

Practical Tactical

Road safety on a shoestring

Manitoba Planning Conference
May 8, 2026

Outline

- Graham Avenue pilot
- Traffic calming quick-builds
- Lessons learned
- Q&A

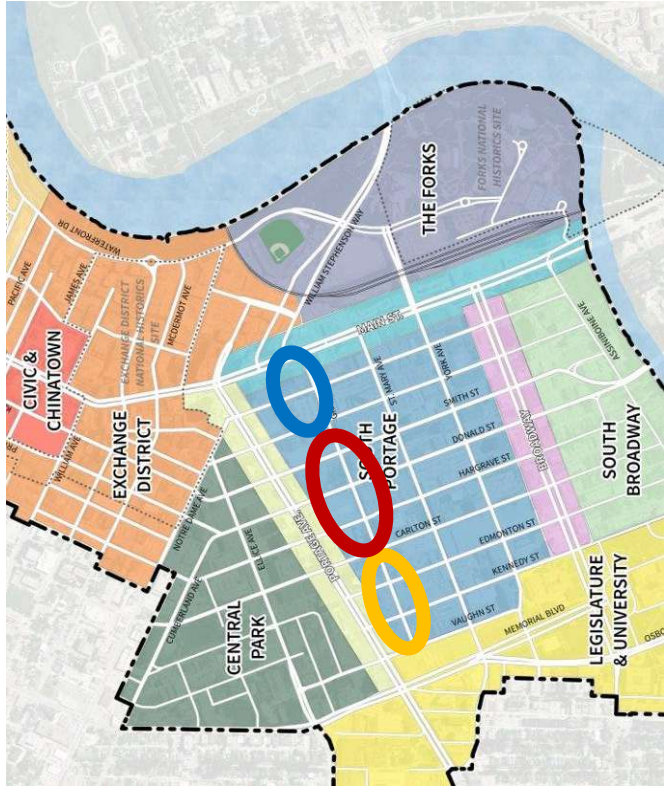
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Graham Avenue pilot project



Graham Avenue context



Vaughan to Carlton still open to vehicles

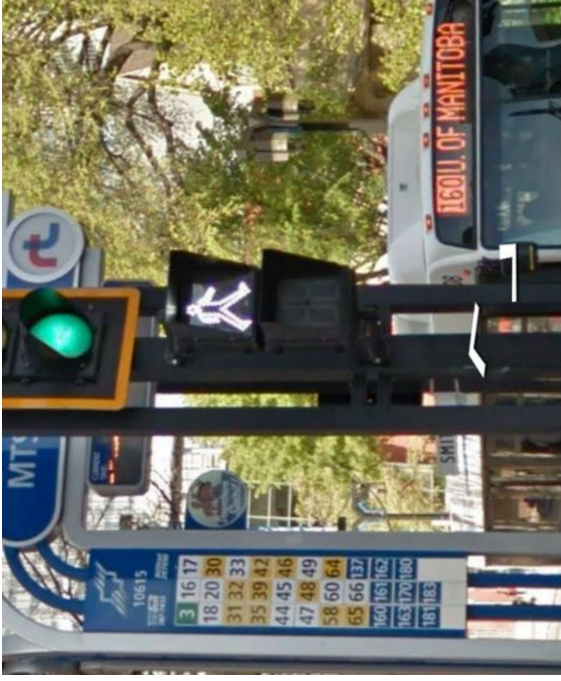
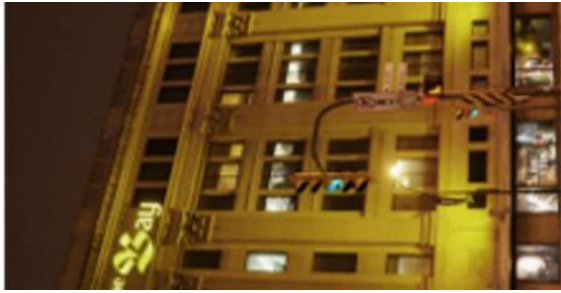


