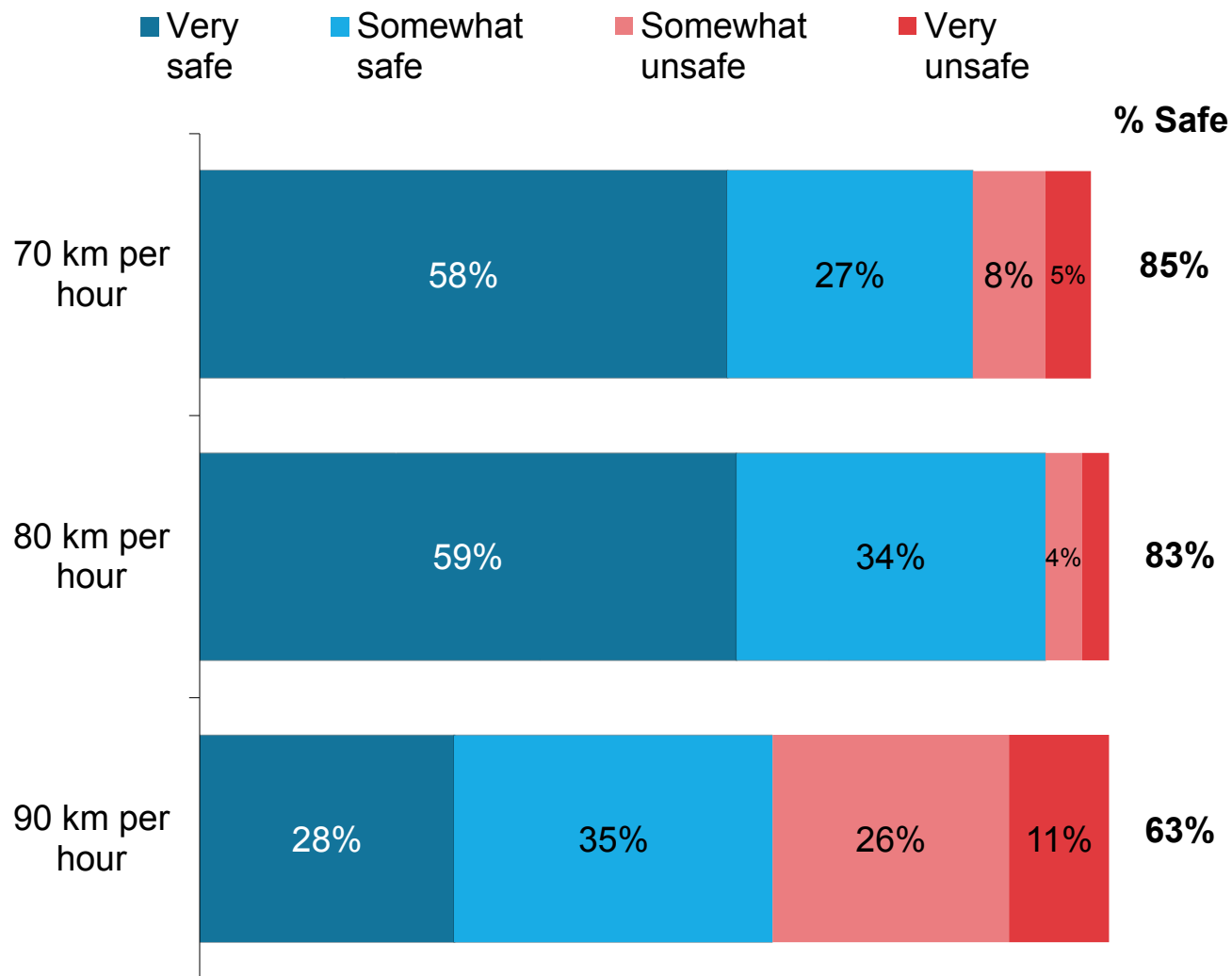
Those who feel a higher speed limit of **70 km** per hour is safe include:

- Those aged 18-34 (69% vs. 48% among those age 55+)
- Men (65% vs. 52% among women)
- Those with less than 20 years driving experience (66% vs. 49% among those with 40+ years experience)

Base: All respondents (N=600)
Unsure (<1%) not shown

SIX-IN-TEN FEEL A HIGHER, 90 KM EXPRESSWAY SPEED LIMIT IS SAFE

E2d. "Right now, the speed limit on most expressways such as Bishop Grandin Boulevard or Chief Peguis Trail is 80 km per hour. For each of the following speed limits, please indicate how safe or unsafe you consider this speed to be for a typical expressway."



Those who feel a higher expressway speed of **90 km** per hour is safe include:

- Men (70% vs. 57% among women)
- Those 18-34 (67% vs. 54% among those 55+)
- Northeast Winnipeg residents (70% vs. 57% among Core area residents)
- Those who feel reaching your destination safely is less of a priority (70% vs. 55% among those who feel this is the first priority)

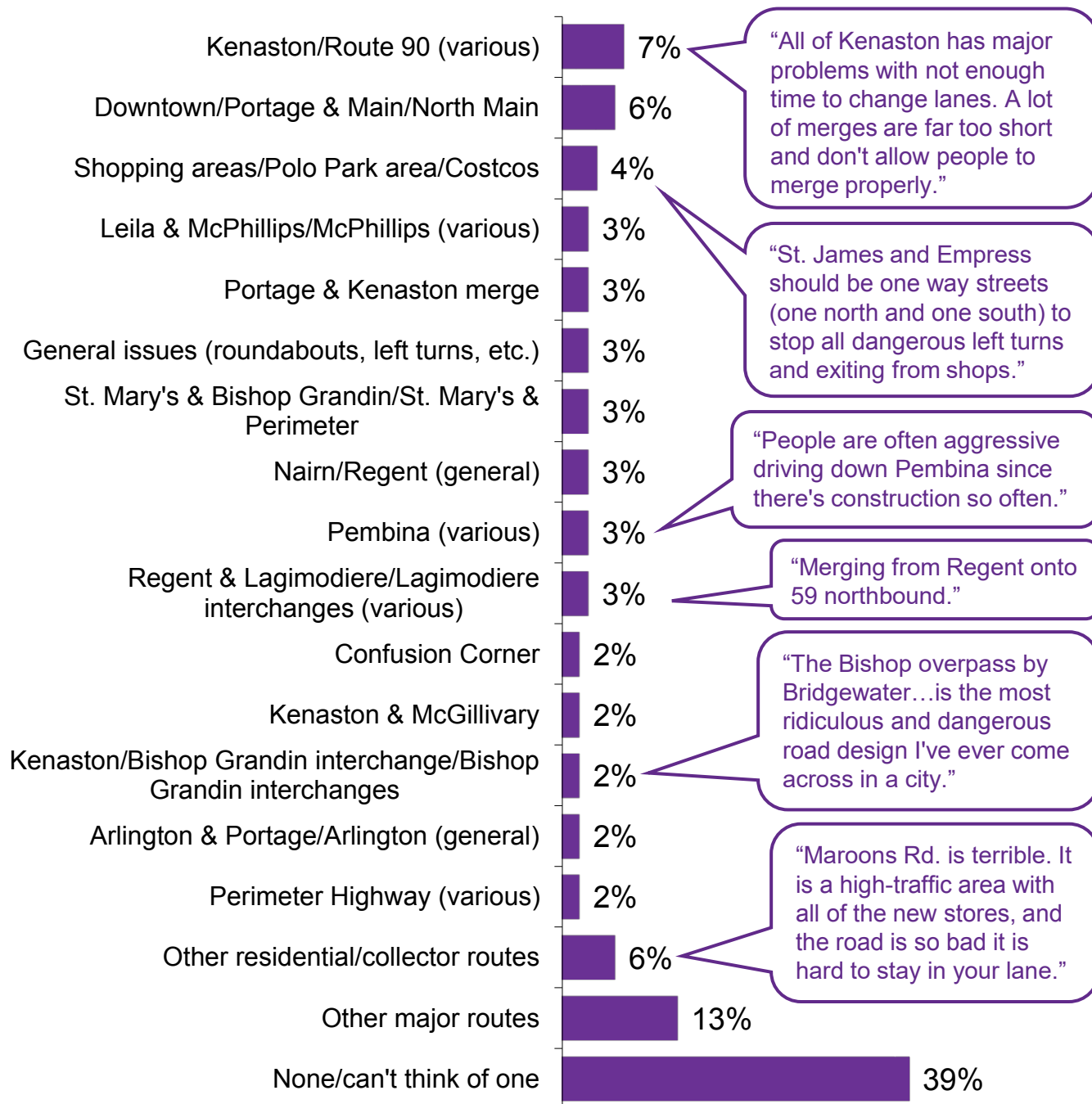
Base: All respondents (N=600)
Unsure (<1%) not shown

LOCATION CONCERNS



KENASTON, SHOPPING AREAS TOP LIST OF TROUBLE SPOTS FOR MOTORISTS

E4. "Thinking of the routes you take regularly through the city when you drive, is there a specific location or intersection where you feel particularly at risk of being in a serious collision? Please be as specific as possible."



Base: All respondents who drive a vehicle (n=528)

CYCLISTS HIGHLIGHT A VARIETY OF TROUBLE SPOTS

Note: Due to the small sample size and wide variety of responses, this question was not coded. Instead, some examples of verbatim responses are presented here.

E5. *"Thinking of the routes you take regularly through the city when you cycle, is there a specific location or intersection where you feel particularly at risk of being in a serious collision? Please be as specific as possible."*

Base: All respondents who cycle
(n=226)

"Kenaston from Sterling Lyon south - all bike lanes cease and require on-road cycling next to 80 km traffic."

"The yield coming into Dakota from Bishop Grandin. I've almost been hit multiple times as people don't like to stop for me."

"There are not bike lanes from Whyte Ridge to go north to Assiniboine Park, to get to the bike corridors open on Sunday. Difficult to cross McGillivray into Fort Whyte. Difficult for drivers and cyclist to turn left from McCreery Road onto McGillivray. Poor bike lanes in and around Whyte Ridge to link to Linden Woods and Bridgewater where there are bike lanes. Very poorly designed neighbourhood for cycling. Dangerous to attempt to cycle into downtown."

"Wolseley at Maryland. Osborne Street and the underpass at Confusion Corner and the whole of South Osborne should have a separated bike lane. The bike path isn't passable except for an experienced mountain biker."

"Biking anywhere along Roblin always feels like a risk I'd rather not take. Cars tend to pass pretty close because there's really not room for two cars and a cyclist. That tends to be true along almost all highly trafficked two-lane roads (Ness between St. James and Moray, Grant, etc.)"

"Vehicles turning right across bike lanes McDermot and Bannatyne rarely yield and look for cyclists. Dangerous transitions on and off Norwood bridge - unclear merger back into traffic. Westbound from downtown to Perimeter has poor options...parked cars on Portage Avenue very dangerous for dooring."

"At the intersection of Sherbrook and Broadway, when the bike lane continues forward, while a right turning lane opens."

PEDESTRIANS HIGHLIGHT A VARIETY OF TROUBLE SPOTS

Note: Due to the small sample size and wide variety of responses, this question was not coded. Instead, some examples of verbatim responses are presented here.

"Any small residential street going on to a major roadway - Nairn and Portage are the worst."

"Any time a pedestrian crosses at a button-activated crosswalk there is a risk that a driver may not notice, or ignore, the flashing lights of the crosswalk. This is especially the case on busy, high speed roads like Sargent Avenue."

"Corner of Main St. and Redwood...pedestrian 'island' on the east corner has no curb and leaves pedestrians vulnerable to any vehicle that may suddenly swerve."

"All of Nairn feels unsafe as a pedestrian. The sidewalk is too narrow. It feels way too close to the traffic and the traffic is almost always very busy. Compared to walking down Portage Avenue, Nairn feels much less safe."

"River Avenue at Donald. It is a green light for me on the south side of the intersection, but the cars try to turn to Donald and they do not see me or do not let me cross. There needs to be a turning light for them."

"Booth Drive and the entrance to the Grace Hospital (Pearl McGonigal Way) There is a walkway but it is rarely observed! Drivers also DO NOT follow the school zone in this area. The speed limit needs to be decreased at all times due to the curve in the road and the inability to see on coming traffic!"

"Crosswalk on Academy Road and Queenston. Several times during the years I've been almost run over (while crossing on the green light) by drivers who tried to drive fast through the light without considering the pedestrian."

E6. "Thinking of the routes you take regularly through the city when you walk, is there a specific location or intersection where you feel particularly at risk of being in a serious collision? Please be as specific as possible."

Base: All respondents who walk
(n=376)

SUMMARY OF VIEWS AMONG DEMOGRAPHIC SUBGROUPS



KEY VARIATIONS IN VIEWS AMONG SUB-POPULATIONS



Women are more likely than men to be concerned about road safety in general and specific design risks in particular. As well, they are generally more conservative about speed limits. However, they are also more optimistic about the city's ability to meet a Vision Zero goal. Some examples:

- Women are more likely than men to say serious collisions have increased over the last five years.
- Women generally favour lower speed limits. For example, women are less likely than men to say a higher, 70 km/h speed limit on arterial roads seems safe.
- Women are more likely than men to feel design risks such as poor sightlines at intersections, poorly lit roads and cyclists and motorists sharing the roadway are major worries.



Similar to women, older Winnipeggers, those 55+, are more likely than younger adults to favour road safety initiatives and behaviours. Some examples:

- Older Winnipeggers are more likely to feel safely reaching a destination is a very important consideration (vs. younger adults who are more likely to favour getting places quickly).
- Older adults are more concerned about the risks of infrastructure design such as poor road surface conditions or intersections lacking left-turns lights.
- They are also more conservative about speed limits. For example, older people are less likely than to say a higher, 90km/h speed limits on an expressway is safe



Winnipeggers with lower levels of education (high school or less) or lower incomes are slightly more likely to feel individual actions – and not road design or speed limits – have the greatest impact on road safety. Some examples:

- Those with lower levels of education and income are less likely to feel road design plays a large part in road safety, and more likely to feel driver education is the major factor in keeping roads safe.
- Those with lower levels of income and education are slightly more likely to feel driver inexperience is a major risk to road safety.
- Those with lower levels of education and income are more confident Winnipeg's roads are generally safe for cyclists.

KEY VARIATIONS IN VIEWS AMONG SUB-POPULATIONS



In general, people with disabilities such mobility issues or visual impairments have the same road safety concerns and views are those without disabilities. Some examples:

- People with disabilities are just as likely to say drivers who speed are a major safety risk.
- As well, they are no more likely than average to rank “reaching my destination safely” as their top travel priority and they are no more likely than average to feel certain speed limits are safe or unsafe.
- They also use generally the same travel modes as people without disabilities. In other words, the time spend driving or taking the bus is on par with the city-wide average.

However, people with disabilities are a little more likely to feel road design is a top influence on road safety (and a little less likely to say driver training is).

TRANSPORTATION MODES



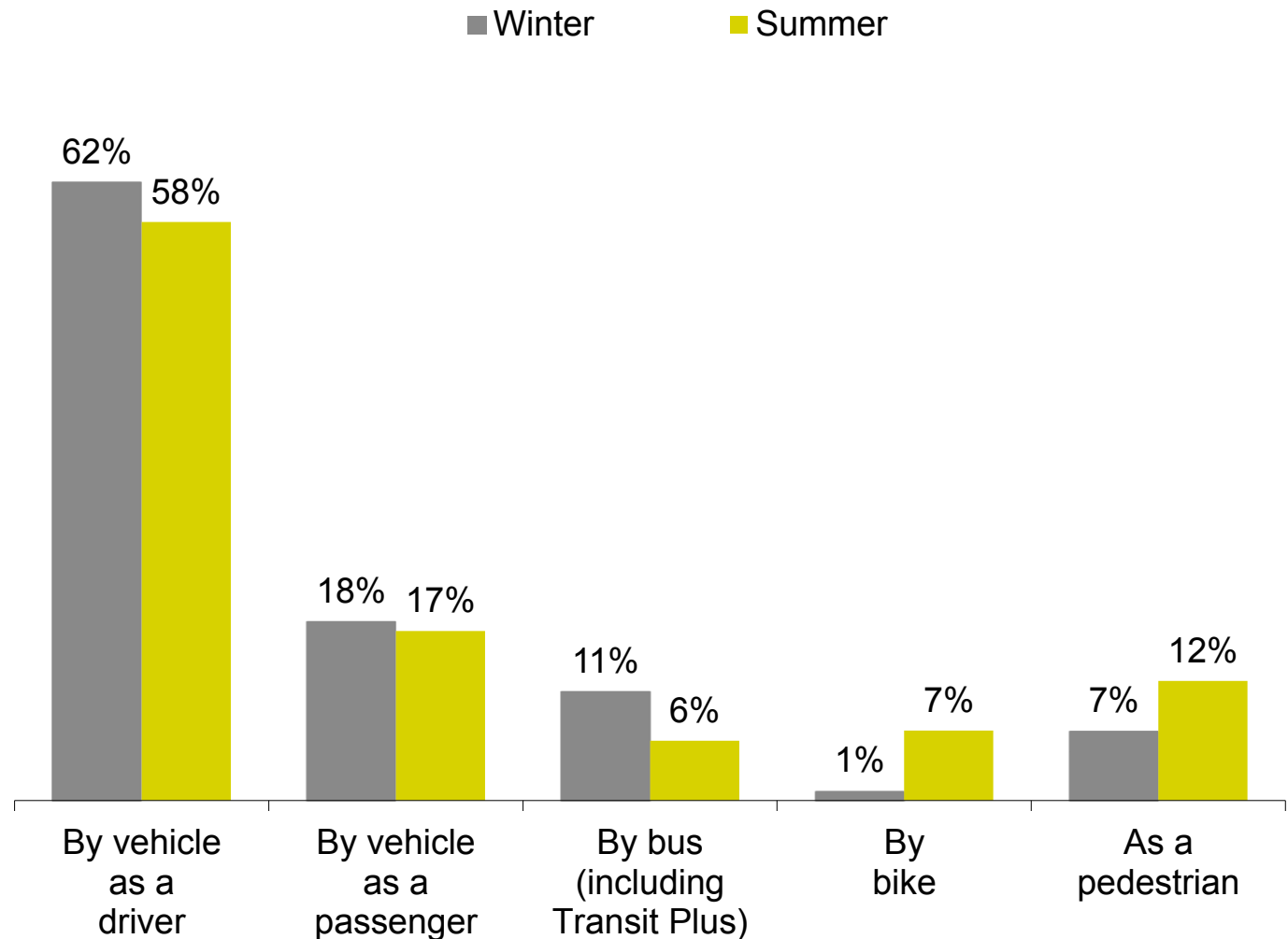
WINNIPEGGERS SPEND NEARLY TWO-THIRDS OF THEIR TRAVEL TIME DRIVING

M1. "We'd first like to know a little about how you get around Winnipeg on a regular basis. Thinking first about all the ways you travel in winter, please indicate what percentage of your travel is... (Your best estimate is fine.)"

M2. "Now, thinking about all the ways you get around Winnipeg in summer, please indicate what percentage of your travel is...(Again, your best estimate is fine.)"

Base: All respondents (N=600)

Average % of total travel time via each mode



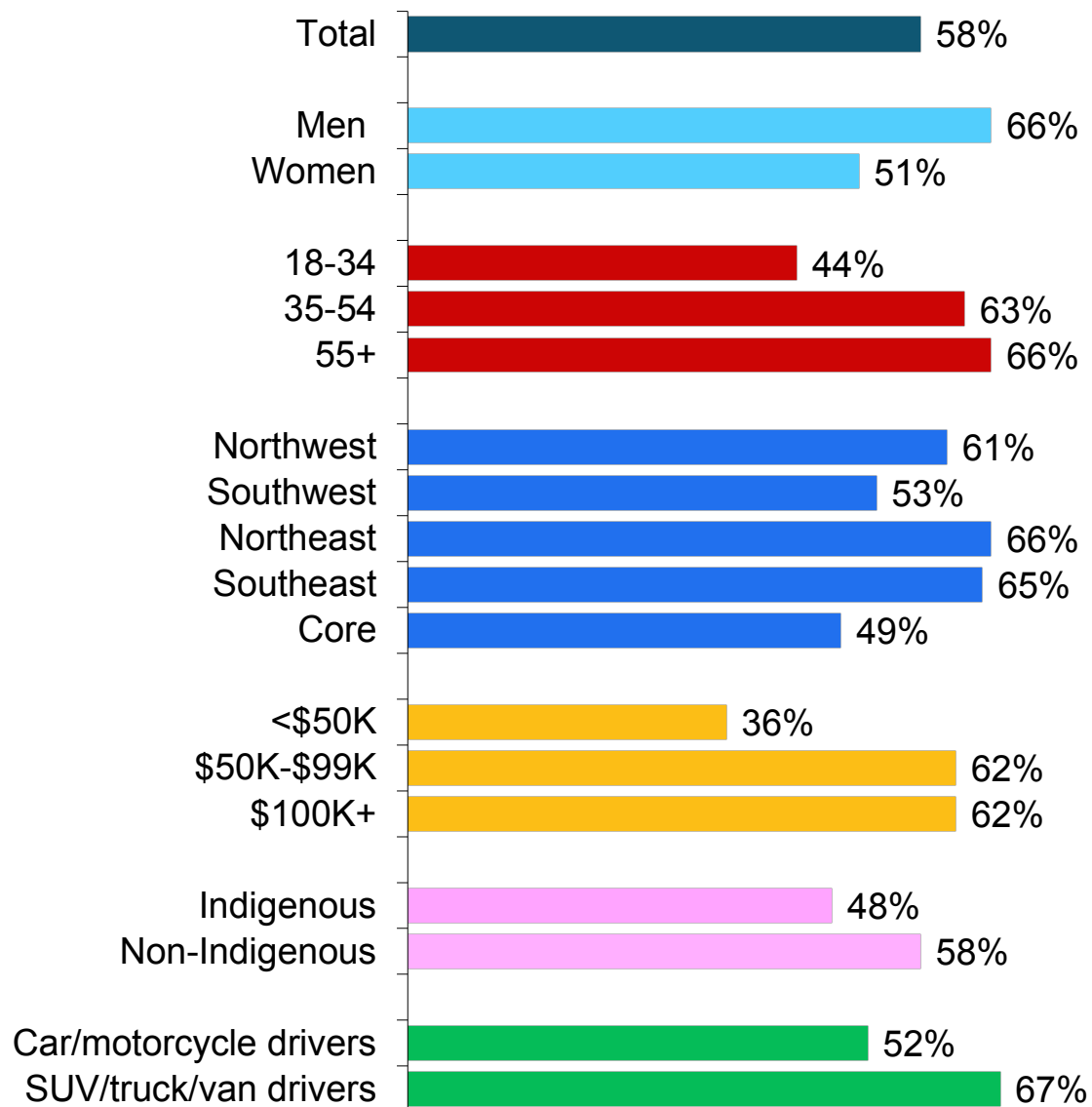
WOMEN, YOUNGER ADULTS AND CAR OWNERS SPEND LESS TIME DRIVING

DIFFERENCES AMONG SUB- GROUPS

M2. "Now, thinking about all the ways you get around Winnipeg in summer, please indicate what percentage of your travel is...(Again, your best estimate is fine.)"

Base: All respondents (N=600)

Average % of travel time spent driving in summer



○ Generally, the same demographic subgroups who drive the least in winter also drive the least in summer.

PEOPLE WITH DISABILITIES SPEND ONE-THIRD OF THEIR TRAVEL TIME AS A PASSENGER

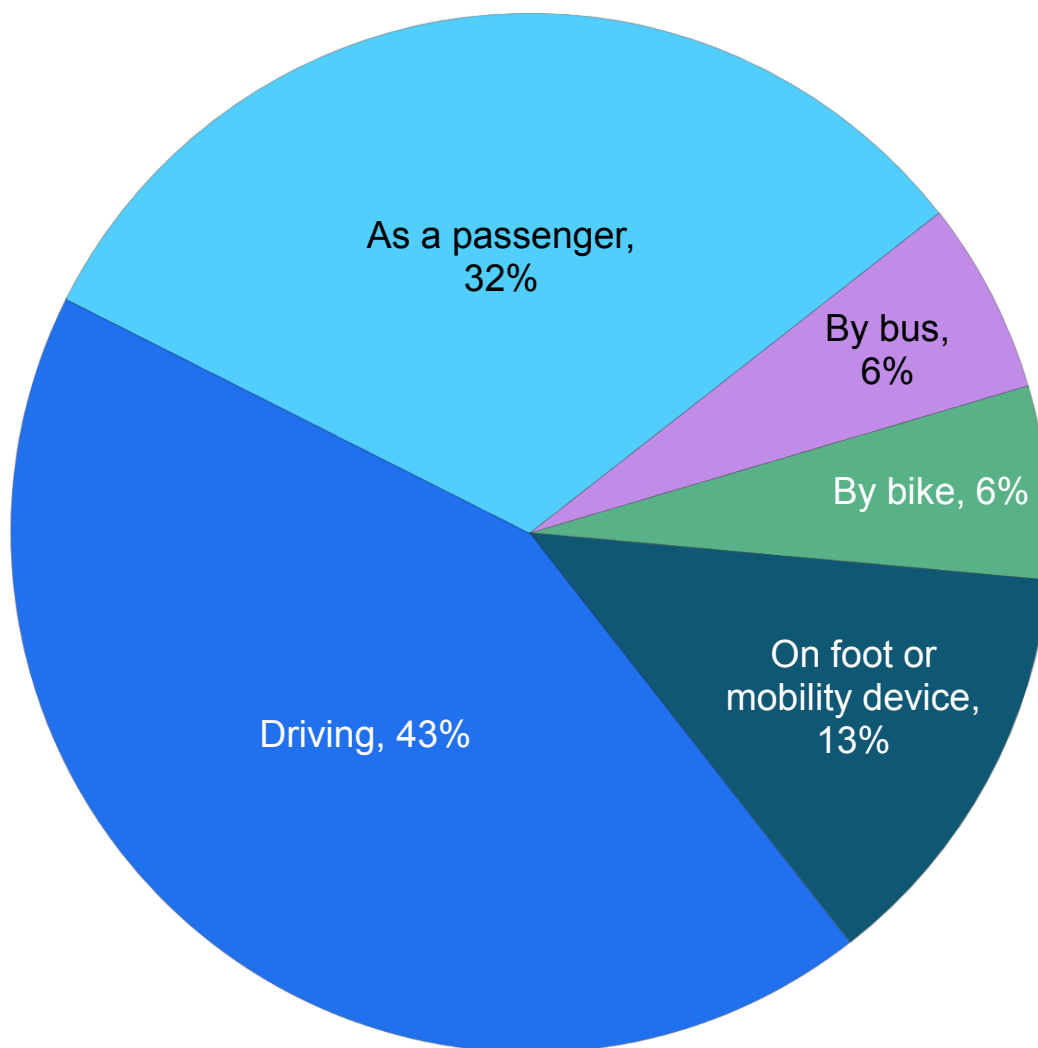
PEOPLE WITH DISABILITIES

M2. "Now, thinking about all the ways you get around Winnipeg in summer, please indicate what percentage of your travel is...(Again, your best estimate is fine.)"

Base: All respondents with a disability (N=66)

* Caution: Small base

Average % of travel time spent using this mode **in summer**

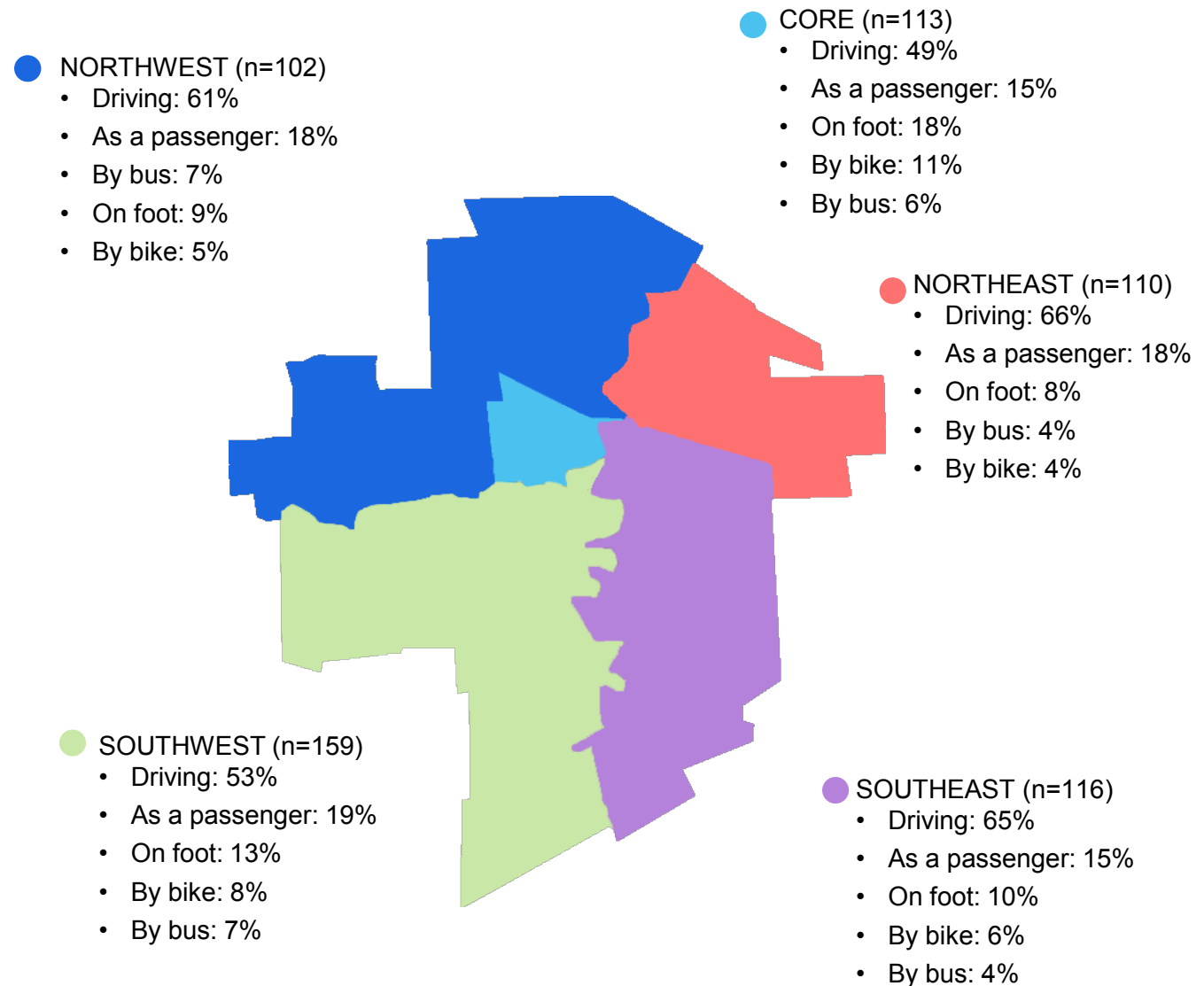


EASTSIDE RESIDENTS SPEND MOST TIME DRIVING BY CITY QUADRANT

M2. "Now, thinking about all the ways you get around Winnipeg in summer, please indicate what percentage of your travel is...(Again, your best estimate is fine.)"

Base: All respondents (N=600)
* Caution: Small bases

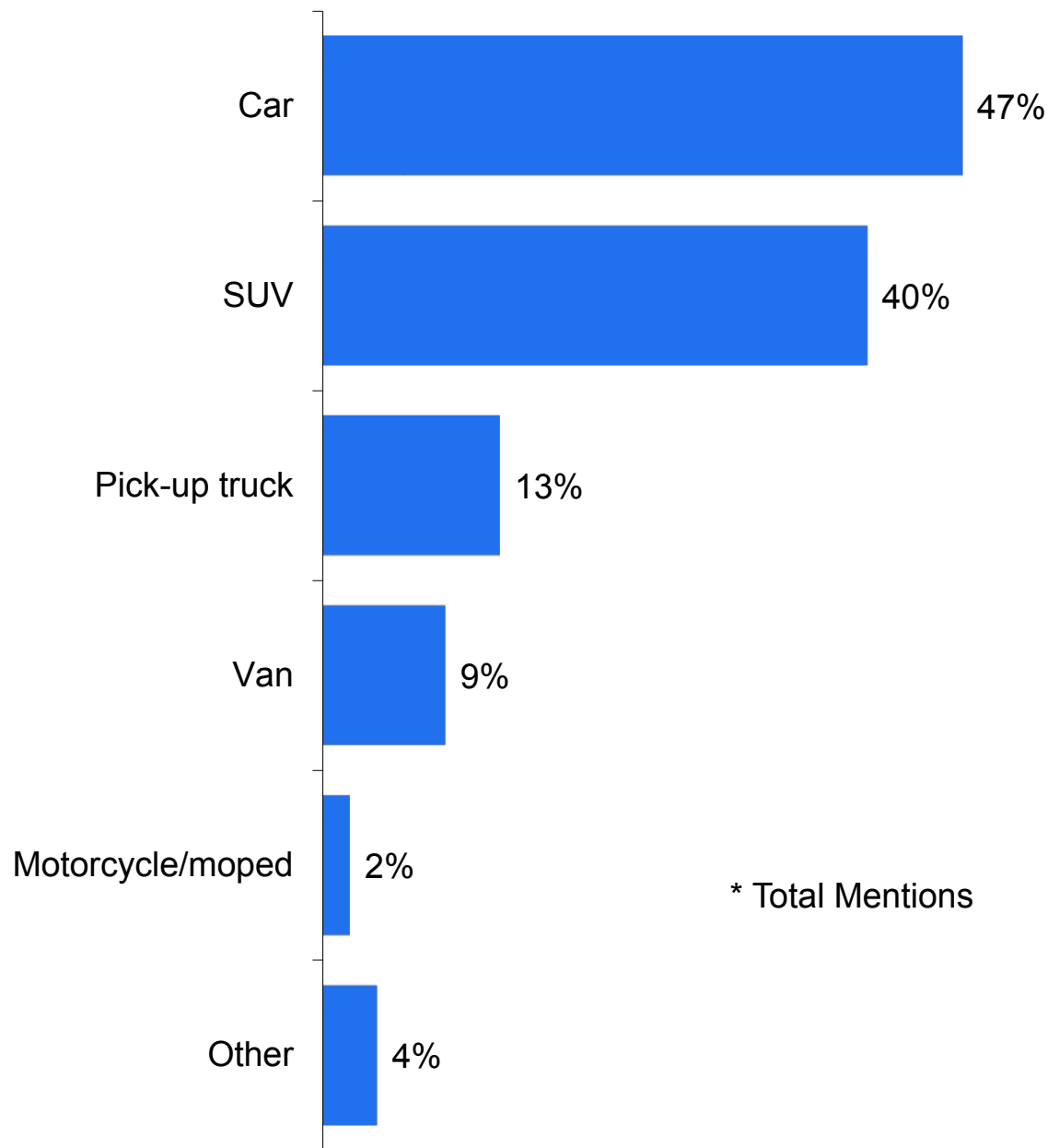
Average % of travel time via each mode in summer



ONE-HALF OF WINNIPEGGERS DRIVE A CAR, ONE-IN-FOUR AN SUV

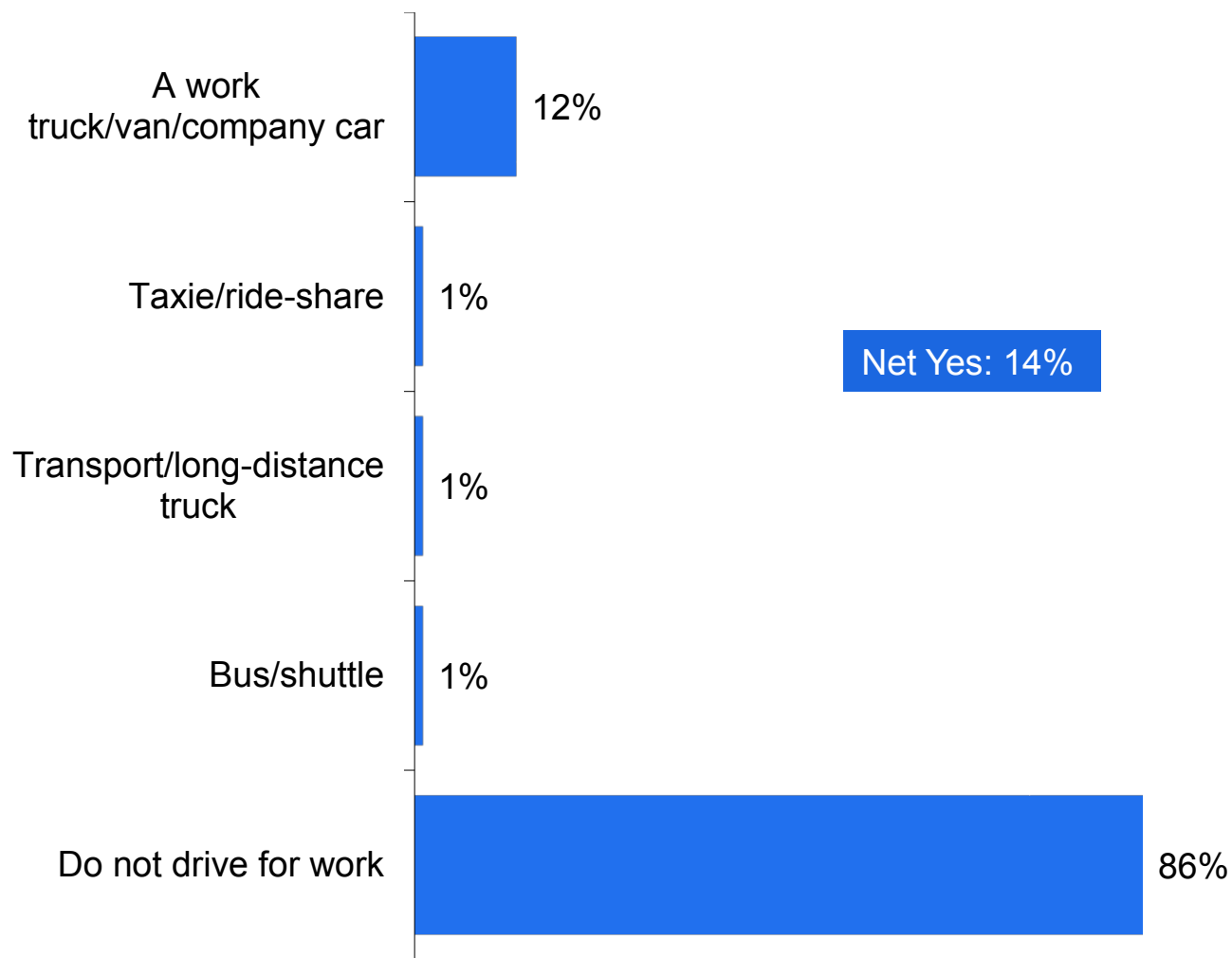
M3. "What type of vehicle do you typically drive (personally, not for work)? Check all that apply."

Base: All respondents who use a vehicle (n=589)
Multiple mentions were accepted therefore totals may exceed 100%



ONE-IN-SEVEN WINNIPEGGERS DRIVE FOR WORK

M4. "And, do you drive as part of your work?"



Base: All respondents who use a vehicle (n=589)

Those most likely to **drive for work** include:

- Men (22%)
- Those with children at home (21%)
- Those with high school or less (23%)

PROFILE OF RESPONDENTS



PROFILE OF RESPONDENTS

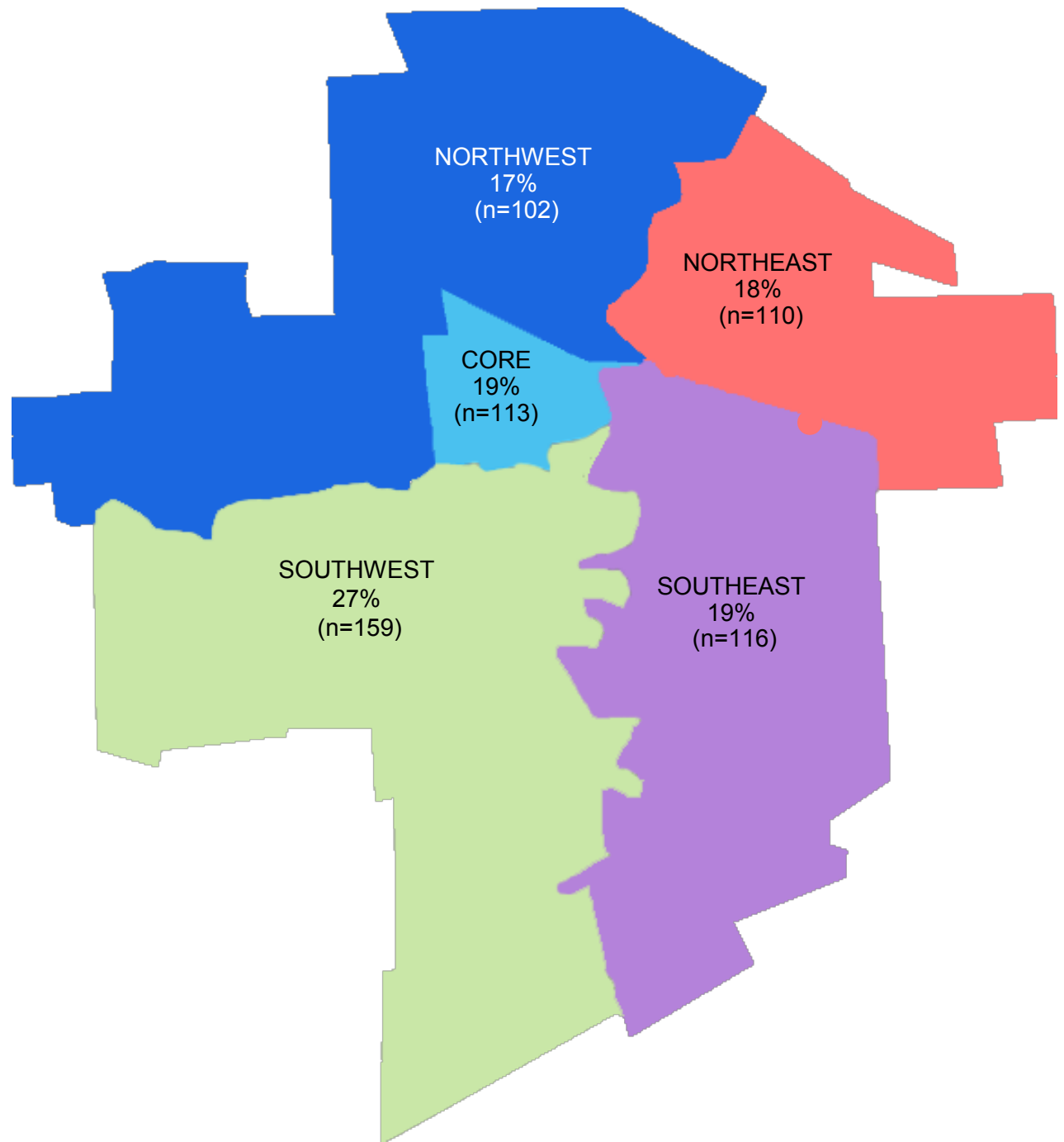
Unsure/prefer not to say removed.
 Figures may not add to 100% due
 to rounding.

For the full weighted and
 unweighted profile of respondents,
 please see the full data tables.

	Total (N=600)	Men (n=288)	Women (n=307)
AGE			
18-24	6	6	6
25-34	25	26	23
35-54	34	34	34
55-60	14	12	15
60+	22	22	23
INCOME			
<\$50K	18	11	22
\$50K-\$99K	39	41	38
\$100K+	43	47	40
DRIVING EXPERIENCE			
<20 years	38	43	34
20-39 years	32	28	36
40+ years	29	29	30
LIVED IN WINNIPEG			
0-20 years	25	28	21
20+ years	29	24	33
Life long	47	48	45
INDIGENOUS IDENTITY			
Yes (First Nations, Métis, Inuit)	7	7	7
DISABILITY			
Yes (visual, hearing, mobility, mental illness, etc.)	11	9	13

PROFILE OF RESPONDENTS

CITY QUADRANT



For the full weighted and unweighted profile of respondents, please see the full data tables

Telephone Survey

Question: As a driver, Is there a specific location or intersection where you feel particularly at risk of being in a serious collision?

Confussion corner
confusion corner
Confusion corner, Portage and Main intersection
Confusion corner
Confusion Corner
Confusion Corner Portage and Smith Portage and Maryland Maryland and Wellington Crescent
'Confusion Corner'
Confusion Corner Merging intersections at Marion, St. Mary's Road and then going north on Main "Confusion Corner" and many merges onto the Perimeter Hwy, where there isn't enough roadway (I'm comparing this to merges in the U.S.
Kenaston & MacGillivray
Kenaston and McGuillivray
Kenaston and McGillivray. River road and Bishop Grandin should have overhead lights on Bishop Grandin intersections that flash when the lights are about to change as the speed limit is 80 km/hr and drivers could more properly prepare. Merging onto Bishop Grandin from Scurfield is dangerous since the road was redesigned. Travelling westbound on Bishop Grandin where the new lanes from Kenaston merge on to Bishop Grandin is a terrible design and very dangerous.
Kenaston at McGillivray
McGillivray and Kenaston; McGillivray and Waverley; Main and Portage
McGillavry and Kenestan
Kenaston and McGilvary. Kenaston and almost any other street.
Stafford and Grant. Kenaston and McGillivray. Stafford and Corydon. Bison and Waverly turning south. Kenaston and Bishop Grandin (2 turn lanes merging into 1 lane?????)
Some merging lanes on bishop grandin and kenaston are not cleared in winter and pose a major risk of vehicle loosing traction while trying to speed up to traffic.
Bishop Grandin
1) Bishop Grandin-Kenaston merge 2) Right turn to continue onto University Crescent past Dysart (U of M) 3) Kenaston at IKEA traffic lights where left lane discontinues past lights to Sterling Lyon 4) left turn at Corydon from Kenaston - busy turn cannot see incoming traffic due to left turning traffic from North
The Bishop overpass by Bridgewater (Where you have to 'exit' kenaston to continue on bishop, the main road) is the most ridiculous and dangerous road design I've ever come across in a city. It is a joke and I can't believe someone designed that and spent money on it. Also All the two lane main roads (St Mary's rd, st Anne's) where you have to weave in and out of Traffic to avoid parked cars and left hand turning vehicles are dangerous
Along Bishop Grandin between St Anne's and River Road, both directions.

Waverley & Taylor; Bishop Grandin & Waverley
On Bishop Grandin at River Road, there should be a warning light if the light is going to turn red soon.
Waverly at Bishop
Westbound Bishop Grandin onto Southbound Pembina, one lane splits into two but lines are very faded and not everyone obeys anyway. I will always stay well to one side and merge later. In general, I don't trust lanes which split into two because I don't trust other drivers to stay outside the split if they started outside.
Waverly and bishop grandin
Kenaston Extension speeds are out of control. The amount of speeding/racing is going to get people killed. So all the access points onto/of of Kenaston are a risk.
Kenaston and corydon could use a turning light. Corydon to kenaston
Kenaston at Dublin
All of Kenaston has major problems with not enough time to change lanes. People are constantly changing lanes. A lot of 'merges' are far too short and don't allow people to merge properly.
Route 90. The speed signs are inconsistent. Lag has an 80 speed limit from perimeter to the other perimeter. It has to be consistent. And have 3 lanes on each side. Slow drivers , driver that driver ahead of other then stop and turn, that's always a hazard. From Academy to Taylor. Inconsistent and something needs to be done.
Tout 90 exit on to portage Point road at Pembina
Grant and Kenaston
Route 90 , Kenaston by the shopping areas should not be 80
Kenaston and Columbia drive westbound turning south onto Kenaston . Dedicated left turn lane with no left turn signal. Almost as bad heading north on Kenaston from Columbia eastbound. Also no left turn light.
Turning right on Kenaston from Scurfield
Kenaston
kenaston and bridge lake drive
Turning left from Grant onto Kenaston heading south
King Edward st. And Logan Ave
Cordon at Kenaston has no left turn signal and is dangerous. Same for Taylor at Kenaston
THE WESTBOUND MERGE ONTO ROUTE 90 FROM PORTAGE SOUTHBOUND.
Merging onto northbound kenaston at grant
St James At Portage Ave in front of the wall in clinic by A&W.
Route 90 & Notre Dame
Turning onto right onto Route 90 from Academy The road becomes one. Not everyone pays attention to this. They come into the right lane to get to Portage Avenue
Pretty much anywhere on route 90/Kenaston from portage avenue southward. The mix of speed changes, tailgating idiots, and red lights in high speed zones is a recipe for collisions.
Notre Dame at King Edward. All directions.
Sterling Park lyon parkway and kenaston

Rte 90 and notre dame
St. James cloverleaf. Portage underpass construction. New Waverley underpass.
Route 90 and Sargent/ Ellice/ Wellington anywhere traffic is going a significantly higher speed going to a slower one. Where traffic has not stopped behind the stop line.
kenaston
Route 90 and Sterling Lyon. Rd markings are bad, as is lane alignment and lane shift onto art 90 south from the west.
Corydon and Kenaston when making a right hand turn. The lights of oncoming vehicles is obstructed by a bus shelter or lights of oncoming traffic reflects on glass making it difficult to judge.
KENASTON
Kenaston Blvd
Sterling Lyon and Kenaston
Kenaston and Scurfield
Leila and McPhillips
Leila and mcphillips
inkster Blvd/McPhillips str.
Leila and Mcphillios
Mcphillips and Leila
king edward and notre dame Leila mcphillips
Mountain Avenue at McPhillips Street. Turning off Mountain terrifies me.
Logan and McPhillips, Leila and McPhillips, Disraeli and Main, Lagamodier and McLeod, Lagamodier and Regent
Templeton and McPhillips
mcphillips and leila
Mc phillips and Leila
Leila at Mcphillips
McPhillips and Jefferson
McPhillips and Murray Templeton and Pipeline
Yes mcphillips and maple glen
McPhillips and Notre dame
Portage and route 90 (poor merge lanes)
Merge from Portage onto Kenaston going south
Route 90 merge that comes off academy, heading north, I've almost been in a few accidents there.
Merging from Portage ave onto south bound route 90. The merge lane is extremely short.
Merging SB onto Route 90 from Portage Ave EB
Merging from portage to rte 90 NW
Merging onto route 90 off Portage
merging southbound onto route 90 at portage ave

West-bound Portage avenue between St James and Queen. There's a major intersection, a bus lane with stops, cars merging from Kenaston, cars merging onto Kenaston and a fire hall. Those were all necessary/acceptable safety risks until you added the fire hall.

