

Document No. BWP003	Title Bike Winnipeg Position Statement – Neighbourhood Greenways
Revision 0.0	Effective Date

Position:

**Neighbourhood Greenways with traffic calming features and a posted speed limit of 30 km/hour should be developed on selected residential streets in neighbourhoods throughout Winnipeg.**

When collisions involving motor vehicles and cyclists or pedestrians take place at less than 30 km/hr., the likelihood of survival of the cyclist or pedestrian is much greater than when collisions occur at higher speeds.

Research has shown that reduced speed limits can be effective in reducing the speed of traffic on streets if combined with enforcement and specific street design characteristics. Research has also demonstrated that higher speeds increase the frequency and severity of collisions of all types including collisions involving vulnerable road users, that is, people on foot or on bicycles. This also increases the frequency and severity of injuries to those involved, more so to cyclists and pedestrians than to passengers or drivers of motor vehicles.

Neighbourhood greenways on quieter residential roads provide increased safety to people on foot and on bicycles while maintaining the safety already provided to those in vehicles. Traffic-calming measures including lower speed limits encourage through vehicles to use alternate arterial routes, allow local vehicles more time to notice vulnerable road users, prevent crashes and reduce injuries when they do occur. This in turn creates neighbourhoods that allow all people, including children, seniors and those with limited mobility) to navigate safely.

*Bike Winnipeg Recommends that:*

The City of Winnipeg designate one or more neighbourhood greenways in all residential areas of the city where active transportation is encouraged and vehicular through-traffic is discouraged.

Streets chosen to be greenways already have lower car volumes and provide access to the proposed spine cycling network as well as links within and between neighbourhoods.

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Selection of designated greenway streets incorporate consultation with residents of potential greenway streets to identify and seek to resolve any local concerns or issues.

In addition to route signage, traffic-calming treatments such as pavement markings, speed humps, curb extensions, traffic circles and traffic diverters be used to reduce speed and lower the volume of motor vehicles.

The City of Winnipeg set a default speed limit of 30 km/hr. on all neighbourhood greenways, and get approval for this change from the provincial Highway Traffic Board.

The Winnipeg Police Service consistently enforces the speed limit on neighbourhood greenways.

The City of Winnipeg monitor the actual speed of vehicles on neighbourhood greenways and any changes to the frequency and severity of collisions in areas where the new speed limit is implemented. This data can be used to consider future expansion of traffic-calmed neighbourhoods with reduced speed limits.

*Background:*

The World Health Organization states: “A number of interventions have been identified to be effective in the management and control of vehicle speed.” WHO notes that speed limits are not effective unless they are enforced, and that vehicle speeds may also be controlled through other measures such as traffic calming infrastructure.

In 2011, the City of Vancouver began reducing the speed limit on their neighbourhood greenways. By 2016, their greenway network now gives all Vancouver residents access to a greenway within a 20 minute walk or a 10 minute bike ride.

Dr. Lynne Warda, the Medical Consultant for the WRHA’s IMPACT Injury Prevention Program supported a 2012 motion by Councillor Harvey Smith to reduce residential speed limits to 40 km/hr. Bike to the Future (the earlier name for Bike Winnipeg) at that time was recommending a 30 km/hr. speed limit for residential streets. However, this motion was defeated at council.

In 2014, Victoria, BC reduced speed limits on selected streets to 40 and 30 km/hr. respectively but it was noted that, prior to this, 85% of all traffic was

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going less than the previously posted speed limit, primarily due to the physical characteristics of the roadway.

Quebec Ministry of Transport research developed a model in 2011 for setting credible speed limits in urban areas, according to the roadway features and road environment. They stated that if a speed limit was implemented that was lower than what was suggested by the model, it was unlikely drivers would respect the posted speed limit without the presence of accompanying measures like traffic calming or police enforcement. In order for speed limits to be respected, they must be appropriate for respective road and roadside characteristics. Therefore, they encouraged municipalities that plan to revise their speed limits in their territory to set the speed limit at 40 or 30 km/hr. only under conditions where this will be credible and respected by drivers.