Carlton to Garry bike and pedestrian only



Garry to Main still used by Transit

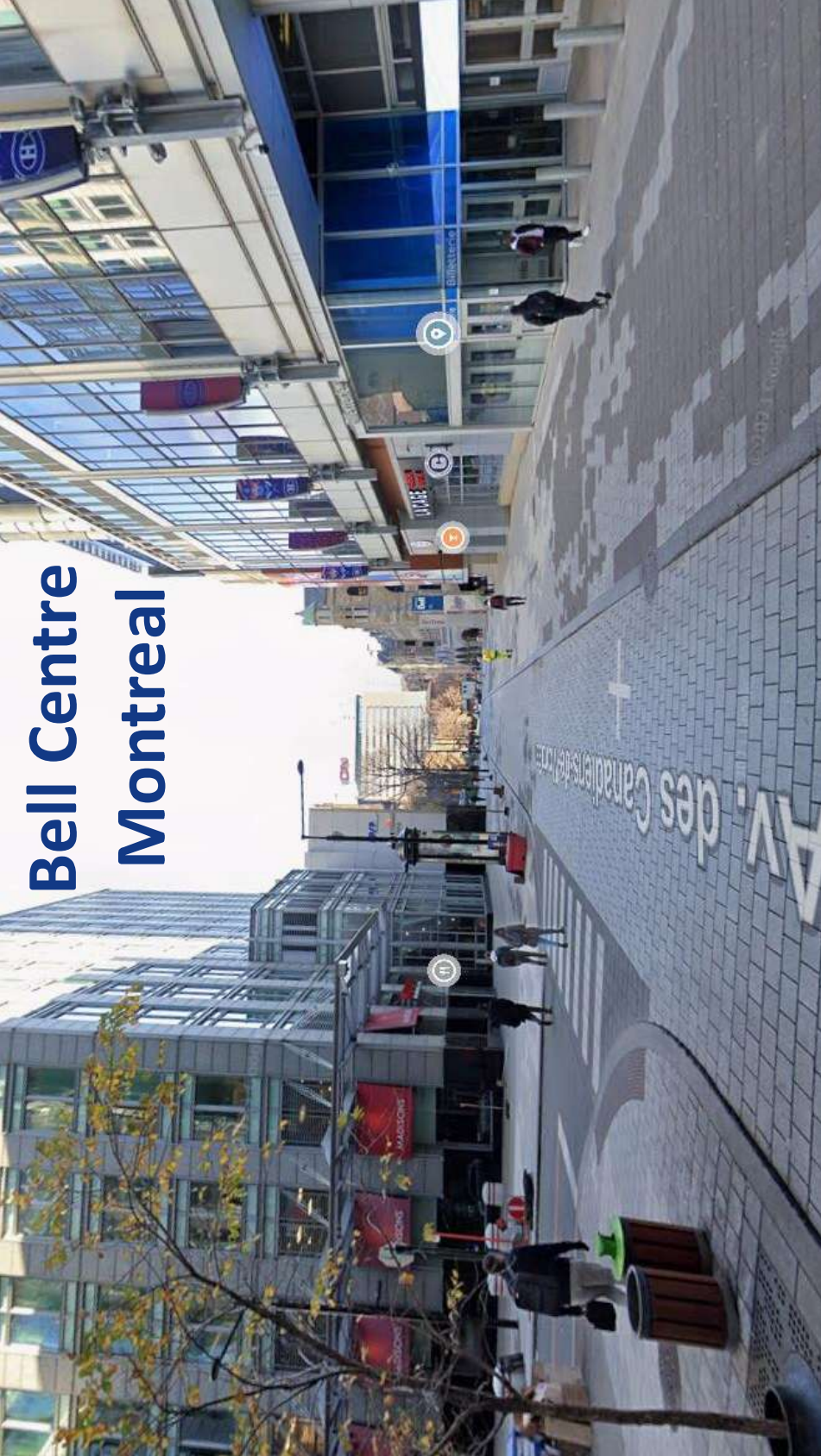
Opportunity & Need

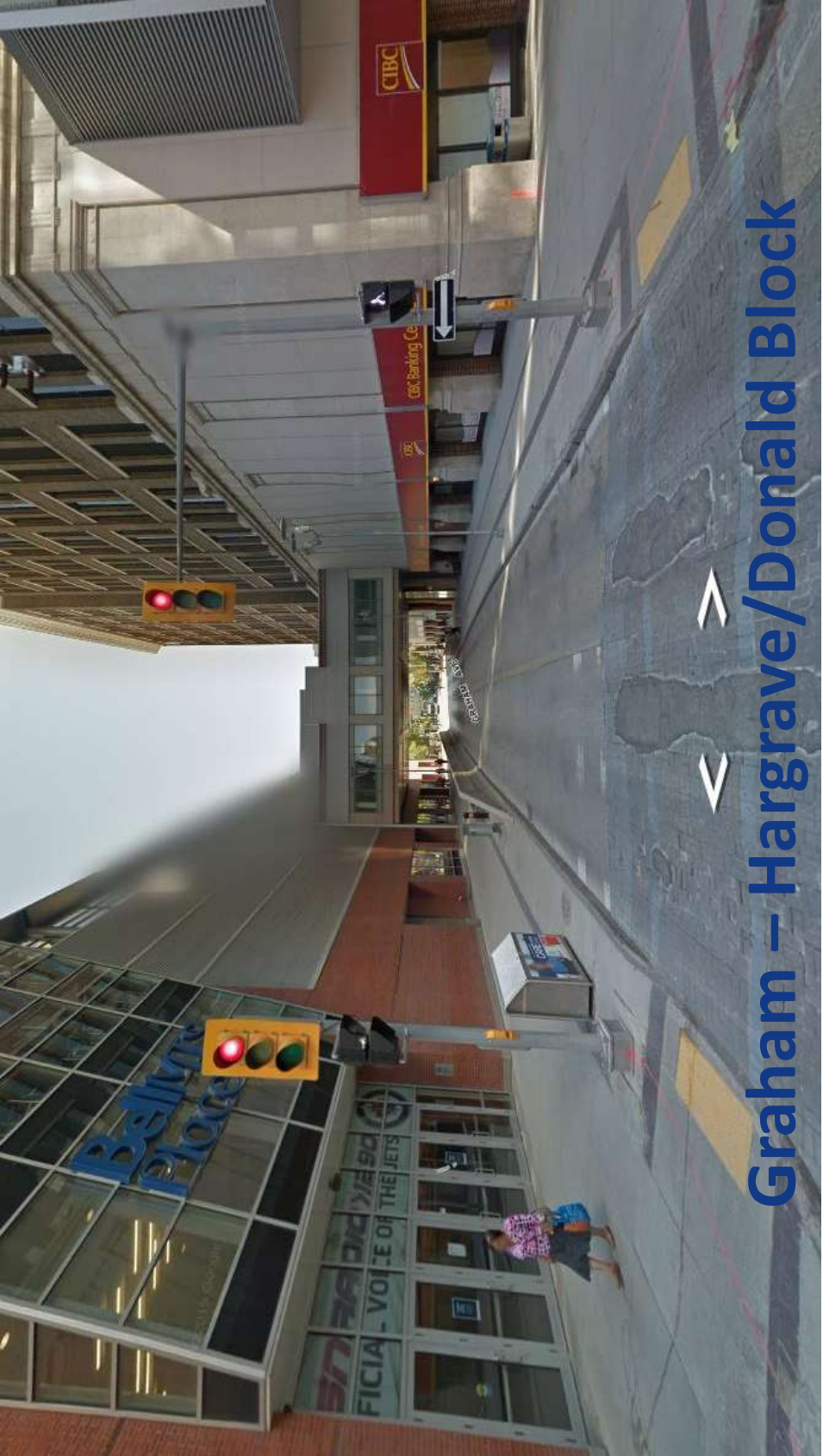


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Bell Centre Montreal





Graham – Hargrave/Donald Block





Warehouse Park

Edmonton

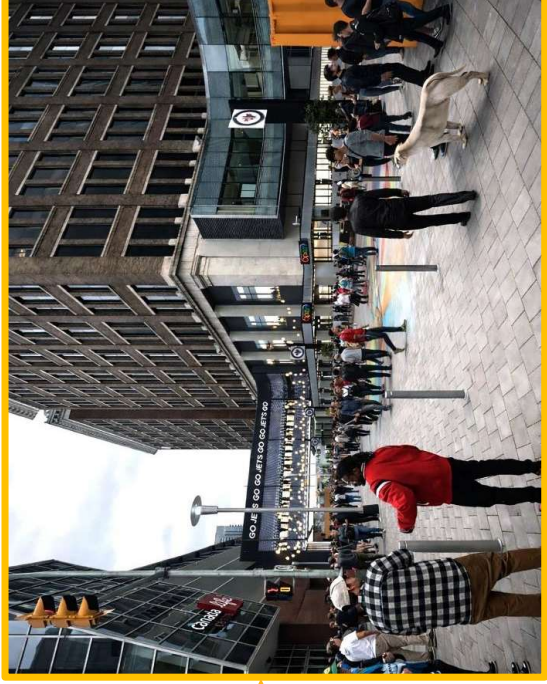
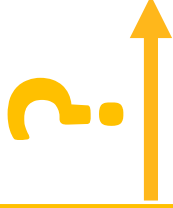
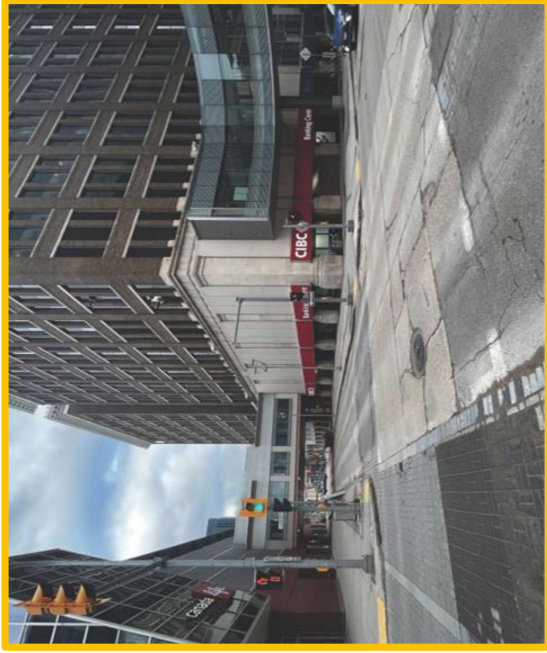


Graham – Donald/Smith Block



Graham Avenue pilot project