St James bridge merge to portage east. Kenaston to bishop grandin easy to miss the turn off if not in the right lane

getting on kenaston off portage going south and trying to cross three lanes in a 100 yards to get off onto academy road

Merging onto Rte 90 from eastbound or westbound Portage Avenue. Winnipeg drivers generally don't know to clear the outside lane for merging traffic. The merge lanes are short and drivers are often merging from a stop because of this, which is unsafe.

Kenaston and Portage Avenue

Kenaston Portage ramp southbound

Portage onto Rt 90, the yield off the southbound ramp

Arlington and Portage

Arlington at portage... Unclear left turns

Arlington heading north- no one ever knows how many lanes it is. Nairn trying to cross across oncoming traffic. Never enough street lights.

Arlington and Notre Dame

west bound William Ave at Arlington

any intersection along Arlington between Notre Dame and Portage - no left turn signals and the fact that it is actually only two driving lanes (one each way) but it is not used that way or enforced. St. Matthews, it is not controlled enough. Ellice - not enough controlled pedestrian crossways & speed limit is not enforced. anywhere where the speed limit is 50 km is often not enforced enough.

Portage and Arlington

Portage and Arlington

Ellice and Arlington or Ellice and Sherbrook.

Not a particular intersection but some intersections have merges onto higher speed roads like fermor, bishop and lagimodiere and at others there are no merge lanes. No wonder winnipeggers seem to merge poorly and stop because maybe there might not be a merge lane? Would be nice for bicycle and or better pedestrian lanes on lagimodiere from maginot to dugald and even regent.

The 30 school zone on Molson by Kings school- it doesn't make sense to be there and most people don't slow down

I feel very unsafe as a cyclist on the Osborne Bridge, and very nervous as a driver there as well. There is no bike lane, cars get quite close to you and as a driver, I also feel nervous sharing the road in that area.

The so-called traffic calming circles are anything but that and I'm thinking of Grosvenor Avenue as an example. It's a fairly busy street during rush hour and there are MANY who don't look or slow down when they enter the circle; there are also those who do not left signal (almost 100%%) and cross right in front of your path because they think they got to the intersection first which may or may not be the case. The only time I feel safe is when I'm the only car in the circle and I'd actually like to see them removed because right now I avoid those streets whenever possible and I'm sure others do too. In that sense they're safer because of less traffic. Pedestrians are forced to walk to where there are stop signs because the traffic circles are not safe for those on foot. Also, a shortened single entrance lane for merging traffic onto high speed corridors (eg. Grant Ave W turning onto Kenaston N) could be catastrophic if that shortened lane is also an exit onto parking lots and driveways etc. There are better examples of these further south on Kenaston and in other parts of the city.

Anywhere with photo radar

Parking on bus routes like kildonan meadow drive. Winding street with a 90 degree corner that people park on and it's hard to see if anything is coming.

Most intersections in the city do not have long enough merge lanes. They do not have enough length to get up to speed to merge properly.

I take a lot of walking around the neighborhood and I see broken concrete, not leveled walkways. I tripped most of the time and it is dangerous specially when the streetlights are covered by matured trees.

Short turn lights at major intersections cause people to go through on yellow/reds. Need to be longer for turning...etc regent and lag.

Most of them

All the roads I usually use seem are small compared to the number of hours during rash hours. So drivers end up overtaking on a wrong side which may or has caused collision in the past

Photo radar controlled intersections with very short amber lights and high speed intersections with no warnings for lights changing other than amber lights.

all of the small roundabouts that replace 4 way stops on residential streets. They're not large enough to be effective as roundabouts and people don't know how to use them.

Too many to list

There should an annual or every two years driving test before renewals. As drivers are getting crazy and very rash on road. It's unsafe when I am travelling with my family. If speed limit is 80 and I am on 80km/h and there will always someone who always wanted to cross me and while crossing me on 90km/h they look at me like I am doing something wrong.

Any left hand turn at an intersection without a turning arrow...if you are turning left and a truck is turning left from the other side you cannot see well enough to make a safe left hand turn.

Everywhere that merge lanes are too short. Like Lakewood/st Anne's/st Mary's coming onto bishop Grandin. Coming southbound on Lagimodiere, at regent, there is a curb lane that ends very shortly after the light. That lane is typically used as a merge lanes for people coming from eastbound regent who are turning right to get onto south bound Lag. Often I see people trying to pass in that curb lane coming down lag and are travelling much faster than the rest of the traffic on lag and speeding so that they can get ahead of people before that lane ends. Dangerous situation.

Any time 2 lanes turn the same way.

West End area. too many jaywalkers and people that are high...

Archibald and Elizabeth St. Bumpy as heck.

Henderson hwy in general Rosendale upto Johnson. Speeding is an issue as well led crosswalks should have cameras and tkts issued for running the corridor

Osborne street south . Construction in summer really need better planning. Backlane need to b wider or slow drivers down .

Ness at whytewold

I drive down Osborne (south in the morning and northbound in the afternoon) between the rapid transit underpass and the Dunkirk bridge every day. This is the opposite direction of rushhour traffic. I think there should be a no-stopping restriction on both sides of Osborne for both rush hours. Right now it is only blocked for southbound in the afternoon and north in the morning. This stretch is always really hectic due to people turning left onto other streets. People have to keep in the left lane due to parked cars, but then have to weave in and out when a car in front of them is turning left. This is specifically bad at the lights at Brandon Ave during the school months. There are always people turning left to get to Churchill High School and people that are in the left lane tend to move into the right lane without looking. Having both lanes open during rush hour without parked cars would definitely help with this.

Marion and Archibald

Deacons

Panet and Marion Monroe and Prevette

Fermor and St Mary's as many accidents happen there. On the perimeter near Brady landfill since hardly anyone slows to 80km.

Dugald hwy and Webster ave. There should be a traffic light or pedestrian crosswalk. It is most dangerous for pedestrians to cross to get to the sidewalk on the other side or catch a bus. The stretch on Dugald hwy from Plessis road to Ravenhurst is the poorest highway in WPG The road conditions are atrocious! The crumbling,sloping road and deep ditches are extremely dangerous. Each winter cars slide into the ditch. 70 Kms per hour with residential houses on this hwy. Semi trucks speeding! No double lane either. It is only stretch of a highway out of WPG that is not a four lane highway!!!

Osborne at Maplewood / Kylemore.

Provencher/Archibald (lane lines NOT clear) Confusion Corner (lights not properly synced) Portage/Main

Westbound Grassie turning left onto southbound hwy59. The yield onto hwy59 eastbound Grassie is often mistaken as a merge. The parking lot exit for dominion center (7 Marion st) sees drivers regularly turn right despite signage. Those drivers are Unexpectedly And forcefully merged into into a dangerous High speed, high density flow of traffic NE bound St Mary's accessing the Norwood bridge
Turning left from Leila onto Main. Turning right from Main onto Portage Turning left from Wall onto Notre Dame. Poor paint at these corners makes it easy for folks to turn right or wide into other lanes. Also, all pedestrian corridors pose serious risk without adequate or consistent lighting/function
Osborne and River with no left turn light South perimeter and St. Annes road has a tiny merge lane
Grassie between Plessis and residential area
Grassie & Lag
Plessis and Grassie. The trees and shrubbery make it almost impossible to see northbound cars on Plessis in order to cross over into the strip mall.
Turn left from Osborne on to river. There should be a left turn signal. Also no parking on Osborne between river and stradbroke.
St.Mary's & Tache St.Mary's & Coniston
Waverley when people drive 20km below posted speed limits on a summer day with dry pavement.
Portage avenue at basswood
Kimberly and Henderson
Merging into Sherbrook going north
Going west on Ness, making a left turn to go South on Ferry. There needs to be a left turn signal. There also needs to be a way to turn left onto St. James driving east on Portage. We all have to do u turns between Red Lobster and St. James clinic, it's a mess of traffic and should be fixed.
Many pedestrian crosswalks on St Anne's road.
Due to construction the last few years have been difficult on Lag, Hwy 59, and Bishop Grandon
McCreary Road and McGillivray Blvd.
River Avenue and Osborne st. If you r travelling north on Osborne and reach River at a particularly busy time turning left (west) on River is difficult. I'm unsure if there is a turning light on the intersection.
Cavalier and portage avenue; route 90 and linden woods drive
The intersection of Waverly and Chevrier is very poorly designed. The streets intersect at an angle, either Westbound lane from Chevrier can travel straight through the intersection, and the intersection itself is not large enough to handle the turning buses and large trucks from the industrial properties and city yard.
All along Notre Dame, Ness and Century, and Ness and Whytewold
Portage. Just not fun.
Lee Blvd and Waverly St.

Grant and Nathaniel. Super dangerous on both sides, cause it's 2 lanes turning to one inside the intersection. Could easily be mandatory turn right on both sides and only one lane that can go forward.
Sherbrook and Portage (specifically the McDonald's entrance/ exit; people are always trying to zip across the entire road to turn onto portage)
Most turns onto Grant
Brookside and inkster
Pipeline and leila ave
Portage Avenue during rush hour
Grant at Stafford / Grant at Harrow
Warde/Van Hull Way and St.Mary's
Fermor at St Marys Fermor at St Annes
From talbot going right to henderson
Ness and Moray, several accidents on a regular basis.
The corner of Rouge and Portage ave. When turning from Rouge onto Portage, going west, there are always cars trying to do U-turns from west bound traffic. When they turn around to go east bound, they frequently come close to hitting the people turning onto Portage from Rouge. Maroons Rd is terrible. It is a high traffic area with all of the new stores and the road is so bad it is hard to stay in your lane.
Mountain and McGregor
Osborne and Mulvey
Portage and Moray
Notre Dame and Arlington
Portage avenue westbound when R lane merges just before unicity shopping centre.
Donald street bridge crosswalk going south
I think it is Notre dame and Sherburn Going west bound on Notre dame or close to it there. They put up new street lights but no left turn signal it makes no sense. As there is no traffic movement when the lights are red and you can't turn left on the red or u turn. Also Arlington is thought of as 4 lanes when it is only 2
Markham Road and Bison Drive. Are there two lanes on Markham going north of Bison Drive or one? There should be a no right turn on red for west-bound drivers wanting to turn right onto Markham Rd, or the lanes must be clearly painted. A related problem exists one block north at Markham and Chancellor. Does Markham have two lanes that merge? There is no signage.
Marion & Panet
Grandin and River road
Maryland @ Portage Ave.
Chief Peguis Trail and Gateway Road
There is no Left turn on Munroe & Raleigh but people still not following, need to be addressed properly.
Traverse and Goulet - poor sight lines when pulling out into traffic
Traverse and Marion. Heading south on traverse. Blind spots

Euclid and Isted Ave!!!!
From my back lane on Belmont on to Aikens...can't see due to parked cars. Slow down sign when rounding corner around 271 Mosselle Drive...a child is going to get hit!
Crossing Kildare on Bond
There is a back lane running between Ashburn Strathcona just north of Portage. There are a lot of bushes which obscure visibility of oncoming cars. Also, downtown when pedestrians walk across the street when cars are coming
Turning left (North) off of Frobisher Road onto St. Mary's Rd. Very dangerous as you have to watch for vehicles merging off of the perimeter at a fast speed, and also watch for left hand turners from the perimeter and oncoming traffic in St. Mary's Rd.
Elmhurst and Wilkes turning left onto Wilkes. Especially after a train as all of the traffic has backed up and there are poor sight lines to see if the road is clear. Also, drivers don't signal all of the time and others try to pass.
Yale Avenue and Stanford Street crossing from north to south while parking is heavy from local restaurants. It is extremely difficult for drivers to view the road and have had five or six extremely close calls because of bad sight lines.
Hamilton and Crestview Park Drive
Bruce and Inglewood in the winter.
Academy at Wilton and Cambridge- poor visibility. Right now, Wolseley at Maryland the construction creates a very unsafe situation where cyclists, pedestrians and cars going both directions are all funneled into one lane with no guidance as to who has the right of way or how to proceed. Also the corner of Furby and Broadway, there is a loading zone drop off for a daycare but cars come ripping around the corner there and don't seem to see children getting into cars.
Leaving a side street that ends in a stop sign to merge onto River Ave or Stradbrook around the Osborne Village area. No sight lines to approaching traffic.
Silver and Ferry Road
Getting onto Wilkes from Elmhurst as there are no lights and it is slippery in winter and is on quite a downward slope. Lots of traffic in the morning coming from both directions.
Stafford at Grant. North and South bound on Stafford
Residential streets in Transcona that have two stop signs, and the vehicles are parked right up to the intersection. It's terribly unsafe to cross; I would love to see parking buffer zones at intersections increased a bit.
Ferrier St and Templeton
Rue St. Joseph trying to turn onto Provencher
Sargent
Raleigh and Springfield
McLeod between London and Louisa. The street lights flicker and it is very blinding and distracting
Morley/Osborne
Stafford St.
Wellington Crescent coming around the curves east of the Asper Jewish Community Campus.

Coming from Guelph (north side -- from Wellington Cres) turning onto Academy -- because of the way its at a curved point and the tall hedges on the corner property its extremely hard to see oncoming traffic in BOTH directions
Turning left from eastbound portage avenue onto northbound Parkdale street (centennial pool)
Traverse and St Mary's. many people turn left from Traverse heading south on St Mary or left off St Mary(coming north) to go west (I think the street has a different name on the west side). This intersection is always jammed up.
Traverse and Enfield
Hugo and Corydon, the bus shelter is too close to the road to adequately see if there is oncoming traffic.
Furby and Cornish. Poor sightlines
Elmhurst at Wilkes
Red River Blvd at Main Partridge turning north on Main Eastbound Portage merging onto southbound Rte 90
North and Southbound pedestrian crosswalks: Main and Henry Main and Sutherland
king street and william ave
Main and Dufferin
Biggest concern is Panhandlers. Main and Higgins is bad, they walk into traffic. Pulling onto Henderson off of Talbot is dicey in rush hour
Main street between assiniboine and henderson
The intersection at main st and broadway is extremely unsafe for pedestrians. The traffic have a right turn signal at the same time that pedestrians have a walking signal. This is my commute and I've almost been hit by a left turning vehicle numerous times. Drivers think they have the right of way because they have a green light and are unaware pedestrians also have a walking signal.
Turning northbound onto Main from York.
Higgins and main
Broadway and Smith during rush hour
Broadway and Salter
Pedestrian crossing on Main street. Next to Thunder Birdhouse.
Turning left onto Broadway from Furby St there is limited visibility
Broadway/Smith
anywhere downtown
Logan ave has a lot of pedestrian s because of the shelters and lack of crosswalks
In the sharp bend on Main street close to portage. Semis cannot turn that sharp and end up spilling over into the next lane.
Broadway just past the intersection at Portage when leaving the parking lot at 800 Portage. That part of the street is very curved, you can't see oncoming traffic or whether there is a red light preventing oncoming traffic so you just have to take a leap of faith and drive out. Any blind spots like this are very dangerous.

Turning left (south) onto Main street from Broadway; it is unclear to some drivers which lanes they should be turning into.
Higgins @ Princess
As a pedestrian, crossing Main St @ Broadway on the north side of the intersection (from in front of VJ's/bus stop towards Union Station or vice versa). Vehicles turning left (North) onto Main from Broadway are aggressive and do not have patience for pedestrians, even when pedestrians have the walk light.
Portage and Smith
Main street and Assiniboine avenue Main street and Broadway
Main turning left onto Assiniboine.
St. Marys and Bishop Grandin
St Mary's road and perimeter highway
Recently at southbound St. Marys turning right into westbound perimeter. There is no merge lane for the yield. Terrible design.
East bound Bishop Grandin South Ramp off St Mary's Rd there no merge lane and forces traffic to stop. I have witnessed accidents there.
Bishop Grandin and St. Mary's
St. Mary Rd at Bishop Grandin Rte 90 at McGillvary Provencher at Israel Asper Way.
St Anne's and Perimeter or St. Mary's Rd and Perimeter
The corner of St Mary's road and the perimeter. Also should make the highway 110
Bishop Grandin and St Mary's and Dakota should be yields, not merges. There is not enough time to merge safely. Drivers should also get ticketed for not merging in merge lanes or not making space, but that being said there should be sufficient road to gain speed to merge safely.
Merging southbound St Marys onto westbound Bishop Grandin
Perimeter hwy and St Mary's road
St. Mary's Road and the Perimeter
Bishop Grandin @ St Marys
St. Mary's Road and the perimeter highway; Pembina Hwy and Point road; Pembina Highway and Chevrier Blvd.
Nairn and Stadacona
From Nairn yield to Henderson. Need stop lights there
I would say Regent handbag.
Panet road and Nairn ave should be a 2 left turning lane
Several,. Regent at Bond, Regent at Lagimodiere, Regent at Panet Road
Right turning lane off Plessis onto Regent heading west
Heading west on Nairn and turning South onto Archibald. There is a left turning lane and there is a centre lane and a curb lane. Frequently cars ignore the left turning lane and queue up to turn left from the centre lane. This seems to be counterintuitive and can cause accidents
Turning south to Regent from eastbound Nairn. The lane looks like it's a merge lane but it's a yield lane that aggressive drivers use to pass stopped traffic travelling south.

Entrance to Louise bridge from Nairn,
York Avenue at Main Street, especially if you need to turn left from York onto main Street. People do not follow the rules of right of way. The merge lane going from Archibald onto Provencher. Turning right onto Archibald often feels like a gamble. Merging onto Nairn (east bound) from Watt (North bound). Merging onto Lagimodiere from any merge lane.
Coming from Regent or Nairn to the redwood/hespeler bridge theres 2 places where one merges into trafgc coming over bridges (higgins and henderson). Both there merges are hard to see, the traffic one is merging into is fast and multilane. At henderson one has to shift to left lane quickly to make the redwood bridge. I go a less direct route to avoid these. Regent where all the shopping is is horrid too. Too much traffic.
Rougeau and Regent the left turn light isn't long enough and people cut off traffic and dart around to get on to Rougeau.
Regent avenue during rush hour
Making a left turn from Windermere ave onto Pembina highway is the most dangerous turn.
Pembina Grant to Taylor
Pembina and Windermere
Intersection of Point Road and Pembina. 90% of traffic coming off of Windermere turns left on Pembina rather than going straight through to Point. Coming off Point and turning left on Pembina is difficult. To do it correctly means blocking traffic coming of Windermere.
I find that merging from Southbound Pembina onto Eastbound Perimeter is tricky. It's tough to gauge if the lane is free, and the merge lane isn't long enough to safely match speed in time. Most of the cloverleaves in the city are similar.
Killarney and Pembina
Windermere/Point crossing with Pembina. Very poorly designed intersection with vehicles trying to turn to Pembina while others are going straight and pedestrian lights are green at the same time, so the cars have to wait for people to cross before they can turn onto Pembina
people are often aggressive driving down Pembina highway since there's construction so often and don't want people to merge into lanes. Donald street is also really bad because people often have to merge and can't.
Pembina and Osbourne
Dartmouth and Pembina
Don't like merging as Pembina onto Bishop Grandin
Yes From Pembina south to take right turn to macgilivery buld . Very Ridley.
Pembina Hwy at Point Rd
Pembina southbound at bishop Grandin. there are usually faded markings and the bike lane ends there.
Ellis and Empress
Around any shopping area

Parking lot Cisco onto St.James
Portage ave and st Jame st
Westminster @ Maryland and Sherbrook Exiting St James Costco Exiting backlanes!!!
Empress and Ellice
St. James at St. Matthew's. This is a newly designed road. Heading north on St. James is now a single lane, which now backs traffic up. There isn't a left turn light so when facing south and trying to make a left turn onto St. Matthew's, it's only one or two vehicles that make it across.
St. James Street, by polo park is fairly safe. But by Costco on St. James is a hazard exiting the Costco parking lot. We often avoid that Costco because of that.
Portage at St. James ''' turning left to go west on portage it is hard to see oncoming cars
Overdale turning right onto Portage. The curve of Portage does not allow you to see oncoming traffic. St. James and Empress should be one way streets (one North and one south) to stop all dangerous left turns and exiting from shops
intersection by costco regent
Empress and St Matthews
Turning northbound off of Leila at Garden Park Drive. There should be a turn signal as there is going southbound into Garden City Shopping Centre. Taking the underpass at Main Street and Higgins. Pedestrians are allowed to pan handle in the medians.
Regent/ Lagimodiere
Lag and Dugald, most of McPhillips
Lagimodiere and Dugald. Every single day, from morning to afternoon rush hour, the southbound Lagimodiere lane to turn left (east) to Dugald overflows. This creates a dangerous situation where drivers move in and out of the slow/stopped traffic to the right lane. There is more than ample space with the wide centre boulevard to construct double left turning lanes and extend the overall length of the turning lane so that southbound traffic can flow. To a similar extent the northbound traffic that turns to Dugald could also be given more space as it also makes for similar backups and the dangerous zigzagging traffic. Also, the Fermor to Lagimodiere right turns are only given short yield sections, when they must join 80kmh traffic. Again, there is more than enough land available to make extended merge lanes. Lastly, the eastbound Nairn to Lagimodiere only has a yield. There is a temporary third right lane for southbound traffic on Lagimodiere but usually that ends up being vehicles dodging slow trucks, so they dart in at full speed, when the other two lanes are just leaving the lights. Drivers joining Lag from Nairn have the impression of a full merge lane and can easily be rear ended. Finally, as most drivers now know what intersections have red light cameras, there is a growing disrespect for amber lights and red lights everywhere else. More and more I see drivers impatient to wait at Lagimodiere and East Mint Pl, as well as many other intersections. So the water cooler talk you hear later is drivers saying, 'oh I ran a red, but it's ok, there was no camera'. Real enforcement at all times by police is needed for these and turn signals. Also, many drivers have no idea how to activate their automatic headlights. I frequently see drivers in new model cars, with a brightly lit dashboard, that have no clue their taillights are not lit at night.

Fermor and Lagimodiere
Southbound Lagmodiere at Regent. West side curb lane continues through the intersection as well as merges into westbound Regent Traffic. The issue is eastbound traffic on Regent treat the southbound yield land onto Lag as a merge and don't notice the traffic in the west side curb land on southbound Lag. Traffic from southbound Lag frequently SPEED up to beat the traffic line.
Regent/Lag
Regent ave east bound at Lagimodiere. Arlington at portage ave left turn both directions on to portage ave. Needs left turn light. Some impatient drivers pass left turning driver on left side.
Regent and Lagimodiere
Regent ave. at Lagimodire
Merging from regent onto 59 north bound.
Lagimodiere and Warde, turning left, poor sight lines.
Cottonwood and Lagimodiere should have a set of lights and a crosswalk. Springs church should close the south entrance and just have the one!! Keep the bus loop going. Always accidents
Getting on to/or across Lagimodiere from Betournay or Cottonwood.
Lagimodiere and Nairn (Regent) Gateway and McLeod Henderson and McIvor Logan and Main
Regent and Lag
Fermor & Lagimodière
Lag and Fermor
Hwy 59 and Regent
Kenaston Blvd Regent & Lag Osborne & Pembina
Regent & Lagimodiere Blvd
Regent and Lagimodiere area
Perimeter highway west due to semi trucks not seeing my vehicle and trying to change lanes into me
Heading from west to east on on south perimeter merging onto round about to pembina hwy north
Perimeter to south bound 59. Bishop. Why isn't a proper cloverleaf in effect the room or land is there along with a record of serious accidents as a elevated bridge reduces visibility vehicles have to cross 2 lanes and merge into 90 km/h zone. Madnesss!!!!
South perimeter from highway 15 to highway 1. There is always speeding going on.
Several intersections along the perimeter highway, like at St. Vital Road, the junction at Pembina, or at Oak Bluff.
People stopping on an off ramp from the perimeter when there is a merge lane present
I tend to fear serious collisions most when merging onto the Perimeter Highway at Pembina Highway or vice versa.
South Perimeter and Bishop Grandin. Perimeter needs overpasses and Bishop Brandin needs better timing with their lights particularly the turning lights.

Off ramp from perimeter to Pembina might need a guard rail. The on ramp for traffic merging onto the perimeter from Pembina during peak driving makes me anxious, especially for newer inexperienced drivers.

Merging onto the south perimeter from St. Anne's Road. There is no merging lane. Most merges have one and it is dangerous when there isn't one. A driver expects there to always be a merging lane at an important intersection.

Express routes shortivbt changes

I can not enter a response

Question: As a cyclist, Is there a specific location or intersection where you feel particularly at risk of being in a serious collision?

Underpass on Osborne St south of 'Confusion Corner'
I can't think of one
Too many to mention. Try to stay on bike paths as I am cycling fo exercise.
There are not bike lanes from Whyte ridge to go north to Assiniboine park, to get to the bike corridors open on Sunday. Difficult to cross McGillivray into Fort Whyte. Difficult as driver of car and cyclist to turn left from McCreery Road onto McGillivray. Poor bike lanes in and around Whyte Ridge to link to Linden Woods and Bridgewater where there are bike lanes. Very poorly designed neighbourhood for cycling. Dangerous to attempt to cycle into downtown.
I always take residential roads because other major routes in Winnipeg are too terrifying for riding a bike.
I'm really happy with the new dedicated bike lanes but wish to see more of them throughout the city. Sharing the road with vehicles feels extremely unsafe.
Everywhere without cycling lanes
Shorehill and Bishop Grandin
I usually only cycle on trails.
The yield coming into Dakota from Bishop Grandin, I've almost been hit multiple times as people don't like to stop for me
Inkster Blvd and Brookside Blvd
Kenaston from Sterling Lyon south all bike lanes cease and require on road cycling next to 80 km traffic.
Any busy street without protected bike lanes
Any crossing on Portage Ave between St James St and the west perimeter
Most non-residential roadways
All along Talbot to get downtown from Elmwood
Anywhere without a bike path
any intersection is a high risk when I cycle
Corydon and route 90
I don't think there are any safe routes for cycling in winnipeg. I used to take my bike to work, I don't anymore. I would rather us the sidewalks through downtown.
confusion corner

Main Street at Assiniboine. That new pedestrian crossing is a pedestrian/cyclist death waiting to happen. The crossing should be on the NORTH side of the intersection -- free of west-turning northbound cars and south-turning east-bound cars (both of whom are focused on avoiding traffic which causes them to fail to notice the pedestrians/cyclists). Cyclists should be led to cross to the north side of Assiniboine at Fort where a) car volumes are low, and b) sightlines are clear. Having cyclists/pedestrians cross on the north side keeps them out of everyone's way and would also allow west-turning northbound cars to turn on the pedestrian signal. Furthermore, as it is currently designed, cyclists have to make a very sharp, right corner (on loose gravel because that patch still hasn't been paved) right next a bus stop on the East side of Main. The failure to complete that last step of the intersection design is a slap in the face to pedestrians/cyclists and is unsafe.

Westminster Avenue crossing Maryland and Sherbrook, particularly this summer with road and building construction in Maryland.

Crossing Osborne

Clarence at Pembina

Anywhere along Kenaston

Donald bridge. But I choose routes with less traffic... McMillan instead of Corydon, for example.

downtown and in the inner city that don't have protected bike lanes. St. Matthews - the bikes are not protected and are too small and not cleared much during the winter.

Portage and Arlington

Exchange District where bike lanes are on the left side of the street and cars make left turns in front of you. Also, Ellice and Sherbrook.

On Lagimodiere from Majinot to Dugald and down Dugald. That whole industrial area is not friendly for people who like to cycle to work. Further down Dugald there is a bike path but it is not consistent.

anytime I have to ride on the road- cars don't really watch to cyclists. I prefer to use the walking paths, but my route to work doesn't have one

Osborne Bridge (especially SB). Particularly as a cyclist, as there isn't really a bike lane and drivers get quite close to you and may not notice you when they are turning left and you are continuing straight. As a driver, I also feel nervous sharing the road.

I can't think of one

Lots of bad streets for cycling so I usually am on sidewalk.

The new cycle lane on Garry is pretty dangerous. Drivers don't seem to see the signage or frequently turn when cyclists have the right of way. Education/enforcement needed there

Right turns. People don't look for pedestrians or cyclists on right side. They only look at traffic. People would rather hit a person than a car.

Henderson hwy

I tend to cycle on dedicated bike paths only and have been taking advantage of the new Empress and St Matthews bike lanes. However I do think that the bike lane on St Matthews should be extended past empress. There are markings on the road; but those don't do much considering the lane isn't actually any wider and there's no divider. If the dedicated lane ran all the way to Sherbrooke/Maryland that would allow for connection to downtown safely.
Norwood Bridges
On st Mary's road, when trying to cross st Mary's or st. Anne's between their junction and fermor. Cars drive quickly and don't always give enough room.
The Osborne underpass
Crossing hwy 59 @ southbound reenders dr, crossing hwy 59 @ chief peguis trail. There is no safe way to travel to and from the NE quadrant on the city.
Grassie between Plessis and residential area
Regent & Lag
Bridges where the bike lane disappears such as Pembina over Bishop.
Portage at briadway
Henderson
Stanford and Corydon
Travelling on St Mary's Avenue between St vital and downtown. Also Osborne from jubilee to the village.
No bike lanes in ness or portage
Portage. Assiniboine and Main.
I can't think of one
All intersectionspose a risk for cyclists
Vehicles turning right across bike lanes Mcdermot and Bannatyne, rarely yield and look for cyclists. Dangerous transitions on and off Norwood bridge - unclear merger back into traffic. Westbound from downtown to perimeter poor options...parked cars on portage avenue very dangerous for dooring. Motorists have not adopted the 'Dutch reach'.
Vehicle speeds on Youville too high.
Confusion corner O station bike path
Henderson Hwy
River Avenue and Donald
Sharing the road with cars on any street
St Mary's Rd. All of it.
Biking anywhere along Roblin always feels like a risk I'd rather not take. Cars tend to pass pretty close because there's really not room for two cars and a cyclist. That tends to be true along almost all highly trafficked 2 lane roads (Ness between st. James and moray, Grant, etc)
St. Mary's Rd and Bishop Grandin Blvd
Ness and Parkhill
Portage avenue

Wolseley at Maryland. Osborne street and the underpass at confusion corner and the whole of south Osborne should have a separated bike lane. The bike path isn't passable except for an experienced mountain biker
Westminster/Balmoral in West Broadway
Sherbrook. Even with the bike lanes, I am concerned that a car turning right will not shoulder check and will hit me.
Confusion corner -- very difficult, especially turning onto Donald
Non-bike routes
Jubilee. where the bike lane is on the side walk but then ends at Riverside.
St Mary's Road
Archibald
Main Street
Crossing Main Street
At the intersection of Sherbrook and Broadway, when the bike lane continues forward, while a right turning lane opens
Portage ave has no bike lane
On the Bishop Grandin greenway in front of Home Depot. Drivers expect cyclists to stop and dismount to cross the road but in reality that isn't practical for cyclists. They shouldn't have to stop, there should be a yield sign for motorists to yield to cyclists and pedestrians, especially since it is near impossible to see if there's a car coming there when you are on your bike.
Any road in a non-residential area that does not have dedicated bike paths is a big risk to cyclists. Specifically, crossing the Osborne street bridge is very dangerous to cyclists, or any area of Pembina highway where cycle paths are nothing more than paint and perhaps a few pylons. I also occasionally see people cycling on Portage avenue which is extremely dangerous to them.
Crossing Main St at Assiniboine to access The Forks or vice versa. The Assiniboine bikeway is fantastic, but the bike/pedestrian crossing across Main St seems confusing to drivers as they consistently go through that red light to continue north on Main, merge right to go south on Main from Assiniboine without looking for cyclists/peds, or proceed through the intersection to turn left from northbound Main onto Assiniboine, disregarding the traffic signals and people crossing. Additionally it's hazardous once you cross - it's unclear where a cyclist is to go - if turning right to access Fort Gibraltar Way through The Forks, cyclists have to go on the sidewalk at the bus stop - major active transport traffic jam.
Park Boulevard and Wellington Cres
everywhere
many!!
More cyclist lanes in north and west trans one.
Regent and Lagimodiere is like a shooting gallery
Underpass on Portage near Polo Park

Cycling north through confusion corner on Osborne. We need a bike lane. We end up on the sidewalk which is also unsafe.
Windermere at Daniel
Osborne at the intersection of the new rapid transit pathway
Anywhere where cycle paths and roads for cars are shared.
most of them
Westminster/Balmoral - the entire length
Silver at Route 90. Wellington Eastbound turning onto the bridge
Anywhere on McPhillips Street.
Regent/Lagimodiere
Any major road
Regent onto 59 north bound.
I can't think of one
Academy between harrow and bridge
Any stretch of portage without a bike path
My experiences trying to cycle on Nairn Avenue have been nothing shy of nightmarish. Motorists disregard the injunction to share the road with cyclists everywhere it appears in Winnipeg, but on Nairn they are especially inconsiderate.
Main and Higgins
All of St Mary's rd. -Main and Assiniboine crosswalk (Traffic turning right onto main at Assiniboine frequently cross pedestrian and cycle corridor when not allowed) -osborne underpass. -nassau bike lanes north and south of corydon are left uncleared in winter forcing cyclists to travel into opposing traffic lane that has been cleared
1. Bike lane merge on Sherbrook at Broadway. 2. Bike lane on Sherbrook at Portage Intersection with cars needing to cross bike lane due to parked cars in right curb lane of Sherbrook at Portage. 3. No bike lane on Southbound Maryland from Nortre Dame to Maryland Street Bridge. 4. The Short section of protected bike Lane on Sherbrook at Cumberland is awesome!
I usually try to use bike lanes when cycling, but any place where bike lanes end or get disconnected tend to feel less safe. Crossing bridges (eg. Maryland bridge, Osborne bridge) also are difficult. And biking on major roadways (eg. Portage Ave., Pembina Hwy.) is difficult with higher-speed traffic and in places where there are no protected bike lanes. St.James / Polo Park area is also very difficult to bike in safely.
I only cycle in my neighbourhood
Downtown construction areas
As a cyclist I feel unsafe at any road intersection unless I'm on a specific bike path.
Osborne St through the village and south through South Osborne (unsafe to get from our place on Wellington to Fort Rouge Leisure Centre even though it's a short bike ride)
pembina and many of the entrances and exits along the road
McGillivray and Brady
All along main St. It is virtually impossible to travel on and make any turn without risking my safety.

The McDermott bike lane near HSC drivers are not used to the two way lane. Often turn right without looking both ways.
Anytime I'm not on a cycle path. Cars always zip past, too close to comfort... usually an arm's length.
Pembina hwy
Corridon, Broadway, Osborn
Busy streets such as Portage or Main. Basically any high traffic areas that don't have a separated bike lane/path
There is no path from North Main to downtown - riding in the bus lane is a death wish
Northbound Sherbrook at approaching Broadway, where cars turning right cut through the bike lane.
If I am riding on a 'normal' road (e.g. Corydon, Tuxedo) I am constantly afraid. I ride as if every car is going to kill me. I will go to great lengths to ride on roads like Grosvenor, or Wellington. I will actually take the sidewalk rather than ride on some roads, but I stop my bike for pedestrians. Luckily (??? Climate change isn't *real*) Winnipeggers in my neighbourhood almost all drive, so I don't see many pedestrians. I have been a cyclist in Winnipeg for 30 years, and I find it is much harder to be a cycle commuter now than it used to be.
Sherbrook north of Portage when cycling; Wolseley at Sherbrook and Maryland both when cycling.
Anywhere on Leila or McPhillips. There are no bike paths in Garden City or West Kildonan (other than Scotia on Sundays). I would ride my bike more if there were paths in my area that were safer.
Inkster and McPhillips
Portage Ave, Ness Ave,
St. Mary's, St. Anne's, Main St, Portage Ave,
There should be a left hand turning light heading south on Osborne at Brandon Street. There should be a left turn light heading south at crazy corners turning onto Donald Street. There should be a left turn light heading north on Osborne at River Road. There should be a left turn light heading west on Stafford at Grant. There should be a left turn light heading north on St Mary's Rd just before Red Top restaurant
Dublin/St. James area Logan Arlington Redwood bridge Henderson/Hespeller Henderson where there are ditches and a gravel shoulder
near Portage and Main, West End, and the Osbourn bridge.
The bicycle crossing by the University Crescent near the bus stop of Pembina South. To be specific where 75 bus no. Comes.
Broadway to Osborne no cycling lane
Pembina at University Crescent, Lakewood Blvd at Brook Haven (crosswalk in a school zone, merging lane at the same 4-way at Vermilion only 100ft away that nobody understands), Pembina and McGuivary
Portage and Main
Moray and Portage I cross on the sidewalk

Osborne and Roslyn... turning from southbound Osborne left to Roslyn. Bike route stops at bridge. No option

Online Survey Results_V2.0.pdf

Question: As a pedestrian, Is there a specific location or intersection where you feel particularly at risk of being in a serious collision?

Sherbrook and McDermot Osborne and Walker (crosswalk) Osborne and Morley Portage and Memorial/Isabel
Donald and St Mary
Broadway and Donald, Broadway and Main Street, McGillivray and Scurfield and at Fort Whyte.
Kenaston at Corydon and at Grant
On Pembina, in front of Fort Garry Library - drivers and cyclists do not respect red light (we almost got run over more than once)
I can't think of one
Elesmere at St Mary's
Almost all of the stop signs and entrances/exits down St. Mary's. If you walk from Britannica to Meadowood the amount of cars that poke out and block the sidewalk while not looking for pedestrians is crazy.
Almost all as people don't pay attention and lot of people are not aware that the lights are sensor and if u don't push the walk button u will not have enough time. I see it all the time. People have to be educated to push the button to engage the timer count down
Intersections on donald at river and stradbrook, especially crossing donald at river where the cars are turning left
Cavalier Drive at Hamilton Ave with double lanes
Anywhere on portage avenue from roughly Sherbrook to Fort.
Anytime I walk anywhere, I am extremely careful of where I walk.
Portage and Main
Main and Jefferson
McDermott at Rorie. Cars absolutely do not care if there are pedestrians on the road.
Henderson and Chief Peguis
Academy Road. (Parked cars block motorist's view of pedestrians)
Anywhere you have to cross over traffic
Main at Broadway. It's a huge intersection full of cars that are turning. a) there should be a larger island and a half signal at the middle of the intersection so pedestrians can do it in two parts OR the intersection should be changed to a scramble, so that ALL cars stop and ALL pedestrians cross instead of trying to mix walking pedestrians with turning cars.
Crossing Portage Avenue at Arlington
Main & Broadway
Clarence at Pembina
No. I watch where I'm going. I don't dart out assuming I have the right of way. I make eye contact with drivers before leaving the side walk.
Portage and Arlington
Portage and Arlington

Portage & Main.
The cross walk on Marion at Youville is very dangerous. Cars move too fast to stop in time and you don't start walking right away drivers act like no one is crossing and keep driving. You risk getting hit by a car or never getting to cross.
same
Henderson hwy ped cross walks and mcLeod
Kenny and st Mary's road after 11 pm
Mainly if there's a merge lane onto a major artery cars seldom stop for pedestrians so there's a lot of collision like st. Mary's and bishop grandin.
I can't think of one
Most areas of the city. Despite signage and raised pavement as well as other attempts at regulating traffic flow there continues to be a 'rush' culture in this city. People driving vehicles will rarely make a point of giving a pedestrian or a cyclist priority at a yield or crosswalk.
Every pedestrian corridor
Stapton & Regent
Roslyn and Osborne. Many people just walk across when they don't have the signal or not enough time to cross.
Portage at st james
Henderson
Would this be an appropriate place to say open Portage and Main?
The intersection of Pembina and Bishop
Again, I walk on Bike paths and use crosswalks, where there is no sidewalks I walk facing traffic
I find even at marked Pedestrian crosswalks, I must be vigilant and careful as vehicles do not always stop and carry on through a cross walk!!!
Crossing Main street at Assiniboine Avenue or Broadway. Turning cars are often impatient or do not yield for you.
Crossing any of the streets along St Matthew's Ave; drivers are frequently speeding and ignore the cross walks, like the school one at Banning. Drivers also speed regularly on the small residential streets between Ellice and Portage in St Matthew's.
Osborne village
Corydon at wilton -construction Corydon at harrow- construction
I can't think of one
Ness and Moray.
Osborne n Mulvey
Any neighbourhood without side walks. Eg River Pointe. I feel strongly that city code must require sidewalks. In particular, youville south of Carriere, very high traffic speeds and no sidewalks.
Route 90 entry going south at Portage Ave
Anywhere near HSC or in the north end
I can't think of one

Dakota at the South St. Vital trail
Portage and Westwood
Furby at Broadway (south side). Wolseley at Maryland. Anywhere with no sidewalk or where the sidewalk is blocked for construction.
Crossing Salter at and around Manitoba
Rue St. Joseph and Provencher
In places where there is no sidewalk
Portage at Waterfront
I can't think of one
Corner of Nassau and Stradbrook -- I've nearly been hit there twice as a pedestrian by cars who don't wait for me to cross on the pedestrian light because they're hurrying to make the turn onto Stradbrook -- this is especially bad in winter when the cars can't stop quickly and slide through!!
Cavalier Drive at the parking lot entrance approximately 150m north of Portage Ave (a strip mall dollarama to the west and safeway to the East)
The pedestrian corridor at Provencher and Langevin is on the wrong side of the street. There is no side walk on the west side of Langevin (south of provencher) so to get from the north side of provencher to the park you have to cross several streets. The pedestrian corridor should be on the east side of the intersection, or there should be a side walk on both sides of Langevin.
Portage and Wall
North Drive just before SJR, many don't really stop at the stop sign or sidewalk, the roll past the sidewalk to see the intersection.
william and isabel
Sorry- this should have been where I put my answer previously provided for 'drive'. The answer is main st and broadway
Kimberly and gateway, all directions
I can't think of one
Portage Avenue
Intersection of Portage Avenue and Ronald street.
Same as last question
Any time a pedestrian crosses at a button-activated crosswalk there is a risk that a driver may not notice, or ignore, the flashing lights of the crosswalk. This is especially the case on busy, high speed roads like Sargent avenue.
Apologies - pls refer to my previous answer (crossing Main @ Broadway on the north side of the intersection, contending w/ northbound turning drivers from Broadway). As a driver, I cannot think of unsafe parts of the commute.
Osborne and Donald (confusion corner)
Main street and Broadway
Confusion Corner
Anything near portage and main
York at Carlton

Left turn from Henderson onto Johnson, no turn light.
Dalhousie Dr and Radcliffe Rd
Downtown
Henderson and Johnson
The side streets of east kildonan
All of Nairn feels unsafe as a pedestrian. The sidewalk is too narrow. It feels way too close to the traffic and the traffic is almost always very busy. Compared to walking down Portage avenue, Nairn feels much less safe.
Anywhere i have to cross main street.
Windermere at Daniel
River ave at Donald. It is green light for me on the south side of the intersection, but the cars try to turn to Donald and they do not see me or do not let me cross. There needs to be a turning light for them
Cars often illegally turn left from St Mary's onto Assiniboine which is dangerous as a pedestrian since cars take the corner doing 60 when they shouldn't be turning at all. The Exchange is also bad for pedestrians since construction it makes people walk in the streets. The crossing at Rorie isn't marked well enough and cars rarely stop for people or nearly do. I've personally witnessed 3 people hit there from cars.
Ferry Road at Portage Ave and Mount Royal at Portage Ave
There are a couple of crosswalks on pembina past bishop where the lights don't seem to register to drivers. putting them at sight lines of drivers would increase their chances of being seen.
Stafford Street - speed limit is too fast considering road proximity to sidewalk.
There is a path that leads from Omands Park, it crosses over the Assiniboine River, has active rail road tracks along side it and brings you to Wellington Crescent. Every time I walk across there are people on their bikes that do not dismount their bikes. There are signs but they could be placed in a more visible area and maybe bigger signs will help with visibility. I would just hate someone get clipped by someone riding by.
Whenever I walk I am cautious of all intersections. As it often is not the intersection. But depends on the drivers. Some drivers speed and others don't stop at stop signs or check for pedestrians
portage at westwood, heading south on westwood in the crosswalk on the west side. Cars turning left at that intersection often don't see pedestrians.
Empress and St Matthews
Arlington at portage crossing portage left turning drivers on to portage east bound may hit pedestrians.
Pedestrian crosswalk on Plessis north of Regent Ave.
Bunn's Creek crosswalk on Henderson
Anywhere without good sidewalks
Killarney at Pembina crossing from 7-11 to sobeys
I can't think of one
You have to be very careful crossing at a pedestrian crosswalk, because cars don't always stop, even when the driver see's you.

Corner of Main St and Redwood...pedestrian 'island' on east corner has no curb, and leaves pedestrians vulnerable to any vehicle that may suddenly swerve.
Henderson and Mclvor
Portage and Main. Don't get me started on how suburbanites who don't even come downtown got to decide that I should have to walk an extra 3 blocks to cross. Aarrgh!
Grant & Kenaston
Garwood at Harrow. Traffic does not stop for pedestrians going to the park.
Crossing Academy Road on any of the side streets without traffic signals
Main St around Inkster and Matheson area, not enough crosswalks.
Not really afraid of getting hit by a car as much as getting clocked by another person.
Portage avenue and Erin Street
Crossing pembina @ plaza
Osborne/Morley
People are constantly biking on the sidewalk on Taylor because of construction
Grant and roblin. It is a terrible interesection for pedestrians. Corydon and Kenaston, I'm always afraid crossing east west that cars turning right won't see me, likewise Kenaston and academy.
Going to Madison square travelling southbound on route 90. It's not a direct route there for pedestrians, have to take a detour so we cut across which isn't safe
crossing St Mathews at Banning
Burrows and Keewatin Four way stops at adsum and mandalay.
regent and Plessis because people don't pay attention and yield.
Cottonwood rd onto Lag Blvd Merging onto perimeter from Pembina (headed east on P) Merging onto perimeter from Fermor (heading north on P)
The entire regent strip Dublin/St James
Westminster and Maryland
Empress and Maroons the new bike light path. someone is going to get killed. If this is a test it's failed. I go that way every single day. no right turn out of the chapters parking lot will funnel traffic into Home Depot adding more congestion and road / driver anxiety. Share the road with bikes don't creat bike roads.
any small residential street going on to a major roadway. nairne and portage are the worst.
main/Inkster
Lagimodière & fermor Portage & main
lagimoderia avenue
Vehicle turning right turn from Broadway to Osborne are not paying attention to the pedestrians
Osborne and Morley!!!!
Pembina at university crescent, Lakewood blvd at brook haven (crosswalk in a school zone, merging lane at the same 4-way at vermilion only 100ft away that nobody understands), pembina and mcguilvary
University Cresent

Notre Dame at Arlington
Portage and St. Mary's/Spence, there's sort of two roads, cars have almost not stopped or have honked turning right off of Portage because they think they have the right of way there (they don't). Broadway & Furby pedestrian crossing, seen so many cars blow passed or nearly. Any time construction blocks off sidewalks, especially without notice, you either have to turn back a block or chance it walking on the road.
I think the spot I've been almost run over the most in at Portage and Berry. Crossing Portage during the pedestrian signal and having people turn off Berry onto East bound Portage and just about hit me. It's happened 4 or 5 times at that location and in broad daylight.
I find the crossing at Main and Assiniboine pretty frightening. It's hard to get across it in one pedestrian cycle. I'd love like, a pedestrian overpass in that region. I also find it hard to get across in one pedestrian cycle from St Mary's southbound, and then to Marion. I often end up waiting between St Marys and Goulet along with all the other slow walkers. It doesn't feel quite as unsafe as the Main Street side. I was almost hit by a car crossing Ellice and Victor, I think it was. They were going too fast in the residential neighborhood. People often speed down Jubilee at night when there's less traffic, and it's a highly residential street even if arterial. I do not like crossing from south to north Jubilee near the overpass, or crossing from Jubilee over Pembina Highway, I feel like even if the pedestrian crossway is lit up, people often whip around the overpass and there isn't a lot of time to see someone crossing Pembina Highway. They show up surprisingly fast. Even though there's a crosswalk there with lights I often end up waiting in the middle because some vehicles won't let me cross all the way. It's really just the night where it is really concerning to me though, because there's less visibility. The approach people take on the overpass is just quite fast, so I usually walk to a more controlled intersection instead of crossing there.
The crosswalk in front of the Jonathan Toews hockey centre.
queen Elizabeth at st Mary's. light is way too short to cross safely
Portage and Edmonton
Bishop Grandin and st Mary's or st Anne's
portage @ mount royal has an unusually high amount of serious accidents given how little traffic uses either side of mount royal
crossing portage ave.
Watt and Talbot across from the 7-11 is a bad one and has had many collisions involving pedestrians and vehicles and although the crosswalk was moved back from the corner it has not helped much.
Crosswalk on Academy road and Queenston. Several times during the years been almost run over (while crossing on the green light)by drivers who tried to drive fast through the light without considering the pedestrian.
I live, walk, and work in a mainly residential area. The most dangerous thing for me is cyclists - either because they are on the sidewalks and dangerous to me as a pedestrian, or because they are coming off sidewalks (instead of roads) at intersections when cars aren't expecting to see them.