The City of Portland discovered that making greenways more than just bike boulevards allows them to be enjoyed by people of “all ages and abilities” (the AAA network). Their greenways take into account pedestrian safety, neighbourhood liveability, community building and improving mobility for users of all ages.

For this reason, even though the City of Winnipeg has used the terms “neighbourhood greenway” and “bike boulevards” interchangeably, Bike Winnipeg is intentionally using the term “neighbourhood greenways” to indicate that these streets are designed to welcome people on foot and on bicycles.

#### Related Documents:

Document No.	Document Title	Date
1.	WHO - Facts – Road Speed <a href="http://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf">http://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf</a>	2004
2.	“Pedestrian fatality risk as a function of car impact speed” in the Accident Analysis and Prevention Journal <a href="http://www.sciencedirect.com/science/article/pii/S0001457509000323">http://www.sciencedirect.com/science/article/pii/S0001457509000323</a>	2009
3.	[Winnipeg] Standing Policy Committee on Infrastructure Renewal and Public Works Presentation by Dr. Lynne Warda	Sept. 2012

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4.	Bike to the Future presentation to the City of Winnipeg on Reduced Speeds on Residential Streets <a href="http://bikewinnipeg.ca/our-work/bike-winnipeg-publications/#sthash.exmF6ygn.eIUfbilh.dpbs">http://bikewinnipeg.ca/our-work/bike-winnipeg-publications/#sthash.exmF6ygn.eIUfbilh.dpbs</a>	Dec. 2012
5.	Winnipeg Pedestrian and Cycling Strategies: Final Report <a href="http://winnipeg.ca/publicworks/pedestriansCycling/strategiesActionPlan/pdf/strategy.pdf">http://winnipeg.ca/publicworks/pedestriansCycling/strategiesActionPlan/pdf/strategy.pdf</a>	Dec. 2014
6.	Speed Limits in urban areas: A new approach – presentation by Catherine Berthod, Engineer and Urban Planner, Ministère des Transports du Québec <a href="http://conf.tac-atc.ca/english/annualconference/tac2015/s12/berthod-e.pdf">http://conf.tac-atc.ca/english/annualconference/tac2015/s12/berthod-e.pdf</a>	2015
7.	How do drivers choose a travel speed? Implications for speed management strategies in Australia <a href="https://www.researchgate.net/publication/283902713_How_do_drivers_choose_a_travel_speed_Implications_for_speed_management_strategies_in_Australia">https://www.researchgate.net/publication/283902713_How_do_drivers_choose_a_travel_speed_Implications_for_speed_management_strategies_in_Australia</a>	Nov. 2015
8.	Winnipeg motorists may finally have learned to slow down in school zones <a href="http://www.winnipegfreepress.com/local/Winnipeg-motorist-may-finally-have-learned-to-slow-down-in-school-zones-367838551.html">http://www.winnipegfreepress.com/local/Winnipeg-motorist-may-finally-have-learned-to-slow-down-in-school-zones-367838551.html</a>	Feb. 2016
9.	CAA [Manitoba] School Zone Safety Assessments <a href="https://www.caamanitoba.com/community_school_patrol_safety">https://www.caamanitoba.com/community_school_patrol_safety</a>	Accessed July 2016
10.	2014 Staff Report on Speed Limits in the City of Victoria <a href="http://www.victoria.ca/EN/main/departments/engineering/transportation-planning/consideration-of-speed-limit-changes.html">http://www.victoria.ca/EN/main/departments/engineering/transportation-planning/consideration-of-speed-limit-changes.html</a>	Accessed July 2016
11.	“How Portland’s Neighborhood Greenways Evolved” by Sightline Institute <a href="http://www.sightline.org/2014/12/11/how-portlands-neighborhood-greenways-evolved/">http://www.sightline.org/2014/12/11/how-portlands-neighborhood-greenways-evolved/</a>	

Revision History:

Revision	Date	Description of Changes	Revised By	Approved By
0.0	2016/10/03	Initial Version	L. Donatelli	