Tactical urbanism – getting from here to there



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Graham Avenue pilot project

Tactical urbanism – getting from here to there



Getting started

- Choose site(s)
- Start talking to potential partners, get an idea of the budget
- Confirm budget, explore external grants
- Form steering committee (vision and priorities)
- Form internal working group (execution)
- Outline workplan

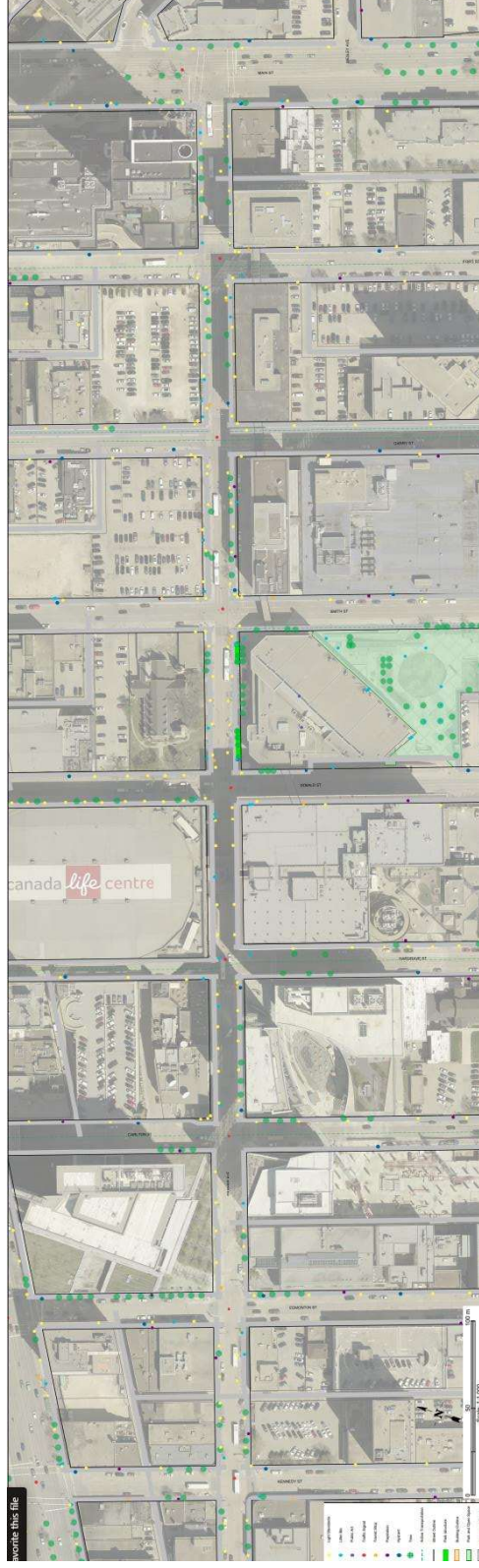
Remember to stay flexible!