Booth Drive and the entrance to the Grace Hospital (Pearl McGonigal Way) There is a walkway but it is rarely observed! Drivers also DO NOT follow the school zone in this area... the speed limit needs to be decrease at all times due to the curve in the road and the in ability to see on coming traffic!

I can't think of one

The intersection of Wellington Cres and Gertrude is unsafe to cross. Cars traveling towards downtown on the Crescent do not consider it a right turn onto Gertrude. They do not signal their intention, generally speed up, using Gertrude as an exit ramp. Walkers have to stop and give drivers the right of way as they cross Gertrude to continue along Wellington, or risk getting run over.

Marion unto Goulet pedestrian crossing

I'm in a wheelchair so I honestly don't walk a lot. Not saying that to be funny, I just don't tend to get around by walking although I will be now for the rest of the summer so I'll pay attention to safety while I'm out. My biggest problem is sidewalks where I'm not able to easily or safely able to transition. Sometimes I take the street for a stretch just to find the next hopefully safe sidewalk I can get onto

Every intersection. Particularly on major streets like Osborne, portage, etc

Lots of holes and bumps all over the city. Costs money to fix car

Appendix B – Online Engagement Survey & Mapping Tool Results

Winnipeg Road Safety Strategic Action Plan

Engage Winnipeg

Road Safety Public Attitudes and Experiences Questionnaire

We want to hear from you about your perception and experience as a road user (pedestrian, cyclist or motorist) in Winnipeg and learn more about how and what road safety improvements can be made.

This survey has been optimized to be completed on mobile phones and will take you 10 to 15 minutes to complete.

Introduction

Before we begin, we want to know a little bit about you.

Which category best describes your age?

(Choose any one option) (Required)

- ☐ 18-24
- ☐ 25-34
- ☐ 35-54
- ☐ 55-60
- ☐ 60+

Please indicate your gender:

(Choose any one option) (Required)

- ☐ Male
- ☐ Female
- ☐ Other

Please provide the first three digits of your postal code in the space below. This is to make sure we are hearing from people living in all areas of Winnipeg.

(Required)

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Modes of Transportation

We'd like to know a little about how you get around Winnipeg on a regular basis.

Thinking first about all the ways you travel **in winter**, please indicate how often you use each mode of transport.

(Required)

Questions	Never	Sometimes	Most of the Time	Always
As a pedestrian (or by wheelchair or scooter)				
By bike				
By bus (including Transit Plus)				
By vehicle as a passenger				
By vehicle as a driver				

Thinking first about all the ways you travel **in summer**, please indicate how often you use each mode of transport.

(Required)

Questions	Never	Sometimes	Most of the Time	Always
As a pedestrian (or by wheelchair or scooter)				
By bike				
By bus (including Transit Plus)				
By vehicle as a passenger				
By vehicle as a driver				

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Road Safety Perceptions

Many things could be on your mind when you head out onto the road. Please rank the following in order of importance (1 being the most important).

(Rank each option) (Required)

- _____ Reaching your destination safely
- _____ Reaching your destination quickly
- _____ Avoiding traffic jams
- _____ Avoiding construction
- _____ Taking the scenic or more pleasurable route

Thinking about the last five years or so, do you think the number of serious injuries and deaths from road collisions in Winnipeg has...

(Choose any one option) (Required)

- ☐ Increased a lot
- ☐ Increased a little
- ☐ Stayed about the same
- ☐ Decreased a little
- ☐ Decreased a lot

Which of the following statements best describes your view on road collisions?

(Choose any one option) (Required)

- ☐ All serious injuries and deaths from road collisions are preventable.
- ☐ Most serious injuries and deaths from road collisions are preventable.
- ☐ A few serious injuries and deaths from road collision are preventable.
- ☐ No serious injuries and deaths from road collisions are preventable.

Many cities have set a long-term goal of zero injuries and deaths from road collisions. How likely or unlikely is it that Winnipeg could meet such a goal?

(Choose any one option) (Required)

- ☐ Extremely unlikely
- ☐ Unlikely
- ☐ Somewhat unlikely
- ☐ Somewhat likely
- ☐ Likely
- ☐ Extremely likely

What do you feel has the biggest influence on making roads safer? (**Please select your top three**):

(Choose any 3 options) (Required)

- ☐ Political leadership
- ☐ Driver training
- ☐ Road maintenance
- ☐ Road design
- ☐ Legislation, rules, and enforcement

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- ☐ Legislation, rules, and enforcement
- ☐ Road safety awareness campaigns
- ☐ Vehicles themselves – new technology, maintenance, design, etc.
- ☐ Other (please describe)

How safe do you think roads in Winnipeg are for...?

Questions	Very safe	Somewhat safe	Somewhat unsafe	Very unsafe
Pedestrians				
Cyclists				
Drivers				
Motorcycle riders				

How safe do you think roads in Winnipeg are for the following demographics when they are not travelling in a car or bus?

(Required)

Questions	Very safe	Somewhat safe	Somewhat unsafe	Very unsafe
Children				
The elderly				
People with disabilities such as impaired vision or limited mobility				

Experiences with Road Safety

Which of the following road user (driver, pedestrian, or cyclist) **behaviours** do you think most commonly contribute to road collisions? (select your top three).

(Choose any 3 options) (Required)

- ☐ Following too closely
- ☐ Turning improperly
- ☐ Exceeding speed limit
- ☐ Driving too fast for conditions
- ☐ Unsafe operating speed (Too fast or too slow)
- ☐ Changing lanes improperly
- ☐ Fail to yield right-of-way
- ☐ Passing improperly
- ☐ Disobey traffic control device/officer
- ☐ Driving wrong way on roadway
- ☐ Passing a vehicle at a pedestrian crosswalk
- ☐ Backing up unsafely
- ☐ Parking improperly
- ☐ Careless driving
- ☐ Lost control / drive off road
- ☐ Driverless vehicle ran out of control
- ☐ Leaving a stop sign before safe to do so
- ☐ Failed to signal

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- ☐ Taking avoiding action
- ☐ Driver inexperience
- ☐ Pedestrian error/confusion
- ☐ I do not think road user behaviour contributes to collisions

Which of the following road user (driver, pedestrian, or cyclist) **conditions** do you think most commonly contribute to road collisions? (select your top three)

(Choose any 3 options) (Required)

- ☐ Loss of consciousness / blackout prior to collision
- ☐ Extreme fatigue / fell asleep
- ☐ Defective eyesight
- ☐ Defective hearing
- ☐ Medical disability
- ☐ Physical disability
- ☐ Mental disability
- ☐ Mental confusion / inability to remember
- ☐ Sudden illness
- ☐ Ability impaired by alcohol
- ☐ Ability impaired by drugs
- ☐ Has been drinking / suspected alcohol use
- ☐ Distraction / inattention
- ☐ Exceed hours of service (commercial drivers only)
- ☐ I do not think road user condition contributes to collisions

Which of the following **environmental factors** do you think most commonly contribute to road collisions? (select your top three)

(Choose any 3 options) (Required)

- ☐ Wild animal action
- ☐ Domestic animal action
- ☐ Slippery road surface
- ☐ Snow drift
- ☐ Obstruction / debris on roadway
- ☐ View obstructed / limited
- ☐ Glare / reflection
- ☐ Construction zone
- ☐ Defective driving surface (e.g., potholes)
- ☐ Shoulders defective
- ☐ Inadequate lane markings
- ☐ Defective / inoperative traffic control device
- ☐ Weather
- ☐ Pedestrian corridor in use
- ☐ Uninvolved vehicle
- ☐ Uninvolved pedestrian
- ☐ Presence of prior accident
- ☐ I do not think environmental factors contribute to collisions

Which of the following **vehicle mechanical conditions** do you think most commonly contribute to road collisions? (select your top three)

(Choose any 3 options) (Required)

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- ☐ Defective brakes
- ☐ Defective steering
- ☐ Defective headlights
- ☐ Defective brake lights
- ☐ Defective lighting (unspecified)
- ☐ Defective engine controls / drive train
- ☐ Defective suspension / wheels
- ☐ Defective tires
- ☐ Tow hitch / yoke defective
- ☐ Defective exhaust system
- ☐ Hood / tailgate / door / covering opened
- ☐ Defective glazing (obscured windows)
- ☐ Vehicle modifications
- ☐ Vehicle fire
- ☐ Vehicle overloaded / oversized
- ☐ Load shifted / spilled
- ☐ Jack-knife / trailer swing
- ☐ Hydroplaning tires
- ☐ I do not think mechanical conditions contribute to collisions

Now we'd like you to think about speed limits. For each of the following, please tell us if it is a major safety risk, a minor safety risk, or not a safety risk.

Speed limits higher than...

(Required)

Questions	Major safety risk	Minor safety risk	Not a safety risk
30 km/hour on residential streets			
30 km/hour in a school zone			
40 km per hour on residential streets			
40 km per hour in a school zone			
50 km per hour on residential streets			
50 km per hour in a school zone			
60 km/hour on arterial roads like Pembina Highway or Main Street			
70 km/hour on arterial roads like Kenaston Boulevard			
80 km per hour on expressways like Bishop Grandin Boulevard			

Final Advice

For each of the following options, please indicate how effective you think the option would be in reducing the number of major injuries and deaths due to road collisions in Winnipeg?

(Required)

Questions	Very effective	Somewhat effective	Somewhat ineffective	Very ineffective
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Winnipeg Road Safety Strategic Action Plan

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Increased enforcement				
Investment in road infrastructure improvements				
Expansion of the active transportation network				
Lower speed limits in residential areas				
Lower speed limits on major streets				
Increased number of pedestrian crossings				
Public awareness campaigns on road safety issues				
Increased road safety education within schools				
Increased driver training				
Introduction of driver license testing after a certain age				
Investment in public transit				

Are there any other options you can think of that may be effective in reducing the number of major injuries or deaths due to road collisions in Winnipeg?

Is there anything else you'd like to tell us – about this survey or about road safety in general?

Demographics

Please tell us about yourself. Your answers to these questions are not required, but will help us in determining which segments of Winnipeg's population we are hearing from so we can improve engagement in the future.

What is the highest level of education you have obtained?

(Choose any one option) (Required)

- ☐ Less than high school
- ☐ High school graduate
- ☐ Some college or university
- ☐ College or university graduate
- ☐ Postgraduate degree
- ☐ Prefer not to answer

Winnipeg Road Safety Strategic Action Plan

Engage Winnipeg

Do you identify as an Indigenous person? By this we mean a First Nations (status or non-status), Métis or Inuit person.

(Choose any one option) (Required)

- ☐ No, not Indigenous
- ☐ Yes, First Nations
- ☐ Yes, Métis
- ☐ Yes, Inuit
- ☐ Yes, multiple Indigenous identities
- ☐ Prefer not to answer

How long have you lived in Winnipeg?

(Choose any one option) (Required)

- ☐ Less than five years
- ☐ Five to ten years
- ☐ 11 to 20 years
- ☐ 20+ years
- ☐ All my life
- ☐ I don't live in Winnipeg

Answer this question only if you have not chosen All my life for How long have you lived in Winnipeg?

Before living in Winnipeg, were you living in a rural area?

(Choose any one option) (Required)

- ☐ Yes
- ☐ No

Answer this question only if you have not chosen All my life for How long have you lived in Winnipeg?

And before you were in Winnipeg, were you living outside of Canada?

(Choose any one option) (Required)

- ☐ Yes
- ☐ No

Which of the following categories best describes your family income? That is, the total income before taxes of everyone in your household?

(Choose any one option) (Required)

- ☐ Under \$30,000
- ☐ \$30,000 to \$49,999
- ☐ \$50,000 to \$79,999
- ☐ \$80,000 to \$99,999
- ☐ \$100,000 to \$149,999
- ☐ Over \$150,000
- ☐ Unsure/Prefer not to answer

In what year were you born?

(Required)

How long have you been a licensed driver in Manitoba (or any other Canadian province)?

(Choose any one option) (Required)

- ☐ Less than one year
- ☐ 1 to 5 years
- ☐ 6 to 10 years
- ☐ 11 to 20 years

Winnipeg Road Safety Strategic Action Plan

Engage Winnipeg

- ☐ More than 20 years
- ☐ I do not currently have a valid driver's license in Canada

Do you have a disability?

(Choose any one option) (Required)

- ☐ Yes, I use a wheelchair or have mobility issues
- ☐ Yes, a hearing impairment
- ☐ Yes, a visual impairment
- ☐ No, I don't have a disability
- ☐ Yes, another kind of disability (please specify if you wish)

Do you have children aged 12 or under in your home?

(Choose any one option) (Required)

- ☐ Yes
- ☐ No

Road Safety Public Attitudes and Experiences Questionnaire

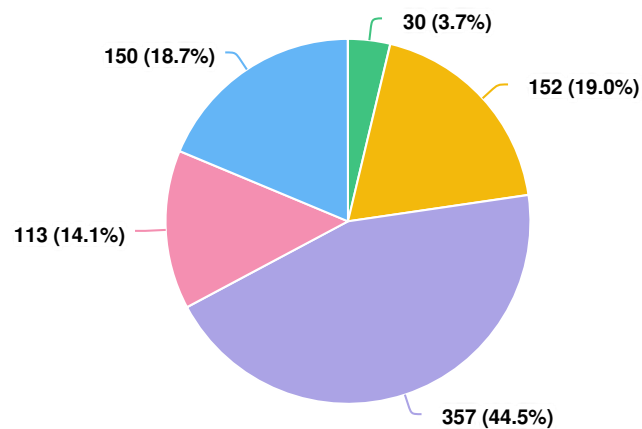
SURVEY RESPONSE REPORT

17 October 2019 - 30 September 2020

PROJECT NAME:

Winnipeg Road Safety Strategic Action Plan

Q1 Which category best describes your age?



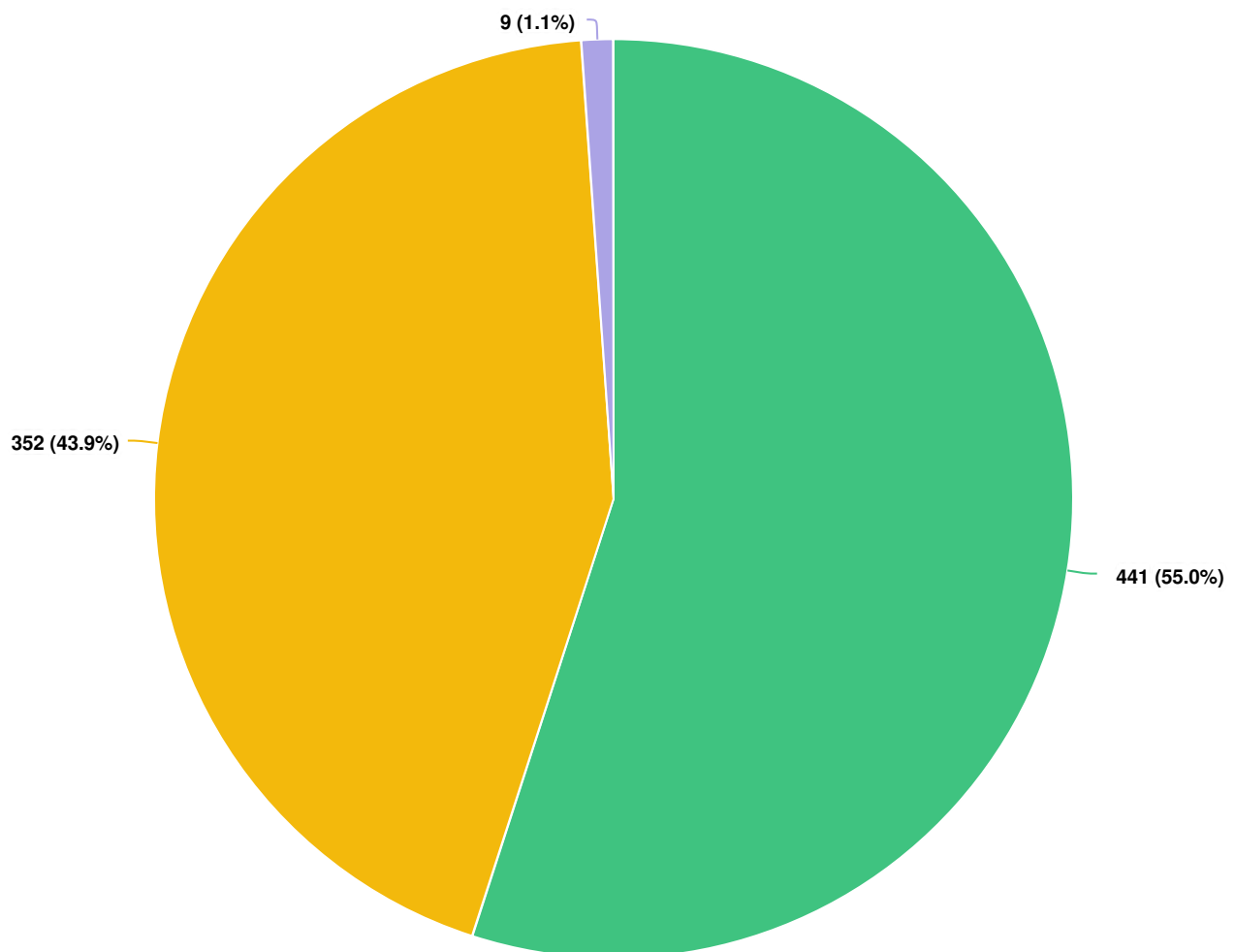
Question options

☐ 18-24 ☐ 25-34 ☐ 35-54 ☐ 55-60 ☐ 60+

Mandatory Question (803 response(s))

Question type: Radio Button Question

Q2 Please indicate your gender:



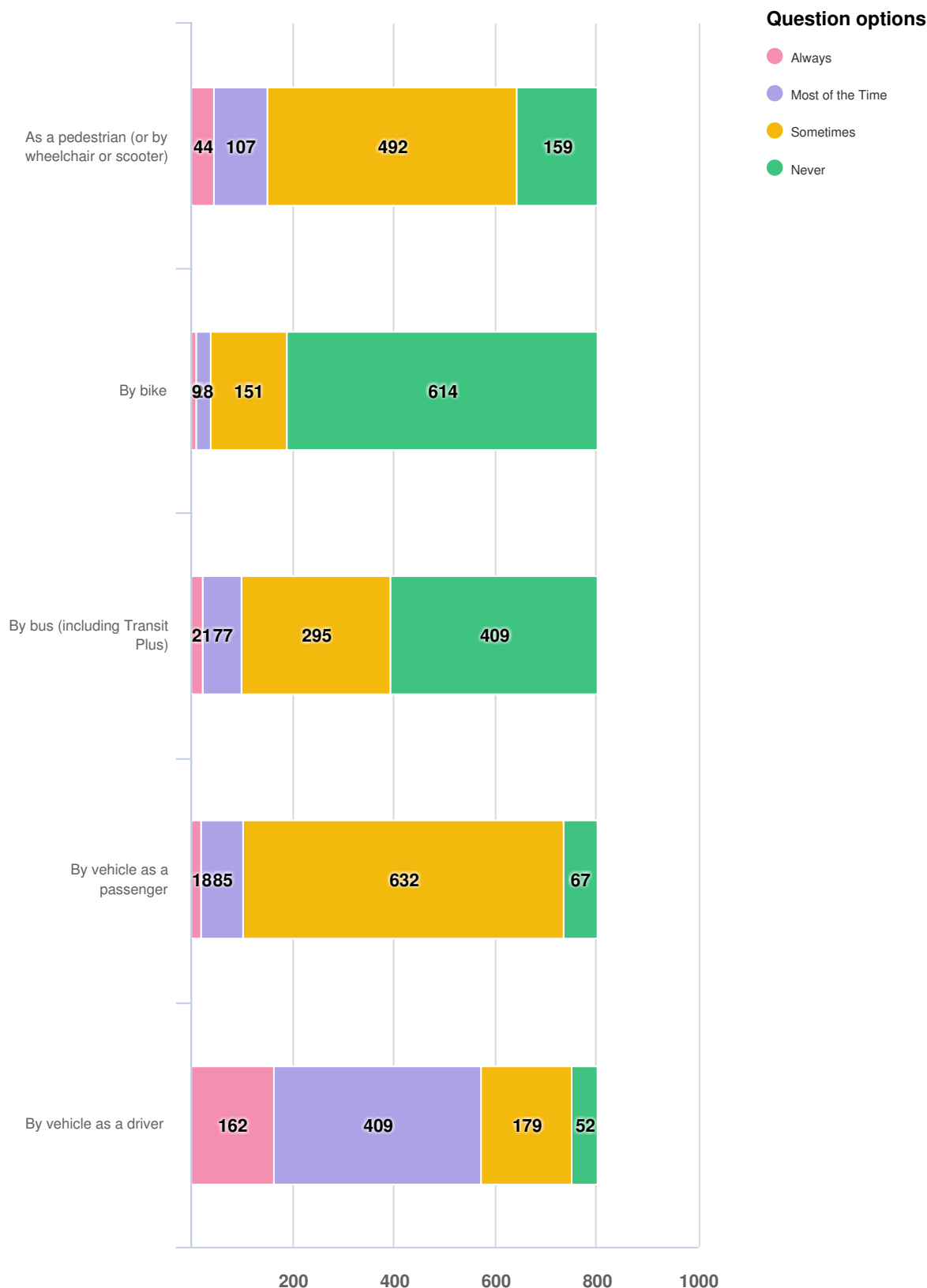
Question options

☒ Male ☐ Female ☐ Other

Mandatory Question (803 response(s))

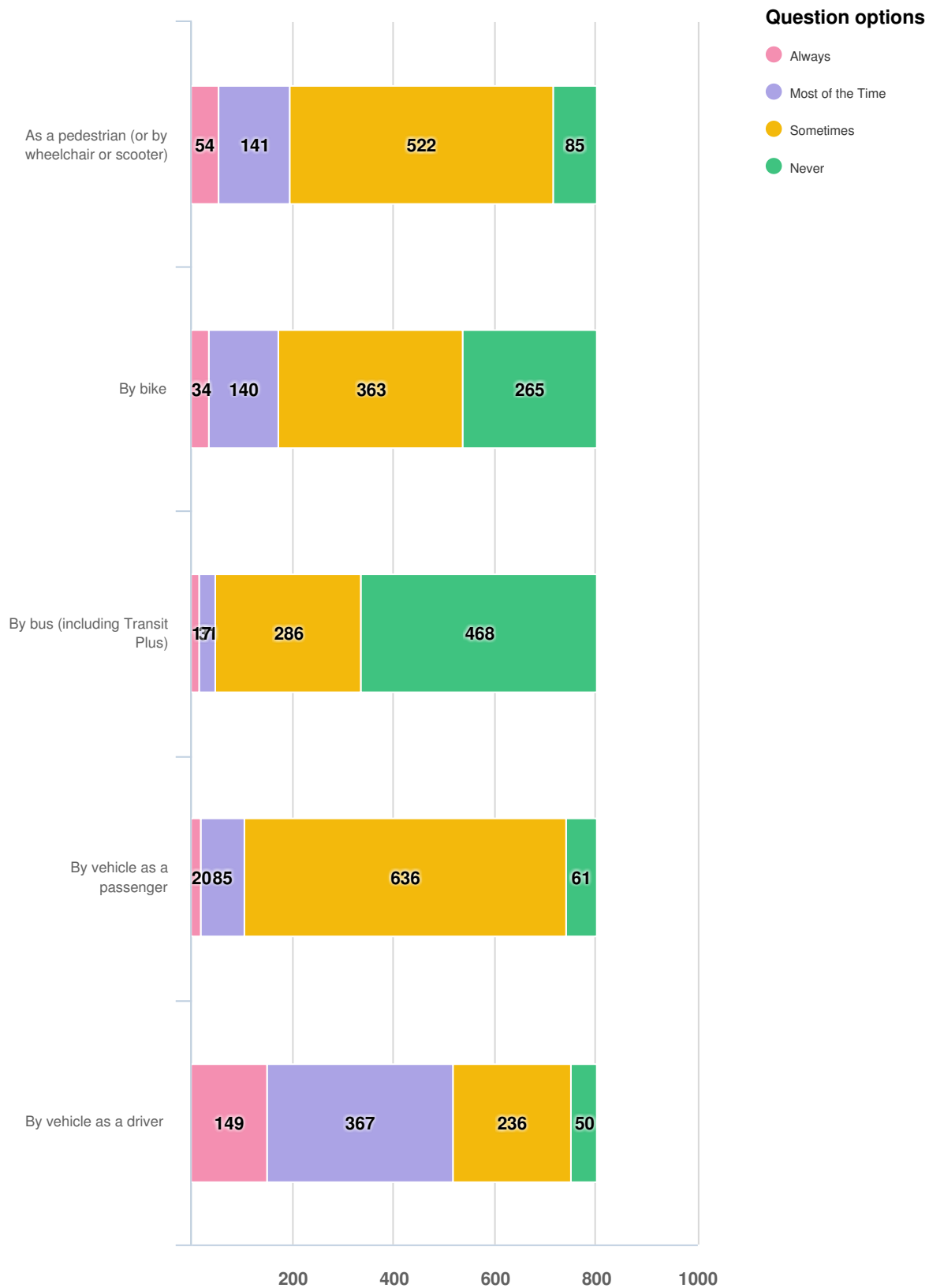
Question type: Radio Button Question

Q3 Thinking first about all the ways you travel in winter, please indicate how often you use each mode of transport.



Mandatory Question (802 response(s))
Question type: Likert Question

Q4 Thinking first about all the ways you travel in summer, please indicate how often you use each mode of transport.



Mandatory Question (802 response(s))
Question type: Likert Question

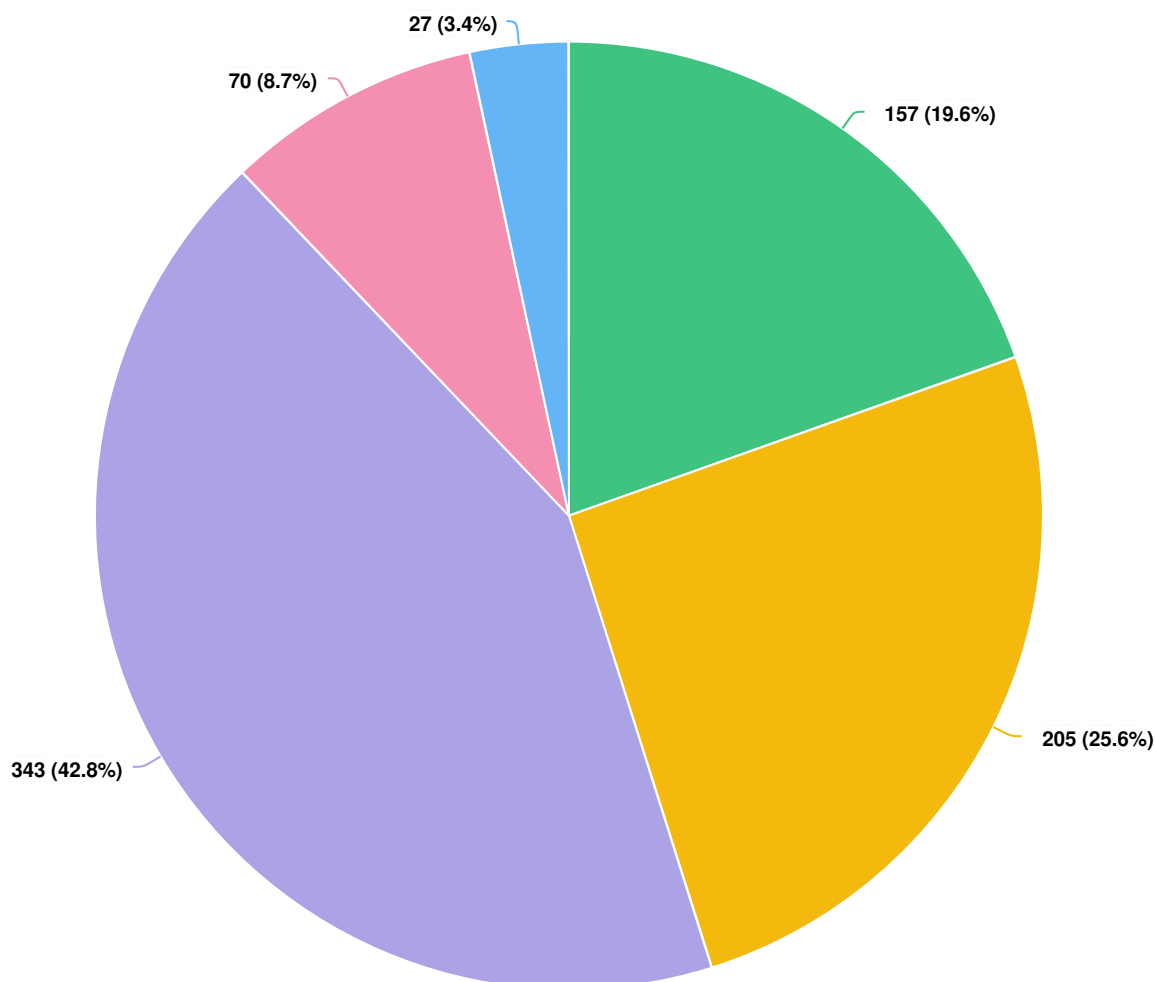
Q5 Many things could be on your mind when you head out onto the road. Please rank the following in order of importance (1 being the most important).

OPTIONS	AVG. RANK
Reaching your destination safely	1.97
Reaching your destination quickly	2.61
Avoiding traffic jams	2.96
Avoiding construction	3.24
Taking the scenic or more pleasurable route	4.23

Mandatory Question (802 response(s))

Question type: Ranking Question

Q6 Thinking about the last five years or so, do you think the number of serious injuries and deaths from road collisions in Winnipeg has...

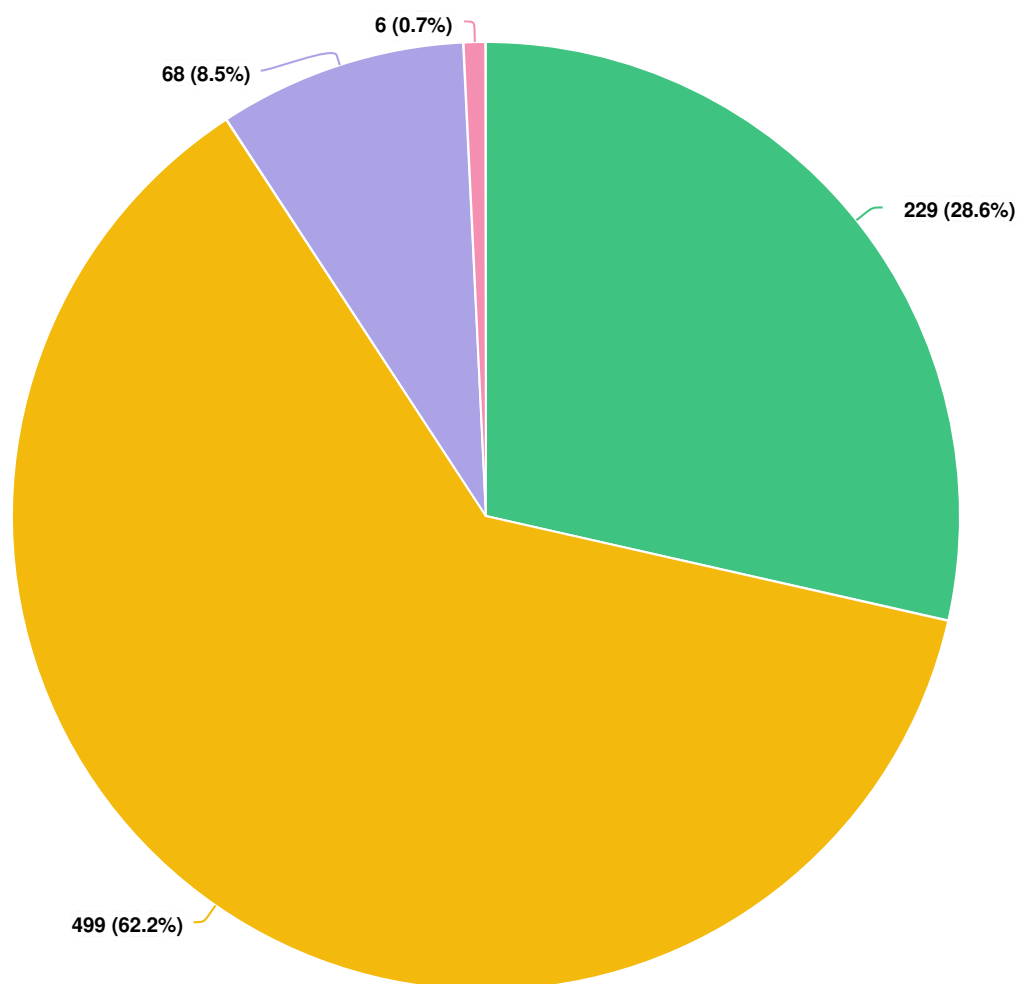


Question options

☐ Decreased a lot
 ☐ Decreased a little
 ☐ Stayed about the same
 ☐ Increased a little
 ☐ Increased a lot

Mandatory Question (802 response(s))
 Question type: Radio Button Question

Q7 Which of the following statements best describes your view on road collisions?



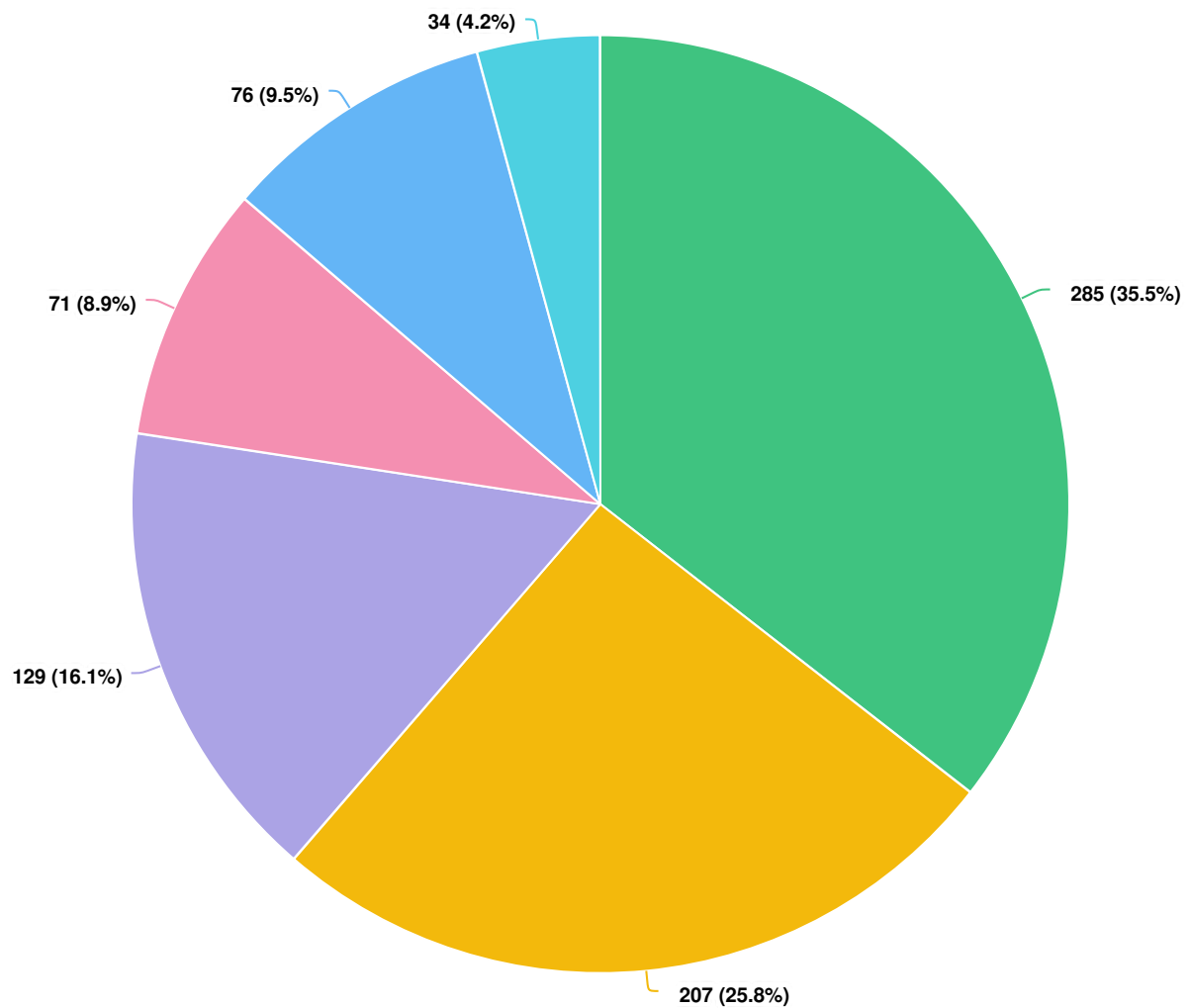
Question options

- No serious injuries and deaths from road collisions are preventable.
- A few serious injuries and deaths from road collision are preventable.
- Most serious injuries and deaths from road collisions are preventable.
- All serious injuries and deaths from road collisions are preventable.

Mandatory Question (802 response(s))

Question type: Radio Button Question

Q8 Many cities have set a long-term goal of zero injuries and deaths from road collisions. How likely or unlikely is it that Winnipeg could meet such a goal?

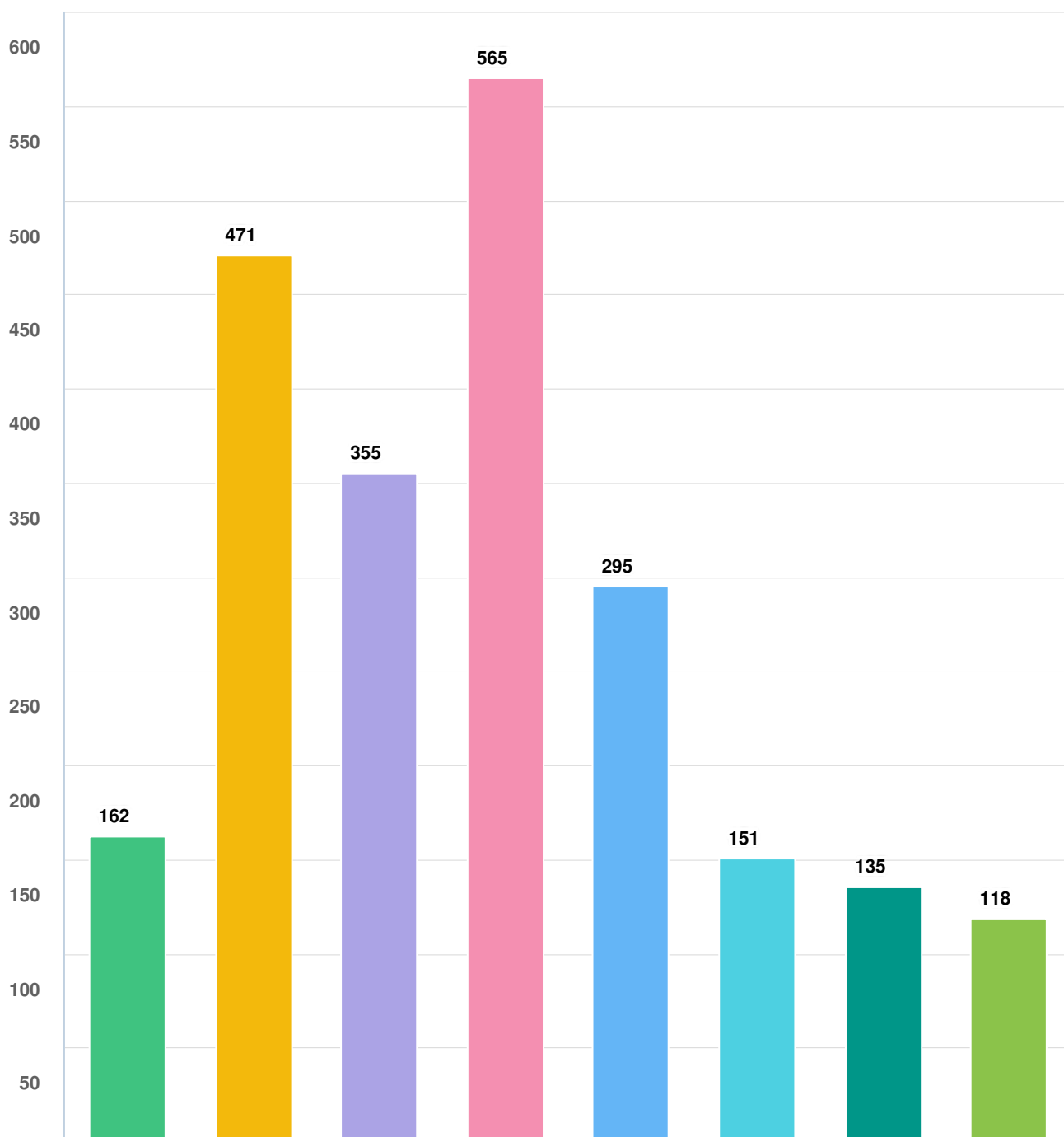


Question options

☐ Extremely likely
 ☐ Likely
 ☐ Somewhat likely
 ☐ Somewhat unlikely
 ☐ Unlikely
 ☐ Extremely unlikely

Mandatory Question (802 response(s))
Question type: Radio Button Question

Q9 What do you feel has the biggest influence on making roads safer? (Please select your top three):



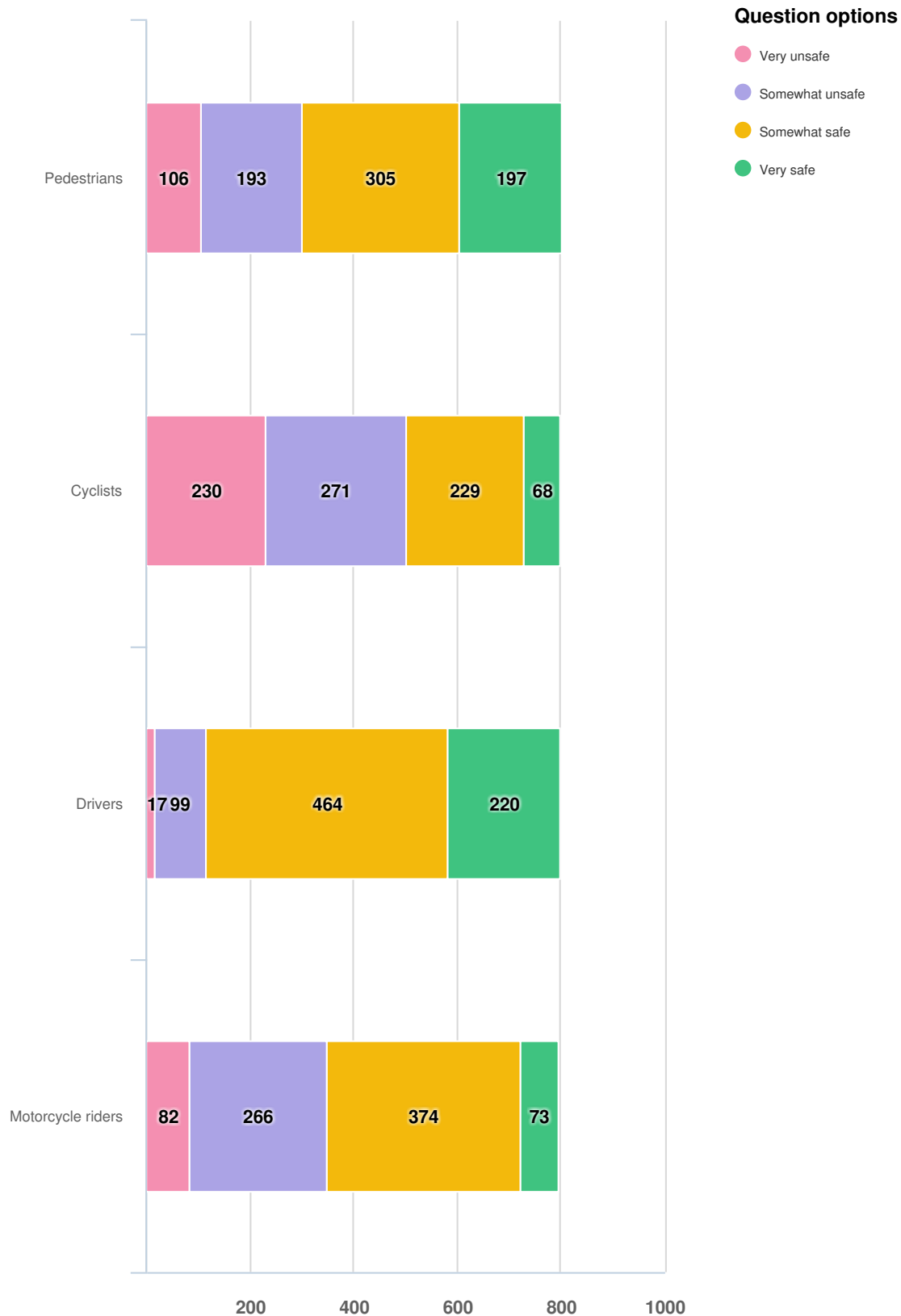
Question options

- Other (please describe)
 ● Vehicles themselves – new technology, maintenance, design, etc.
- Road safety awareness campaigns
 ● Legislation, rules, and enforcement
 ● Road design
 ● Road maintenance
- Driver training
 ● Political leadership

Mandatory Question (802 response(s))

Question type: Checkbox Question

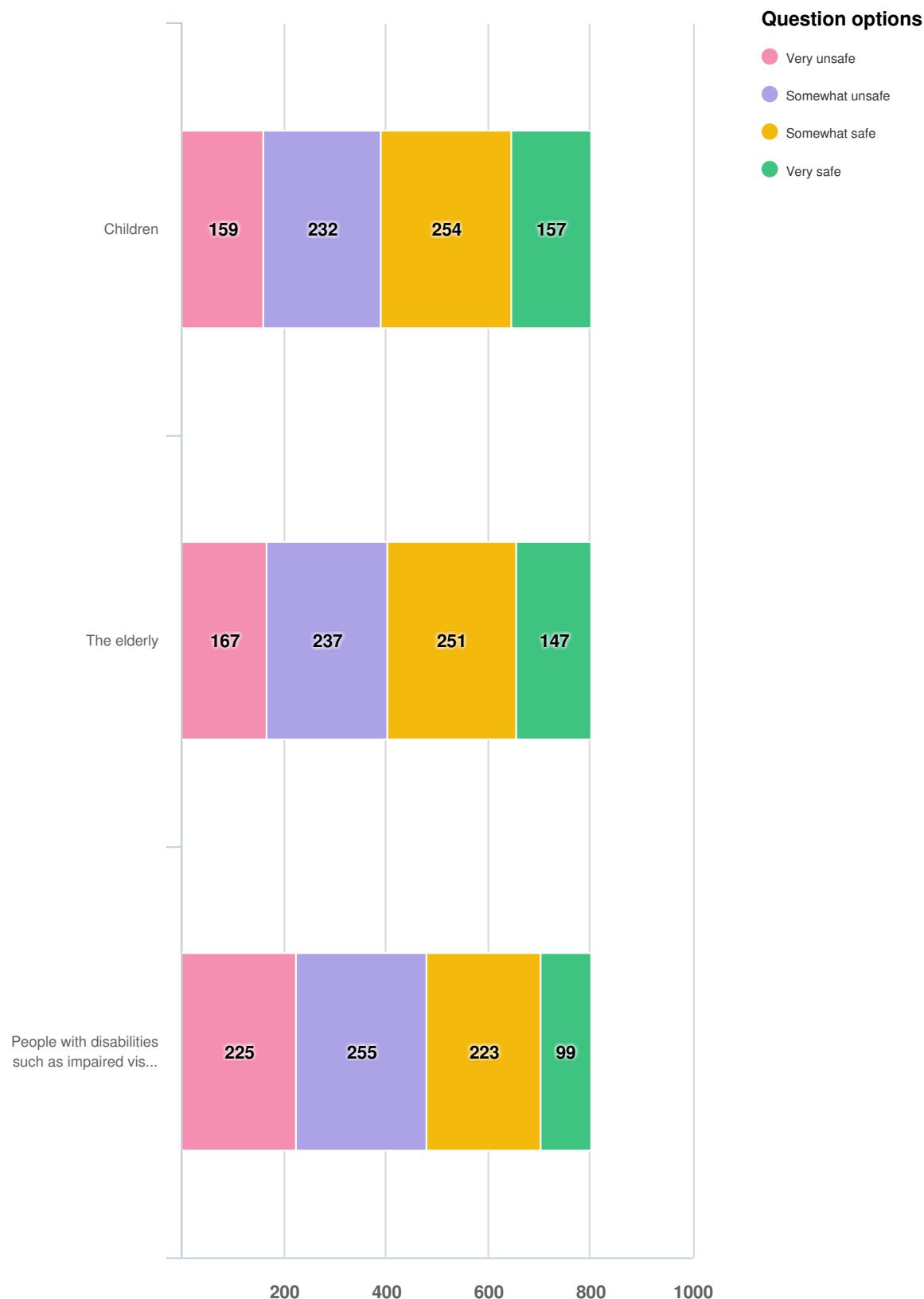
Q10 How safe do you think roads in Winnipeg are for...?