Gather partners & ideas

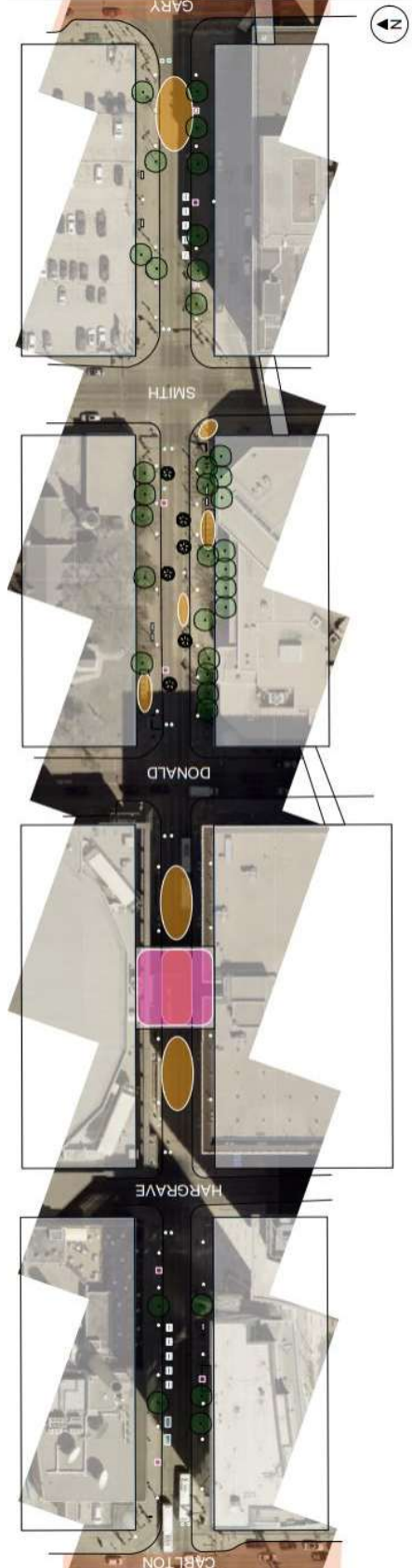


Understand your constraints

Existing trees, lights, street furniture, curb placement, fire hydrants, etc.



Trial, test, and revise layouts



Finding the safety balance

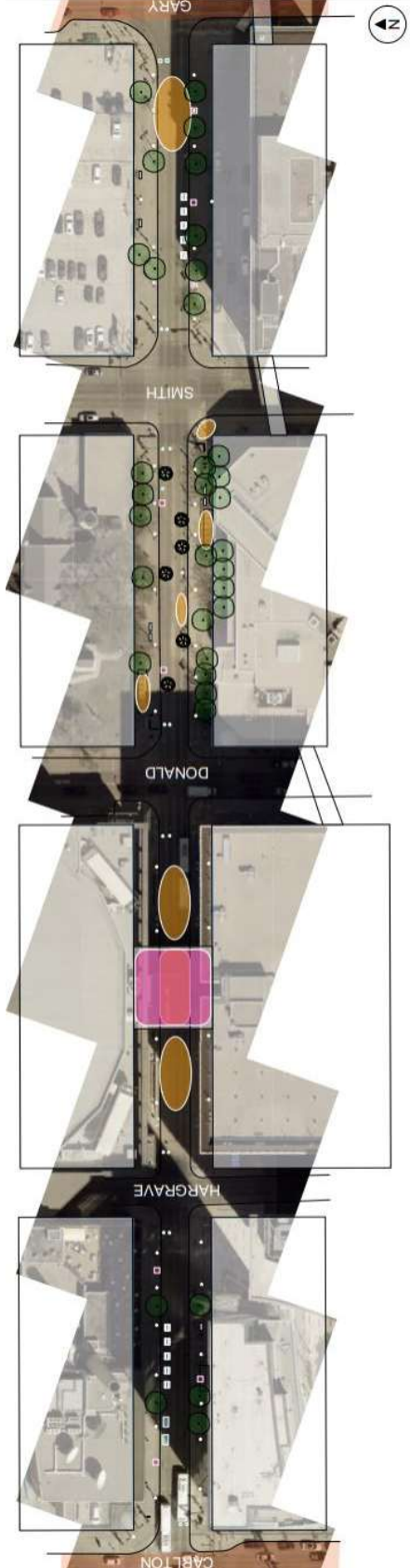


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Trial, test, and revise layouts