Optional question (802 response(s), 0 skipped)

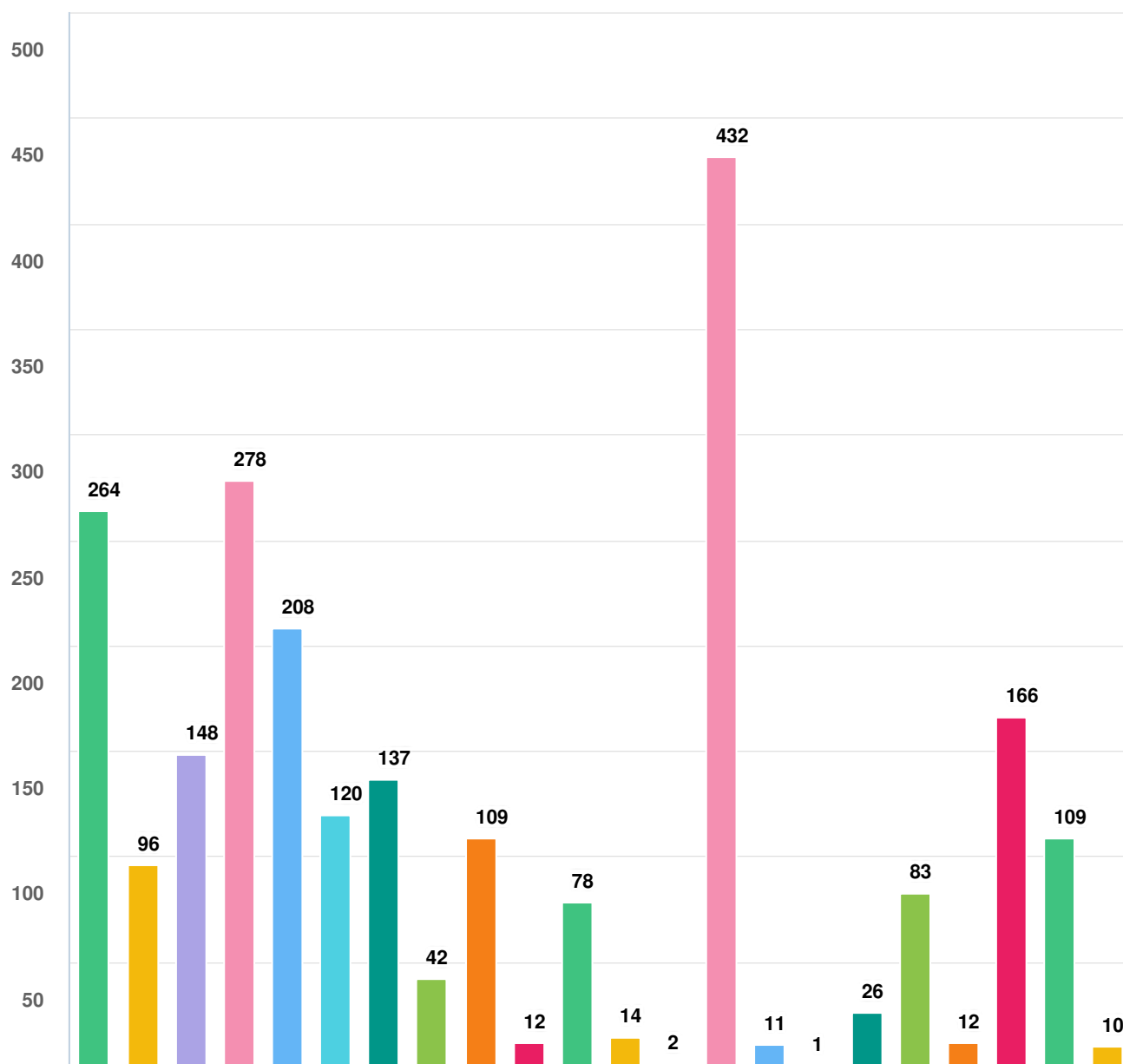
Question type: Likert Question

Q11 | How safe do you think roads in Winnipeg are for the following demographics when they are not travelling in a car or bus?



Mandatory Question (802 response(s))
Question type: Likert Question

Q12 Which of the following road user (driver, pedestrian, or cyclist) behaviours do you think most commonly contribute to road collisions? (select your top three).



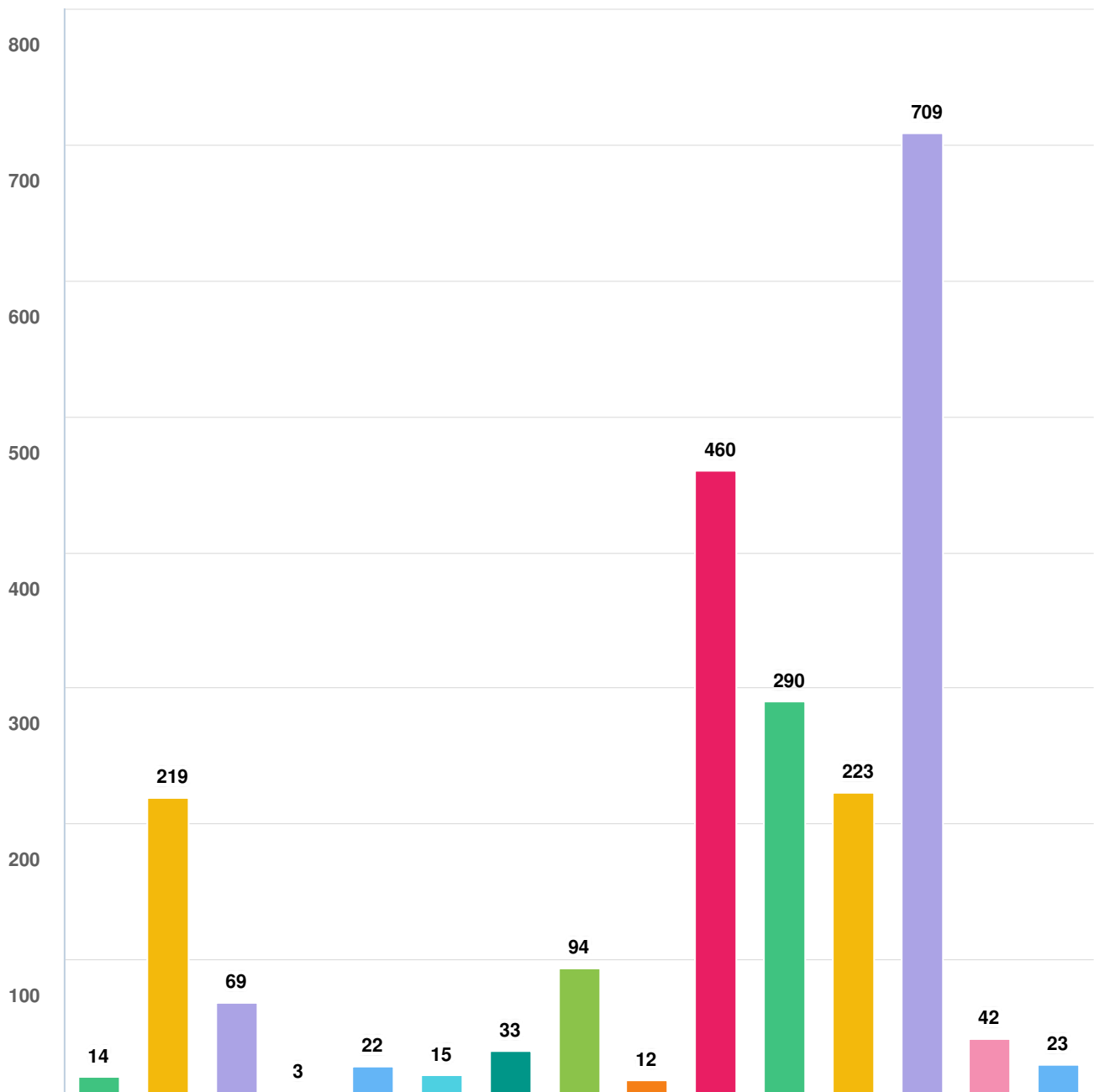
Question options

- I do not think road user behaviour contributes to collisions
- Pedestrian error/confusion
- Driver inexperience
- Taking avoiding action
- Failed to signal
- Leaving a stop sign before safe to do so
- Driverless vehicle ran out of control
- Lost control / drive off road
- Careless driving
- Parking improperly
- Backing up unsafely
- Passing a vehicle at a pedestrian crosswalk
- Driving wrong way on roadway
- Disobey traffic control device/officer
- Passing improperly
- Fail to yield right-of-way
- Changing lanes improperly
- Unsafe operating speed (Too fast or too slow)
- Driving too fast for conditions
- Exceeding speed limit
- Turning improperly
- Following too closely

Mandatory Question (802 response(s))

Question type: Checkbox Question

Q13 Which of the following road user (driver, pedestrian, or cyclist) conditions do you think most commonly contribute to road collisions? (select your top three)



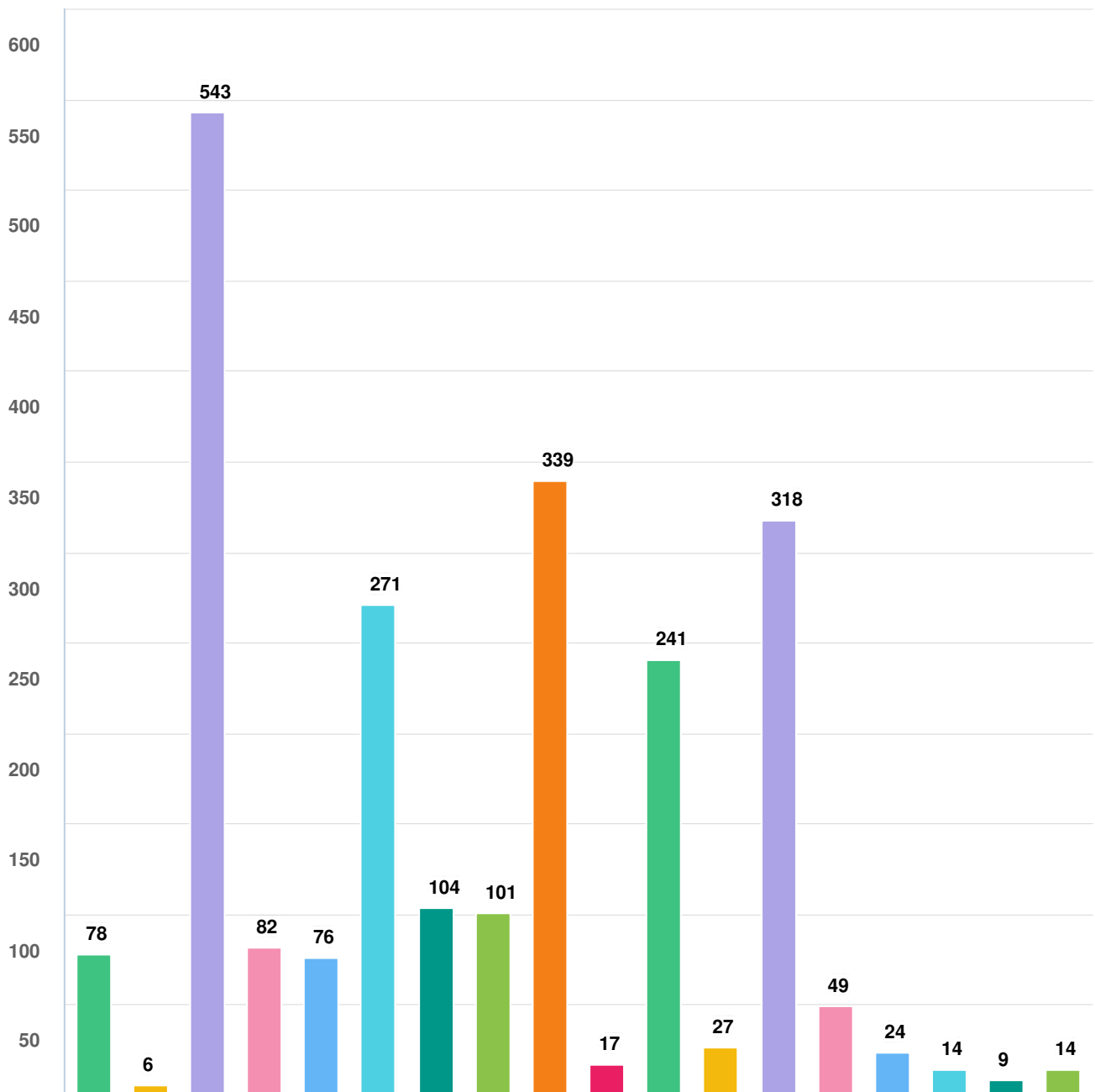
Question options

- I do not think road user condition contributes to collisions
 ● Exceed hours of service (commercial drivers only)
- Distraction / inattention
 ● Has been drinking / suspected alcohol use
 ● Ability impaired by drugs
- Ability impaired by alcohol
 ● Sudden illness
 ● Mental confusion / inability to remember
 ● Mental disability
- Physical disability
 ● Medical disability
 ● Defective hearing
 ● Defective eyesight
 ● Extreme fatigue / fell asleep
- Loss of consciousness / blackout prior to collision

Mandatory Question (802 response(s))

Question type: Checkbox Question

Q14 Which of the following environmental factors do you think most commonly contribute to road collisions? (select your top three)



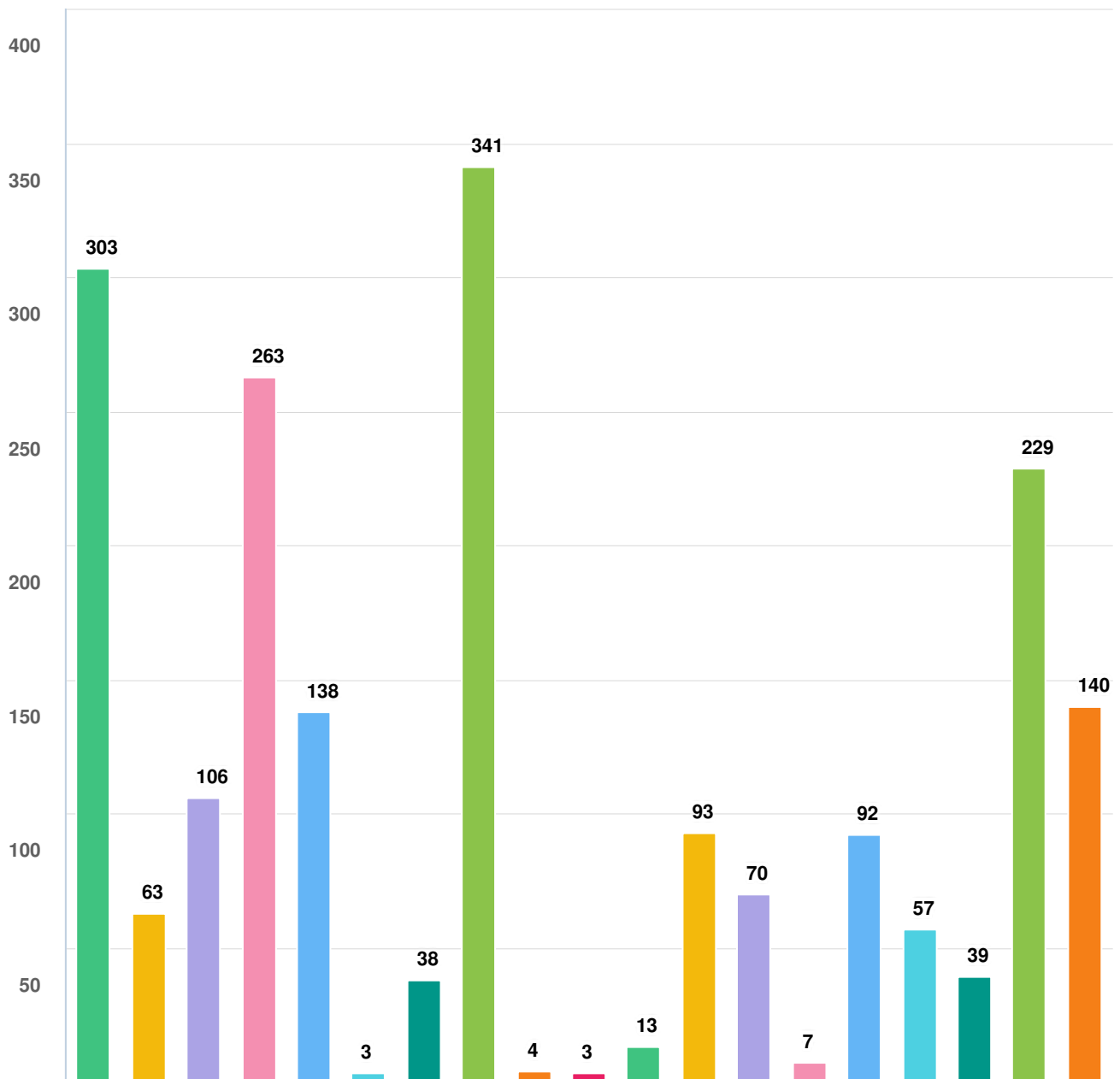
Question options

- I do not think environmental factors contribute to collisions
- Presence of prior accident
- Uninvolved pedestrian
- Uninvolved vehicle
- Pedestrian corridor in use
- Weather
- Defective / inoperative traffic control device
- Inadequate lane markings
- Shoulders defective
- Defective driving surface (e.g., potholes)
- Construction zone
- Glare / reflection
- View obstructed / limited
- Obstruction / debris on roadway
- Snow drift
- Slippery road surface
- Domestic animal action
- Wild animal action

Mandatory Question (802 response(s))

Question type: Checkbox Question

Q15 Which of the following vehicle mechanical conditions do you think most commonly contribute to road collisions? (select your top three)



Question options

- I do not think mechanical conditions contribute to collisions
 ● Hydroplaning tires
 ● Jack-knife / trailer swing
- Load shifted / spilled
 ● Vehicle overloaded / oversized
 ● Vehicle fire
 ● Vehicle modifications
- Defective glazing (obscured windows)
 ● Hood / tailgate / door / covering opened
 ● Defective exhaust system
- Tow hitch / yoke defective
 ● Defective tires
 ● Defective suspension / wheels
 ● Defective engine controls / drive train
- Defective lighting (unspecified)
 ● Defective brake lights
 ● Defective headlights
 ● Defective steering
- Defective brakes

Mandatory Question (802 response(s))
Question type: Checkbox Question

Q16 Now we'd like you to think about speed limits. For each of the following, please tell us if it is a major safety risk, a minor safety risk, or not a safety risk. Speed limits higher than...



Mandatory Question (802 response(s))
Question type: Likert Question

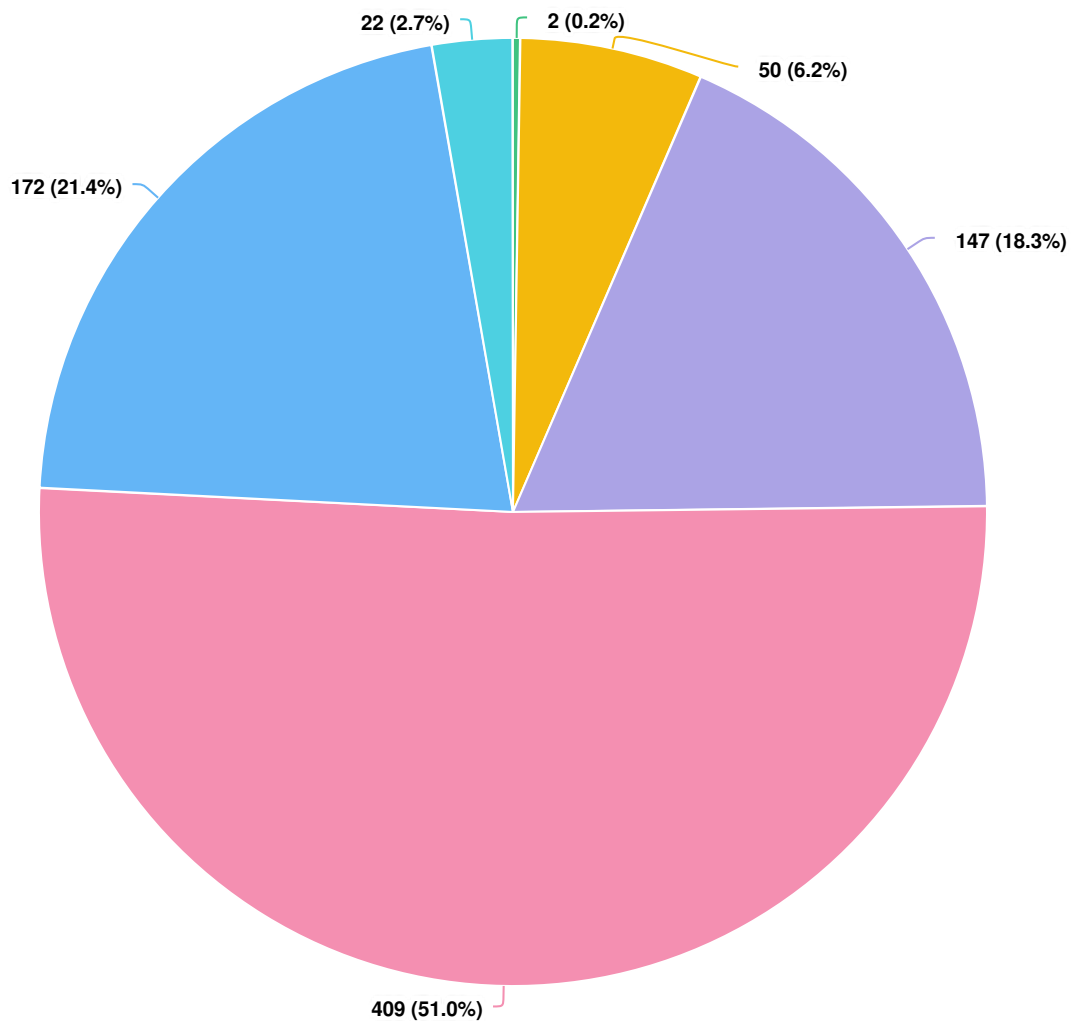
Q17 For each of the following options, please indicate how effective you think the option would be in reducing the number of major injuries and deaths due to road collisions in Winnipeg?



Mandatory Question (802 response(s))

Question type: Likert Question

Q18 | What is the highest level of education you have obtained?



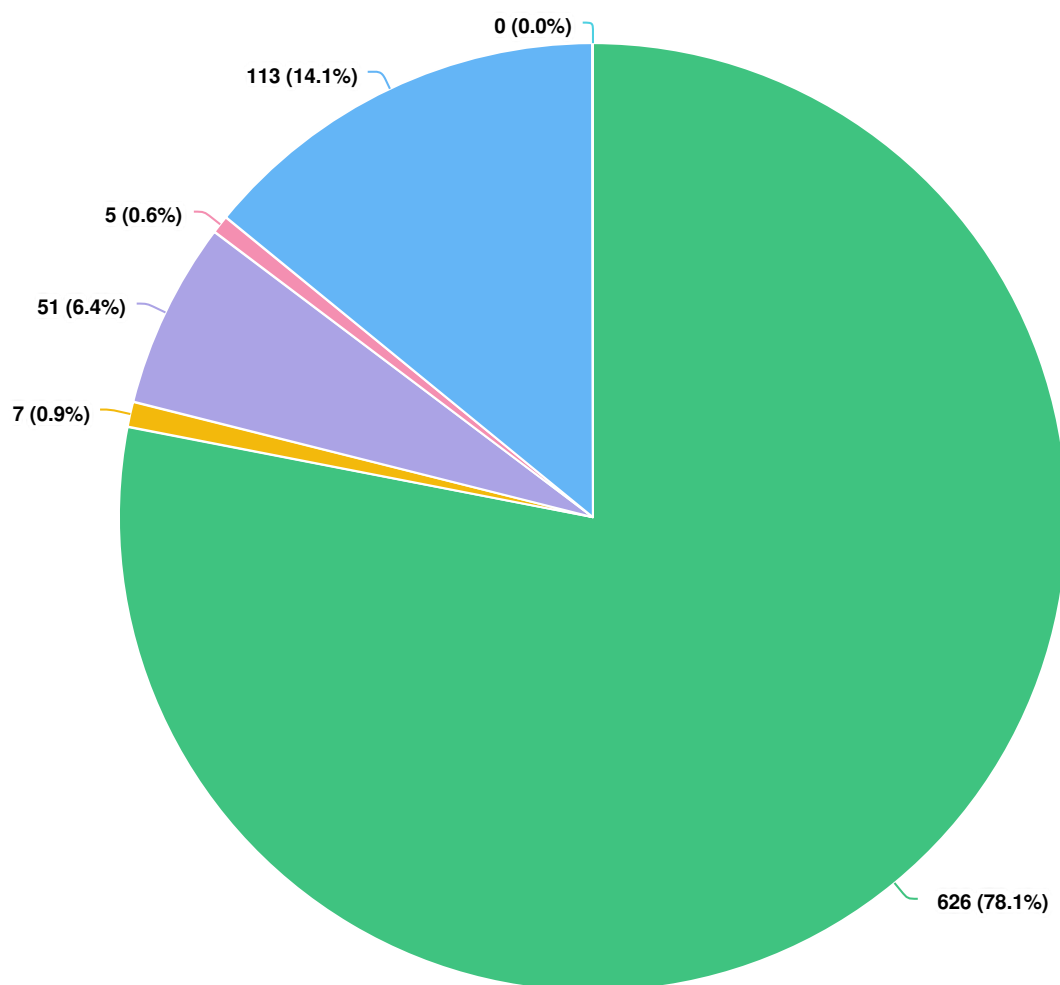
Question options

- Prefer not to answer
 ● Postgraduate degree
 ● College or university graduate
 ● Some college or university
- High school graduate
 ● Less than high school

Mandatory Question (802 response(s))

Question type: Radio Button Question

Q19 Do you identify as an Indigenous person? By this we mean a First Nations (status or non-status), Métis or Inuit person.

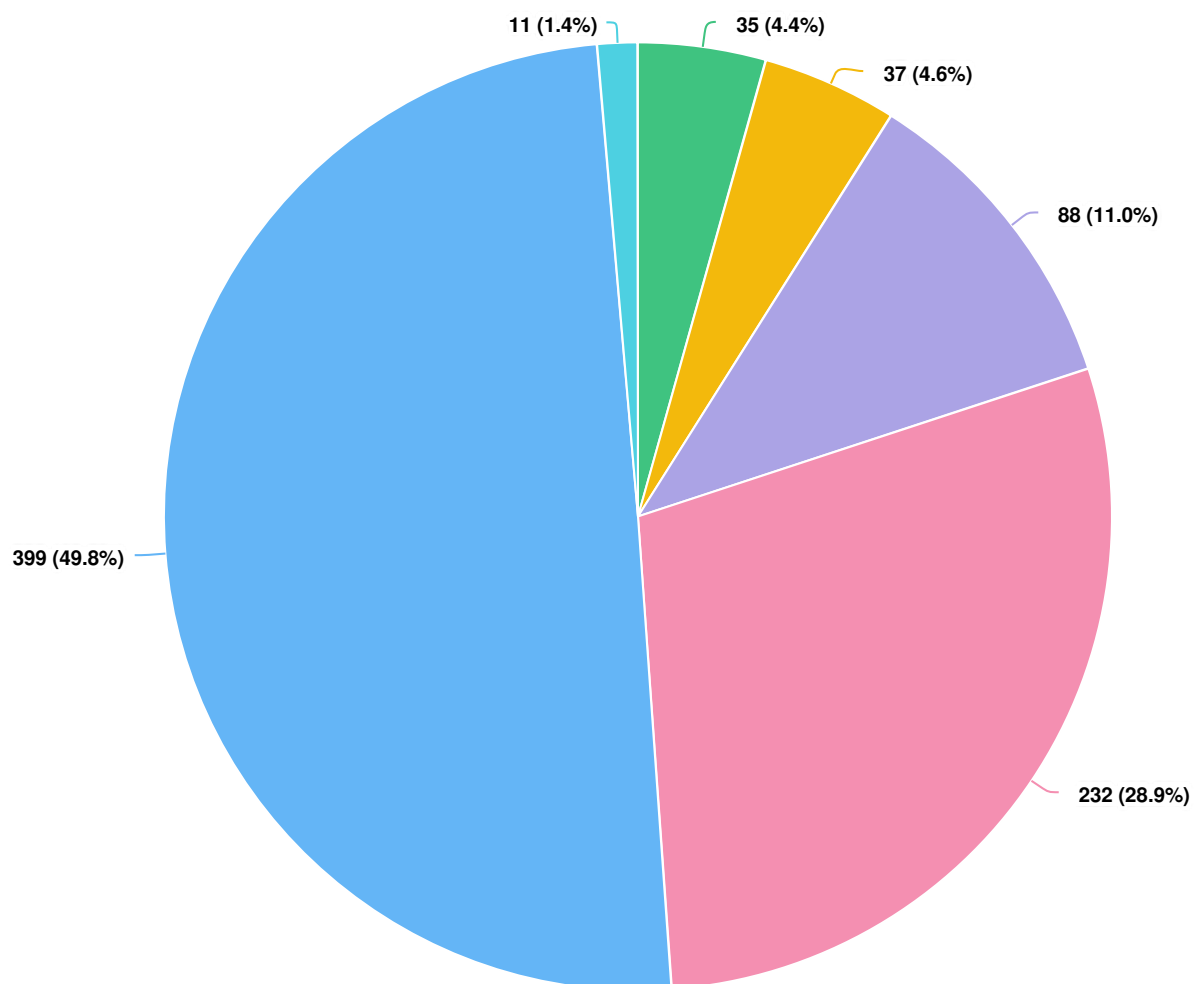


Question options

- Yes, Inuit ● Prefer not to answer ● Yes, multiple Indigenous identities ● Yes, Métis ● Yes, First Nations
- No, not Indigenous

Mandatory Question (802 response(s))
Question type: Radio Button Question

Q20 How long have you lived in Winnipeg?



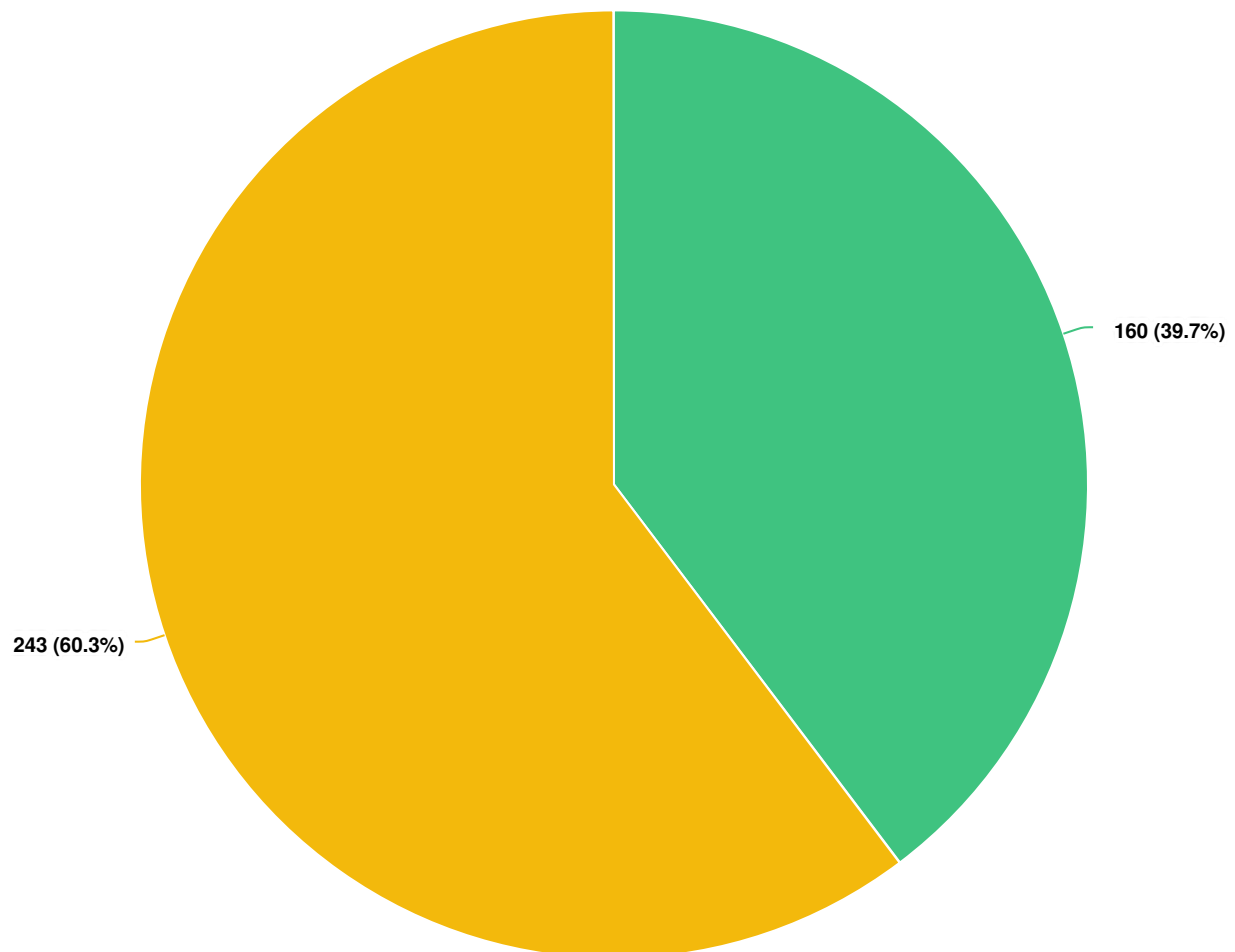
Question options

☐ I don't live in Winnipeg
 ☐ All my life
 ☐ 20+ years
 ☐ 11 to 20 years
 ☐ Five to ten years
 ☐ Less than five years

Mandatory Question (802 response(s))

Question type: Radio Button Question

Q21 Before living in Winnipeg, were you living in a rural area?

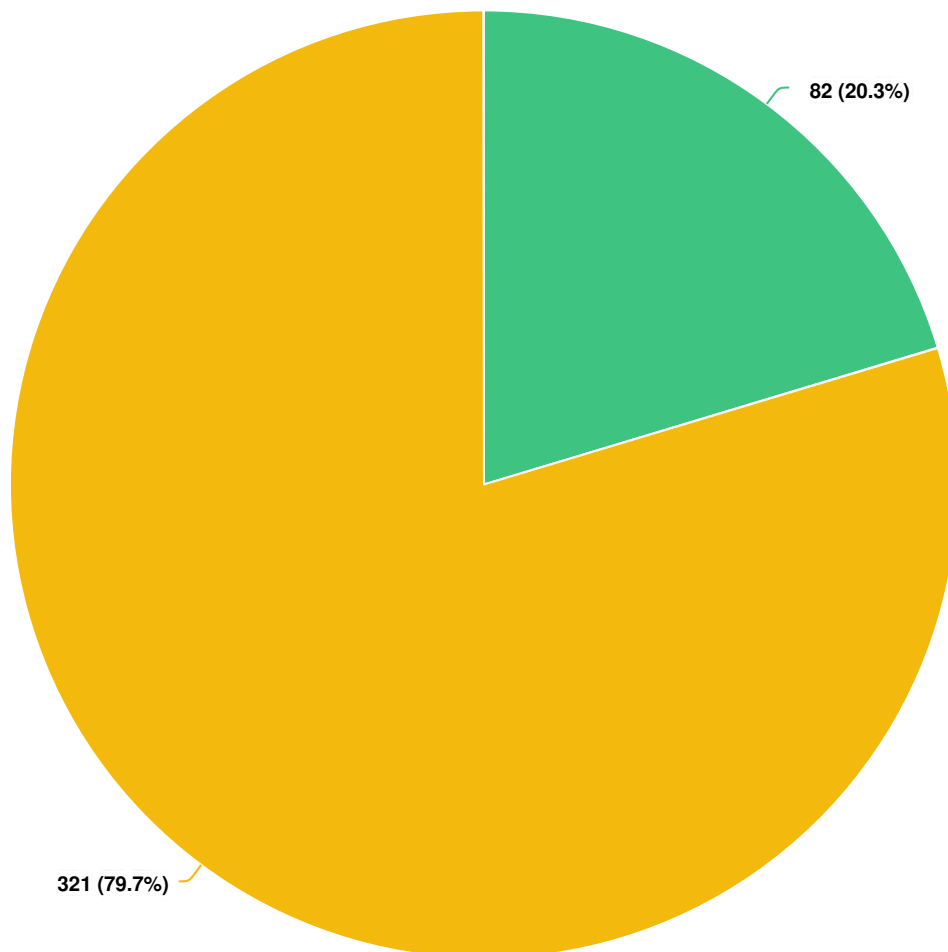


Question options

☐ No ☐ Yes

Mandatory Question (403 response(s))
Question type: Radio Button Question

Q22 And before you were in Winnipeg, were you living outside of Canada?

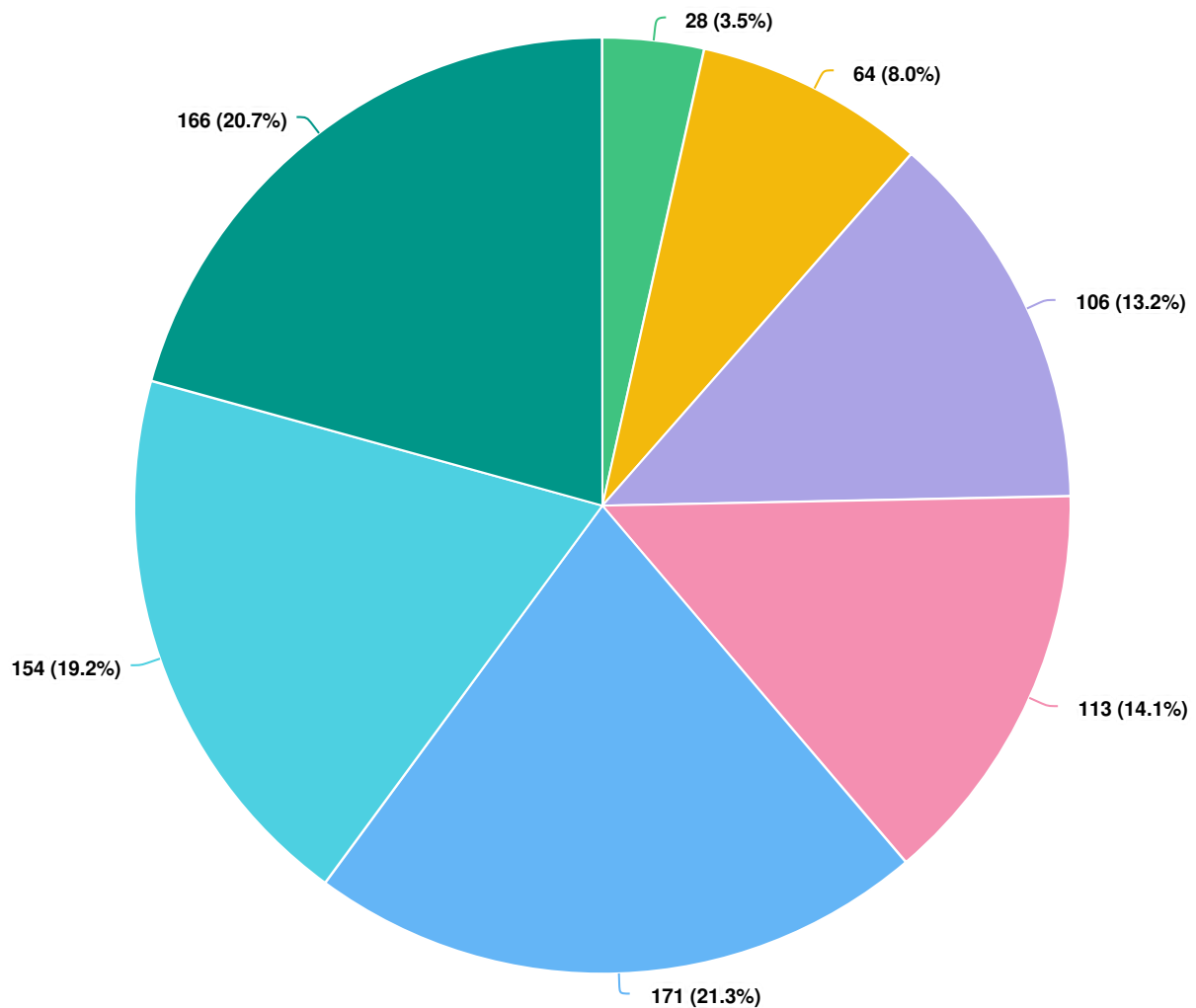


Question options

☐ No ☐ Yes

Mandatory Question (403 response(s))
Question type: Radio Button Question

Q23 Which of the following categories best describes your family income? That is, the total income before taxes of everyone in your household?

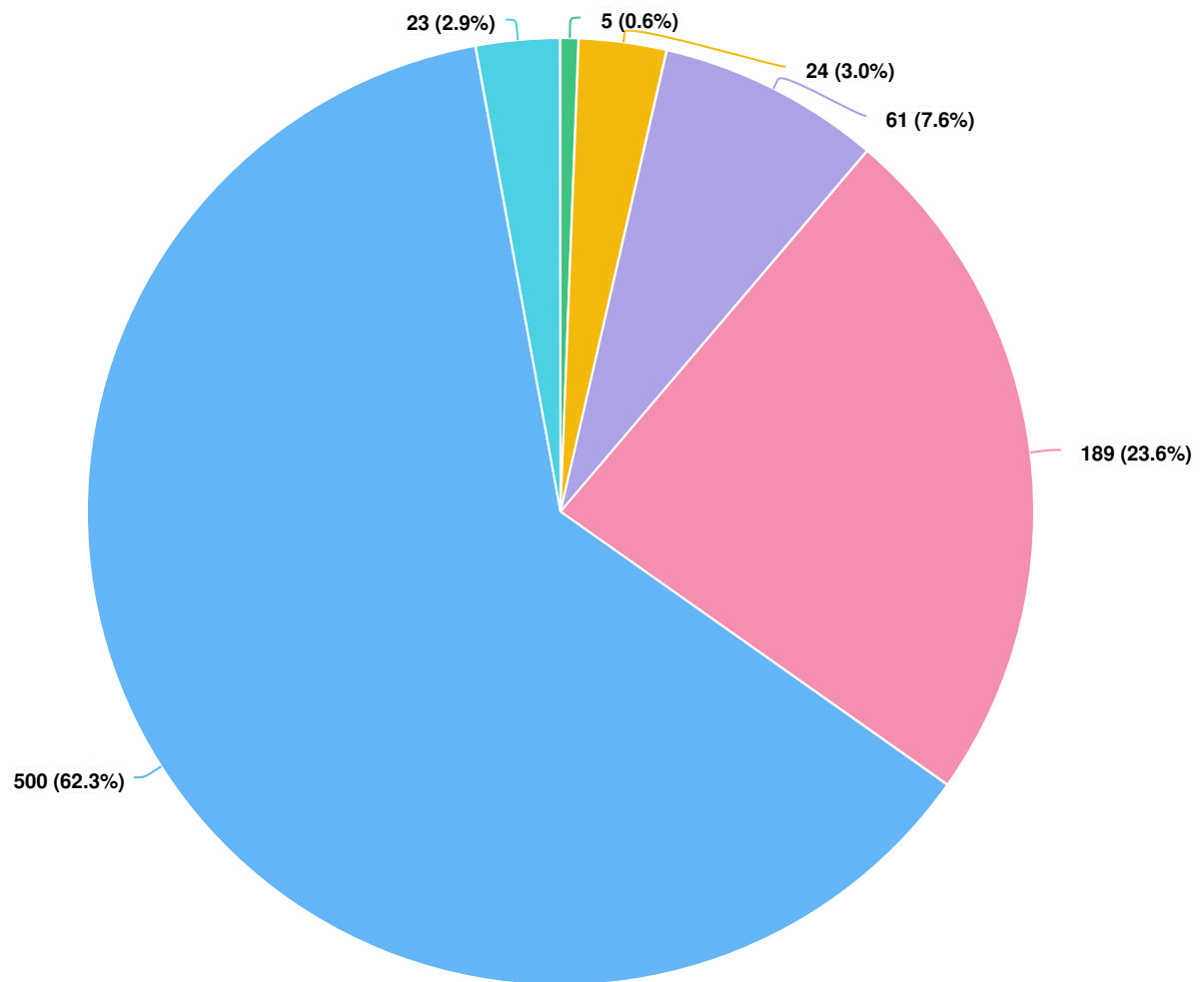


Question options

- Unsure/Prefer not to answer ● Over \$150,000 ● \$100,000 to \$149,999 ● \$80,000 to \$99,999
- \$50,000 to \$79,999 ● \$30,000 to \$49,999 ● Under \$30,000

Mandatory Question (802 response(s))
Question type: Radio Button Question

Q25 How long have you been a licensed driver in Manitoba (or any other Canadian province)?

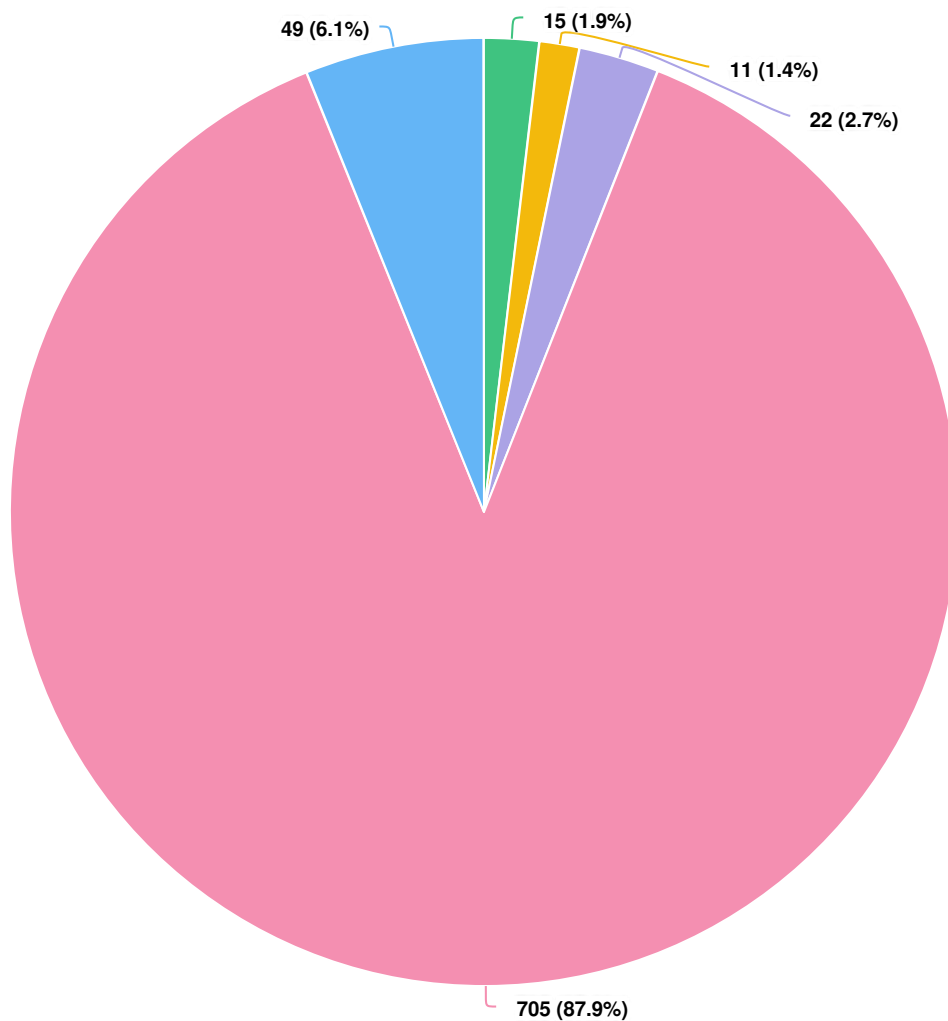


Question options

- I do not currently have a valid driver's license in Canada
- More than 20 years
- 11 to 20 years
- 6 to 10 years
- 1 to 5 years
- Less than one year

Mandatory Question (802 response(s))
Question type: Dropdown Question

Q26 Do you have a disability?



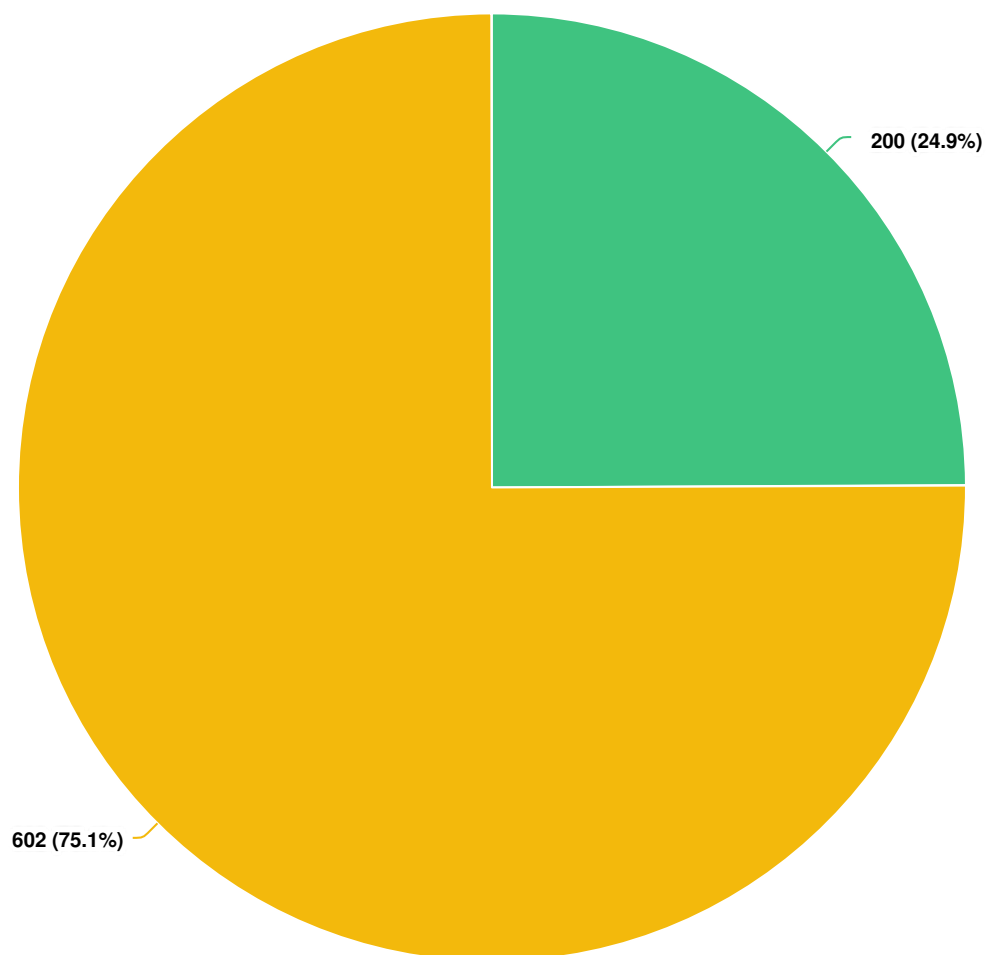
Question options

- Yes, another kind of disability (please specify if you wish)
- No, I don't have a disability
- Yes, a visual impairment
- Yes, a hearing impairment
- Yes, I use a wheelchair or have mobility issues

Mandatory Question (802 response(s))

Question type: Radio Button Question

Q27 Do you have children aged 12 or under in your home?



Question options

☐ No ☐ Yes

Mandatory Question (802 response(s))

Question type: Radio Button Question

Survey: Road Safety Public Attitudes and Experiences Questionnaire

Question: Are there any other options you can think of that may be effective in reducing the number of major injuries or deaths due to road collisions in Winnipeg?

Total Comment Topic Breakdown

544 comments received

**some comments appear in multiple categories*

Active Transportation: 205

Speed: 125

Education: 114

Enforcement: 67

Signs and Signals: 61

Other: 51

Traffic Flow: 47

Photo Radar: 27

School Zones: 26

Transit: 25

Maintenance: 24

Seasonal: 12

Parking: 8

Survey: Road Safety Public Attitudes and Experiences Questionnaire

Question: Are there any other options you can think of that may be effective in reducing the number of major injuries or deaths due to road collisions in Winnipeg?

Physical traffic calming measures
Please fully fix roads, and not just patch little areas. Please, please turn on street lights.
More park and rides into congested parts of town
Properly light and advertise cross walks. Add LED lighting to highlight use. Savagely penalize drivers who break pedestrian rules
Make some confusing spots less confusing, e.g. corner of Bannatyne and Sherbrook.
Designing roads passively to make motorists 'uncomfortable', so they pay more attention and slow down. For example speed tables, more markings on crosswalks, on street parking, small setbacks to buildings etc.
bike ridership and enforcement of helmets. Awareness & training about cannabis & driving.
1) Change amber light duration from 4 seconds to international standards. 2) Get rid of red light cameras that cause more rear-end collisions. 3) bypass cross -traffic on major routes.
Use the three E's Engineering, Education and Enforcement in that order. Advance warning lights and properly timed amber lights on higher speed roads, dual signs on multi lane streets, delayed walk signal for pedestrians at corridors, amber to red for driv
Fix the poor state of our roads. Follow engineering speed limit recommendations. Paint road lines. Replace most stop signs with yields so the onus is on the driver to pay attention.
Proper maintenance of road ways, proper signage
More speed signs. More warning signs. Prominent visible signs make roads safer. We even need 50kmph signs on all streets. More warning "prepare to stop" signals before high speed intersections. Longer merge lanes to accelerate before merging.
Leave residential speeds at 50km/hr
Driver test regularly, not just after a certain age. Too many people rarely drive after getting their license and keep accumulating merits or whatever they're called these days.
better driver training to not be distracted
Wait. With the changes in technology in cars, you will get a constant reduction in injuries over time. Also understand that you CAN'T paint a line on a street and call it a bike lane without creating a traffic problem.
Science & best practice tells us 30 kph is the safe speed limit. Injuries/deaths rise sharply after that. We need 30 kph default speed limit. We need to adopt Vision Zero fully.
More penalties for distracted driving
Winnipeg has many very poor drivers and they have gotten worse.
Increased enforcement of using turn signals
Plan and develop proper traffic lanes for the amount of traffic flow. Also, having a merge lane all main roadways would greatly reduce accidents.

Reduced entry points to major road ways. Reduce left hand turn options. Turning into oncoming traffic should be reduced to major intersections on major and arterial road ways.
Separation of vehicular lanes and pedestrian/cycling lanes
Take away all the advertising distractions everywhere
Less intersections on perimeter and major arteries. Diamond interchanges instead of cloverleaf. Increased signage...especially speed limits including 50, put lights on school zone speed limit signs. Improve lane markings on roads.
Adherence to proper engineering standards for roads, signage, traffic lights, and road conditions.
Reduce the Population therefore reducing the number of vehicles on the Road
Higher penalties for inebriated drivers.
Educate pedestrians and cyclists on how to behave safely when using roads.
Better location of lights at pedestrian corridors. They are too high and when sun is at the wrong angle it's almost impossible to see them with the glare. Also enforcement of traffic laws towards cyclists. They don't follow them.
More over and underpasses, less lights and stop signs - more yields, removal of red light cameras, wider roads, removal of some bike lanes that have reduced street lane size (considering so few bikers use them year round), remove all railway lines in wpg
Harsher punishment for impaired driving (alcohol, marijuana)
Combine lower speed limits on residential roads with enforcement of speed limits all over and more protected cycle lanes
More crosswalk with flashing lights, especially if it is multiple lanes.
Consistent engineering. Crosswalk accidents can be reduced with eye level flashers. High speed routes need advanced warning lights and pro rated ambers. Flashing lights in school zones. Coordinated traffic lights. Complete inner ring road.
Road design and traffic calming measures that naturally slow drivers and facilitate road sharing seem to be the best way forward for safe roads for all
More education on pedestrian, cyclist responsibilities. Railings on edge of sidewalk in areas pedestrians feel unsafe.
Stop slowing speeds It's causing bottle necking, risky passing or aggressive driving by being trapped in slow traffic. The greater the deviation from the speed that the highest percentile is more dangerous even if it's slower.
Less traffic lights on perimeter hwy , more bridges , more staright aways br
Listen to the people that are trained in traffic engineering. Public opinion shouldn't dictate policy.
Follow Europe: mandatory driver testing every 5 years regardless of age
Reducing speed limits will not stop drivers from going 50kmph. 50kmph is a perfectly safe speed on a residential street. In fact it will have the opposite effect by having drivers passing on residential streets and distracted watching their speedometer.
Do an add campaign to have parents monitor their children more closely .
More training from the point of view of a semi, longer stopping distance and space needed for turning that semis require

Fixing existing engineering deficiencies.
Ending photo radar and increasing numbers of police officers actually pulling over drivers for real infractions.
From what I understand, accidents causing death do not happen on residential streets very often, if ever so reducing speed limits does not make sense if that is the goal.
Convince people not to run a medium or stale yellow.
The one public safety campaign that I believe needs to be expanded upon is how to properly use a roundabout. Our city is seeing more and more of them, and having lived beside one for 2 yrs, people do not know how to use them
Take a good hard look at the highest revenue locations and find out what needs to be changed if it is about safety. Increase amber times on higher speed roadways. Make sure signage in construction zones are more than they need to be rather than barely mini
Educating pedestrians
Better signage or replacement of recently removed signage. Longer amber light times. Flashers at all crosswalks. Speed bumps in schools zones. Better driver training.
Allow drivers to send dash-cam footage to the police of dangerous drivers to charge bad drivers.
Politicians have to stop using the citizens as a cash cow for terrible management of the operation of a city. There is plenty of opportunity to reduce dangerous operation of motor vehicles with actual enforcement.
Periodic driver re-testing. Insanely uncomfortable drivers who lack confidence confuse other drivers by ignoring right-of-way sequence, stopping in lanes or merging on-ramps, slowing down unexpectedly. Slow erratic drivers are not safe drivers
bicycle should not be allowed on major roads.
Traffic flow in this city is horrible. More left turn lanes and lights, more places for buses to pull over. Perimeter should be 3 to 4 lanes
If speeds were reasonable we could stop focusing on our speedometer and watch the roads for hazards. With 30kmh speed limits I focus on the speedometer too much.. its hard to drive so slow
public education
The more you have to focus on the speedometer the less you're focusing on the road. When speed limits were 50 in school zones I was watching for kids. Now I watch my speed and for camera vans and police.
Better driving training, higher standards to pass the test, have to redo the test after you hit a certain age, increase public transportation and access to companies like Uber to help people have alternate options to driving impaired
No.
I feel like crime is a major contributor to accidents, so cutting down on crime in general should help. The rest is common sense; not sure how much more you can hammer into people's heads to look both ways before you cross but I guess reminders are good.
Prove with stats that there have been an increased amount of deaths and serious injuries on residential roads before dropping the speed to 30km/h on residential roads.
Teach awareness, and that distracted driving causes accidents. We are all responsible.

A start would be to bring our roadways up to other 800k cities. Have more traffic police rather than camera units(cash grab). Try to build a trust between yourselves and citizens. Enough of the BS legacy projects that the mayor and council dream up.
Better Driver training and mandatory retesting
As someone who walks extensively to commute downtown and for pleasure during summer months I am concerned about the number of cyclists running lights and stop signs and riding on sidewalks and the lack of enforcement regarding cyclists.
City of Winnipeg must immediately begin adhering to the traffic engineering standards that all other cities do. They target for enforcement the precise areas that are uniquely deficient in this city.
Overhead pedestrian crossings and driver retesting at intervals of 5 years
Increase awareness in school zones with flashing lights. Do not enforce school zones when school is out: Xmas and new year...there are NO KIDS in those zones at those times!
Changing infrastructure of our streets that were designed for cars, to meet the safety needs of pedestrians and cyclists. The fact is that being hit by a car above 30km/h results in death tells us we need to focus on infrastructure that works. NOT SIGNS!
Better signage. Clearing obstructions. Flash lights at pedestrian crossings
* lower residential speed limits to 30 km. Seriously. Stop pandering to the minority who are demanding the change and FOLLOW THE DAMN ENGINEERING STANDARDS!! * A portion of this comment was removed to comply with Moderation Rules : https://engage.winnipeg.ca/moderation#moderation
Proper and highly visible signage to alert drivers of school zones, construction zones, etc. Education campaigns for pedestrians, cyclists, children on how to behave when on or near a roadway. Proper signage and lane marking on roadways.
More signs declaring speed limits.
The answer to 18(b) fully depends on how you define 'infrastructure improvements'. I have heard widening roads being called an infrastructure improvement, but do not believe this will make roads safer.
Adherence to proper signage and engineering standards. Removal of red light cameras that cause MORE accidents at intersections.
Get driver instructors who can actually teach properly. And get the good ones to teach for the conditions. Proper signage at construction zones far ahead warning of speed change. Abolish camera vehicles; people slam on brakes and stop suddenly.
Remove/reduce red/speed cameras or make more visible including mobile units. Enforce laws on cyclists as per the HTA education of pedestrians drivers and cyclists increased drivers training for all classes of license
Distractive driving is the biggest cause of accidents in any city, lowering speed limit add to that as you are constantly looking down at your speedometer making sure you are not going over the limit.
Remove bus lanes as they add to huge traffic delays especially downtown and surrounding areas. And get the Winnipeg police to start enforcing the hta laws on pedestrians and cyclists as they are a huge problem in this city.

Find a way to reduce slower modes of traffic such as bicycles on arterial roadways, and where bicycle travel is related, increased enforcement for failure to obey traffic control devices.
Better expressways such as Saskatoon and Calgary. Seems like Winnipeg's city planners keep on planning us as small town.
Engineering
Simply put people need common sense, don't use cell phones and pay attention. I don't think lowering speed limits will do anything. People should drive according to the circumstances and situations.
Better road conditions..... less potholes
No comment
Cyclists should have to follow the rules of the road and should be enforced accordingly. Especially for empeeding traffic on a road way with has a chain effect to make the road more dangerous for everybody
Start to enforce bike and pedestrians obey traffic rude. They cant just drive up and down or walk across street like have not thing on it
Pedestrians need to use streets with more caution. Cyclists are a vehicle and need to use roads and bike paths and NOT sidewalks. Our roads in this city need to be brought into the modern age and not patchworked to pretend they are up to date.
Lowering the lights on pedestrian crossings to be at drivers eye level. More trails for bikes and pedestrians to get safely from one end of the city to the other.
Awareness and enforcement of distracted driving. Too many people on their phones while driving.
Lengthen amber light times to proper engineering standards. Flashing lights in school zones. Retesting of new Canadians requesting MB licenses. Dual signage for all const and speed limits. Proper shoulders. More lanes. .
Please do not make streets 30 km. It is a moronic idea spread by few and hated by many. If you want to get voted out of office reduce the speeds to 30 km.
Disagree with lowering speed limits.
Instead of photo radar, why not use actual police enforcement which will issue automatic tickets to individuals breaking the laws on the road. Not cash grab where photo radar sends your ticket 2 weeks later. It does not teach the sriver any consequences.
Proper road infrastructure and better training. Better training will help stop road rage and the amount of accidents on the road.
1) Have semi drivers go 10km under the posted speed limit. 2) Invest in fixing the roads -3) Quicker construction 4)Eliminate bike lanes and expand sidewalks to include a bike lane
The roads in winnipeg are awful to drive on, and the skills of the drivers in winnipeg ate just as bad if not worse.
PLEASE ADD eye level flashing lights to all crosswalks. The lights suspended at height can be difficult to see when close. PLEASE ADD flashing lights in active school zones (for free, as offered by citizens!!!!) * A portion of this comment was removed to comply with Moderation Rules : https://engage.winnipeg.ca/moderation#moderation

Increased funding and prioritization of active transportation and Transit to meet Winnipeg's mode shift and climate change goals to reduce the number of cars/drivers on Winnipeg roads.
Eliminate or reinforce non usage of electronic devices and drunk/drugged drivers
Make a driver go for lessons or get retested if they cause an accident that is their fault.
Fire everyone at city hall and get some people who actually use science when designing and implementing roadways and a rules.
Replace crosswalks with stop lights that give time for drivers to react and slow down. Often times pedestrians press the button and begin walking immediately and drivers have to brake fast. Left turns medians on portage too narrow for some vehicles
Eliminate the 30 km school zones. They are only a cash grab. Drivers are looking at their speedometers NOT for children. It creates a false sense of security. Focus on teaching the children road safety like it used to be done.
Teach the idiots how to drive properly and start testing drivers after a certain amount of years after having a license. Improve roadways and focus on creating better traffic flow in busy areas so ease the drivers with roadrage and make for easier trans
Speed bumps to lower speed
Elderly age assessments yearly.
Follow Manual of Uniform Traffic Control Devices for Canada (MUTCD), remove flashing lights from infrastructure that is at eye level while driving.
Increased police enforcement on texting while driving
Reducing the size of personal vehicles
Better traffic/signals engineering, especially as it relates to accommodation of pedestrians and cyclists, and particularly those with mobility restrictions
Somehow disable cell phone usage while driving other than via Bluetooth or similar with hands free usage.
Enforcement of traffic laws (especially signaling, stop signs) for cyclists
Better signage and improved intersections (including appropriate length and visible merge lanes) will go a long way
I do believe that if driver training or drivers ed. had more of a practical portion to it, it would give students the opportunity to get more experience before they get on the road and make them better drivers and cause less collisions as a result.
Laws are only as good as they are enforced. People are not supposed to use cell phones while operating a motor vehicle, yet they do ALL THE TIME. If you could enforce laws like this and others, then we wouldn't have people showing disregard for the laws.
control sunday night cruising !
aggressive enforcement;
If a traffic signal includes a turn signal, A NO TURNING signal should be enforced by signaling red. Traffic is often delayed due to vehicles sitting in the intersection waiting to turn, usually once the light turns red from their direction.
don't reduce speeds!

* This comment was removed to comply with Moderation Rules : https://engage.winnipeg.ca/moderation#moderation
Lower lights on the pedestrian crosswalks and possibly lights on signs where speed limits decrease.
Pedestrian crossings, particularly in school zones should have flashing RED lights to stop vehicles when kids attempt to cross.
I still see many people TEXTing and driving. Also some * people have a dog.....on their laps or sitting on the steering wheel, * A portion of this comment was removed to comply with Moderation Rules : https://engage.winnipeg.ca/moderation#moderation Vision Zero plan, Connected cycle infrastructure (for commuting, not just for recreation), <u>separated bike/ped lanes from vehicular traffic.</u>
Post speed limit signs on both sides of a separated roadway. Having signs on the curb side only is against provincial guidelines and if there's a large commercial vehicle next to you they're invisible unless on both sides of the roadway like Main St.
People break road rules not because of the severity of punishment, but because they don't think they'll be caught. The frequency of enforcement should be increased, but not necessarily the punishment.
Stop: putting up traffic lights at every corner; blocking off streets with concrete barriers; lowering speed limits; building cycling lanes that reduce major streets to one lane either way so ambulances and other emergency vehicles can't get through.
n/a
Cyclists should obey traffic rules. Improved transit routes would reduce drivers
end car culture
Less cross lane changes like on st Anne's and st Mary's road
More cycling infrastructure and pedestrian crossings.
no turning right at red on major intersection (more than 1 lane) - no driving through pedestrian crossing until all pedestrians are on the other side
Distracted driving still seems to be a massive issue.
Traffic circles have proven to be an effective alternative to intersections with lights or stop signs. this city over-uses traffic controls such as lights and stop signs.
I find the lack of pedestrian and cycling connections, as well as very poor signage, in construction zones makes me feel the most unsafe on my route. Prioritize pedestrians and people with disabilities in transportation, including construction
Drier training is key. Starting with Drivers Ed classes right thru to senior citizens. Media blitzes can be very effective by using print, TV, and social media.
Better road design to slow down cars/motor vehicles and prohibit extra wide vehicles as 'commuters'-- A single occupant in an extended cab, extra wide truck with the width of current streets is just dumb.
Roads need to be designed with Vision Zero principles. Sidewalks are too small and when not cleared in winter force people onto roads. Pedestrians corridors or crossing points are too infrequent and beg buttons are not responsive enough.
Invest in crossing guards * A portion of this comment was removed to comply with Moderation Rules : https://engage.winnipeg.ca/moderation#moderation

Keeping traffic flowing constantly without frustrating road users causing them to become Reckless.
More traffic and parking protected bike lanes. Signs that say "cyclists may use full lane" Oster of "cyclists share roadway"
Protected bike lanes. And for safety of people using active transportation some of the AT routes need to be better designed for safety. The route on Pembina where it goes under the bridge by Jubilee is separated from traffic view -anyone could jump out at
Bring back Traffic Enforcement Police.
More bike lanes and paths
Increased driver training to ensure that those on the road know how to drive properly. Harsher penalties for those that drive impaired. Improved road conditions in our city with a future design to implement more through fares.
Education is key.
Adopt the principles of Sustainable Safety.
Change pedestrian cross walk warning lights from yellow to red, just like railways crossings. Instinctively flashing red means stop to drivers.
Ensure all pedestrian crossings are wheelchair and walker accessible. The pedX crossing on Plaza Drive at Pembina highway is not, due to a 3 inch high step up, so the disabled must go proceed into oncoming traffic to get to an accessible sidewalk.
Expand automated photo enforcement, but redirect ticket funds towards safety.
Less cars on the road
Road designs that induce slower travel speeds; re-prioritization of road infrastructure spending (e.g. safety instead of congestion reduction); protected bike and pedestrian infrastructure; the introduction of driverless vehicles.
more bike lanes and proper winter biking lanes. I said I don't bike in winter, but I would if it were safe to do so.
1. License re-testing for EVERYONE every 10 years. So many drivers forget the rules. 2. Eliminate slip lanes. 3. No right turns on red, anytime. 4. Road design to slow residential traffic. 5. More + CONNECTED separated bike lanes + narrower streets
Remove red light cameras, pretty well documented that they cause more accidents than they prevent.
REDUCE THE SPEED LIMITS, Increase crosswalks, allow pedestrian only signals at intersections, remove turning right on red, higher fines for those not following the rules
Reducing the number of drivers is the most effective way to reduce driver-involved collisions. Free transit, adequate AT infrastructure, no more demand-inducing road widenings
Fewer at grade intersections ie more traffic circles, overpasses. More restrictive vehicular access to residential neighbourhoods. Too many cars use residential streets as shortcuts because major thoroughfares are jammed.
Less signs/restrictions, dedicated turn lanes
Better design , eliminate slip lanes, sharper angles at intersections so cars have to slow, use of roundabouts

Use a better road marking material. the paint currently used is cheap, thin, lacks reflectivity and is basically invisible when wet!
Better traffic light synchronization
Better enforcement and patrolling of high-risk areas related to impaired driving.
Synchronizing traffic lights and improving traffic flow
more policing on cell phone distracted driving and higher fines. It is unbelievable how many people are still using phones when they drive. Time for it to stop.
Add campaigns with driver education. Example, how to complete a left hand turn on Broadway with large medians. How to zipper merge. My drivers ed instructor always told me to check pedestrian corridors up ahead while driving, so i can stop appropriately
Drivers need to be re-qualified via road test every 5 years. I can't understand why a license renewal doesn't include driver training and certification when the rules change often and peoples abilities change.
Reducing urban speed limits, removing the ability to turn on red lights, and redesigning turning lanes to prevent collisions with pedestrians.
Please stay on top of painting the traffic lanes, and trimming trees that reduce visibility when trying to turn from a residential street. So hard to see oncoming traffic most
Keep cyclists off the sidewalks. Every day I have/see near misses on the Red & Assiniboine bridges and congestion crossing main at Assiniboine. They are a menace & think they own the sidewalks. Pedestrians should feel safe on sidewalks.
Rigorous road testing for new arrivals/immigrants
Increase the speed to 60 on the major thoroughfares such as Kenaston, Grant, Marion, etc - then drivers would stay off the residential streets. Do things to make the drive through the city less frustrating - frustrated drivers are dangerous!
You need to enforce stronger penalties for driving infractions. Crosswalk at portage and valor lots of accidents there.
Ensure roads are in better shape.
Separate lanes, with physical barriers for bike lanes. To keep bikes out of traffic lanes and to licence and tax bikes.
Increased amber light times to the engineered recommendations at all intersections in Winnipeg and the removal of the red light cameras throughout the city.
Stop making bike lanes on busy streets
Increase parking fees downtown to encourage people not to drive.
Parents/ Guardians need to teach their children how to cross at lights and to look both ways before crossing uncontrolled intersections.
Enforcement like speed traps can be a major distraction on the road (they're not very subtle and testing to the realization that there a trsp can result in irregular or unpredictable behavior.
Teaching cyclists and pedestrians the rules of the roadway and to respect the larger vehicles.
Building bike path separately from the road, not just a "bike route" in the right lane

Education on cycling in the city and how to use bike lanes during drivers Ed and what to expect downtown. We have all this new bike infrastructure in the city and driver don't know how to manage it.
physically separate bike lanes from car traffic as much as possible, especially on busy streets. People will bike more when they feel safer biking, and bike accidents kill fewer people than car crashes.
Should license bicycles. They are using the roads. If there is a collision or they are driving on sidewalks or causing accidents having a license to report makes sense. Also a nominal fee to pay for these bike lanes.
having all traffic light intersections have the warning light that counts down to when yellow light is going to happen. Some have this already but it would be great if they all had them.
I have never learned to drive. As a passenger watching drivers I am astonished at what Winnipeggers do. Crossing lanes without signalling, distracted driving, driving the wrong way ect
Need to police Distracted drivers on their smartphones
Fixing the roads could definitely help with road safety. Sometimes when I'm driving the roads are so bad I almost bounce into the next lane. Having more police on the roads in the early morning hours to catch impaired drivers.
Enforce traffic laws on cyclists, and harsher penalties for cyclists that disregard the law. * A portion of this comment was removed to comply with Moderation Rules : https://engage.winnipeg.ca/moderation#moderation
Fix sidewalks for people using wheel chairs and walkers. Allow cyclists to use sidewalks and/ od grass beside sidewalks.
Enforcing the use of bike paths where available. I see too many cyclists still riding on the road, even though there is a nice, paved path provided.
Shift focus to how to better move people around the city rather than how best to move cars. Introduce more traffic calming. Simplify pedestrian routes (ie Marion/Goulet and St Mary's intersection is complicated, involved multiple crossings, two bus stops)
Campaigns to draw attention to how ATTENTIVE people must be when driving. BE VERY AWARE of what you are doing each moment you are driving. Do not eat, text, put on makeup, read etc. while driving. You are driving PAY ATTENTION all around you.
I think more enforcement of traffic laws, speeding, distracted driving, impaired driving, would help drive the message home. Also we need to do a better job planning our roads, expressways should have service roads and limited lights, and crossings.
More active transportation/less vehicles
get speeders off the road, get cyclists off the road and make bells mandatory.
Controlled pedestrian crossings, with lights. I find on St. Matthews near my home that people are unlikely to stop without clear lighting for pedestrians.
Enforce the learner drivers levels more strongly and with more penalties for breakers
Roads designed to move vehicles quickly and safely. Proper yield and merge lanes. Clear lines on the road that are visible every day of the year.

Seriously look at wear bike paths are located. Jubilee is not a safe bike path because the path is in front of residential homes that are located on rivers have no other entrance or exit on their properties. Cyclist are racing down this pathway making it
Distractions like cell phones being used by pedestrians as well as drivers.
There are too many speed zones in the city. There should be one speed limit-50-with the exception of possibly the Perimeter and Bishop grandin. All other roads should have the same speed limit. Enforcement is key. too many zones too much confusion.
Bicyclists come far to close to pedestrians when passing them on sidewalks this needs to be stopped
Reducing residential street speed limits to 30 km/h for negligent parents who are not supervising their children is Rediculous. It is their job just as teachers and community supervisors ensure their safety when children are on their watch!
Implementing minimum speed limit (Unless special circumstances permit). Slower drivers tend to promote erratic road behaviour with peer drivers. Nobody should be going 30 in a 60. People passing increase risk of head on collisions which can be very fatal.
Stricter rules for cyclists, they do not follow rules of the road which causes disruptions in traffic and with pedestrians
Nope
Driver training and road design are the most significant factors. Having driven all over the world, some of the worst drivers are here and folks don't even know what the rules are. Road design & sign placement is terrible, substandard, and inconsistent.
Build a proper At network. Focus on pedestrians and people with disabilities. Stop block access to sidewalks for those in wheelchairs with bike paths Get cyclists off roads and sidewalks and build a proper network. What about rollerbladers?!
Better methods for pedestrian and cycle access during construction would make things generally safer. All new projects for infrastructure should have cyclist and pedestrian access in mind.
Cyclists should be able to ride on the sidewalk if there isn't a designated bike lane but should be made aware that they MUST yield to pedestrians and stop at all intersections to look for turning cars.
Better driver training by people that actually know how to drive themselves. Who is teaching people to yank left before turning right and vice versa? That example alone is very dangerous.
better attitudes of drivers....don't know how to do this....
Separate cyclist from pedestrians and from cars
All crossings should have timed countdowns. Increase the stoplight time for wide crossings. Even with walking quite quickly, when having to cross intersections with four or more lanes, there is barely enough time to cross.
Cyclists need a safe way to reach their destination. They are resulting to cycling on side walks because they feel unsafe on roads. We should model our bike routes similar to how Montreal has structured their cycling routes.
cyclists following the rules of the road and riding responsibly
Pedestrian training!!

people need to know the rules not everyone should have a license theirs a LOT of people that have a licthey can't enev see over the steering wheel of the car they drive
Clear rules for cyclist. Cyclist and bike licensing and insurance.
Enforcement of aggressive driving
Educate cyclists on rules of the road. Licence them after passing a test. OR Get cyclists off the main streets, to use back lanes only, where speed of 30km/hr is sufficients for them and separates them from cars
More bicycle lanes!!!
Make cyclists take a road test and carry a license. Cyclist cause accidents should not be the fault of the car driver.
Keep planting trees. Great for the air, provides a natural barrier between pedestrian and car. Trees also encourage slower traffic without lowering speed limits. More large roundabouts and more connected and continuous bike lanes please and thank you.
Protected/fully segregated bike lanes (such as we see on the new rapid transit way)
More and better separated bike lanes, please! When people feel safe to bike all the way to their destination, they will do it. This will reduce the number of cars on the road.
Pedestrian corridors need to become like traffic lights! (green -> yellow -> red); none of this flashing yellow, screech to a halt nonsense. 30km/h in residential zones mean that bicycles could safely co-exist with automobiles. Bike lanes for faster roads
Adding scramble crossings at intersections with lots of pedestrians, such as Portage and Donald, Portage and Colony, Portage and Main, Sherbrook and Notre Dame, etc.
Better signals. Flashing lights in school zones for example . I see pedestrians crossing at marked cross walks lights flashing and they do not watch to make sure the cars stop. Pedestrians need to take more accountability as well
Stop creating "stop and go" traffic systems. If cars can move steadily along, not stopping every 25 feet for a red light or pedestrian crossing, that would help. Cyclists also need to be educated. Act like they goddamn own the road
More strict driver training, raising the minimum driving age to 18, more training on how to respond in emergency situations. Better road construction and maintenance, more fines given to pedestrians jaywalking, not allowing panhandlers near intersections
Less obsession with speed and more enforcment on traffic flow, eg illicit turn and lane changes, improper merging especially in construction zones. left turning traffic backing up. Making traffic flow a priority in education.
Reduce aggressive, discourteous and distracted driving. Enforce that right turning vehicles yield to pedestrians and cyclists on multi-user paths including moving the yield signs to just before the turn instead of at the end, e.g. along Sterling Lion
Educate people on what the left lane is for on major routes. Quit handing out licenses to anyone with a pulse. Mandatory re-testing every 5 years. Ticket people who stop at the beggining of a merge lane
Everyone using the road needs to be aware of and courteous towards others.
Make more designated bike paths away from traffic in all areas of the city leading to downtown!
Keep developing bicycle/pedestrian paths and bicycle protected lanes

We need to keep cyclists and pedestrians safe. We need to stop prioritizing vehicles. Give us bike lanes on all major routes.
Enforce and Educate people on their driving attitudes. ie using signal light, not turning left from curb lane rather than go an extra block to get into proper turning lane. Attitude of I passed my driver test now I don't have to follow those rules.
Actual bike lanes
Mandatory testing of drivers after the age of 70 and mandatory education of cyclists for road safety and following traffic rules and mandatory licensing plus insurance for bicycles and their riders
Make ambers longer, get rid of radar lights that distract drivers and cause them to speed up or slow down/hit the breaks very erratically. Slower speed limits induce frustration in drivers and cause senseless violence and imprudent driving.
Creating proper cyclist lanes on major roadways. Enforcing road safety laws on cyclists (ie. Stopping at stop signs). Cyclist education. Closing the gap between cyclists and vehicle operators.
applying principles and practices of Vision Zero in road design, setting speeds, education, etc.
Bike lanes
more 4 way stops on residential streets
People don't know what a crosswalk is, especially an unmarked one. Cars never yield to pedestrians at crosswalks, it is expected that the person sprints across once it is safe enough to do so.
Use distinct ramps to exactly represent each crossing direction; using one angled ramp to cover both is a serious killer.
Higher standard of driver training, mandatory 5 year re-test, mandatory re-test after 2 at fault incidents. Loss of licence if unable to pass 5 year re-test. 2 year suspension after 3 at fault incidents in 5 years.
There should be a maximum speed limit of 50 km/h on any street that doesn't have a boulevard/buffer between the road and sidewalk, and the turning radii narrowed. Walking on St. Mary's (Marion to St. Anne's) is horrifying, especially in winter and rain
enforce the laws, no bikes on sidewalks!! no passing on the right over solid white lines, no parking in fire zones
Following engineering standards is paramount when considering transportation, roadways are designed for safe speeds, artificially lowering them can have a negative effect.
Separated bike lanes
Reducing speed limits is #1. Also, More suitable secure bike cages for parking downtown (finding a safe spot to park was obstacle to cycling to work for 2 years). I know others who won't cycle To work in spring/summer/fall only because no parking
Education of pedestrians and bicyclists of their responsibilities under the highway traffic act and enforcement when violations occur.
Lower residential speed limits, speed humps, speed radar to enforce

More vehicle safety inspections. More driver skill assessment (all ages) / testing / confirming rules of the road - right of way. And enforcement of all these items.
Inconsistent signage leads to driver confusion. Spend too much time looking for a speed limit sign so I don't get a photo radar ticket, I miss other things.
Have police pay more attention to the street they're driving down, than the cell phone in their lap. What ever happened to "Eyes on the street" mantra?
* impose fines to cyclists sharing the road not adhering to road safety * A portion of this comment was removed to comply with Moderation Rules : https://engage.winnipeg.ca/moderation#moderation
Cost of doing business.
remove the gaps in bike connections throughout the city, why does a safe street (lyndale) dump us on to St. Mary's in St. Vital with no protected bike lane. Ridiculous!
Major enforcement of distracted driving rules (no texting while driving!). Speed humps, restricted vehicle access on some residential streets. There are 30 kids under aged 12 living on my one block street. Many drivers drive too fast to stop
Segregated pedestrian and vehicle infrastructure
Train pedestrians to look both ways before crossing, instead of being buried in their phones. Cyclists should also respect road signage instead of creating their own set of rules.
?
Build safer streets for pedestrians and cyclists. Our city is far too dependent on car culture.
Speed, educating drivers, teaching people not to rush
Limited visibility of crosswalks due to parking or other obstructions. Pedestrians walking immediately across the road before ensuring cars are stopped (especially in Winter). Having flashing lights at eye level of drivers.
All we need to start is paint and cement to narrow the car lanes & add protected bike lanes on every street. Narrow lanes make drivers slow down. Install road calming objects on residential streets because not every driver learns from ticketing.
Roadway design. I'm surprised you don't have that as an option in question 18 ("road infrastructure" isn't the same in people's minds). Because design is not an option in your list, you're not going to hear much about it, which is a problem.
I think there people do not understand the rules of the road when it comes to cyclists and vehicles sharing the road. More needs to be done to educate. Also there is poor cycling infrastructure which is unsafe.
Bike lanes with a physical barrier separating them from road on major streets.
Follow the science: WHO recommends 30kph as the only safe speed in environments where cars and vulnerable road users mix. Speed limit reduction is first step, engineering improvements after.
Connecting the existing active transportation routes
Ya! Redesign the road ways to help get traffic out of the downtown core and come donw on construction companies taking their sweet as time on getting the job done. It take far to long. Other cities do the same job in a fraction of the time.

The city leadership needs to publically prioritise the safety of vulnerable road users over vehicular convenience.
Public awareness about being respectful, careful, considerate of others. The number of angry drivers yelling, cutting off others, giving rude gestures, are appalling. Every driver is somebody's child, spouse, parent, friend. What if it's your loved one?
Brighter more visible lights at all pedestrian crosswalks.
Winnipeg drivers each think they are correct in understanding the rules and yet none of them do. Mandatory written tests each year after each demerit given will help remind Winnipeggers of the rules. Mandatory road tests after every accident are necessary
Consideration of one-way streets in some areas or roadway portions to allow more room for bike lanes. Teaching bicyclers the rules of the road.
Road users who travel by multiple modes - sometimes drive, sometimes bus/walk, sometimes bike - are most likely to be understanding and respectful of other road users. Giving people meaningful options other than driving will lead to safer streets.
Speed humps on residential streets that have long straight aways
BELLS ON BIKES, PEOPLE MUST ANNOUNCE THEMSELVES AS THEY PASS PEOPLE ON THE LEFT
Better road conditions. Red light cameras at all intersections to monitor people (drivers and cyclists) who run red lights. Mandatory licensing of bicycles used on streets.
My closest calls while cycling has been with pedestrians standing on bike paths at bus stops. There is no warning or railing to indicate to people to not stand on these clearly marked bike lanes that skip onto the sidewalk.
Create more designated active transportation pathways that are physically separated from vehicle traffic
Most cars don't allow cruise control at 30 km/hr. 30km/hr speed zones incredibly unsafe because all I'm doing is watching my speedometer to make sure I don't get a ticket. It's safer to have normal 50km speed so can focus on road, and not on my speed.
More traffic violation enforcement by real cops. Real consequence \$ & demerits for all road safety violations.
As a pedestrian it is unnerving to have drivers make left hand turns as I cross the street or try to cut me off as I cross. Eliminate left hand turns on a green light while pedestrians cross.
I don't have anything that will help lowering collisions, other than what has been covered. But I feel that crosswalks outside of intersections are very dangerous to pedestrians. People hit that button and walk, with the assumption vehicles will stop.
Increased enforcement of cyclists not following rules of road. 90% of cyclist collisions are due to cyclist not following rules and are completely unaware the traffic act considers them a vehicle and have to follow same rules.
Remove Bicycles from roadways with motor vehicles, put bike paths beside sidewalks.
Increase length of yellow lights. Increase speed in school zones. It's too distracting going slow
Need lights or traffic circles on major busy intersections like Elmhurst and Wilkes. And reduce speed on Wilkes.

Teach people to pay attention to their surroundings instead of just themselves. I drive all across the country and Winnipeg has by far the worst and most selfish drivers on the road. "Friendly Manitoba" haha, what a joke.
Removing cyclists from the road and put them safely on the side walks.
I realize this is a vague response, but increasing sight lines at residential street intersections would help. Often there is fencing and other obstructions that make it very difficult to assess whether it is safe to cross or turn onto another street.
Less flashing lights because some people do not know what to do when you come upon them. We just about got in an accident as someone went through a flashing red at Grant and Park
Using some of the existing sidewalks on one side of the street for bike paths rather than sharing roads that are too narrow share the space we already have
Free up main arteries throughout the city that lend themselves to safe and faster route for the drivers.
I live on Sterling Lyon Parkway - they are going over 80 and it is far too dangerous - put speed bumps in - cars racing down this street all times of day day - it is a death trap
Get rid of intersection cameras, they lead to more rear end collisions.
Proper protected bike lanes on all roadways to prevent lane switching by vehicles and cyclist accidents, no parking on two lane routes during busy hours
Police enforcement regarding drunk pedestrians and cyclists, especially in downtown, North and West end.
designated bike lanes, promotion of public transit, more park and ride options
Higher penalties for dangerous driving; re-testing drivers after a certain number of infractions
Less vehicles, of those, less large vehicles (SUV's, pickup trucks, etc.)
It wasn't presented clearly enough in the last question, but improving road design. Lowering speed limits is a good start, but that will only be effective with a corresponding change to street design to encourage slower driving.
No
I think a large contributor to major/fatal collisions is drivers who are rushing, and not focused on the very real risks to themselves and to others.
education! nobody seems to know that pedestrians have the right of way at unmarked crosswalks, which is anywhere sidewalks intersect a road. why? improper education, lack of enforcement. people only stop for pedestrians at lights and marked crosswalks.
Higher penalties for impaired driving
Driver attitude, as previously noted. Specifically, motorists -vs- cyclist or pedestrian. This could likely be improved through public awareness campaigns and/or during driver training.
Keep photo radar
* This comment was removed to comply with Moderation Rules : https://engage.winnipeg.ca/moderation#moderation
Protected bike and pedestrian lanes

Better road design, better sight lines, more/better signage (visibility), eye-level flashers at ped corridors, advanced warning lights at high speed intersections, longer Amber light durations, flashing lights at school zones
Improving the city's metro routes that have constant speed limit changes. Keeping road signage, cycling paths and pedestrian paths in a uniformed system. Using common sense when developing transportation systems (auto, cycles, pedestrians).
Most of the serious car accidents I hear of are alcohol related and repeat offenders. More check stops. Take away licenses. Stricter penalties.
I feel the vehicles or cyclists don't respect pedestrians at all. Vehicles constantly turn right or left at intersections and pay no attentions to the walk signs.
Driving schools need to be accountable for their students until out of graduated license. City need to police cyclists as they do cars as cyclists are covered under the HTA. Bike on public roadways should be registered
Safer road design and traffic calming measures are key. Straight wide roads with high speed limits make it too easy for people to zone out. Instead of widening roads, create infrastructure that makes it feasible to move around without a car.
Accountability for one's actions at all times whether behind the wheel of a vehicle, walking, riding a bike, etc. Autopac must go back to private insurance for drivers.
I am a cyclist as well as a driver. Eliminate cycling lanes and expand those to autos. Have bike paths for cyclists and get them off the sidewalks. Very few cyclists cycle in winter or in adverse weather, contrary to the few vocal diehards.
Pedestrians should use cross walks and or designated crossing sites. J-Walking is common in Winnipeg and must be warned against or even fines given. I also feel as though traffic lights are placed in many areas where they are not needed. Use roundabouts
Driving is a privilege not a right. Stop catering all roadway design to solely automobiles.
Replacing signal controlled intersections on higher speed roadways with diamond interchanges.eg. Bishop Grandin Blvd. River ,St.Marys& St.Annes Roads. Much safer for crossing traffic&pedestrians on the higher speed roadways.
A lot of drivers ignore road safety and regulations on the road. I am not talking about rolling stop on the 4 ways stop sign. It is the aggressive drivers who drive their vehicles over speed limit. They need road education and stricter enforcement.
Coordinated traffic lights along roadways.
If possible, each road should only serve one function (Through roads where traffic movement is the highest priority, access roads to buildings and residing is the most important, distributor roads that connect through roads and access roads)
A pedestrian-only concourse in popular shopping areas to encourage use of public space
Increase the number of street crossings. I've seen many people running across Main St after getting off the bus because there are so few places to cross safely. Roads like Main St are wide and straight with few traffic lights - basically a speedway.
Just please separate cyclists, pedestrians and motorized vehicles. Increase active transportation, due to building the rapid transit corridor many people are utilizing active transportation.

Design roads with pedestrian and bike safety as top priorities. ADOPT VERSION ZERO POLICIES!!! There is not reason why Winnipeg can't eliminate injuries or death IF vision zero practices are actually put in place.
Convert overhead ped lights to regular controlled light w/ sensor or switch on demand. Increase or realign substandard turning radii on roads serving higher volumes and buses. Dedicated turning lanes or no turn at all. Also, longer merge lanes
Instead of only answer being "Increased number of pedestrian crossings", a better idea is to improve the way crosswalks are managed/controlled. Also school zone placements need to be standardized so that drivers better understand where these zones are.
Consistency in speed limits. Kenaston eg... 70 km over bridge with curves, merging, potential ice where greater risk then drop to 50 on straight away, back to 60 then up to 80. Causes bottlenecks and driver frustration which causes accidents
More clear lines, more bike lanes, more separated bike lanes on major streets, more driver's education about how to behave around cyclists (and vice versa, but I find vehicle drivers are way less educated about proper driving with cyclists than cyclists)
Adjust the rules based on Vision Zero experience in other cities; make passing in the right most lane a dangerous driving offence, Retest drivers, not on the basis of age, but on a regular 5 year cycle, teach drivers to yield for all potential collisions.
The city should consider the many road users when designing roads. For example, city is renovating Roblin blvd from Dieppe to Dale/Barker but it forgot to include a dedicated bike path in the design. It means that bike users were not part of the plan.
Cyclists riding on the road when a bike path is available. They should be ticketed
People drive haphazardly more so during afterwork rush hour compared to mornings. Maybe it's fatigue but the lights need to adjust for drivers so they're not having to stop all the time and feel like they have to race to make a light/block the intersection
Stop making more lanes for cars! Incentivize drivers to get out of their vehicles and onto transit/bikes/walking, etc.
Separate bike/walking trails (like the Yellow Ribbon Trail) rather than designated lanes on thoroughfares(e.g. Roblin Blvd). Also more enforcement of laws against distracted driving and impaired driving. Teach good judgement instead of adding laws.
Education and mindfulness are key
Increased Active Transportation network to let cyclists and pedestrians commute safely. Also, amber lights at crosswalks suggest stopping is optional... make these lights RED to trigger drivers to STOP.
Question #14 choices did not include "driver inexperience" (due to young age or inadequate length of time with license), and did not include "failing mental/physical abilities due to age" - the choices of medical, physical & mental disability don't fit.
Major intersections such as all of them on bishop grandin should be interchanges. Can't call it a expressway if there's stopping involved. Same as Kenaston. I had never seen a 3 lane left turn until I moved to Winnipeg. That's embarrassing.
More policing. Please connect the bike paths together, always have to ride on streets or sidewalks to stay alive, to get to a bike path.
Just want to emphasize how important active transportation is

Trying to address road safety via enforcement only without driver, pedestrian cyclist education as well as road improvements will NOT likely make our roads any safer.
I imagine it would be a hard sell and tough to get everyone through the system but I like the idea of mandatory re-testing every so many years, and maybe increase frequency as one gets older.
Redesign of streets for slower speeds, and to de-emphasize the car as the primary user
Driver training is critical. Public awareness campaigns in the form of the old 60 second driver TV or radio would be much more effective than billboards or print media.
Having clear signage.
Introduce design elements to force drivers to slow down. Speed bumps, forced 90 degree turns to minimize high speed turns etc.
Better overall design that encompasses all forms of transit for everyone, not just vehicles. And some people should never drive. Self driving cars are the future. Not me, I am awesome, I get to keep driving! :)
For cycling / motorvehicle collisions specifically: cycling routes need to be continuous. There are a number of areas in the city where a bike path ends. As a cyclist, those transition points are particularly dangerous for cyclist and motorists.
The pitiful state of road markings in this city has nearly resulted in several accidents for myself. Too many areas are completely missing road markings making traffic a bit of a free for all, particularly with multi-lane turns.
I did my road test in the 80s. Since then, we have roundabouts and all sorts of new laws. Why don't we have people do an online refresher test. Remind Winnipeggers right turns into the right lane, left turns into the left lane. Merge vs yield etc.
1) Connect active transit corridors = efficient option door to door. 2) Make better "slow and steady" car corridors = possible to cross the city with less stopping. 3) Make insurance and safety ratings reflective of vehicle type risk to pedestrians.
Bigger fonts on traffic directional signs; better roadside lighting; no piling up of snow at street intersections; higher fines for speeding; longer jail time for car theft; licence suspension for drunk driving
Youths education
I believe ongoing driver training for all licensed drivers would significantly increase road safety. Driving is important. It would be worth a few hours and a few hundred dollars each year for continuing education.
I am writing & answering this survey from the perspective of a pedestrian. Any improvements in pedestrians having the right of way on a WALK sign, would be greatly appreciated. I have been nearly hit by cars so many times at these controlled intersections
Calming bumps installed in high risk areas such as my street (Bridge Lake Dr) where open stretches are an invitation to racing and speeding
International drivers should be required to take drivers education and proof of valid MB or other provincial drivers licence be required to register a vehicle.
narrow streets. Protected bike lanes. Physical traffic calming.
More driver training.