Implementation



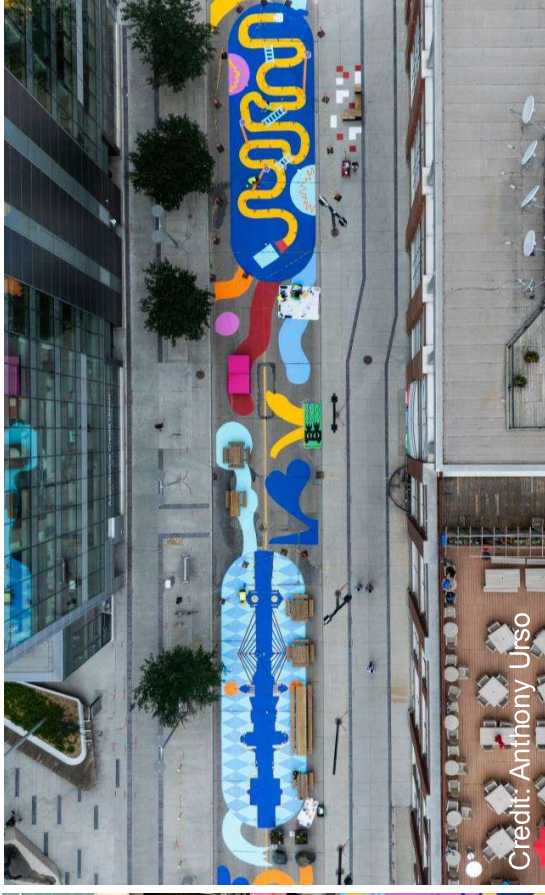
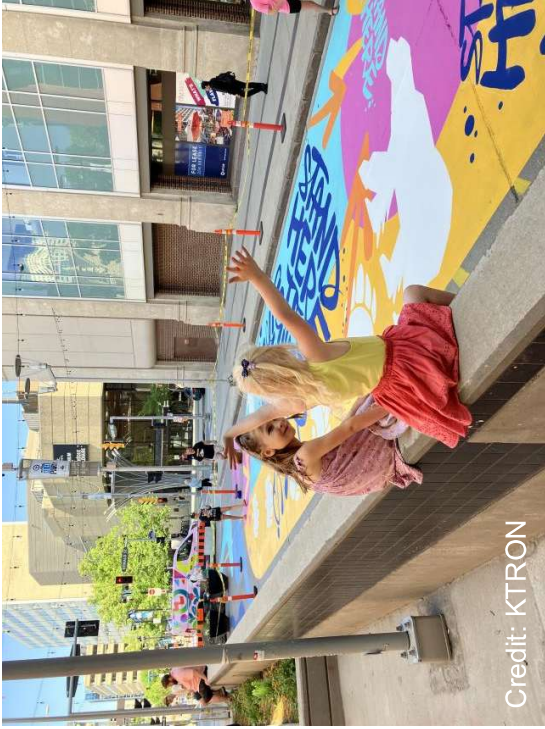
Project partnerships

Green Corridor Advisory Circle
Cool Streets
Storefront Manitoba
Art City
Tec-Voc High School
Met Exchange School
Ron Paul Garden Centre
Downtown BIZ
N/A Architecture
Lights Unlimited
True North Sports & Entertainment
CentreVenture
Manitoba Métis Federation
Southern Chiefs' Organization
City of Winnipeg



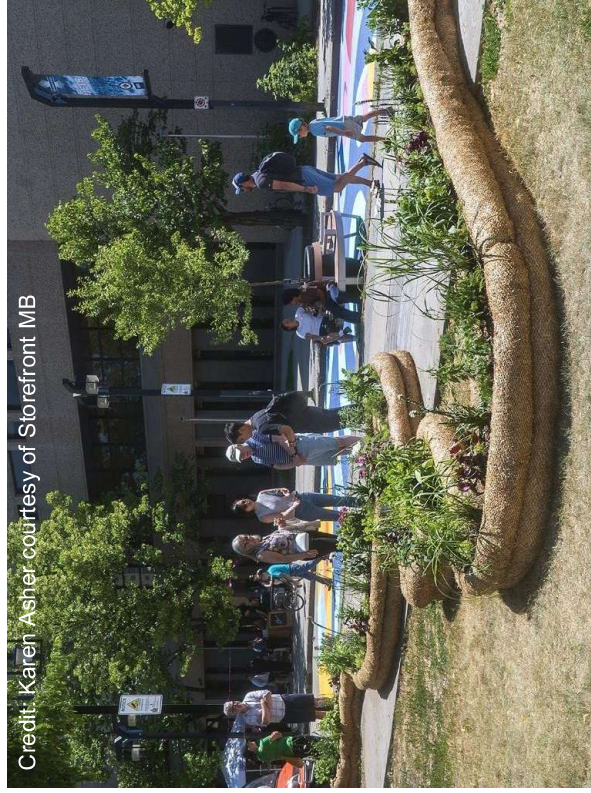
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Cool Streets



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Storefront Manitoba Cool Gardens



Credit: Karen Asher, courtesy of Storefront MB



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N/A Architecture, Tec Voc & Met School



Credit: K Kiewer

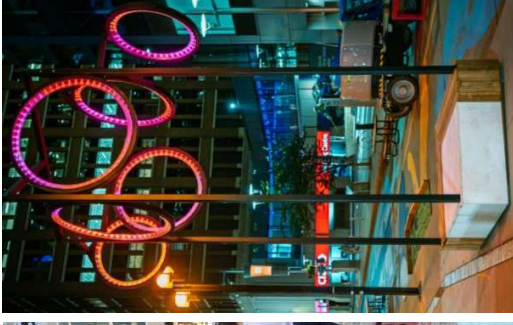


Credit: Kyle Thomas

Downtown Winnipeg Lights Unlimited



Credit: Kyle Thomas



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Ron Paul Garden Centre



Credits: Kyle Thomas



Successes

Yes the paint peeled but....

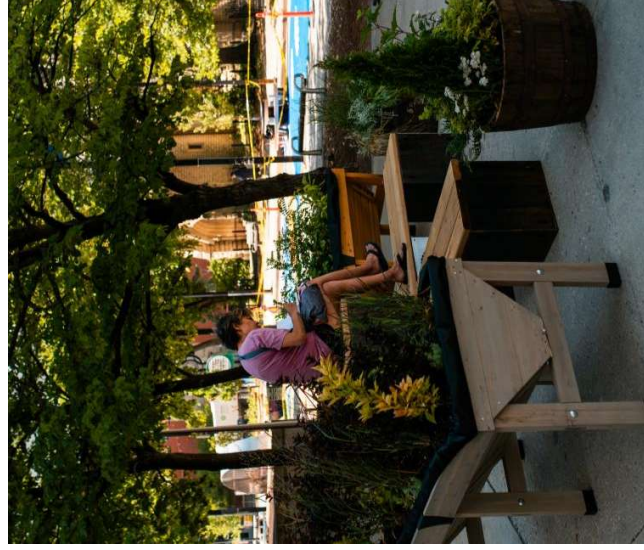
- Bus foot traffic replaced by people who WANT to be there
- Partnerships formed and community engaged
- Increased conversations about downtown and desire for ped space
- Took first steps toward creating a new public space Downtown
- Building on momentum going forward!