Enforcing that people don't stop in the middle of a lane to change lanes or preventing a merge lane from moving because they are waiting for all traffic to go past so that they can cross all the lanes at once to get to the other side .
Stop putting up traffic lights or stop signs everywhere. Invest in keeping traffic moving like an interstate and cloverleafs.
planning better! Better light times better speeds and more education to everyone, drivers pedestrians and cyclers. Everyone should be aware of there surroundings and moving smoothly no matter your form of transportation
Stop decreasing the road size by adding bike lanes. Teach our children to look both ways when crossing and how to use the crosswalks properly. Slowing drivers down is not the answer.
Clearer road lines, raised crosswalks
Get cyclists off the roads and on the sidewalks.
Driver habits need to change; driving too slow, driving too slow in passing lane, proper merging, usage of signal lights, driver courtesy, adopting a freeway state of mind when driving on major thorough fares, common sense, etc
Better education for drivers, pedestrians and cyclists
Larger snow clearing budget.
Construction lasts too long and people are frustrated which leads to speeding. The construction companies need to be held accountable and not given a free pass to take as long as they want * A portion of this comment was removed to comply with Moderation Rules : https://engage.winnipeg.ca/moderation#moderation
On major roads like lag, the merge lanes are great, but the straight through traffic going into the merge is dumb... I've seen so many accidents in these okaces
Ticket people for Jay walking, and ticket bicycles that do not follow rules of road. Pedestrians and cyclists need to mind the rules of the road and behave safely.
I find it very important to have people in certain age bracket to redo their road test because most accidents are caused by seniors.
Better signs for streets.Better signs for street names. More roundabouts. More pedestrian overpass is over major roadways.
Better traffic flow
None
Make people aware on major highways you don't jump lanes when turning onto highway from wide toad and stay in left lane so people can pass once you can move over safely
Motor vehicle accident stats have improved greatly since 1979 (when records began) & continue to do so.
Change pedestrain crossing - overhead lights in some cases and not easy to see and take your eye off the road
Get rid of More lights or have them better synced like Mr. BOWMAN promised. At least in the evenings have flashing Amber's on major roadways, like Portage and Pembina.
Better design/infrastructure in the inner city where most pedestrian collisions occur
Reducing the number of lights on major arteries across Winnipeg by having better road infrastructure

Share the road collision data with people and what the specific causes of each collision was so there is a greater awareness of the real safety issues. My perception today is that our roads are safe but I don't have all of the real data to decide.
Use actual police enforcement not photo radar. What good is a ticket a week later?
Improve bus services so less people drive. My area of Glenwood has no service. I have to walk 15 mins to catch a bus. That is terrible.
Proper road signage reminding motorists of proper road etiquette. Signs like "Merge Ahead, Merge Here, Keep Left Pass Right, Leave Space for Cyclists" etc.
Main cause of accident is driver error and poor infrastructure poor planning of highways
better progressive city planning less stop lights on major streets increase lane on major roads
I am a truck driver with over 5 million miles safe driving and higher speeds on our highways are much more dangerous then 50 kmh limits in the city.Higher speeds mean more destruction.In the city,carelessness and insufficient training seem to be the dange
Immediate suspensions & driver reviews with all fatal accidents,
Educate drivers, understand the handbook
Big factor on streets like Osborne is left turners on one side, parked cars on the curb side causing frustration and drivers making dumb moves like road rage and dangerous driving.
Shifting enforcement efforts from low density, low risk areas to actual neighbourhoods. Enforcement seems focused on revenue rather than safety. Additional balance between financial/administrative enforcement to better deter those with additional means.
Driver training is the key to safer roads. If everyone receives training at the same level, everyone drives safer. We have to many people on the roads who aren't driving safe, because they dont know how.
Better separation between vehicles, bicycles and pedestrians. These do not mix well.
the short yellow light timing that city hall ignores, and the the lack of lights at school zones even though they were given for FREE
Implementing proper road designs. Do not allow political or monitary issues compromise road safety design.
Infrastructure, more education on crossing streets
Public awareness campaign, re paying attention, driving to the conditions
Most are "mistakes" made by the people involved. There will always be mistakes made. Bikes on the same road with cars (bigger and faster) is asking for trouble. Pedestrian crosswalks seem like accidents waiting to happen.
Lower amber times. Use more roundabouts. Less traffic lights on high speed highways, instead use clover Leafs.
Greater consequences for road collisions resulting in major injuries or deaths.
Mandatory driver training before someone can take a road test in Winnipeg.
Mandatory re-testing of knowledge and in car driving every 3 or 5 years regardless of age
Get rid of 30km/h school zones and instead teach kids to be aware of their surroundings.
Driver education, and re-education needs to be put into effect. You shouldn't be able to get your drivers license at 16 and never have to re-certify. Road rules change, people forget, and get careless. Licenses should be revoked after breaking rules.

Use of formula for Safe Stopping Distance to make traffic signals of yellow and red light timing relative to street speed.
Roads should be designed in such a manner as to allow for human error, and reduce the impact of these errors.
I honestly feel that it is combined with: pedestrian, cyclists and some drivers not knowing how to navigate and use road ways properly and for pedestrian collisions is line of sight. If schools are a concern, then limit where cars can stop. To open visibility
Teach pedestrians how to safely use a crosswalk (stop, make eye contact with drivers). Messaging to youth to put phone away when they are driving.
MORE PROPER BIKE LANES
Banning from Winnipeg all right hand drive cars
Distracted driving should be heavily enforced especially texting
Having everyone obey road rules. Have bicyclists register bikes with safety courses taken - like driver training in vehicles.
People are still distracted by cell phone use both by drivers and pedestrians. Motorcyclist still weave in and out between cars to move along the roadway. They drive in pairs and forget they have signals. Bicyclist are the worst
Extended yellow light times, increased number/size of signs, reduce trees covering signs (stop signs)
"road infrastructure improvements" is vague - if that means narrowing car lanes, removing slip lanes, making crossings sidewalk level instead of curb cuts, protected bike infrastructure, no right on red, scramble crossings, etc, that would help significantly.
I had to take MPI's novice driver course in 2008 and it was the first time I actually learned how to drive defensively, despite taking driver's ed through my high school. I wish every driver could take that course after a few years on the road.
Many cyclists do not follow the rules of the road. They ride through red lights, weave in between vehicles, and are a major hazard. Cyclists should not be allowed to ride on the road unless in a designated bike path/lane.
Newcomer education. Better training for everyone in yielding/merging and zipper merging at construction (less road rage). More roundabouts and visible crosswalks. Accountability for pedestrians and drivers to make eye contact....
yes. please fix roads. and please make speed limits near all schools lower. if a school is near a busy street all the more reason to ENFORCE lower speeds as more of a risk. if we reALLY CARE ABOUT STUDENTS SAFETY IT NEEDS TO BE ALL SCHOOL ZONES LOWERED
Enforcing cyclist traffic compliance. When sharing the road should be made to get bicycle insurance and be fined for traffic violations just like autos
In general, the road system was built with motor vehicles in mind. The rules don't work well for pedestrians and cyclists which makes them unpredictable road users. Expanding active transportation is critical.
Vehicle Safety checks as vehicles age required to get insurance. This would ensure brakes and tires are in good condition. Good brakes and tires, as well as good drivers, reduce accidents. Speed limit changes are ineffective.

Awareness is the key - BY EVERYONE. Drivers need to pay attention to what's going on around them. Signal your intentions. Everyone needs to stay off their cell phones. Using a pedestrian cross walk - STICK YOUR ARM OUT. Cycling - stay close to curb,etc
I think there are some people who drive fast. Maybe they think hey are invincible. New and big vehicles make it easy to drive fast. Some people tailgate and have no idea about winter driving. Lots of cell phone use while driving.
Correction of short amber lights, actual police presence on the streets, overhead flashing lights warning of red light
Making it impossible for people to use their cell phone in the vehicle unless parked.
Proper enforcement of road rules for cyclists including lane changes and single file riders. Ensuring cyclists stop at lights and stop signs. Licenses for cyclists
remove bicycle lanes downtown - extremely dangerous for all
Testing all drivers every five years.
More training and testing for foreign students arriving with licenses from other countries. Apparently they don't have to take a road test? Many drive high powered vehicles with little driving experience prior to arrival.
winter driver training for newcomers to Canada who have never dealt with snow and ice
Not at this time
Enforcement and education against electronic use while driving.
Set speed zones to meet the flow of traffic and get rid of the speed cameras in zones that are set up to entrap motorists.
Have traffic flow better by having the lights more in sync especially on busy more used routes in the city. Allow longer green lights for busier streets during rush hour will allow traffic to flow smoother and less need to stop which causes accidents
The timing of the stop lights. There doesn't seem to be a flow for traffic especially in downtown areas. This includes morning and rush hours.
Yeah put a STOP sign at the intersection of Windermere Ave and Derek St. as there is no stop sign or way of slowing down the traffic on Windermere Ave from Pembina Hwy. to Daniel St. and so vehicles clearly speed up and down Windermere Ave.
People need to learn how to drive; this city is terrible for not stopping at stop signs, not using signals, and not caring in general. Our transit system is also a joke. Would be helpful to have a better transit system.
Assessment of high risk roads
A continuation of the paved bicycle/pedestrian pathway between MacGillivray Blvd and Sterling Lyon to prevent cyclists from having to cycle in a gravel shoulder with 80km plus vehicles in the next lane.
Increase age eligibility and more intense driver training.
Transform Winnipeg from an automobile-centric city to a pedestrian-centric city - GRADUALLY.
flashing lights at school zones, increased education in school about pedestrian crossings
More driver Training for new arrivals in our Country , and law enforcement on our Roads, I never see them anymore.

reduce cars on the road - bolster mass transit, de-incentivize car driving, prioritize AT on main routes (direct, not just recreation routes), National divestment from fossil fuels, 30 km/h residential streets, 15 km/h back lanes, reinvest police funding
greater separation for different modes of transport creating incentives to use alternatives other than personal motor vehicles. advertising cycling and bus as a better alternative
Improve cycling infrastructure. Create bike lanes to connect all neighbourhoods within the perimeter of the city. We also need a more efficient way of maintaining bike lanes in winter
must have more flag people on roads in Winnipeg and on highways, very serious problem when in construction zones. have flag people 1 km before construction zones
To remind drivers to drive SLOWLY rather than faster! In our area, St. Vital, people drive through School Zones like it's a Race Track!
N/a
Improving the designs of roads, interchanges and intersections. Lowering speed limits on high speed congested roads (such as Bishop Grandin and Kenaston) where there is significant vehicular weaving movements. These roads should be 70 km / hr.
What I am most concerned about is the drag racing that takes place every Sunday evening, It usually starts at 7 o'clock until midnight. There are people who are trying to drive on this major road and they are being endangered. Also the noise is unbearable
Intersections that have been identified as high collision sites should have the traffic signals timing adjusted to indicate Red in all four directions for 5 seconds prior to one of them turning Green.
I think distracted driving, not using proper signalling, and people's stress levels are major concerns. Until we can create a better society for all we are on a path of having to try and put laws in place for things that should be common sense.
campaigns to target texting and driving, and road racing
Make winter tires mandatory
Cyclists need to be educated and follow the rules of the road. They should be licenced and ticketed just like motor vehicles.
Be consistent with turning lanes, better marking on roadways such as turning from main st onto Chief Peguis...mark the lanes in the turn with dotted line. At all intersections have the numerical countdown on the walk signs so amber light not a surprise
Retesting every 5 years regardless of age
Definitely 30km everywhere. . And political will, e.g., visionary politicians (not spineless).
Stop putting all the emphasis on speeding. Part of the issue is that we do not have any decent routes that allow traffic to flow. Start addressing the problem of people only being able to 30 on routes where they should be able to go 80
some traffic lights are too low and therefore they are harder to see - for example, turning lights at McPhillips and Leila; not sure why these are lower than in other intersections

I can't emphasize more than enforcement in basic infractions is key. By no2 most motorists know where light cameras are and slow down. We require speed, light, distracted driving and reckless driving enforcement
More protected bike lanes and trails
Massively punitive (as in jail time) repercussions for repeat drunk or drug driving
Allowing biking on sidewalks
Get people to stop running red lights, especially on the perimeter. Synchronize the lights so vehicles don't have to stop as often and so keep people from getting upset and impatient. Enforce traffic laws when cyclists are on the roadway.
Reinstatement of vehicle safety checks for defects on vehicles . Also mandatory driver training tests after age 65.
Lowering speeds to 30kph on residential streets.
Remove every single traffic light on roads with a speed limit of 70 kph and higher. Introduce cloverleafs at every intersection on the entire roadway of: Perimeter, Rt 90, Lag, Bishop and Chief. Increase # of lanes on roadways to manage congestion.
Consistent speed limits along roadways.
Better light system
Specially after turning and entering directly to second or third lane is always a problem for other vehicle coming from opposite side.
Drivers in Winnipeg are becoming more aggressive and rude. There is an intolerance of any pause. The honking and tailgating has increased. I have been honked at for slowing down to park on my residential street.
Regular road testing, regardless of age (every 5-7 years) would help to correct bad habits. Better delineation between bike/pedestrian and motor vehicle roadways. Slower speeds for sure! Make better pedestrian crossings.
Get bicycles off of major roadways. Time traffic lights properly to avoid jams. Great example is Broadway between Osborne and Portage. All lights should go green one after the other so traffic moves. Cars should only stop for one light in entire section.
Yes, the 'Bicycle Route No Parking Sign ' should be extended from Crescent Park to South Drive to avoid a t. Presently Crescent Drive is a Bicycle Route to Wildwood Park but there is not a sign from Crescent Park to South Drive where there should be one.
MORE red-light cameras at major intersections in Winnipeg! Such as Grant Ave & Kenaston, Grant & Taylor Ave, Portage Ave & Moray, etc. Higher fines to drivers for speeding /driving through red lights. Drivers going through red lights is out of control.
Driver Education. Drivers should have to complete an exam focused on driver safety every 5 years or whenever driver's license is renewed. Most Winnipeg drivers are unaware of basic safety road practices.
Keeping cyclists and vehicle separated. Have a designated path for cyclists, not on the road also eliminating pedestrian crossing on major roadways...ei keniston, Pembina, lagimodiere
Greater separation of vehicular and pedestrian/cyclist traffic through continued development of adjacent pathways as opposed to integration on major routes. Reduced intersections in favor of cloverleafs and turn-offs.

n/a
Educate pedestrians to stay on sidewalks and off roads. Cross only at crosswalks. This should be the very first education newcomers should receive. STAY OFF ROADS.
Current engineering standards for road safety are not good enough, we need to look beyond them. Design roads for slower speeds so drivers naturally go slower - narrow the roads. Shorter ped crossings. AT infrastructure everywhere.
network screening, vision zero evaluation and prioritization of intersections, requiring independent Road Safety Audits for design projects, expansion of the Bicycle Education & Skills Program through GAC
Police enforcement and suspension of licenses
The punishment should be greater. Any semi-intelligent person knows drinking and driving increases the likelihood of a deadly accident. Therefore, the law should fit the crime - the drunk driver knew his/her actions could kill and chose to drive.
More education provided to drivers. Drivers should be taught how to take roundabouts appropriately. Roads made safer by having specific lanes to turn with a light.
People using phones while driving is the worst infraction to safety. Penalties should be increase severely. If you are staring at your crotch and driving, you are impaired--you should be charged with impaired driving.
Expansion of protected bike lanes or paths and a legal requirement for cyclists to use them
The most important factor is speed as has been shown in many other cities - reduction to 30 in residential areas and enforcement - random speed checks in all areas and not only in school zones or in front of school or recreation areas - control everywhere
There should be more flashing lights for pedestrian crossings.
Adopt Vision Zero as policy. Right of way design should be suitable for all people, not just convenient for people driving in vehicles.
Change the culture. Prioritize walkability, change bus routes so that they make more sense, make it easier for people to get where they need without a car or gas. Fewer cars means fewer distracted drivers, too.
Repeat offenders for driving offenses need to have their licenses suspended. Driving is a privilege not a right.
Lock up drunk drivers - including off duty police!!!
Enforcement of Traffic, Bicycle, Pedestrian Laws/Bylaws
All school regardless of location should be designated 30km/hr
Well, if you could stop people from stealing vehicles and then driving them erratically, that might help, but not likely to happen. Better marked pedestrian crosswalks, check out the cross walks in Tucson AZ. Stop people making hurried right turns on re
Mandatory Winter Tires - Dec 1 - Mar 1
Licencing of bicycles, this way if you are in a accident or witness one that was caused by the actions of someone on a bicycle, who leaves the scene, we may be able to track them down. Also if cyclists want more bike paths, this would help pay for them.

Create better flow on major roads. This will prevent people from travelling on roads that are supposed to be lesser used. For example, bishop grandin is not an expressway. It has so many lights on it that's just another road that people avoid.
We need MANY hidden speed cameras. Current speed cameras are too visible. Everyone knows where they are so they drive faster until they are near a camera. More traffic calming tables on feeder streets (ex/ Killarney, Dalhousie in Ft Richmond)
Reducing poverty to reduce alcohol-related pedestrian collisions
Have road construction/repair operate on a 24, or at least 18, hour basis during the spring through fall construction season.
We need to have more freeway arterial roads. Every road in this city is filled with stop signs or lights which are generally the cause of accidents
Is there a long-term strategy to condition drivers that the perpetual rushing to one's destination is mostly not necessary, often not actually time-saving, increased fuel consumption, increased brake wear and increased traffic risk and stress.
Longer amber lights. I know that they were just lengthened but still not long enough. For drivers charged with dangerous operation, maxing out their speed capabilities at 100km/h, speed bumps on busy residential roads
Controlled intersections along McGillivray west and reduce the speed limit. It's very dangerous to make a left turn & other drivers are impatient, turn right & then make a U-turn complicating the traffic flow further.
have all transit stops on far side of intersections, after right bends/ curves and give transit more distance from last stop when they need to make a left turn. cycle lanes would be better with if vehicles/transit weren't able to pull into cycle lanes.
More red light cameras at high risk intersections; more crack downs on street racers and illegal modifications to vehicles.
I think a lot of people drive over the speed limit - better enforcement
Extending amber light times to North American average standards; making school crossing much more visible (flashing lights and speed bumps)
Add flashing lights to school zones and stop making a blatant money grab and actually about safety
Road investments at major critical intersections. time to build interchanges along our major arterials. build roundabouts at those intersections that don't warrant interchanges
quit giving drivers passes for multiple driving offenses
Bike lanes. More options to get cyclists away from vehicles and off the sidewalks.
This might seem out of left field but the people begging for money on the street corners downtown or other areas are a distraction and sometimes they almost fall off midway on road causing on coming to swerve in other lane. Time to stop street begging
I'd like to see more emphasis on pedestrian safety. It seems there is a lot about bike safety and bike lanes, but little concern about pedestrians, who are often knocked over by bikes on the sidewalk. Maybe we need enforcement of sidewalk rules.
Road design. Our roads are designed for higher speeds than should be allowed. Change road design standards for new streets & plan retrofitting for existing streets. Lowering speed limits is a step, changing road design is the real answer.

Speed limit of 30 km/hr in all residential streets in Winnipeg
Increased pedestrian and cyclist training.
Lower the city-wide default speed to 30 km/h
Infrastructure that is traffic calming. High speed Infrastructure makes collisions more violent.
24 hour flashing lights at otherwise uncontrolled pedestrian crossings (like in the UK)

Survey: Road Safety Public Attitudes and Experiences Questionnaire

Question: Is there anything else you'd like to tell us about this survey or about road safety in general?

Total Comment Topic Breakdown

518 comments received

**some comments appear in multiple categories*

Speed: 217

Active Transportation: 206

Signs and Signals: 97

Enforcement: 72

Education: 71

Maintenance: 57

School Zones: 47

Traffic Flow: 46

Other: 34

Photo Radar: 33

Transit: 25

Seasonal: 20

Parking: 12

Winnipeg Road Safety Strategic Action Plan

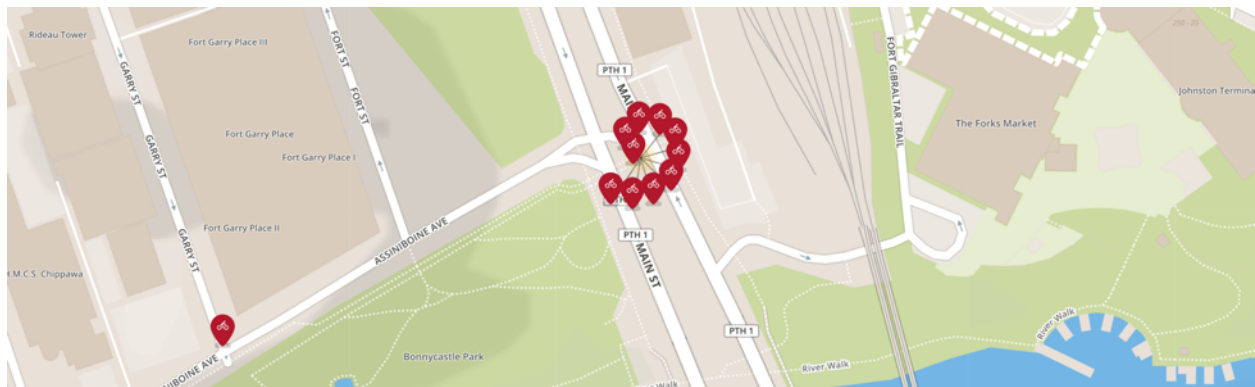
Places Tool Summary

- Participants were asked to think of the routes they took daily through the city and then identify specific roads, locations or intersections where they felt particularly at risk of being in a serious collision.
- Using Bang the Table's Places Tool, participants were able to mark locations using 3 different types of pins:
 - 102 pins were placed in locations that were **dangerous for cyclists**
 - 75 pins were placed in locations that were **dangerous for pedestrians**
 - 47 pins were placed in locations that were **dangerous for motorists**
- For each pin, participants were also asked to identify the nature of the road safety issue as either engineering, enforcement, or education.
 - More than **89 percent of the comments** (185 pins) were related to issues with **Engineering** (such as road design, light cycles, etc.). T
 - 7 percent of the pins (15) were related to **Enforcement** issues, while 4 percent (8 pins) were related to issues with **Education**.
- Below, we've highlighted the roads, locations, or intersections that were most frequently identified by respondents. The full list of pins and comments are being reviewed and assessed for recommendations as part of this study.

Most Dangerous for Cyclists

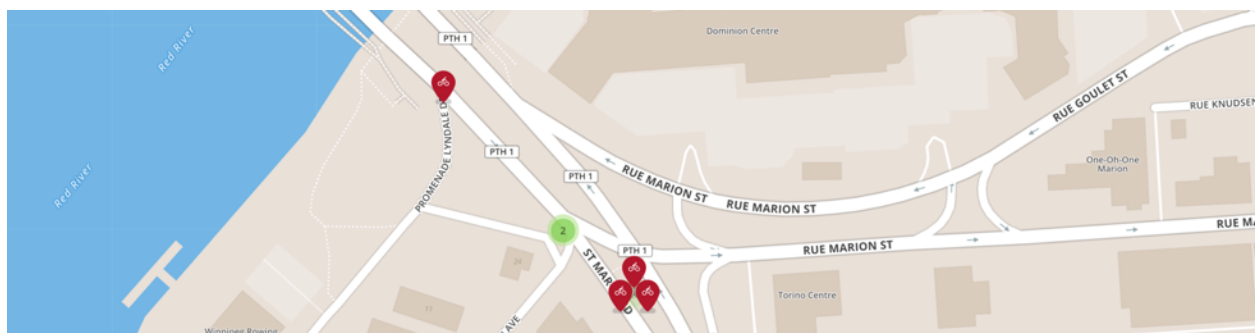
- It should not be surprising that most of the locations identified as "most dangerous for cyclists" are actually a part of or adjacent to Winnipeg's developed active transportation and cycling network, seeing as these are the routes most cyclists take daily through the city. These comments are therefore most often suggestions on how to make specific necessary improvements to routes that are already effective and well-utilized.

Main St. at Assiniboine Ave. – 10 comments



- Participants identified Main St. at Assiniboine Ave. as one of the key places that are dangerous for cyclists (10 pins). Some of the reasons why it is dangerous include:
 - **Cars turn left on red light, endangering peds and cyclists (northbound).** "Cars blow the red to turn left from Main to Assiniboine all the time, with no regard for the bikes and peds who have the crossing light."
 - **"The waiting area and riding area on the east side of main, which links the cycling path on Assiniboine with the one at the forks is pathetic.** Broken up pavement, gravel, no space between the sidewalk and bus stop. This is the worst path in the city. Needs major upgrade."
 - **Cars turning right are a danger to bikes and peds (southbound).** "Needs to change to a stop light and no right on red instead of current stop sign. Cars look left and not at bike and ped traffic crossing to their right."

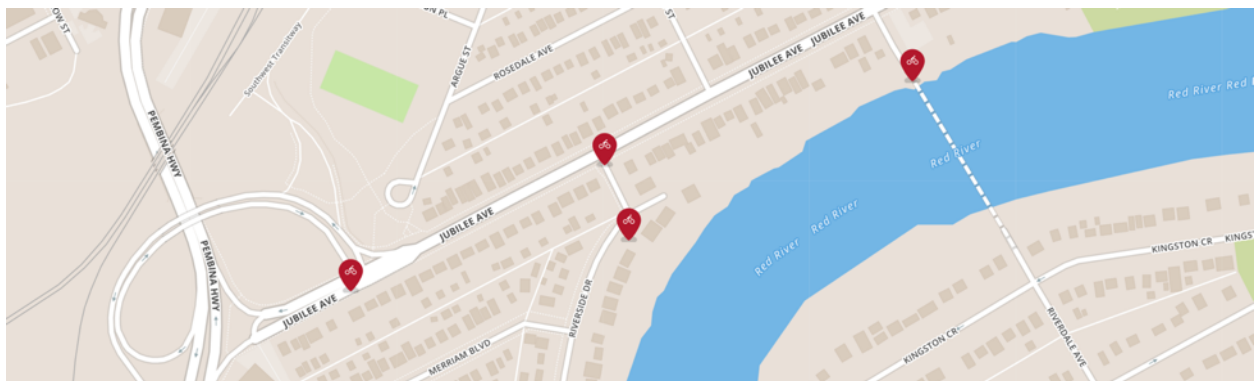
St. Mary's Road at Rue Marion St. – 5 comments



- Participants placed 5 pins near the intersection of St. Mary's Road and Rue Marion St. for these reasons:

- **Yellow light too short for northbound cyclists.** "If using the (ridiculous) combined diamond lane as a cyclist and the light turns yellow, there's not nearly enough time to cross the whole way and get to the bike lane on the bridge before WB Goulet traffic gets there. Bikes are not as fast as cars going 60 km+."
- **Shared sidewalk VERY narrow** (southbound). "This is apparently a shared ped/bike sidewalk yet it narrows to about 3 feet while also housing a busy bus stop at its narrowest point, and is obstructed by garbage cans, planters, signage, old tree holes. There is sooo much city-owned space there, the bus stop should be moved slightly north and back further from the sidewalk."
- **Designed for speed, not safety** (southbound). "Should be a right angle turn instead of a freeway-style exit. I have almost been hit many times (on bike and foot) by vehicles going full speed without looking for people crossing the road (who have the right of way)."

Jubilee Ave. near Pembina Hwy. – 4 comments

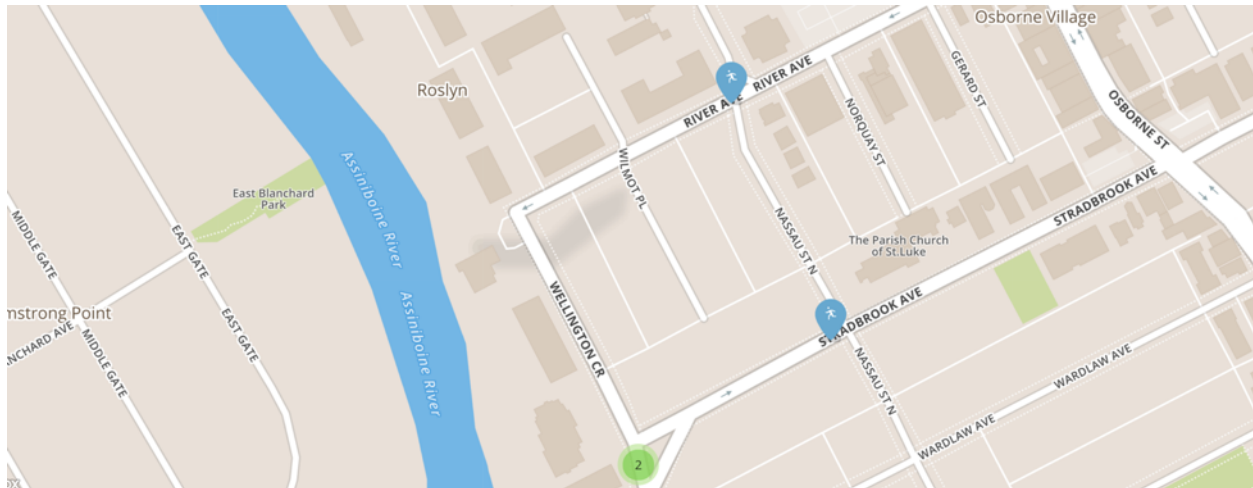


- Participants identified Jubilee Ave. near Pembina Highway as another key that is dangerous for cyclists (4 pins). Reasons included:
 - **The light sequence doesn't work here.** "Cars back up and block the crosswalk for cyclists and pedestrians every morning and afternoon. For anyone using a mobility device there is no way around except going into traffic. Cars need to be ticketed to stop them from blocking the crosswalk and the lights need to be changed so the light to east turns red before west light."
 - **Need better signage and intersection design to protect AT path users** (Jubilee off of Riverside Dr.). "I have been hit twice by cars that never

look right for cyclists on the AT pathway. Need better design at this intersection to protect those using the AT pathway.”

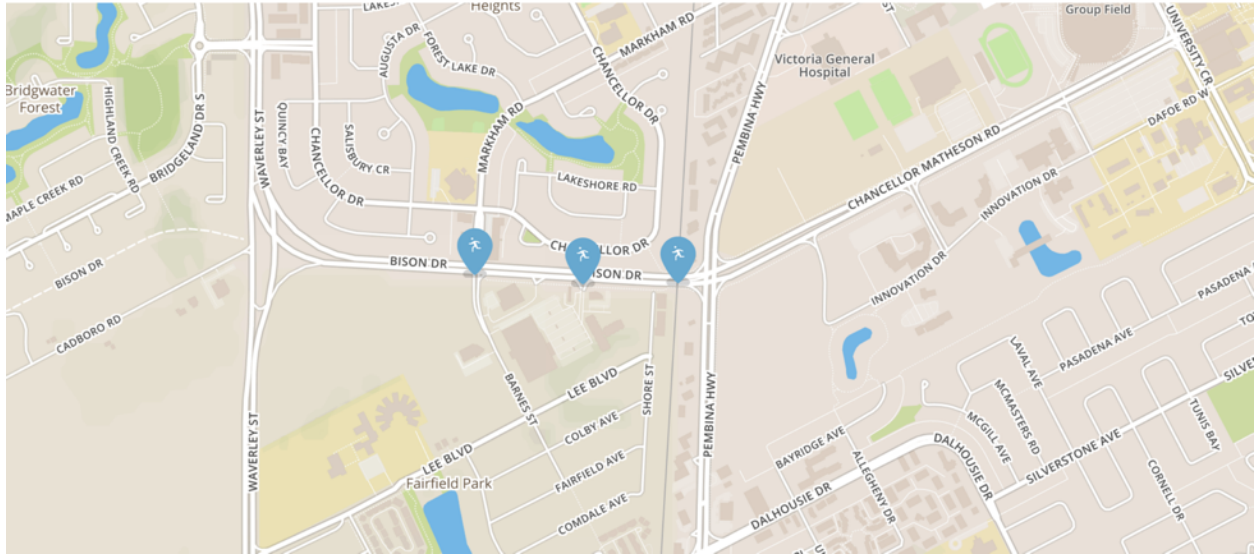
Most Dangerous for Pedestrians

Stradbrook Ave. at Wellington Crescent – 3 comments



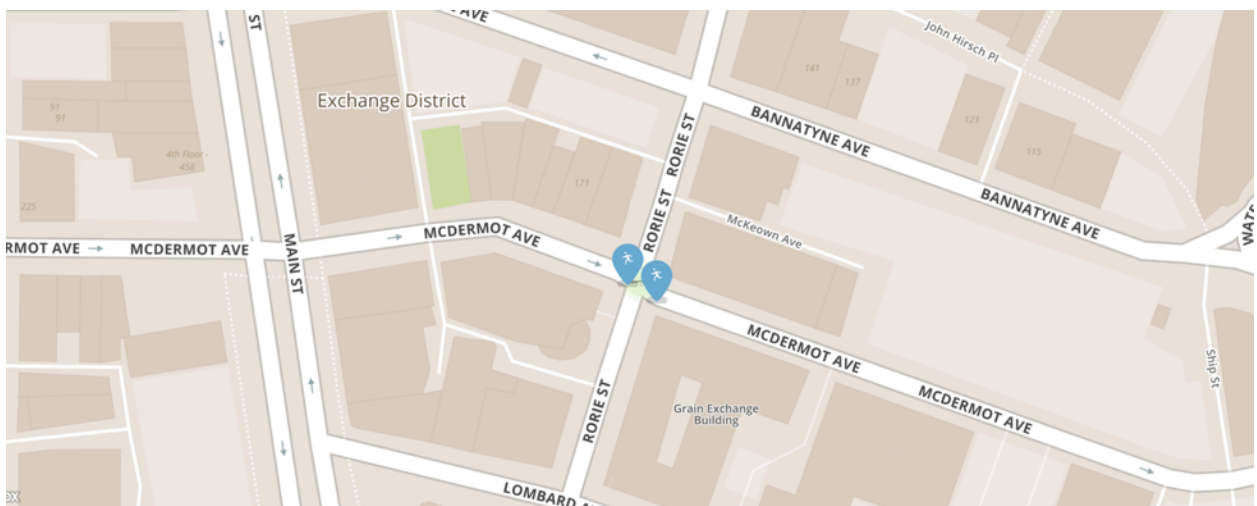
- Participants placed 3 pins near the intersection of Stradbrook Avenue and Wellington Crescent. Reasons included:
 - **Distracted Driving.** “Drivers start looking at their phones when the light is red for Stradbrook. Because there's no opposing traffic, they don't see oncoming cars in their peripheral vision. When the car behind honks, the distracted driver hits the gas, endangering pedestrians and cyclists crossing Nassau. NB - The sequence of events isn't speculation. I see it play out hourly from my apartment.”
 - “Pedestrian Crossing. **Driver's just don't stop.**”

Bison Drive – 3 comments



- Participants also placed 3 pins along Bison Drive near Pembina Highway. Reasons included:
 - Pedestrians constantly cross Bison Drive at the railroad because the sidewalk on the north side of Bison is not continuous.
 - Drivers turning left from westbound Bison into the Superstore entrance (southbound) do not look for pedestrians crossing along the south side of Bison drive.

McDermot Ave. at Rorie St. - 2 comments

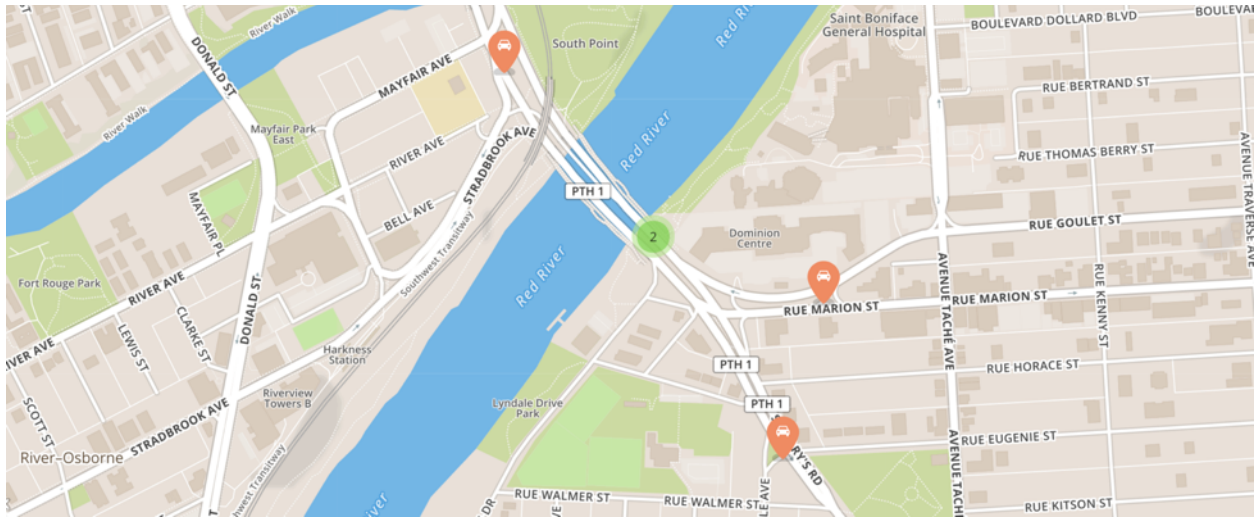


- 2 pins were placed at Rorie St. and McDermot Ave. Reasons included:

- Needs to be a 3-way stop. "Crosswalk only on one side, cars on Rorie drive fast and don't stop."

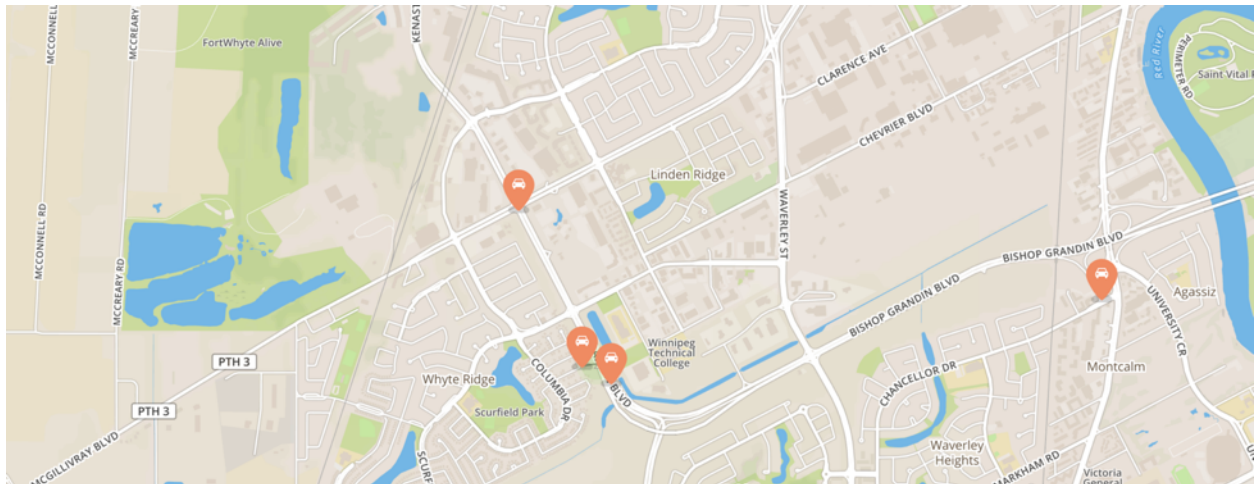
Most Dangerous for Drivers

Queen Elizabeth Way (Main St. / St. Mary's Road) – 5 comments



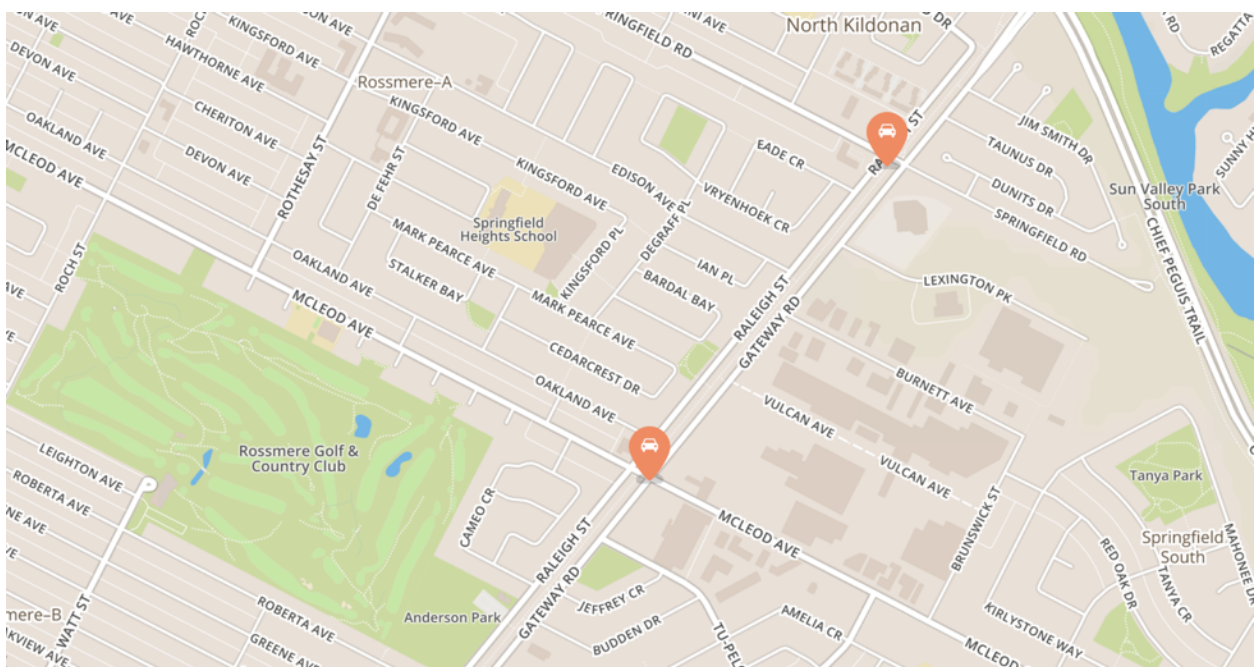
- Participants highlighted 5 points that are dangerous for drivers along Queen Elizabeth Way near the Red River. Reasons included:
 - **Proper signage, marking the lanes would help** (southbound): "It is not clear which lanes will Turn onto Marion and which will carry on through St. Mary's."
 - **Reduce Speed Limit** (speed limit changes to 60 around bridge): "Just make the bridges and QEW max 50 km/h. The limit on Marion is 50, and on Main is 50, so why speed up for 30 seconds, it makes people continue that speed on the 50 streets."
 - **Paint lines** (northbound): "Be sure to upkeep the painted lines on this bridge. Coming off of Marion to get onto the bridge, people don't know what lane to stay in and cut everyone off."

Bishop Grandin Blvd. south of McGillivray Blvd. - 3 comments



- Participants added several points along Bishop Grandin Boulevard south of McGillivray. Reasons include:
 - **Education.** "Most drivers stop in this merge lane instead of accelerating up to traffic speed and merging properly. Drivers that stop interfere with the flow of traffic and put themselves and other drivers at risk."
 - "The speed from Bridgewater is 80 and where Bishop Grandin and Kenaston meet is EXTREMELY dangerous. Cars are always stopping at the lights on Scurfield and many many many times I've almost been in rear end collisions because there is no flow to the road."

Raleigh St. / Gateway Road - 2 comments



- There were 2 points added along several roads in the city, including these points along the parallel streets of Raleigh St. and Gateway Road. Both of these comments highlight engineering issues:
 - “Traffic turning left from Springfield onto Gateway is often backed up into the intersection of Raleigh and Springfield. This causes congestion and blindspots for those turning left from Springfield onto Raleigh as well as those turning left onto Springfield from Raleigh. It is also a fairly busy intersection with a constant flow of traffic turning right from Gateway onto Springfield. Similar circumstances occur all along Gateway and Raleigh intersections. Making Raleigh and Gateway one-way streets may help alleviate some of these issues.”
 - “This (Gateway Road and McLeod Ave.) is an extremely busy and dangerous intersection, especially for anyone travelling north on Gateway and turning left on McLeod. It’s difficult to see those travelling south on Gateway straight through. A roundabout like the one further down on McLeod (east) would move traffic along but even a turning light would help. I’ve heard that there have been several accidents at this intersection but it usually takes a serious fatality before something is done to solve the problem, unfortunately. I hope the city can address this intersection soon.”