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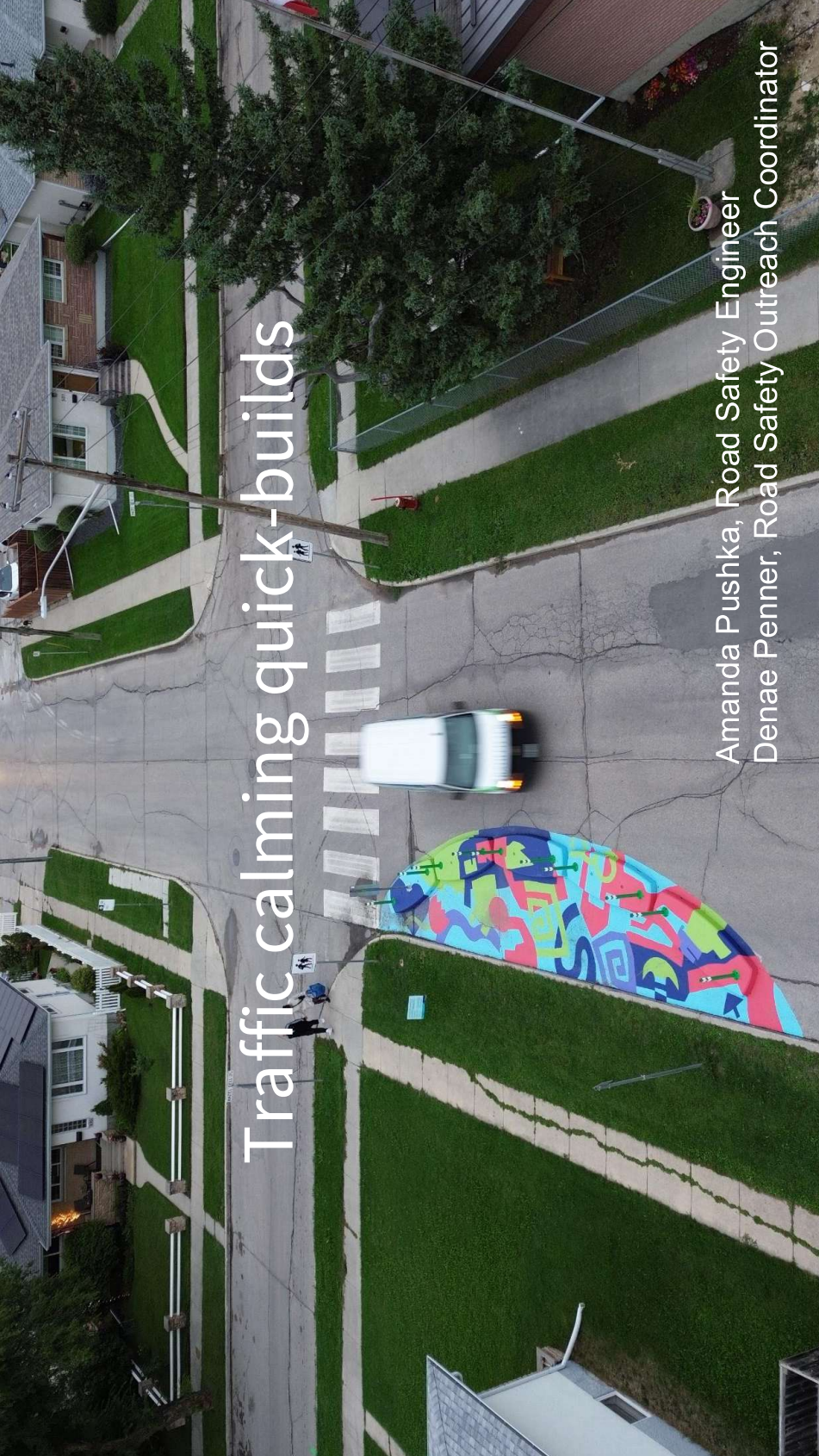
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Lessons Learned



Traffic calming quick-builds



Amanda Pushka, Road Safety Engineer
Denae Penner, Road Safety Outreach Coordinator

What are traffic calming (TC) curbs?

- Pre-made concrete curbs used to quickly change the road's layout
- 2.8 m long and weigh as much as a bison (~2000 lbs!)
- Yellow tinted with vertical elements to enhance driver visibility



Traffic calming curb objectives

Trial quick-build solutions in Winnipeg's climate

Improve safety for vulnerable road users

Engage local residents and beautify neighbourhoods

Improve public understanding of road safety

Implementation

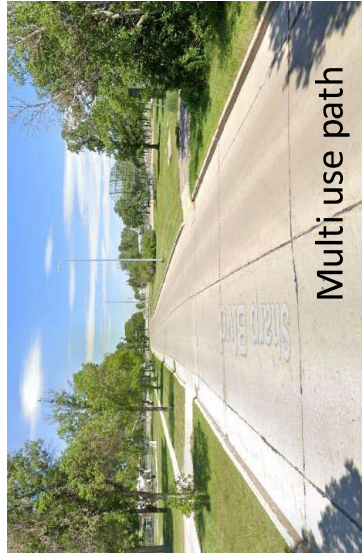
How to: Construction

1. Identify internal champions in transportation/ engineering
2. Location selection
3. Design the curb layouts
4. Project delivery: Contracts to supply & install the curbs

Where to use TC curbs

- Crosswalks or multi-use paths
- Wide residential roads
- Locations with frequent speeding or poor yielding at crosswalks

Where to use TC Curbs



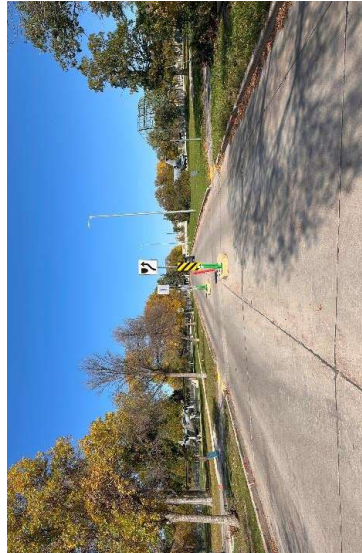
Multi use path



Crosswalk



School Crosswalk



Where NOT to use TC curbs

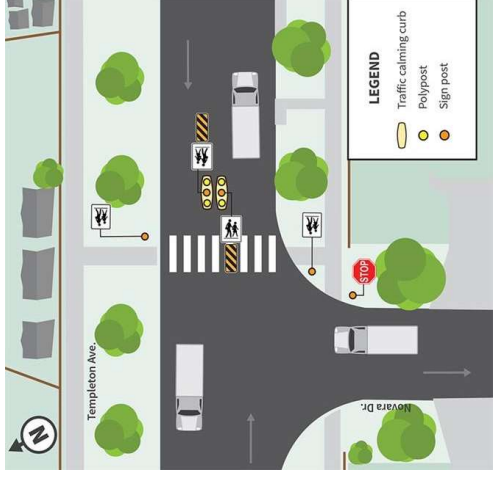
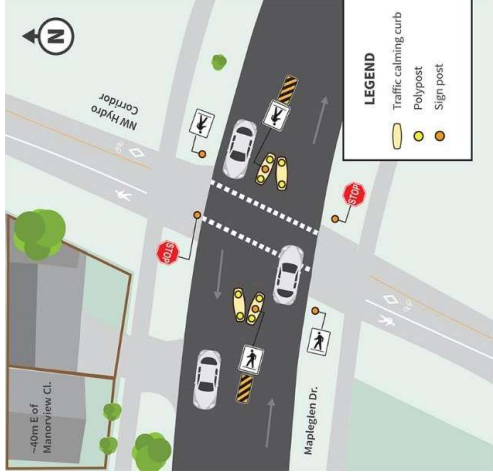
- Higher speed roads (>50 km/h)
- Higher volume roads (>12,000 vehicles per day)
- On sharp curves or in unexpected locations
- Narrow roads (<10 m wide)
- At 4-way stops (unless addressing skewed geometry or other safety concern)

Design Goals

1. Increase visibility at crossings
2. Reduce crossing distance
3. Slow vehicle speeds

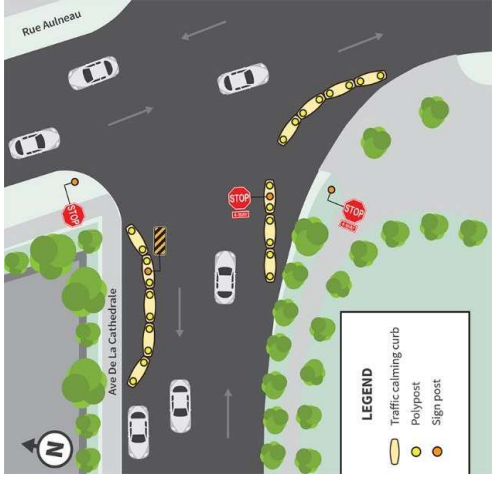
Design

Pedestrian islands

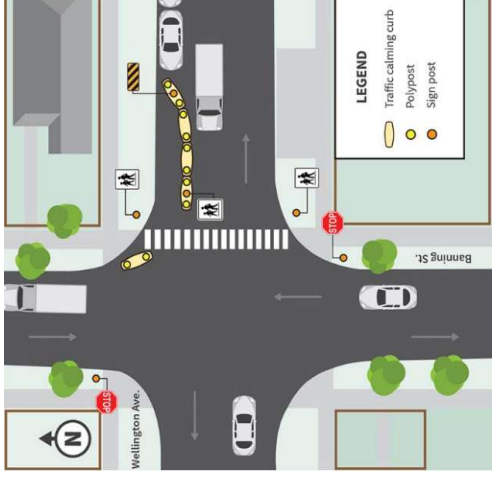


Design

Curb extension & corner radius reduction



Curb extension



Roadway narrowing



Project delivery

Contracts to supply & install



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Implementation

How to: Beautify and build awareness

1. Identify a community-based artistic lead
2. Community workshop facilitation
3. On-site outreach and pop-ups
4. Mural installation

Project delivery

Traffic calming murals design workshops



Mural installation



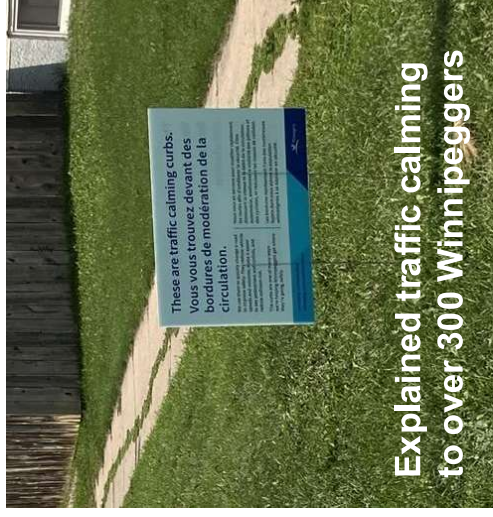
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Community outreach