Appendix C – Pop-up Event Comments

Pop-up Event Comments

Fix the roads
Drivers almost hitting cyclists (Ellice between Dominion and Ashburn)
Better coordination with contractors or field personnel to implement warning signs to alert drivers
Improve signage for parking (ie. Small car only, etc.)
Better parking signage for Boulevards, identify the extent of parking to avoid driver confusion (ie trees were used as indicators)
Improve education of consequences of speed
Improve visibility for cyclists – encourage use of reflective gear/clothing
60 km/h is too fast, 30 km/h is preferred
Speed bumps in school zones, major roads of concern.
Slower overall speeds due to physical limitations
Education for pedestrians as it is everyone's responsibility
Pedestrian awareness and responsibility to watch for drivers
Potholes are so dangerous for cyclists – cannot swerve to avoid or could be hit by a car
Better pavement marking
Bike lanes don't connect to each other
Separated dedicated bike lanes
Henderson hwy bad – no bike lanes so have to go on sidewalk
Gateway Greenway a great example for cyclists, but paved path stops at Nairn – needs to connect to path to Forks
Lower speeds
Reduce speed limits
Frazer's Grove/Kildonan Drive should be closed on Sundays post Covid
Problem: bicycles on sidewalks – need bike speed limits
Texting and driving is still happening
Road rage
Better signage around roundabouts – to signal when exiting roundabouts
Driver courtesy
Small roundabouts are a hazard – need better education on how to use
More use of mounted flashing lights at ped corridors
Bike lobby has disproportionate influence on Bowman + EPC
Culture shift from vehicles to other modes of transportation
Fix our existing streets before building new infrastructure
Bring back/update 60 second driver (educate drivers on how to use roundabouts, zipper merge, etc.)
Pedestrian awareness and responsibility to watch
More roundabouts
Close Kildonan Drive
30 or 40 km/h zones
30 km/h would be great
Traffic too loud
Use public transit to reduce traffic
At Springfield Road – bumpouts will be problematic in the winter – snow clearing
More turning lane signage at Kimberly and Henderson on east side (roads do not align)

Pedestrian plazas – improve school sidewalks/crossings – side mounted flashing beacons
Pedestrian education around crosswalks
Improve sidewalk pavement
Brazier + Oakland – very bad sidewalks for strollers
As a driver, bidirectional bike lanes are hard to navigate – congestion, too much going on, hard to watch when turning
More bike paths
Better sidewalk maintenance in winter!
Lights not long enough for pedestrians at Mcleod and Henderson
Hesbler at Henderson – proposed change from 3 lanes to 1 won't work
Make turning lanes longer
Keep Kildonan Drive open streets
Develop culture of respect between drivers, cyclists and pedestrians
Focus on getting to destination safely, rather than just as fast as possible
Poly posts to protect cycling lanes
Henderson hwy is too fast. Not enough enforcement
Access from bike lanes should be better managed
Open streets concept (typically on Saturday and holidays)
High visibility vest or vibrant colour to draw attention to cyclists
Henderson Hwy boulevards are dangerous for cyclists
Cyclists shouldn't be on sidewalks, hence, better integration of bike lanes
More integrated bike lanes
Improve quality of for-hire drivers, better training and safety precautions
Replace grass (frontage zone) for bike paths, better paths with connections
More coordination with school boards to promote better education for kids (safety)
People drive aggressively, especially when changing lanes
Education and enforcement of "Share the Road" injunctions
More protected bike lanes like Sherbrook
Safety – in terms of personal safety and crime. I avoid walking alone in certain areas at night
More bike paths in North End (Salter area)
More bike park stalls
Safety for pedestrians at traffic signals versus turning vehicles
Improve safety at crosswalks
Pedestrians and drivers need to watch out for each other
Arlington Bridge – drivers are less compliant to traffic control
More pedestrian crosswalks and better sidewalks to accommodate older demographic
Education is most important especially for new drivers to understand sharing the road
On Henderson, turning lanes onto pedestrian crossings are dangerous
Sidewalk missing on the south side of Grant at Superstore – dangerous
Keep the "Covid" street closures a year-round thing
Flashing pedestrian crosswalk at Spence and Broadway
Separated bike lanes (Sherbrook good example)
Nairn is a nightmare because motorists are especially aggressive
More compact city so less driving, thus less accidents
Overhead crosswalk compliance a big concern

Portage and Main is not fully pedestrian friendly
Don't like the bus bypass bike lane – conflicts between pedestrians and cyclists
Bigger curbs to separate bike lanes from road because cars easily go over them
People throw garbage and objects at school buses
Poor road quality is difficult when riding on a bike
Dooring conflicts
Drivers looking for gaps to turn and not looking for bikes in the other direction
Visible bicycle licensing for enforcement (license plates)
Teach children more about road safety, it should be educational for all ages
Better enforcement of speeds
Salvation Army area a concern
Drivers don't slow down at pedestrian corridor
People should slow down around buses (stop) as people speed past them
Israeli Bridge has blind spots for cyclists. Concerns for personal safety due to blind spots
Wider bike lanes to give riders an extra sense of safety
Drivers need to have more respect for cyclists
Driver stop suddenly on roads and cyclists do not have enough time to stop so they hit them
Education is most important!
People stepping off into roadways
More separation between vehicles and pedestrians. Grade separation?
Downtown pedestrians feel sidewalk widths are inadequate
Discontinuous bike lanes make it difficult to plan safe routes (x2)
Stronger enforcement against drunk drivers
Bikes on sidewalks should be separated from pedestrians if possible
Drivers blowing through stop signs. Need to look both ways
Drivers don't stop at crosswalks and stop signs
More “red light” cameras at non-light spots (crosswalks, etc.)
Speeding in school zones (give people tickets)
Provencher area path along Waterfront – should be more well lit – safety concern if going solo
Slow down speeds
New infrastructure – example: traffic calming circles can cause harm without education
Gaps in cycle network – feel uncomfortable
Closing gaps in the bike network – help for AAA facilities
Should be a bike lane on Selkirk
People steal bikes from bike racks
Bike lockers are easy to break into
Better snow maintenance at bus stops – visibility especially for wheelchairs
Bikes riding on sidewalks and getting in conflicts with pedestrians
Reduced residential speed limits would require enforcement and traffic calming
Fermor no bike path, extending the bike paths and adequate lighting at night
Driving tests every 5 years
Need cyclist education
Need better road safety education for newcomers
More education, enforcement, especially school zones
More traffic police – poor/offensive driving

Fix roads for safer road
Defensive driving – speed reduction
Re-education of drivers who get their license many years ago. They need to understand bike facilities and how to navigate them
How to navigate around scooters. Is it safe for them to be on highspeed roads?
Cars drive through signalized crosswalk at Morrow and St. Annes
People speeding down back lanes as a short cut
Drivers should not have a second chance/warning (should get more tickets)
Fixing roads (potholes) – drivers avoid and cause close calls
Speed limit posted in front of Barbara Mitchell Family Centre – dangerous for kids as there are many speeding cars (x3)
Consistent signage on bike facilities
Pedestrian crossing corridors where vehicles do not stop properly. Vehicles aren't driving slow enough during different seasons – better education for drivers around pedestrian corridors
Better crosswalk controls for pedestrians
People not stopping for crosswalks (Varenes at St. Annes)
Traffic circles are not safe for cyclists
Conflicts between bikes and vehicles turning left across bidirectional bike facility on Garry
Need more signage for cyclists
Need more education for cyclists
Conflict points between vehicles and bikes at private approaches along bidirectional bike facility on Garry Street
Need more signage promoting safety
Enforcement of bikes no stopping at stop signs
Regular tests for older residents
St. Anne and Bonita – cars and drivers should stop yellow, not enough enforcement
St. Anne Safeway – inattentive driving (cellphones), better enforcement
Dairy Queen area on St. Anne's road – drivers aren't driving safe, better education
30km/h should focus more towards school hours and educate kids
Near U of M, Kesler Ave speed bumps near a school works well for traffic calming
Fermor at St Anne's – speeding intersection
Don't feel safe on the streets – enforcement
Bike parking safety – need more parking

Appendix D – Stakeholder Advisory Committee Presentation & Discussion

Winnipeg Road Safety Strategic Action Plan

Stakeholder Advisory Committee
Zoom Meeting
July 30, 2020

Road Safety Strategic Action Plan

Meeting Agenda

- Welcome and introductions
- Project background
- Project objectives and scope
- Consulting team
- Methodology
- Stakeholder Advisory Committee role
- Public and stakeholder engagement
- Project schedule
- Discussion

roadsafety@winnipeg.ca

Road Safety Strategic Action Plan

Project Background

- Road safety is a priority for the City of Winnipeg
- City Council allocated additional road safety funding in 2019
- The Road Safety Strategic Action Plan will:
 - Set the pace and direction for road safety investments over the next five years in a coordinated and focused manner
 - Inform an update to the Transportation Master Plan
 - Build partnerships with stakeholders, engage the public, and help foster a road safety culture in Winnipeg

Road Safety Strategic Action Plan

Project Objectives and Scope

- Identify the current state of road safety in Winnipeg
- Identify gaps and opportunities for improved road safety
- Raise public awareness and commitment to road safety
- Gain input from the public and stakeholders
- Confirm long term vision for road safety and focus areas
- Develop a 5-yr and beyond action plan
- Develop implementation plan (business processes and structure, staffing and funding requirements, performance monitoring)

Road Safety Strategic Action Plan

Key Deliverable

- A sustainable Road Safety Strategic Action Plan that will be based upon the Safe Systems approach and is multidisciplinary in nature, encompassing the engineering, enforcement, education, emergency services, evaluation, engagement and equity dimensions of road safety.

Road Safety Strategic Action Plan

Consulting Team

Road safety experts

Over 200 road safety-related projects.

Public engagement specialists

Developed and participated in hundreds of stakeholder engagement sessions.

Strong research and analytics

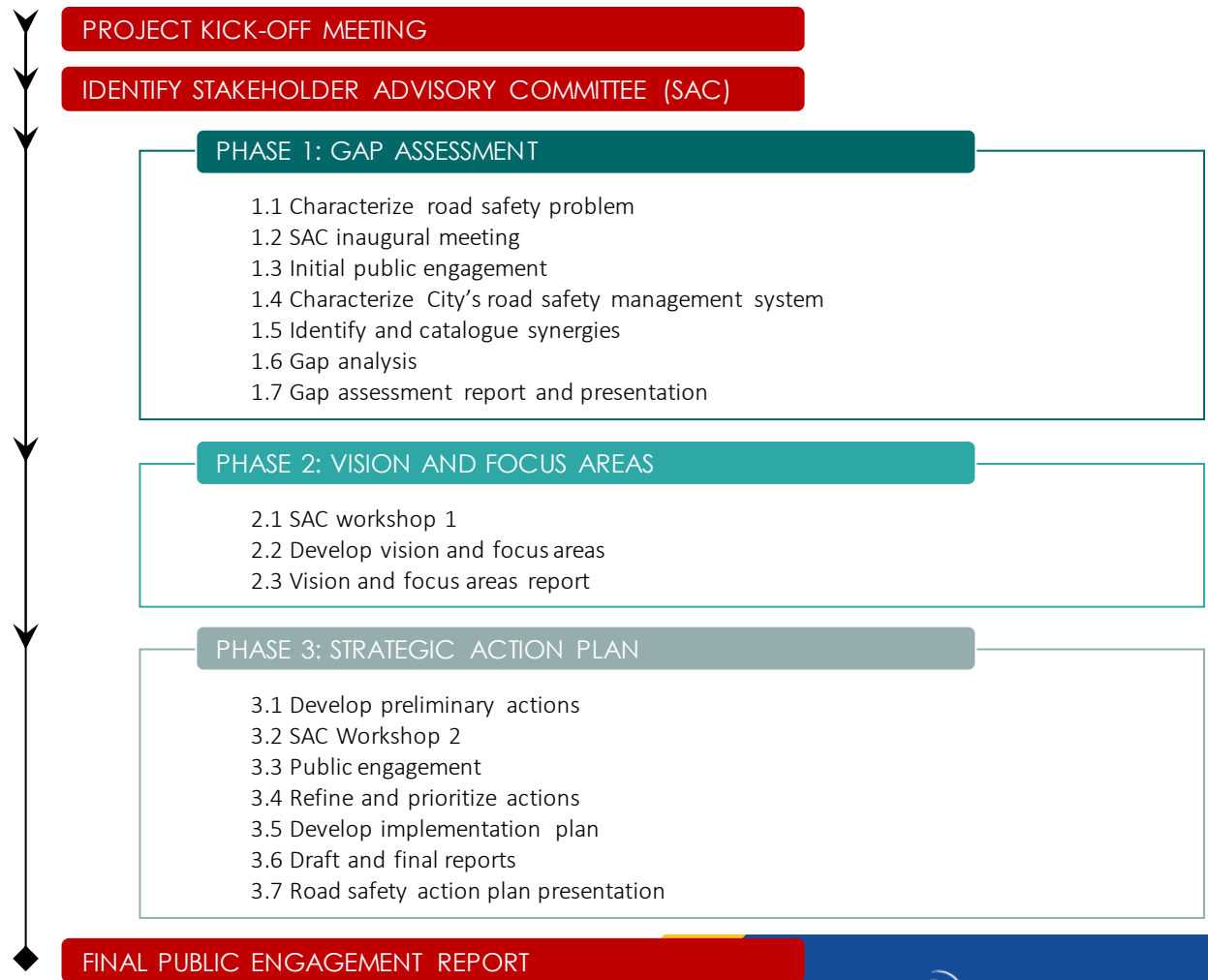
Published over 250 peer-reviewed papers and reports on road safety. All of these are data-driven and founded on sound research practices.

Commitment to Winnipeg

Founded in Winnipeg and committed to improving road safety in the city.

Road Safety Strategic Action Plan

Methodology



Road Safety Strategic Action Plan

Safe Systems Approach



- People make mistakes
- Design to forgive those mistakes
- Road safety is a shared responsibility
- Evidence-based decisions
- Recognized as most effective means of improving road safety

Road Safety Strategic Action Plan

SAC Role

- Acts as a provider of information, feedback, and support throughout the project
- Plays key role in providing input into the vision, focus areas, and actions for the plan
- Attend two half-day workshops
 - Workshop 1 – Visioning
 - Workshop 2 – Prioritization of actions
- May provide information for review by the consultant as part of this project
- May participate in various engagement activities throughout the project

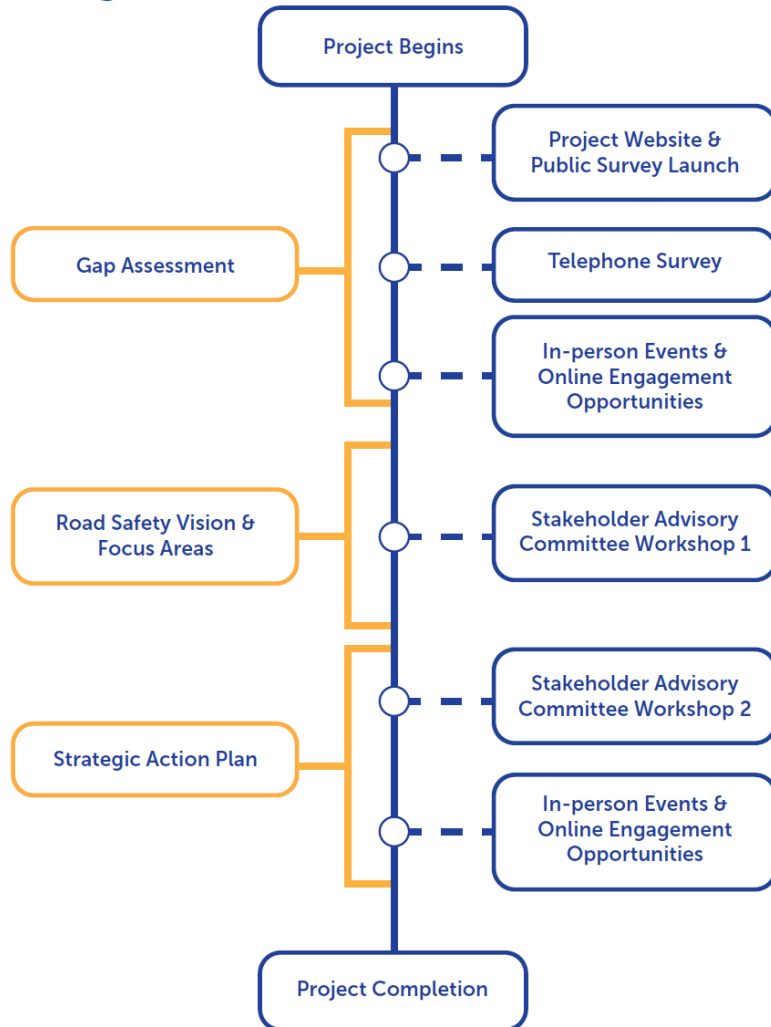
Road Safety Strategic Action Plan

Public and Stakeholder Engagement

- Project website
- Telephone survey
- Online engagement opportunities
- Public events
- Stakeholder Advisory Committee Workshops

Road Safety Strategic Action Plan

Project Schedule



Road Safety Strategic Action Plan

Discussion

- Existing concerns regarding road safety
- Opportunities for improvement of those safety concerns

Winnipeg Road Safety Strategic Action Plan

Thank you

winnipeg.ca/

Additional contact info

roadsafety@winnipeg.ca

July 30, 2020 – SAC Meeting Questions, Comments & Discussion

Total Participants: 11

Questions	Response
Is on MB public insurance road safety external stakeholder committee – will this group be contacted or coordinating records with that study during this project? Province/MPI/WPS is intending to set up cameras at major intersections in the city, to capture accidents or near misses to determine if it's design or people problem or both – will this project take these findings into account?	MPI is represented on the technical working group. The project team will also work with the province to make sure our project supports their initiatives. The City is doing a video conflict analysis right now as part of the broader road safety program.
There is not a target to reduce the amount of serious and fatal injuries on the objectives – is this an objective or target?	It is the key objective of the project, because it is relying on the safe systems approach (main goal is to reduce the amount of collisions and the severity of the collisions that do occur).
Should there be a target or set number? Will that not change the framework of the approach?	Relying on group's expertise to let the project team know if there should be set targets in place but this discussion will occur at a later point in the project – this presentation is more high-level to introduce the project and for information
If outcome is a measurable target, is the city able to modify the scope of this project to include this as an objective?	The project team will have the discussion first and talk about possible scope changes

Discussion & Comments

Some areas that need to be looked at for motorcycles that all have their special concerns – as a motorcycle rider, Winnipeg is the least likely place for him to ride.

Need to research inventory analysis

Problem with infrastructure design and maintenance – not made for motorcycles

Consistency in design, especially at intersections (merge lanes vs. no merge lanes) - new ones are most improved but old ones are much busier

Enforcement – dealing with legislation and regulations – municipal and provincial – many people run red lights which would greatly injure motorcyclists if hit

Attitudes – changing attitudes – entitlement on the roads and lack of respect for other drivers.

Heavy commercial vehicles – trucks that operate in and out of Winnipeg are subject to provincial enforcement – trucks that operate only within Winnipeg boundaries have oversight from WPS traffic enforcement which is not designed for heavy commercial vehicles – many failed inspections – there is a need for oversight and enforcement within the city boundaries for the heavy commercial vehicles.

Road maintenance – even as simple as line painting – hard to navigate some of our more unique intersections

Better understand traffic management system and explore ways to expand its use – municipalities not in Winnipeg but considered Winnipeg (Headingly, Oak Bluff, etc.)

Long term systemic planning to look at truck pathways – so that they don't see things like trying to get too much done in not enough of a footprint (Marion and Goulet as an example – pedestrians, cycling, parking, truck routes, etc.) – separation of different modes - have proper cycling routes and protected lanes so that it's safer for all parties

Is there an issue with the way the truck routes are set up? Would changes to the network address some of the issues the industry has, or would changes to the way in which goods movements take place in time?

In terms of physical space, preference (although not always feasible) would be for pure segregation – we are taking certain pathways because of where the goods are going. Looking for opportunities that are outside of the scope of this project but within the larger context.

- Example - Problems on Chevrier – segregated bike lane and truck route (6” curb) but would bring cyclists of the routes of paths. Preference would be to move the bike lane to another street, not on the same street.
- Example – Higgins at Princess – new bump out makes it very difficult for trucks to make the turn – on paper they can all make the turn, but in reality, not all drivers are the best – even though it works on paper, it might not be the best solution in practice

Time – industry members come when called so it is not as simple as turning on and off truck routes – they would be turning on and off hours for businesses using those truck routes

Key concern is seeing a default speed limit in the city of 30km/h, unless posted otherwise. Also think it's important to talk about not just safety, but to remember that safety is the key advantage but there are many others (quality of life, noise level reductions, give confidence to people who don't think they could bike in traffic at the speeds they are right now, huge boom economically – more comfortable pedestrian environment).

A lot of focus on enforcement – view that speeding enforcement and speeding ticket revenue is a cash grab – use revenue to be used for improving the physical infrastructure where these infractions are happening.

Education for older adults on safety – a large population of drivers are older adults, they probably won't be stopping driving anytime soon. There is a lack of accountability of MPI and healthcare – health affects a lot of how someone drives. How can we focus on alternatives to make the roads safer – we cannot assume that older drivers will stop driving.

Older adults as drivers and pedestrians, do you see any concerns with respect for road safety and older adults?

Not specific to roads, but often see challenges with sidewalks, but because sidewalks are terrible, people with mobility scooters or pedestrians with mobility issues use the roads. The whole accessibility piece is a huge factor when it comes to sidewalks.

Do you find that the sidewalk issues are worse in one season or situation or another? Design or weather conditions (summer vs. fall/spring, and summer vs. winter) ice, snow, etc.

All of the above, challenges with every season – not coordinated with the city maintenance (clear roads onto sidewalks, etc.) crumbling infrastructure in the summer from winter use.

Issues on sidewalks affects parents with strollers, etc. have heard from a lot of parents that support the 30 km/h across the city since it's so much safer for kids. Playground zone speed limit should be consistent across the board (30 km/h), not just at schools, all year round, and other places children go.

One of the biggest concerns is the city's budget allocation/context – approx. \$1B. needed per year to replace existing infrastructure – plans to underfund the pedestrian and cycling strategy – we know that with more and more demand on the city's budget, there is less room to put meaningful dollars to specific road safety actions/improvements – there isn't room for rolling out curb bump outs, improved signals, etc.

If we have a road safety action plan, but no funding available for it, we need to have some city wide strategic actions that are relatively low cost (reduced speed limit, etc.) – to achieve a measurable decrease in fatal and serious injury collisions

What opportunity do you see if we had the money from a cyclist perspective?

Default 30km/h speed limit – fewer collisions and will make cyclists feel safer so more will do it.
City wide strategies (not isolated locations, issues)

Redevelop the design standards from a safety perspective – to help future infrastructure development

Sidewalks, and no money. Some neighbourhoods have no sidewalks, which is very treacherous for pedestrians – no safe way to travel in these neighbourhoods, or money, or will.

How do you deal with winter conditions since they are immediate (ice storms, etc.)

How disparity is taken into account for safe roads?

Consistent infrastructure – people don't always know how to enter an intersection since they are very different from each other – especially for new comers, etc.

Reduced speeds – in school zones, children are not involved in accidents, but they need to get to the school where the speeds are higher

CAA should be invited into the conversation as they run the school patrol systems – problems with kids standing near high speed areas (60 – 70km)

Wanting to use hand held stop signs as opposed to the flags – more high-vis lights at crosswalks – try to force the drivers to acknowledge the crossings

Around the schools, more traffic calming measures/initiatives

Implementation of traffic restrictions (Montrose schools example) – turning off of grant onto Montrose between 7-9am is restricted (no turning onto this street) – everyone goes to Elm St where the school busses are dropping off kids, now also parents, and other people connecting to corydon – a strategy where restrictions turning down schools streets are implemented when busses are dropping off kids

Higher increase of kids walking to school and drop off this fall due to social distancing on busses

Year round speed reduction around schools for sure – but agree for everywhere citywide

Have used enforcement needs as needed (WPS monitoring for speeders near schools, etc.)

Winter and ice removal/maintenance – ridges at entrances into schools or school yards – kids have to climb over ridges when dropped off to get into school with backs to street – have openings at access points to school and playgrounds, etc.

Membership supported flashing lights around speed zones to notify drivers, it is provincial jurisdiction to amend signage, etc. – part of the strategy should include this but will need to be an amendment to the highway traffic act

Zoning and planning with new developments or changes to existing developments – areas around school should provide sufficient access to the property and AT approaches to the school, not just roads. Installations, such as hospitals, can be located near schools, working together to determine routes for ambulances, etc. – also to make sure crossings to get to schools are implemented for a safe route to school

From a pedestrian / child perspective – is there a way to improve road safety that use the transportation system to get to school? Along the lines of how pedestrians are accommodated in new developments? Have you heard anything from community about new developments and sidewalks, etc.

It has been raised, especially in areas where new schools are slated for construction – sidewalks not planned around school areas or not on the same side of the street where the schools will be located.

Co-planning for subdivisions – local school division would need to be contacted by the planners before/as the subdivision is being designed/laid out. School divisions are contacted last or too late in the process. Designated formal consultation process with the school division during planning phase, for space allocation, road and sidewalk design, drop off areas, etc.

Province was going towards a zero-plan, what is the interrelationship between the province's plan and the city's plan?

This plan is going to be integrated and aligned with the province's plan.

Making sure that the city's strategic action plan aligns with the province's plan is very important and they overlap in many areas. The provincial plan that was originally developed ended in 2020, and they are launching into their next phase of the plan – our plan will feed into the province's plan to align – doing a lot of things to try align the two plans initiatives

City could do own land use planning and planning subdivisions and then sell lots to developers (low cost or even money maker).

Update to city's maintenance policies to take into account cyclists – quality of roads is not reflective of the risks or needs to cyclists – drainage on roads is acceptable to cars, but not to cyclists (puddles, snow piles, etc.) – street sweeping in the spring should be done on cycling routes first, and then vehicles – adapt the policies with an equity and mobility justice lens

A few cities across the country have piloted or implemented reduced speeds to 40 km/h. Thoughts?

30 is safer than 40, but we do have a balancing act of what is palatable to the larger public – ask this in engagement to see what people are feeling – it is a culture shift – maybe phased in? 40 for 5 years then down to 30 - need to think into the future as well for the different modes of transportation (e-bikes, e-scooters, etc.)

Tactile pads

- treacherous for people in wheelchairs or scooters
- yellow tactile pads – when wet they are very slippery for cyclists

Preference for 30 because people will still go 40, but will take 40

Glenelm neighbourhood and Chalmers neighbourhood – one day pop-up where bike lane and cross walk on Henderson highway was added to try it out. Was very positive for people who attended, not so much on social media by those who did not attend

30km vs. 40km – OURwinnipeg, etc. all talk about better road quality and liveability and they all say 30 is better – numerous studies say 30 is better

With pandemic, we have seen increases in cycling and pedestrians – which will continue even more so in the fall when schools are back in – there may be a spike in collisions or fatalities in the fall

Default should be 30km, but other streets will be more and marked

Would like to see what the reasonable safe default maximum speed should be in different contexts

Default 30 km/h EXCEPT back lanes which should be Default 20 km/h

Need to do this right the first time, which is 30. This option is unpopular but as time goes on, people see the benefit of it

Council will need something to back up their decision because people will be angry

Appendix E – Virtual Meetings Presentation & Discussion

Winnipeg Road Safety Strategic Action Plan

Phase 1 Public Presentation

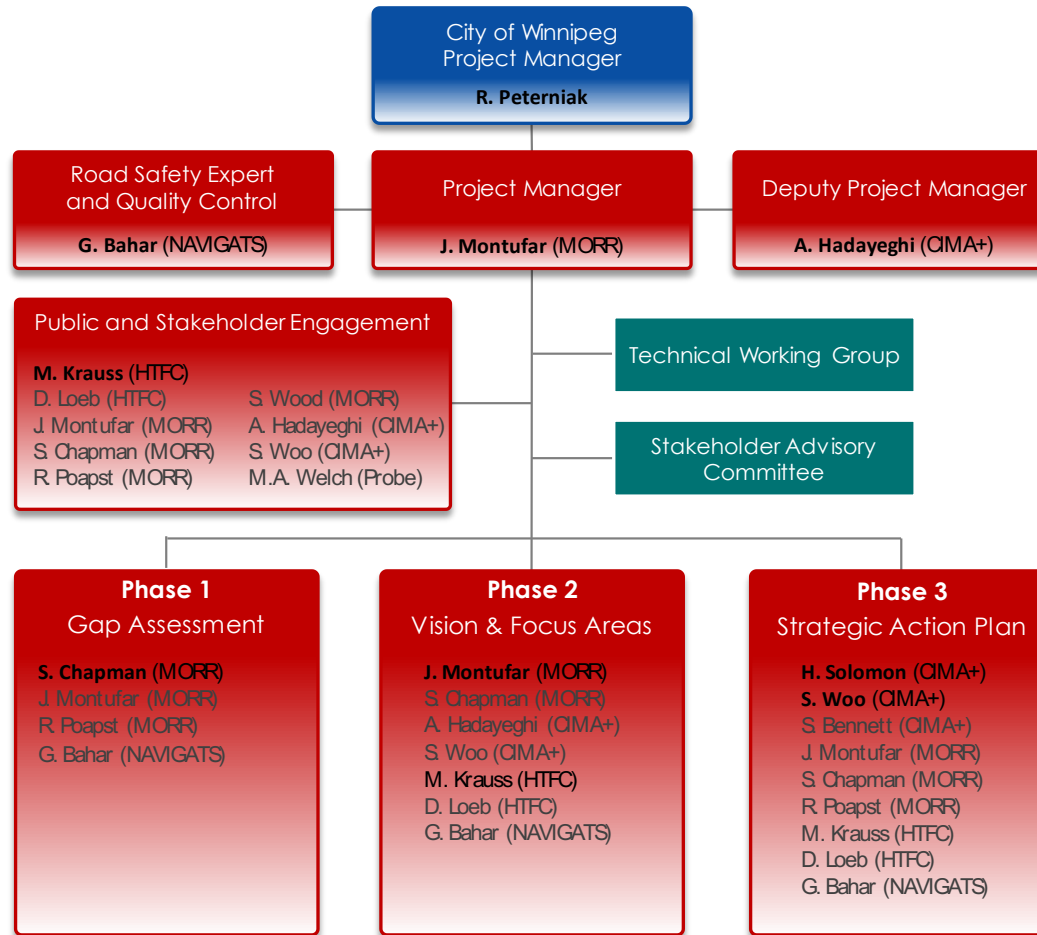
Road Safety Strategic Action Plan

Agenda

1. Welcome & Introduction
2. Project Background
3. Project Considerations
4. Question Period
5. Next Steps

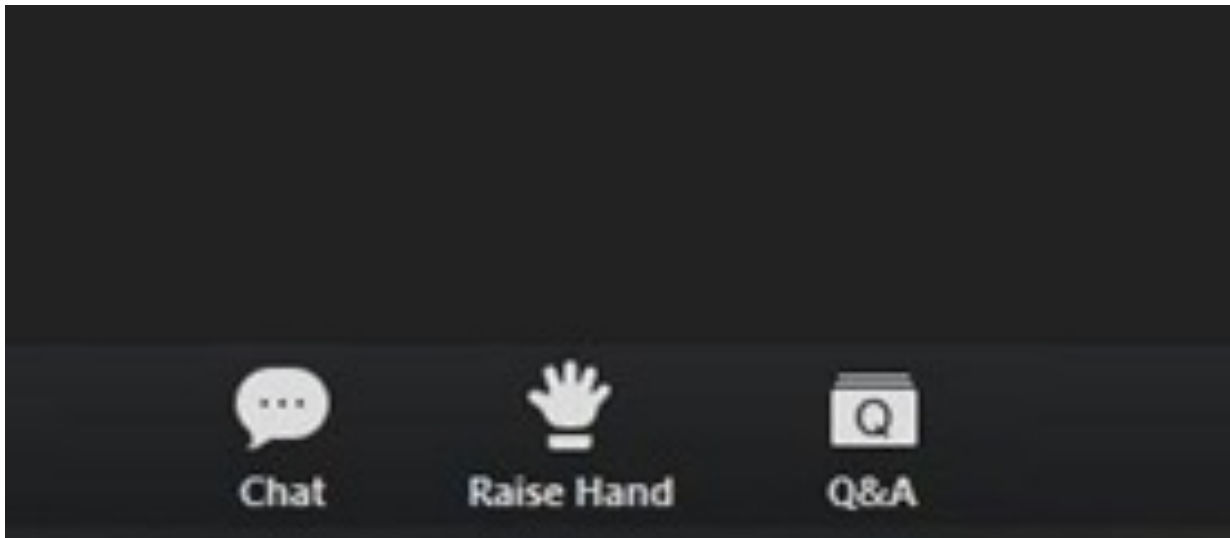


Road Safety Strategic Action Plan



Road Safety Strategic Action Plan

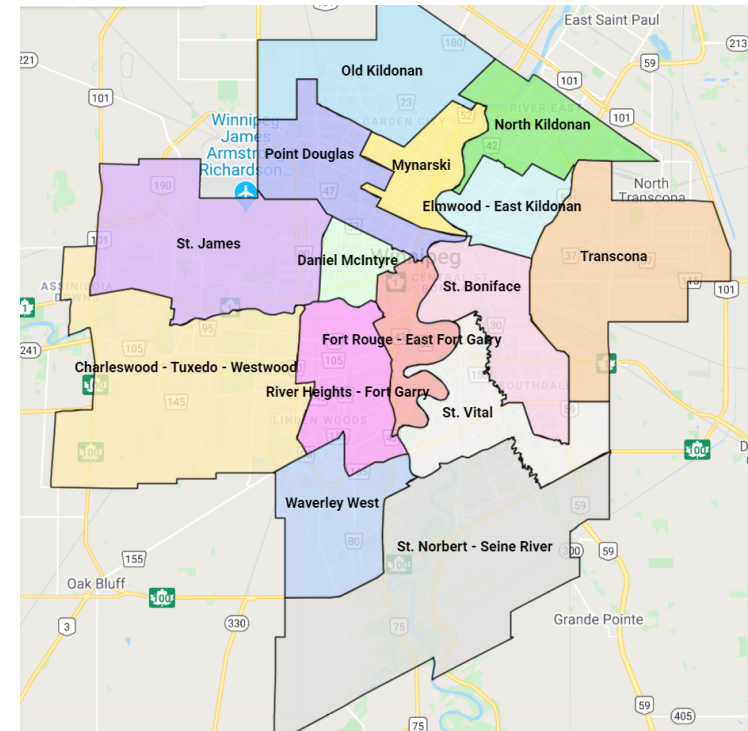
Technology Moment



Road Safety Strategic Action Plan

Poll Question 1

- In what area of the City do you live?
 - Fort Rouge - East Fort Garry / River Heights – Fort Garry
 - Waverley West
 - North Kildonan / East Kildonan
 - Old Kildonan
 - Point Douglas / Mynarski / Daniel McIntyre
 - Charleswood – Tuxedo – Westwood
 - St. Boniface / St. Vital
 - St. James
 - St. Norbert - Seine River
 - Transcona



Road Safety Strategic Action Plan

Poll Question 2

- Please indicate your gender

Male

Female

Other

- Which category best describes your age?

18-24

25-34

35-54

55-60

60+

Road Safety Strategic Action Plan

Objectives of Phase 1

- Determine general awareness of road safety
- Determine public perception of road safety
- Identify public perception of key road safety issues
- Identify focus areas for improving road safety
- Present analysis results regarding road safety in Winnipeg

Road Safety Strategic Action Plan

Outline

- Project Background
- Project Objectives
- Safe Systems Approach
- Road Safety in Winnipeg

Road Safety Strategic Action Plan

Project Background

- Road safety is a priority for the City of Winnipeg
- City Council allocated additional funding to road safety in 2019
- The Road Safety Strategic Action Plan will:
 - Set the pace and direction for road safety investments over the next five years in a coordinated and focused manner
 - Inform an update to the Transportation Master Plan
 - Build partnerships with stakeholders, engage the public, and help foster a road safety culture in Winnipeg

Road Safety Strategic Action Plan

Project Objectives

- Identify the current state of road safety in Winnipeg
- Identify gaps and opportunities for improved road safety
- Raise public awareness and commitment to road safety
- Gain input from the public and stakeholders
- Confirm long term vision for road safety and focus areas
- Develop a 5-yr and beyond action plan
- Develop implementation plan (business processes and structure, staffing and funding requirements, performance monitoring)

Road Safety Strategic Action Plan

Key Deliverable

- A sustainable Road Safety Strategic Action Plan that will be based upon the Safe System approach and is multidisciplinary in nature, encompassing the engineering, enforcement, education, emergency services, evaluation, engagement and equity dimensions of road safety.

Road Safety Strategic Action Plan

Poll Question 3

What best describes how you most often move around Winnipeg?

In summer

- As a car driver
- As a car passenger
- On the bus
- On a bike
- On foot

In winter

- As a car driver
- As a car passenger
- On the bus
- On a bike
- On foot

Road Safety Strategic Action Plan

Safe System Approach



- Safe system approach presents a long-term vision → A road system increasingly free of death and serious injuries
- People make mistakes
- Design to forgive those mistakes
- Road safety is a shared responsibility
- Requires data for evidence-based decision making

Road Safety Strategic Action Plan

Poll Question 4

Before this presentation, were you aware of the Safe System Approach?

- I was very familiar
- I was somewhat familiar
- I have heard of it
- This is the first time I am hearing of it

Road Safety Strategic Action Plan

Poll Question 5

We are hearing in our preliminary Winnipeg public opinion polling that the top influences on making roads safer are driver training, road design and road maintenance. Please indicate the level to which you agree.

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

Road Safety Strategic Action Plan

Poll Question 6

What proportion of all road related fatalities and serious injuries involve pedestrians and cyclists?

- 0-10%
- 11-20%
- 21-30%
- 31-40%
- 41-50%
- More than 50%

Road Safety Strategic Action Plan

Total Collisions by Severity

Year	Total Collisions	Class of Collision			
		Fatal	Major Injury	Total Injury	PDO
2012	24,462	19	122	6,326	18,136
2013	27,088	10	106	6,651	20,437
2014	26,401	11	107	6,903	19,498
2015	26,321	13	149	7,037	19,284
2016	27,863	19	176	7,243	20,620
2017	31,946	9	167	7,421	24,525
2018	31,300	12	186	7,309	23,991
TOTAL	195,381	93	1,013	48,890	146,491

Source: City of Winnipeg and MPI

Road Safety Strategic Action Plan

Fatalities and Major Injuries by Mode (2012-2018)

Mode	Fatalities								Major Injuries								TOTAL
	2012	2013	2014	2015	2016	2017	2018	Total	2012	2013	2014	2015	2016	2017	2018	Total	
Pedestrian	5	2	6	7	3	6	3	32	16	12	12	15	21	13	24	113	145
Bicycle	3	1	3	0	4	0	1	12	8	6	2	3	8	6	11	44	56
Motorcycle	0	1	1	1	1	0	2	6	6	12	9	13	14	11	13	78	84
Passenger Vehicle	11	7	0	5	15	3	6	47	102	83	87	131	155	146	161	865	912
Bus	0	0	0	0	0	0	0	0	0	0	1	3	0	0	1	5	5
Truck	0	0	0	0	0	0	0	0	0	1	3	0	0	1	0	5	5
Heavy Vehicle	0	0	1	0	0	0	0	1	0	0	0	0	0	2	1	3	4
Total Casualties	19	11	11	13	23	9	12	98	132	114	114	165	198	179	211	1,113	1,211

Source: City of Winnipeg and MPI

Road Safety Strategic Action Plan

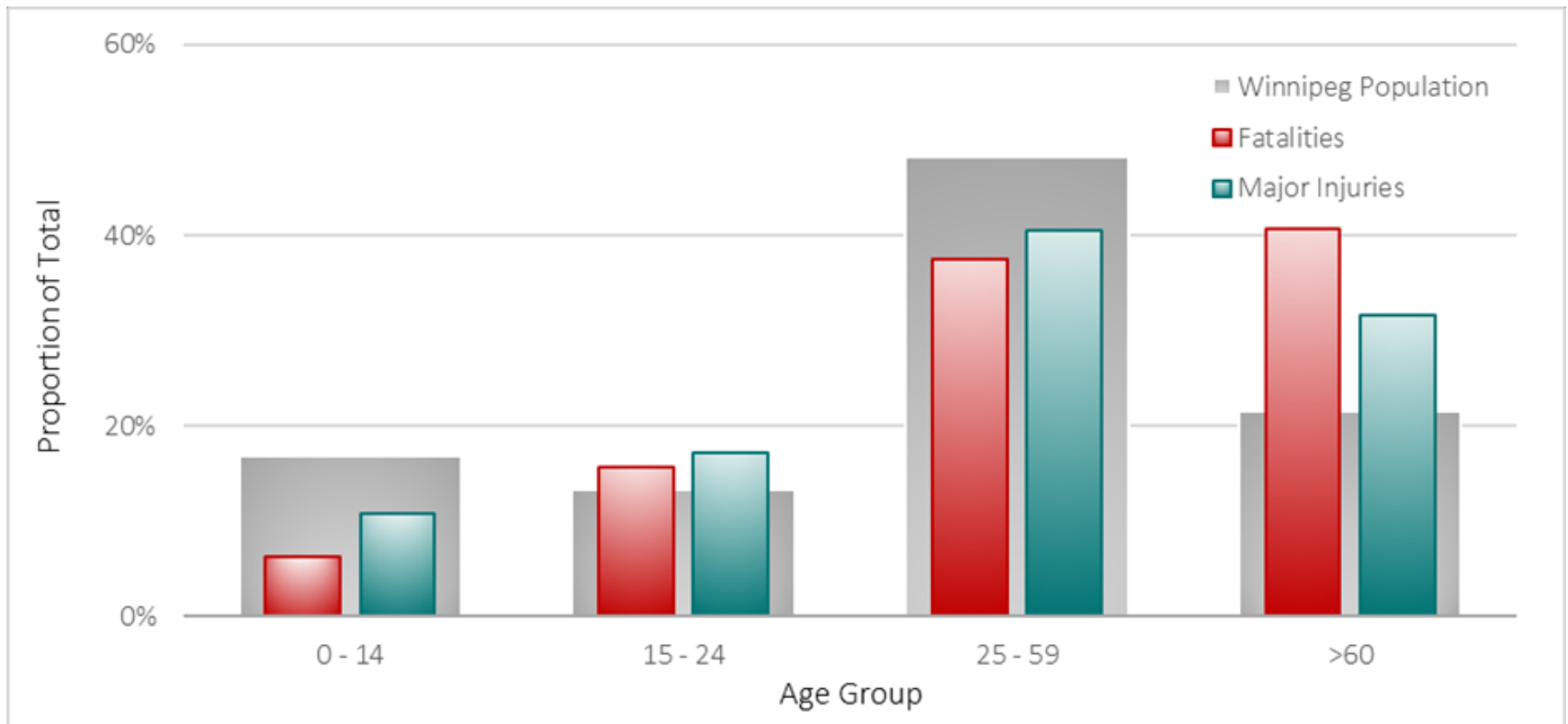
Poll Question 7

What age group do you think is most frequently involved in fatal and major injury collisions involving pedestrians?

- 0 – 14
- 15 - 24
- 25 - 59
- Over 60

Road Safety Strategic Action Plan

Pedestrian Fatalities and Major Injuries

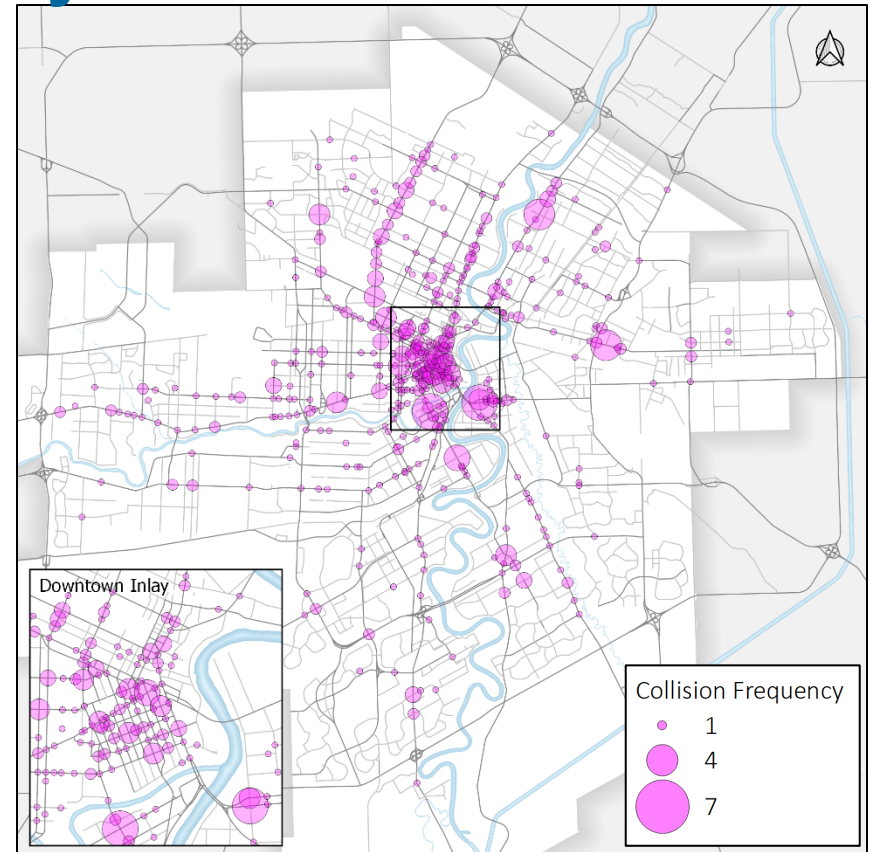


Source: City of Winnipeg, MPI, Statistics Canada

Road Safety Strategic Action Plan

Pedestrian Fatal and Injury Collisions

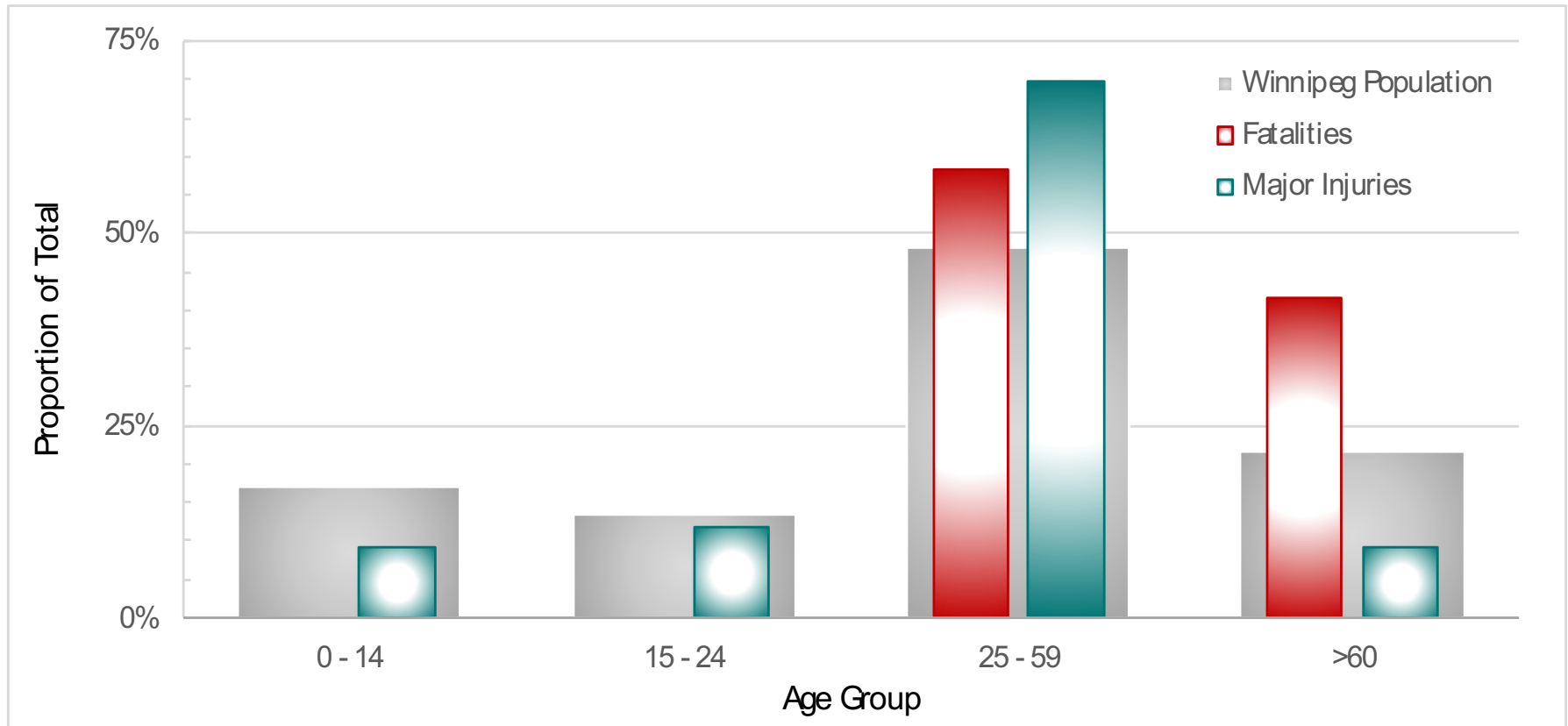
- Most pedestrian injury collisions took place in the downtown area and north Winnipeg, and most took place on arterial roadways
 - 87% involved arterials
 - 46% involved collectors
 - 29% involved local streets
- Two-thirds of pedestrian injuries took place at locations controlled by traffic signals, and 7% took place at pedestrian corridors.



Source: City of Winnipeg, Collision data from 2012 - 2018

Road Safety Strategic Action Plan

Bicyclist Fatalities and Major Injuries

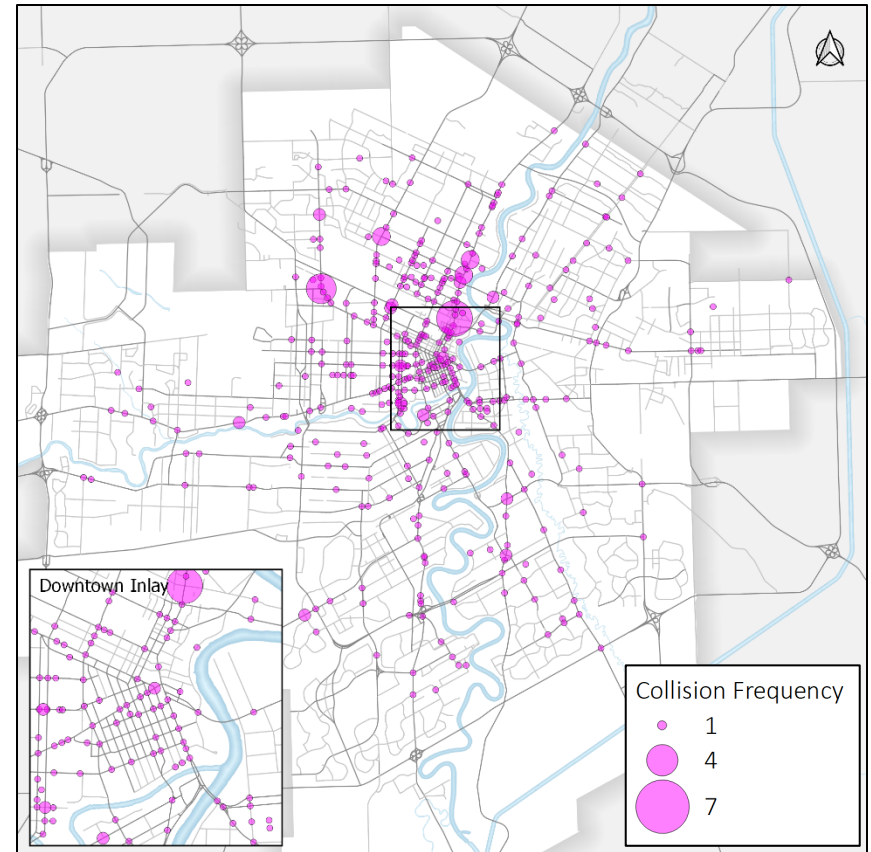


Source: City of Winnipeg, MPI, Statistics Canada

Road Safety Strategic Action Plan

Bicyclist Fatal and Injury Collisions

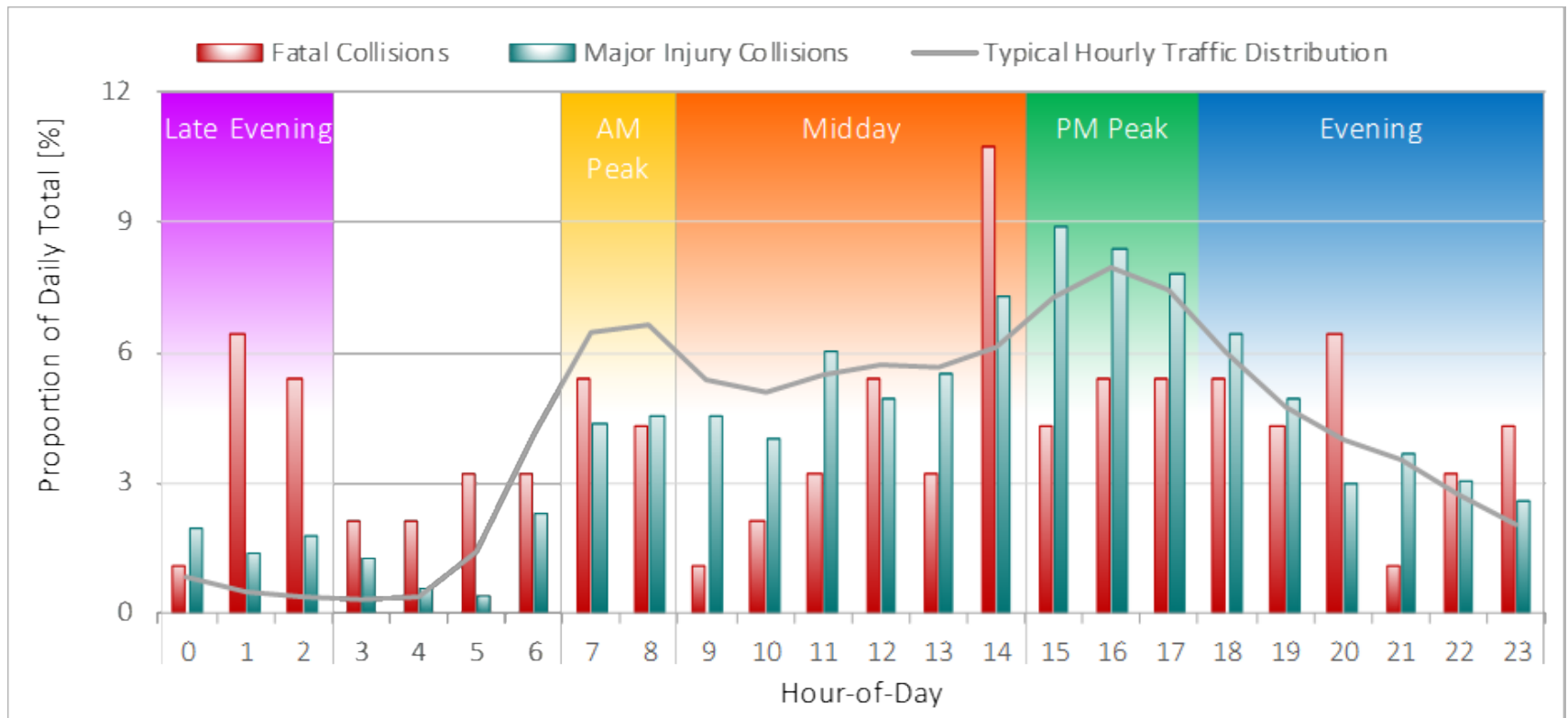
- Most bicyclist injury collisions took place in the downtown area and north Winnipeg, and principally involved arterial roadways;
 - 75% involved arterials
 - 45% involved collectors
 - 45% involved local streets
- An almost equal proportion of bicyclist injuries took place at signalized (52%) and unsignalized (43%) intersections; 4% took place midblock.



Source: City of Winnipeg, Collision data from 2012 - 2018

Road Safety Strategic Action Plan

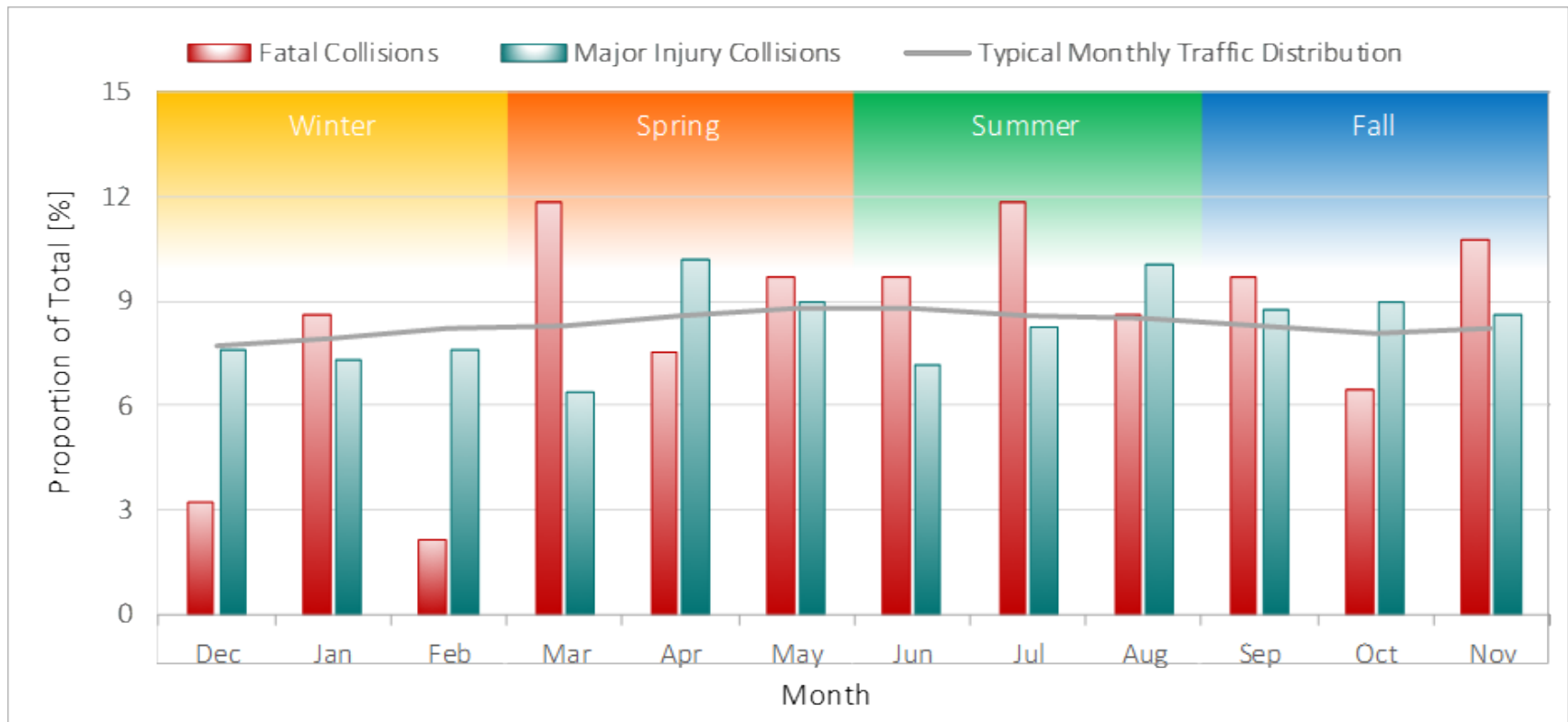
Fatal and Major Injury Collisions by Time of Day



Source: City of Winnipeg and MPI

Road Safety Strategic Action Plan

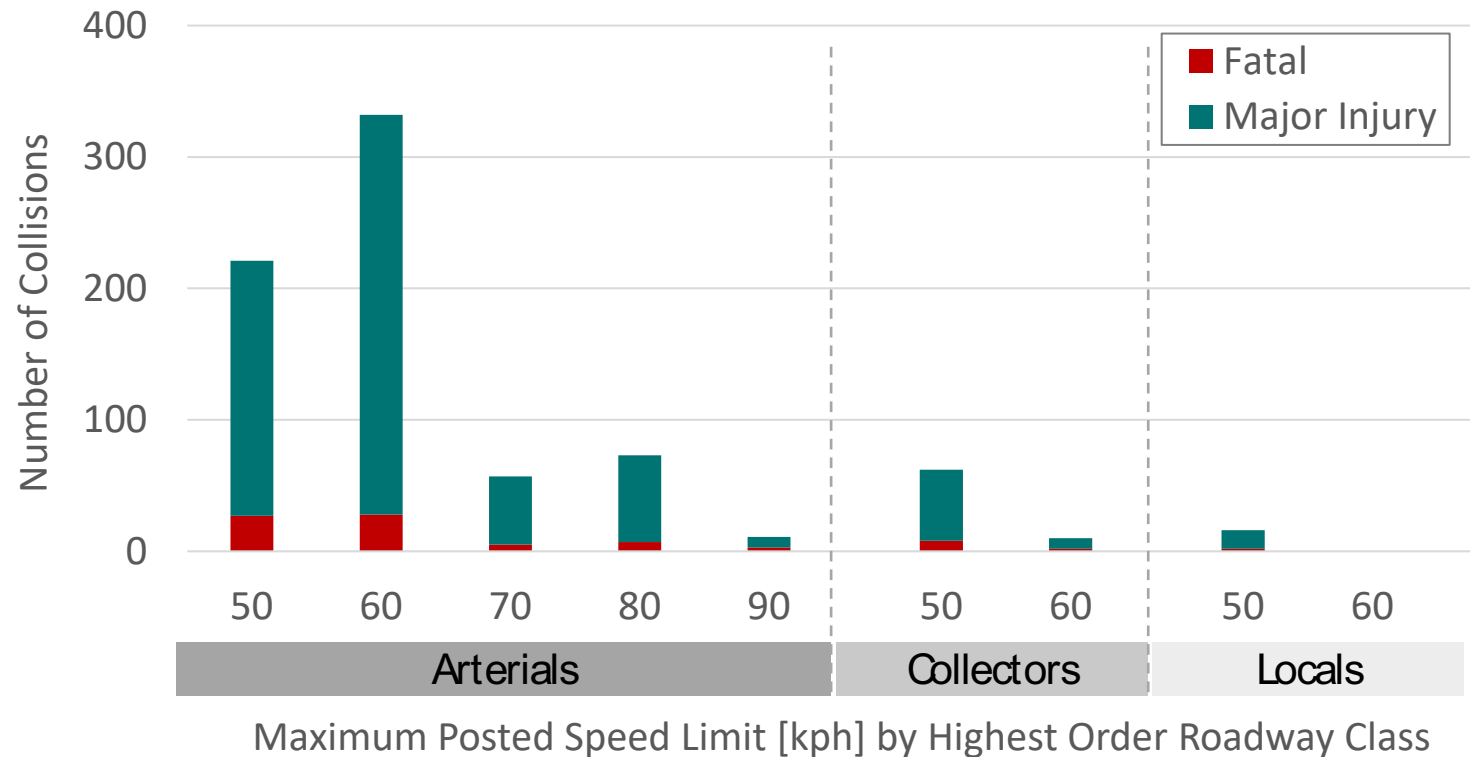
Fatal and Major Injury Collisions by Month



Source: City of Winnipeg and MPI

Road Safety Strategic Action Plan

Fatal & Major Injury Collisions by Speed Limit & Road Class



Source: City of Winnipeg and MPI

Road Safety Strategic Action Plan

Poll Question 8

Many factors contribute to collisions. From the list what top factors do you think are a major factor that contributes to collisions?
Please pick your top 3 factors.

- Disobey traffic control devices (stop signs/crosswalks/signal)
- Driving aggressively / road rage
- Distracted driving, walking or cycling (texting, etc.)
- Use of drugs or alcohol
- Speeding or driving too fast for conditions
- Weather conditions
- Road maintenance (poor surface condition, line painting, etc.)
- Road design (poor sightlines at an intersection, etc.)
- Cyclists and motorists sharing a roadway
- Vehicle mechanical condition

Road Safety Strategic Action Plan

Factors Contributing to Collisions

Contributing Factor Categories	Fatal								Major Injury								TOTAL
	2012	2013	2014	2015	2016	2017	2018	Total	2012	2013	2014	2015	2016	2017	2018	Total	
Driver Action	80%	64%	67%	77%	65%	53%	69%	70%	82%	81%	73%	86%	84%	86%	87%	84%	82%
Human Condition	17%	36%	17%	20%	30%	42%	25%	25%	12%	14%	21%	11%	11%	6%	4%	10%	12%
Vehicle Condition	0%	0%	8%	0%	0%	0%	0%	1%	1%	1%	0%	1%	0%	0%	0%	0%	0%
Environmental	2%	0%	8%	3%	5%	5%	6%	4%	5%	3%	7%	3%	5%	8%	9%	6%	6%

- **Driver action** - (e.g., following too closely, turning improperly, exceeding speed limit, passing improperly, fail to yield right-of-way, careless driving, disobey traffic control device, etc)
- **Human condition** – (e.g., loss of consciousness, extreme fatigue, defective eyesight, ability impaired by alcohol, ability impaired by drugs, distraction, etc)
- **Vehicle condition** – (e.g., defective brakes, defective steering, defective tires, etc)
- **Environmental factors** – (e.g., slippery road surface, obstructed view, defective traffic control, weather, animal action, debris on roadway, etc).

Road Safety Strategic Action Plan

Moving Forward

- Vision and focus areas for road safety in Winnipeg
- Development of road safety actions
- Phase Two Public engagement
- Refinement and prioritization of actions
- Implementation plan
- Road Safety Strategic Action Plan presentation to Council

Road Safety Strategic Action Plan

Questions & Discussion

Road Safety Strategic Action Plan

Project Schedule



Road Safety Strategic Action Plan

Winnipeg Road Safety Strategic Action Plan



Introduction

Road safety is a priority for the City of Winnipeg. The Road Safety Strategic Action Plan is driven by data and public feedback and will serve as a roadmap for implementing both short-term solutions and long-term investments over the next 3-5 years and beyond.

Background

Road safety is important locally, nationally, and internationally. Motor vehicle collisions are the leading cause of death and disability in many jurisdictions, and result in significant economic costs, pain and suffering, and life-altering consequences. Over the last 10 years, Winnipeg has seen an annual average of 13 fatal collisions and 145 collisions resulting in [Continue reading](#)

[UPDATES](#)[SURVEY](#)[MAP](#)

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Get involved!

Visit the Survey and Mapping tabs to provide feedback

August 19 → September 30 2020

Discussion Kit

August 19 → September 30 2020

Bronx Park Farmers' Market: Pop-up Event

September 05 2020

Broadway Neighbourhood Centre: Pop-up Event

September 09 2020

Powers Park Plaza: Pop-up Event

September 11 2020

The Salvation Army Barbara Mitchell Family Resource Centre: Pop-up Event

September 15 2020

Winnipeg Road Safety Strategic Action Plan

Thank you

Contact:

roadsafety@winnipeg.ca

September 22, 2020 – Virtual Meeting Discussion

Total Participants: 16

Questions & Comments	Response
What is the relationship between collisions and total vehicle km travelled?	Vehicle km travelled information is not available in Winnipeg. The team is reviewing daily traffic distribution (by time of day, monthly) and number of fatalities and major collisions at those times. Analysis of this information shows that more fatalities and major collisions occur when traffic counts are higher.
There are 750,000 people in wpg how does the death of 3 or 4 people effect millions in impractical expenditures. Who are the people who are killed? Cyclists have become very militant and have put their lives in danger on many occasions.	
What quantity or percentage of cyclist fatal/injury was cyclist at fault by blowing through red lights/stop signs?	The database of fatalities and major collisions does not assign fault in these types of collisions, it only shows users involved.
How much did this study cost? How much does this webinar cost? Including staff time.	
What % of cyclist fatal/injury where cyclist suffered head trauma but not wearing a helmet?	Additional data may be available through the health care system (head trauma/not helmet). The team will look into obtaining this information.
Based on slide 26, little benefit in reducing speeds on local streets - comment? Humorous side note, recent study in Britain found #3 cause of collisions was insects inside the vehicle.	
In addition to looking at Winnipeg data, are you going to look what other cities have learned when they switched to Vision Zero methodology?	Another element of the project is to review strategies and zero vision approaches from other jurisdictions to see what worked for them and what the team can learn from their experiences.
On the current question, basically i was curious if the increase in collisions was because of more travel?	

In New York, for instance, when they switched to vision zero, they found that passing in the right most lane was a risky driving practice.	
Passing on the right most lane is an issue in Winnipeg, augmented by the rule that allows taxis to use the bus lane. That is encouraging taxis to engage in risky driving	
Do you intend to find out what kind of pedestrians are being killed. I see many drugged up people walking out onto the road in full traffic downtown.	
Could the City use GIS to compare those intersections where fatality and injury collisions occur, with average traffic counts, and identify those intersections where the proportion of collisions are higher than "expected", as one way to prioritize safety investments? Or, to identify other risk factors?	The team will talk to the City and explore using GIS further. The capability does exist and the team will review this point further.
Why are there no traffic counts used in the data matrix to distinguish between usage?	
Also I understand that New York implemented positive incentives for city officials to work with neighbourhoods to set themselves up as 20 mph zones. Important to understand why they did this.	
poor driver action can be result of traffic delays leading to frustration/anxiety and need to make up time. What initiatives to improve traffic flow?	Fatalities and collisions are a result of a series of events. Operational reviews will help the team see the causes of the collisions.
You have separated officials from stakeholders. The reason I am steering you to the PUB driven Road Safety conference is because the PUB process puts stakeholders in a position where they can cross examine officials, a process that reveals the limits of their efforts, knowledge and analysis. At least look at that Road safety conference.	The team will see what information they can obtain from the conference.
I sent a letter on August 4, 2020 to Our Councillor, Sherri Rollins who is the Chairperson of the Standing Committee on Protection, Community Services & Parks on behalf of the Crescent Park Rescue Committee saying that Crescent Drive to Wildwood	

Park is a bicycle route. The CPR Committee recommends that a Bicycle Route Sign & a No Parking Sign be installed on the north side of Crescent Drive from the Crescent Drive Park entrance to South Drive. Is there any action on this recommendation?	
Does your analysis include variance and increase in traffic over time due to new facilities being opened, with specific reference to Thermea Spa on Crescent Drive?	
Collector streets should have reduced speed so as to prevent them being used as alternatives to arterial streets.	
The age gap with injuries and deaths is not proportional why not have 13-23 24-34 35-45 46-56???? Why group such a large age range in 1 group? 24-49	Census data breaks the age ranges differently than the collision data. The team combined the age groups in order to present the data more clearly in the presentation. The team is looking at finer grain details, so the graphics/data is being refined as the team receives more and more data.
Mid-block v. intersections; are you sure there is not a bias in the data collection; because the primary means of identifying location is by intersection?	
What is the traffic count comparison for injury v. speed limit and road class?	
Be wary of categorization. For instance. Driving aggressively is much broader category than road rage... Also, tendency of police to attribute certain categories, such as distracted driving, has changed	
Driving too fast for conditions is an important category, but it depends what the reporting authority thinks too fast is...	
Interesting that there is little apparent correlation to time of day or season of year. This is single factor analysis. Very important to run this data against multivariate non-linear analytical tools.	
Better driver training has the potential to be helpful, but in our system it only reaches new drivers. Some	Driver training has been a topic appearing often during the first phase of public engagement, both by

75% of drivers have not had to pass a road test in the last 10 years, so driver training does not reach them, unless periodic retesting is implemented.	members of the public and stakeholders. This is something the team is reviewing and will be considering during the strategy development stage.
Have you looked at the PUB/MPI Road safety Conference (I think it was spring 2019) Some detailed discussion of MPI, Manitoba data and road safety	Part of the overall engagement process involved a Technical Working Group (TWG), which acts as a steering committee for the project. The TWG includes representatives from MPI, Winnipeg Police, MB Infrastructure, Departments of PPD, Transit and Roads.
My perception in Winnipeg is that both traffic control signage (speed limits, pedestrian corridors) and wayfinding signage (e.g. future lane indication, street names) is poor relative to other Canadian cities. Are there plans on improving signage which may reduce frustration and improve predictable movements for pedestrians, cyclists or drivers?	It is important to improve signage and is being considered as a strategy in the report
Further to educating the existing base of drivers; MPI has the provincial mandate to educate them, but for the existing base they just use typical media, they specifically don't use road signs. Training experience suggests the best time to reach people you want to educate is when they are engaging in the activity, so road signs should be the most effective medium. They have to quickly and simply tell drivers the correct behaviour. Example; Some jurisdictions are replacing the "share the road" signs which have no proven effectiveness with signs saying to allow a meter (in the city) of 1.5 meters on faster roads when passing a bike. Please have hard look at the use of road signs to modify driver behaviour.	
By the way, changing driver culture is a very ambitious goal. If you look at the problem of changing driver behaviour from a training perspective, changing the culture would not be the logical choice. Vision Zero would suggest start training projects to change risky/dangerous driver behaviours.	
I notice the mention of increasing flow. Very important to address the difference between	Sometimes people may associate that faster always means better, which is not always the case. The team

increasing speed and increasing flow. Important to look at the ways to increase flow and increase safety, such as road diets and other traffic management methods.	is looking at clarifying this difference moving forward in the project and in the strategy development stage.
There is a lack of sidewalks in East Fort Garry, along Crescent Drive, so pedestrians are pushed onto the roads. How can this be addressed?	The team is looking at infrastructure gaps during the Gap Analysis phase of the project and will show areas for opportunities.
Calgary has done significant pedestrian and cycling route improvements in the last couple years. Winnipeg is lacking this type of quality infrastructure. Separating pedestrians and cyclists from vehicles, eliminating crossings, etc. needs to improve, but Winnipeg's infrastructure is so old and hard to change.	Winnipeg does not have freeways but a system of arterial roads. These roads are challenged to help you go slow, but also fast (or vice versa) which leads to many modes being together. Winnipeg's overall infrastructure will not change, but this limitation needs to be taken into consideration when developing strategies and actions moving forward.
One thing we should be concerned about is that Winnipeg has a for-profit enforcement program, which affects the way traffic is policed. Enforcement has affected how we do infrastructure. For example, when the City was being gifted flashing lights for school zones, the first concern was that people could be able to get out of tickets easier. First concern should be if we design infrastructure in a certain way, how will this impact pedestrians, cyclists, and drivers.	

September 24, 2020 – Virtual Meeting Discussion

Total Participants: 8

Questions & Comments	Response
How is Safe System Approach different/same from Vision Zero?	Vision Zero is the aspiration of an agency, and is underpinned by the Safe Systems Approach. We will reach zero fatalities when we recognize that there is a frailty of the human body that is affected by collisions and when we implement counter measures that recognize that frailty and that people make mistakes and those mistakes need to be forgiven.
Why did the percent injuries per type of road add up to 200% or so?	In this particular case, there is some double counting because what happens is the analysis is done considering the highest order of road classes. For example, if you have a location where you have an intersection at an arterial and collector road, the analysis will count this collision in both categories.
How can you have 165% for where cyclist crashes happen when adding up the three types of roads?	Police reports, more than one contributing factor is identified, so what happens is you would have a particular driver action or behaviour, and so right away you have two factors for one collision.
Is there a comparison of crashes per km by the respective speed limit?	The team has done that type of analysis of collisions per kilometer based on the speed limits of the road, but the team has not done it by traffic volume/number of km travelled because data is not available for all streets.
Why are violations of HTA by pedestrians and bikers not included?	Violations of the highway traffic act are under the infractions recorded by police. The collision database only contains factors that would have contributed to a collision from the perspective of the collisions and the information that are reported. The team does not have access to citations and particular types of violations of the Highway Traffic Act.
When talking about crash causes, exceeding the speed limit was listed as a driver action as well as grouped with driving too fast for conditions in the poll. When going through MPI's 2018 statistics, exceeding speed limit was the cause of 0.000088% of	These two categories were grouped together for the presentation purposes, as they both relate to speeding, but this is presented to the group to get

crashes. Is exceeding speed limit included here because it is such a widely talked about subject as opposed to being an actual significant cause of crashes?	their feedback and perception but this grouping is not necessarily a part of the analysis.
How do we get to zero injuries if we ignore rule violations by bikers and pedestrians?	Because road safety is multidisciplinary and involves a variety of initiatives, collaboration and cooperation from a lot of different stakeholders, the way in which we can reach zero is to engage in a variety of initiatives. Not only those that target say engineering or a particular portion of the population, but we need to target those problems that can be achieved through multiple ways, which needs to be done cooperatively and multidisciplinary in nature.
Is there any information/data on enforcement to do with distracted driving laws? There were recent changes, but do we know if enforcement is happening? As 1 of the top 5 factors, enforcement seems needed.	outside of what we see in the collision database, the team is not aware of data that would be readily available for this type of analysis. Unfortunately citation information that would list things like distracted driving is not available. When we discuss distraction, it's not just applicable to drivers, but also pedestrians and cyclists.
Bicyclist and ped errors are ignored by Council and road authorities. This effort is just focused on motor vehicles. IRPW deliberately ignores the non motorized offenders. How can an engineer ignore such a big root cause group?	
I just wanted to say thank you very much for your time and I think it's very important that you share this information with the public. I know for one as someone who is very interested in road conditions and safety, I really appreciate the information. I have a young son who is starting to drive soon so knowing more about what's going from reliable sources like you is fabulous. So this is not a question but a thank you.	

Appendix F – Discussion Kit

Road Safety Strategic Action Plan

Phase 1 Discussion kit



How to use this kit: It's as easy as **Prepare, Host, Submit**

- Plan a meeting – this could be at your dinner table, a virtual coffee chat, or with a group or organization. It's up to you!
- Use the information provided to guide your meeting.
- Take notes and submit to the City of Winnipeg by September 30, 2020.
- Encourage attendees to visit the project website to sign-up for updates and stay up to date with the next phases of the Road Safety Strategic Action Plan: **winnipeg.ca/roadsafetyplan**
- You may decide to use some of the information in this package and not others. It's up to you how to run your meeting. This is intended as a guideline only.

Step 1: Prepare

- **Find a meeting location**

Identify and reserve a location for your meeting. Host a meeting at a place where everyone can access it and that it is convenient to travel to.

- **Invite**

Identify and invite your participants. A group of about eight people is good for a conversation but if your group is larger, smaller breakout groups could be used.

- **Remind**

Call and/or email the people on your invitation list 1-2 days before the scheduled meeting to remind them to attend.

SAMPLE INVITATION

We all play a role in making roads safer for all road users. Join our conversation!

Work is underway on Winnipeg's Road Safety Strategic Action Plan and we are hosting a meeting to gather community feedback. Join us to discuss your perceptions of road safety, and how we can improve the safety of Winnipeg roads. Your feedback will be provided to the City as input.

Date: _____

Time: _____

Location: _____

Host Contact information: _____

Please self-screen prior to attending, stay home if you are ill, and wash or sanitize your hands.

For more information on the project, visit winnipeg.ca/roadsafetyplan.

To learn more about the Road Safety Strategic Action Plan please visit

winnipeg.ca/roadsafetyplan



Road Safety Strategic Action Plan

Phase 1 Discussion kit



Step 2: Host

- **Set-up**

Before the meeting, set up the space to accommodate the number of expected participants. You may choose to use materials such as large flip charts or a computer to take notes.

- **Welcome and introductions**

Take a few minutes at the beginning of the meeting for introductions. Ask people to tell something about themselves like the primary way they move around the City so that everyone gets a better sense of where they're coming from.

- **Facilitate**

Lead a small group discussion. Do your best to keep everyone on topic and make sure time is allocated for group members to answer all discussion questions. You are also a participant and can share opinions as an equal member of the group, but make sure everyone has a chance and feels comfortable to express their opinion. Our different perspectives allow us to learn from one another. Try to make the meeting relaxed and enjoyable for all participants.

- **Discussion**

Answering the discussion questions should occupy the majority of the meeting time. Give participants a couple of minutes to think about each question. One person should take notes of the roundtable discussion. Record the group's discussion on the Discussion Worksheet provided. After everyone has had a chance to express their perspective on the question, ask the group to prioritize the responses.

- **Other ways to get involved**

Summarize the discussions and the identified consensus priorities. Share the project website with your participants and highlight further opportunities to get involved, which include:

- Online survey and mapping tool at winnipeg.ca/roadsafetyplan
- Virtual Engagement Sessions:

COVID CONSIDERATIONS

To reduce the spread of COVID-19 ensure your event is adhering to the latest public health orders outlined by the province:

<https://manitoba.ca/covid19/protection/soe.html#current>

Date: Tuesday, September 22, 2020

Time: 2 p.m. – 3:30 p.m.

Format: Zoom Virtual Webinar

Date: Thursday, September 24, 2020

Time: 6:30 p.m. – 8 p.m.

Format: Zoom Virtual Webinar

Registration required for virtual events by September 20, 2020.

- Talk Road Safety Pop-ups:

Saturday, September 5, 2020
9 a.m. – 11 a.m.
Bronx Park Farmers' Market,
720 Henderson Hwy

*Wednesday, September 9,
2020
4 p.m. – 6 p.m.
Broadway Neighbourhood
Centre,
185 Young St

*Friday, September 11, 2020
4 p.m. – 6 p.m.
Powers Park Plaza,
Powers St at Selkirk Ave,
North side

Tuesday, September 15, 2020
2 p.m. – 4 p.m.
The Salvation Army Barbara
Mitchell
Family Resource Centre, 51
Morrow Ave

* Get a bike tune up from the WRENCH and tell us why road safety matters to you.

To learn more about the Road Safety Strategic Action Plan please visit

winnipeg.ca/roadsafetyplan



Road Safety Strategic Action Plan

Phase 1 Discussion kit



Step 3: Submit

Submit your completed discussion guide by September 30, 2020.

Please include the following details in your email or submission so we understand where the feedback is coming from:

- Group or organization name (when applicable)
- Number of participants
- Event date and location
- Email address or contact information of host

Submit your responses under the headings “Question 1, Question 2, Question 3, Question 4” so we can analyze the feedback.

Package and send

Method 1: Scan & Email materials to City-Engage@winnipeg.ca
Subject line: “Road Safety Discussion Kit”

Method 2 : Mail to:

Office of Public Engagement
2nd floor, 510 Main Street
Susan A. Thompson Building
Winnipeg, MB
R3B 1B9

Method 3: Drop-off at:

Office of Public Engagement
2nd floor, 510 Main Street
Susan A. Thompson Building
Winnipeg, MB
R3B 1B9

If none of the return methods above will work for you, please email City-Engage@winnipeg.ca with the subject line: “Discussion Kit” to arrange for alternative return methods or call 204-986-4243.

To learn more about the Road Safety Strategic Action Plan please visit
winnipeg.ca/roadsafetyplan



Road Safety Strategic Action Plan

Phase 1 Discussion kit



Discussion worksheet

1. We recommend you start your event by watching the Road Safety Strategic Action Plan introductory video, available at winnipeg.ca/roadsafetyplan.
2. You may also want to have a look at the presentation available at winnipeg.ca/roadsafetyplan.
3. Discuss the questions below and take notes on the feedback, ideas, and dialogue.
4. Kids can join too! In fact, they are critical to ensuring roads are safe for all ages and abilities. The attached colouring sheet is for kids to get involved in the road safety conversation and submit their work.

Introduction to discussion: The Road Safety Strategic Action Plan will be driven by both data and public feedback and serve as a roadmap for implementing both short-term solutions and long-term investments over the next 3-5 years and beyond. Your feedback at this stage is an important part of defining what Winnipeggers value in order to develop a road safety vision and focus areas.

Question 1: As you move around the City, what situations make you think most about road safety? Why?

Question 2: What do you feel has the biggest influence on making roads safer?

Question 3: What is your vision for safer roads in Winnipeg?

Question 4: How can we improve road safety for pedestrians, cyclists, motorists and motorcycle riders?

Road Safety Strategic Plan Discussions

The discussion took place on Wednesday, September 23rd. , an intern with West Broadway Community Organization (WBCO), facilitated an in-depth discussion with five people who are all residents of West Broadway, many of whom use active transportation methods as their main method of transportation, and many of whom experience mobility and accessibility issues related to transportation.

A note - WBCO has engaged in extensive community consultation on this issue over the past decade. The themes brought forward by participants in this discussion echo what we have been hearing repeatedly from our community: much more needs to be done to make our neighbourhood safer and more accessible for people who are walking, biking, and taking the bus.

Discussion questions:

1. As you move around the city, what situations make you think most about road safety? Why?

The most common response to this question was vehicular speed and volume. The majority of participants feel as if the residential speeds are too high and that drivers are often not paying attention while driving through residential areas, therefore endangering people who are walking or cycling. Many participants of the survey also feel like construction can cause dangers for people walking or biking, as construction commonly blocks sidewalks, crosswalks, and bike paths, and also causes drivers to be more impatient.

2. What do you feel has the biggest influence on making roads safer?

Almost all survey participants claimed that reducing the speed in residential areas would aid in making the roads in West Broadway safer for pedestrians and cyclists. Individuals also feel that crosswalks need to be more enforced, as many have experienced nearly being hit by drivers who are not obeying the rules of the crosswalk or simply not paying attention while driving. There was mention of better maintenance of sidewalks in the winter, as snow is usually not properly cleared, making it difficult for those who walk or ride their bikes in the winter. Another interesting response to this question was the idea of more streamlined and effective bike registration to prevent bike theft, as this is something various participants have experienced in West Broadway.

3. What is your vision for safer roads in Winnipeg?

There is a need for consistent cycling infrastructure, as many people noted that the bike infrastructure in West Broadway and surrounding communities is very sporadic. Osborne is a good example of this, as the bike lane disappears by the Shell station and it becomes very difficult to bike safely. Another vision is less traffic on the roads, as many people feel the traffic volume (especially downtown) is very high. An idea for this is to toll downtown traffic; many other cities comparable to Winnipeg in size do this and it could potentially

incentivise drivers to use other methods of travel. Safer crosswalks was another vision commonly mentioned.

4. How can we improve safety for pedestrians, cyclists, motorists, and motorcycle riders?

Reduced speeds, safer sidewalks and crossings for pedestrians, safer roads to bike on, and protected bike lanes were all very common answers. Many people also feel as if drivers are not very considerate when sharing the road, and they are also not very knowledgeable on road safety. Drivers need to be better educated about road safety to better share the road with pedestrians and cyclists. More incentives for people not to drive (such as increased transit service with a smaller fee) would be useful. Many individuals expressed the need for a way to report irresponsible driving, such as a number to call to report any minor traffic incidents.

Some specific ways to improve West Broadway safety included:

- Furby/Broadway crosswalk is a huge issue, a traffic light or more frequent ticketing of drivers may help pedestrian safety.
- Broadway, between Maryland and Osborne, is a really high traffic street through a neighbourhood where most people walk, bike, or take transit (*a note from WBCO - approximately 70% of people who live in West Broadway do not use a car*). Reducing car traffic speed and flow, and making the street and intersections safer for people walking/biking, would be very helpful.
- The back lanes are hard to walk/bike through, especially for those with mobility issues. Some improvements to the quality of the road would be helpful with this issue.
- Sherbrook between Broadway and Portage consistently has transit buses lining up in front of the apartment building, causing exhaust to go up and in through windows and also makes it difficult to safely travel down this way by car or bike.

One participant
September

Road Safety Strategic Action Plan

Question 1: As you move around the City, what situations make you think most about road safety? Why?

My greatest concern for road safety is a commonly used driving procedure that is not illegal and used without a second thought. It is making a left hand turn onto and off of busy streets at locations other than a controlled intersections. While it is a safe procedure most of the time, at the wrong time you are increasing the chances of having or causing an accident. It would be interesting if you could study all accident location data to see if it involved someone directly or indirectly making a left hand turn.

Question 2: What do you feel has the biggest influence on making roads safer?

Education! With over thousands of drivers on the road each day, each having their own thoughts about how to drive, it would be nice if we all were thinking the same thing. That is why we have rules for the road. It is not only a matter of knowing the rules though. It also includes the understanding of why we have rules, which is to keep everyone safe.

Question 3: What is your vision for safer roads in Winnipeg?

A place where I can walk, ride a bike or drive a vehicle and feel safe doing so.

Question 4: How can we improve road safety for pedestrians, cyclists, motorists and motorcycle riders?

Design safety into our road systems so that bad habits could be eliminated. Most of all more education.

Road Safety Strategic Action Plan

Phase 1 Discussion kit



Discussion worksheet

1. We recommend you start your event by watching the Road Safety Strategic Action Plan introductory video, available at winnipeg.ca/roadsafetyplan.
2. You may also want to have a look at the presentation available at winnipeg.ca/roadsafetyplan.
3. Discuss the questions below and take notes on the feedback, ideas, and dialogue.
4. Kids can join too! In fact, they are critical to ensuring roads are safe for all ages and abilities. The attached colouring sheet is for kids to get involved in the road safety conversation and submit their work.

Introduction to discussion: The Road Safety Strategic Action Plan will be driven by both data and public feedback and serve as a roadmap for implementing both short-term solutions and long-term investments over the next 3-5 years and beyond. Your feedback at this stage is an important part of defining what Winnipeggers value in order to develop a road safety vision and focus areas.

Question 1: As you move around the City, what situations make you think most about road safety? Why?

THE SPEED OF MOTOR VEHICLE TRAFFIC,
PARTICULARLY ON RESIDENTIAL STREETS

Question 2: What do you feel has the biggest influence on making roads safer?

REDUCED SPEEDS ON RESIDENTIAL
STREETS

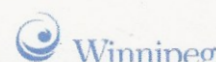
Question 3: What is your vision for safer roads in Winnipeg?

BETTER INFRASTRUCTURE FOR BICYCLES, AND
PEDESTRIANS, REDUCED SPEEDS ON
RESIDENTIAL STREETS.

Question 4: How can we improve road safety for pedestrians, cyclists, motorists and motorcycle riders?

SPEED REDUCTION.

To learn more about the Road Safety Strategic Action Plan please visit



Good evening,

I am submitting this survey on behalf of Safe Speeds Winnipeg. We met on September 29, 2020 via zoom to discuss and answer the 4 questions that you have presented to the public around road safety. The following 7 people were in attendance at our meeting.

Question 1: As you move around the City, what situations make you think most about road safety? Why?

In addition to the actual number of fatalities and severe injuries due to vehicle collisions, we regularly either witness or experience near misses. Speed is frequently the root cause. Fear of vehicular danger is the number one reason parents don't allow their children to walk/bike to school independently, or play outside on their own and with friends without parental supervision.

Question 2: What do you feel has the biggest influence on making roads safer?

We know through research that the biggest influence on road safety is physics. Speed is directly correlated to force on impact. Road design certainly influences how fast a person 'feels' is appropriate to drive, but the speed limit determines how roads are designed. Safe speeds are at the core of road safety. 30km/hr is the safe speed for areas where vehicles and people mix. Road design follows the established safe speed. And finally, enforcement is required to ensure compliance.

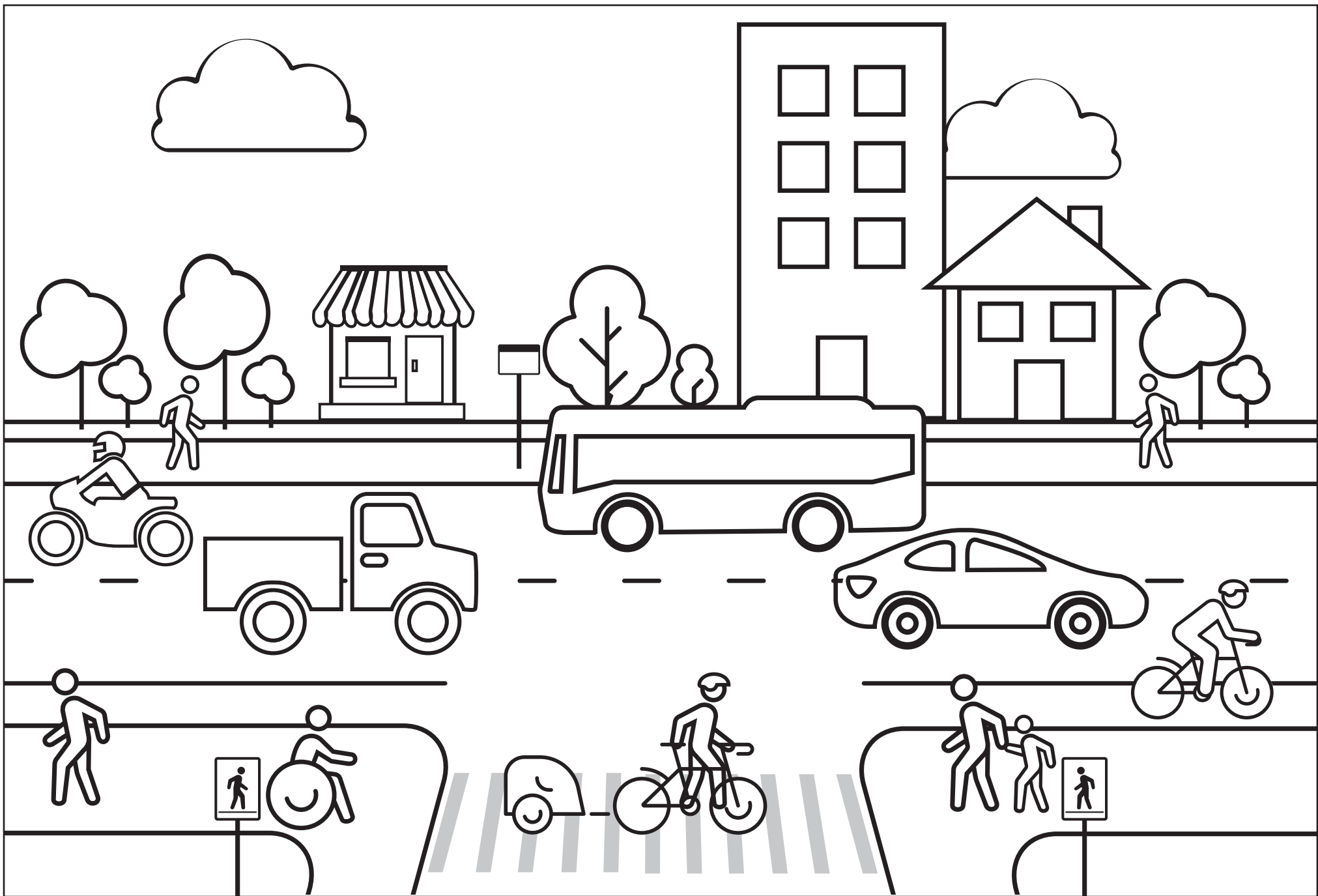
Question 3: What is your vision for safer roads in Winnipeg?

My vision for Winnipeg is that all people can safely choose to engage with outdoor activity: walking, playing, biking, wheeling, scooting. Fear of vehicular danger should not prohibit children, adults or seniors from enjoying this freedom. Implementing safe speeds, followed by road design, followed by enforcement is how this vision of road safety for everyone can be achieved.

Question 4: How can we improve road safety for pedestrians, cyclists, motorists and motorcycle riders?

Safe speeds, (30km/hr where vehicles and people mix), followed by road design, followed by enforcement.

Thank you,



People can use roads in so many different ways.

How do you like to use them? And how do you make sure you use them safely?

winnipeg.ca/roadsafetyplan

Appendix G – Promotional Material

**all promotional material was also available in French*

Newspaper Advertisements

Winnipeg Road Safety Strategic Action Plan

Help Shape the Future of Road Safety for Winnipeg!

Talk Road Safety - Pop-up Events	
Date & Time:	Location:
Saturday, September 5, 2020 9 a.m. - 11 a.m.	Bronx Park Farmers' Market, 720 Henderson Hwy
*Wednesday, September 9, 2020 4 p.m. - 6 p.m.	Broadway Neighbourhood Centre, 185 Young St
*Friday, September 11, 2020 4 p.m. - 6 p.m.	Powers Park Plaza, Powers St at Selkirk Ave, North side
Tuesday, September 15, 2020 2 p.m. - 4 p.m.	The Salvation Army Barbara Mitchell Family Resource Centre, 51 Morrow Ave
* Get a bike tune up from the WRENCH and tell us why road safety matters to you.	
Virtual Events	
Tuesday, September 22, 2020 2 p.m. - 4 p.m.	Thursday, September 24, 2020 6:30 p.m. - 8 p.m.
Registration required for virtual events by September 20, 2020.	

For questions or to arrange alternate formats or interpretation, please contact roadsafety@winnipeg.ca or 204-944-9907 by August 29, 2020.

Public Health measures will be adhered to at all pop-up events.
For more information, to register, or provide feedback online, visit: winnipeg.ca/roadsafetyplan



Winnipeg Road Safety Strategic Action Plan

Help Shape the Future of Road Safety for Winnipeg!

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Poster & Postcard

Winnipeg Road Safety Strategic Action Plan

Help Shape the Future of Road Safety for Winnipeg!

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Bronx Park Farmers' Market,
720 Henderson Hwy

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185 Young St

Powers Park Plaza,
Powers St at Selkirk Ave, North side

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Mitchell Family Resource Centre,
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For questions or to arrange alternate formats or interpretation, please contact roadsafety@winnipeg.ca 204-944-9907 by August 29, 2020.

Public Health measures will be adhered to at all pop-up events. For more information, to register, or provide feedback online, visit: winnipeg.ca/roadsafetyplan



Winnipeg Road Safety Strategic Action Plan

Road safety is a priority for the City of Winnipeg. The Road Safety Strategic Action Plan is driven by data and public feedback and will serve as a roadmap for implementing both short-term solutions and long-term investments over the next 3-5 years and beyond.

Virtual Engagement Session 1

Date: Tuesday, September 22, 2020

Time: 2 p.m. – 3:30 p.m.

Format: Zoom Virtual Event

Virtual Engagement Session 2

Date: Thursday September 24, 2020

Time: 6:30 p.m. – 8 p.m.

Format: Zoom Virtual Event

Registration required by September 20, 2020.



Host a road safety meeting with your community at any time. Download the Discussion Kit to help guide your event and gather feedback. Submit your Discussion Kit to roadsafety@winnipeg.ca before September 30, 2020.

For questions or to arrange alternative formats or interpretation, please contact roadsafety@winnipeg.ca or 204-944-9907.

For more information, to register, or provide feedback online, visit: winnipeg.ca/roadsafetyplan



Email Invitation

As a stakeholder for the Road Safety Strategic Action Plan, you play a key role in providing information, feedback and support into the project's vision and focus areas. We ask you to share the following information within your network to help identify gaps and opportunities in the current state of road safety in Winnipeg.

Help Shape the Future of Road Safety for Winnipeg!

Road safety is a priority for the City of Winnipeg. The Road Safety Strategic Action Plan is driven by data and public feedback and will serve as a roadmap for implementing both short-term solutions and long-term investments over the next 3-5 years and beyond.

Get Involved In Road Safety

Online Survey

We want to hear from you about your perception and experience as a road user (pedestrian, cyclist or motorist) in Winnipeg and learn more about how and what road safety improvements can be made. Visit winnipeg.ca/roadsafetyplan to complete a survey.

Pop-up Events

We selected four pop-up locations to safely engage with communities in higher needs areas that experience higher rates of collisions. Drop by and tell us your ideas for road safety improvements and share your vision for safer roads in Winnipeg.

Date: Saturday, September 5, 2020

Time: 9 a.m. to 11 a.m.

Location: Bronx Park Farmers' Market, 720 Henderson Highway

Date: * Wednesday, September 9, 2020

Time: 4 p.m. to 6 p.m.

Location: Broadway Neighbourhood Centre, 185 Young St

Date: * Friday, September 11, 2020

Time: 4 p.m. to 6 p.m.

Location: Powers Park Plaza, Powers Street at Selkirk Avenue, North side

Date: Tuesday, September 15, 2020

Time: 2 p.m. to 4 p.m.

Location: The Salvation Army Barbara Mitchell Family Resource Centre, 51 Morrow Ave

(*): Get a bike tune up from the WRENCH and tell us why road safety matters to you.

Please Note: Public Health measures will be adhered to at all pop-up events. Gathering size will be limited to 50 people at a time, and appropriate social distance will be maintained. Please self-screen prior to attending, stay home if you are ill, and wash or sanitize your hands.

Virtual Engagement Sessions

We will be holding two Zoom virtual events to gather public input. Join us at one of the following events to learn more about the development of the strategic action plan, ask questions, and answer some of our questions live.

Date: Tuesday, September 22, 2020

Time: 2 p.m. to 3:30 p.m.

[Register Here](#)

Date: Thursday, September 24, 2020

Time: 6:30 p.m. to 8 p.m.

[Register Here](#)

Registration required for virtual sessions by September 20, 2020.

Discussion Kit

We invite those unable to attend the events to complete the survey and mapping tool and to host a discussion with friends and family using the discussion kit. Available at winnipeg.ca/roadsafetyplan until September 30, 2020. Submit your completed discussion guide to roadsafety@winnipeg.ca.

For more information, to register for a virtual event or provide feedback online, visit:

winnipeg.ca/roadsafetyplan.

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact roadsafety@winnipeg.ca or 204-944-9907 by August 29, 2020.