Partnerships

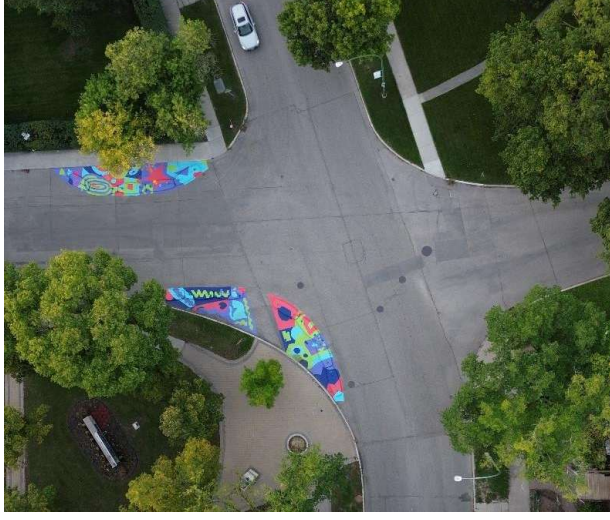
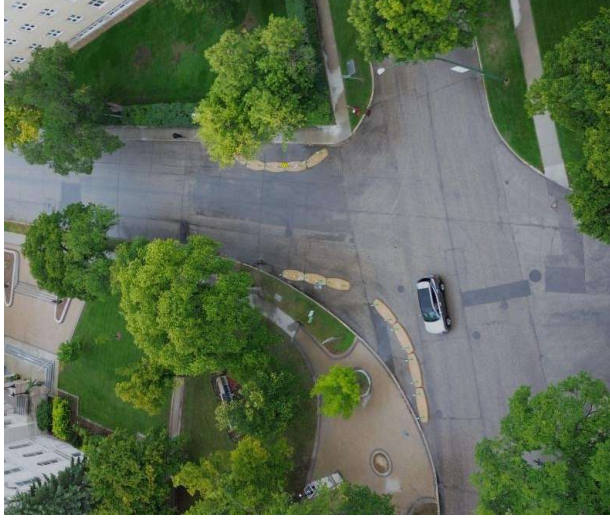
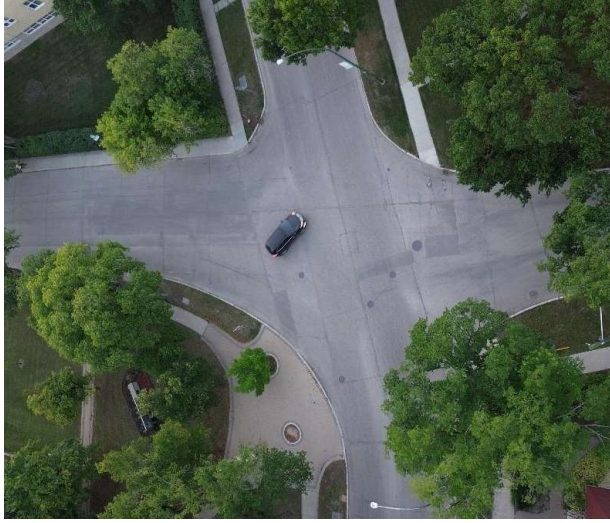
Targeted communication

Community participation



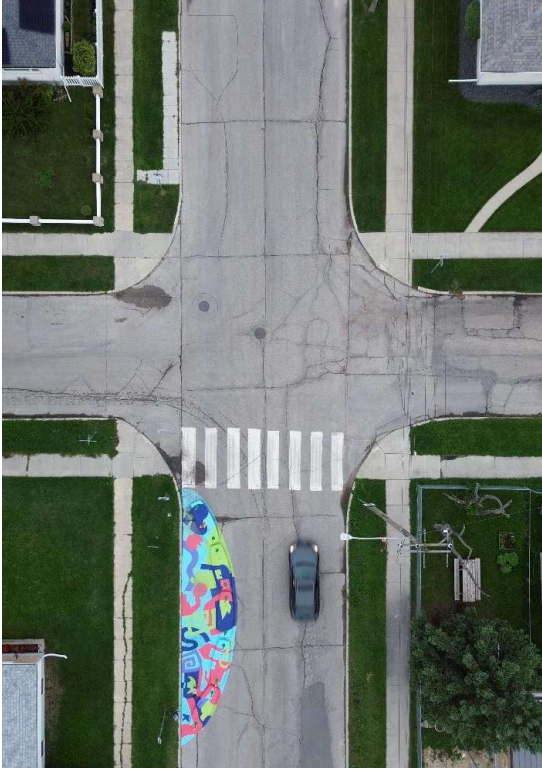
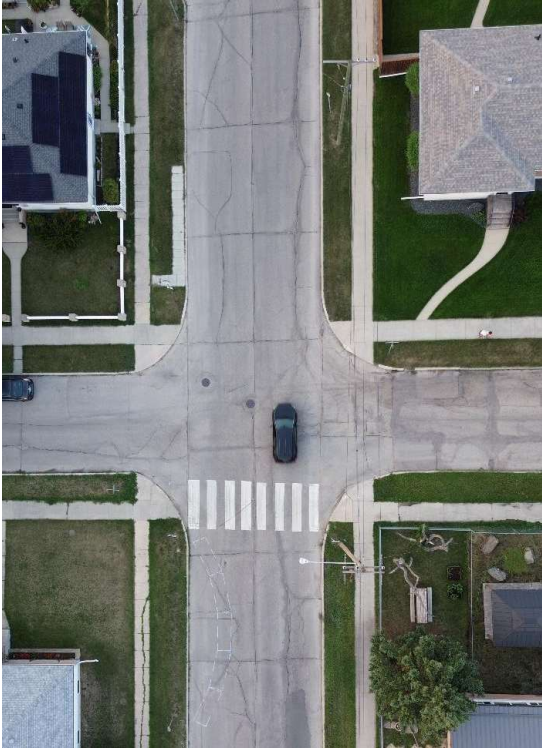
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Rue Aulneau and Ave de la Cathedrale



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Hazel Dell Ave and Watt St

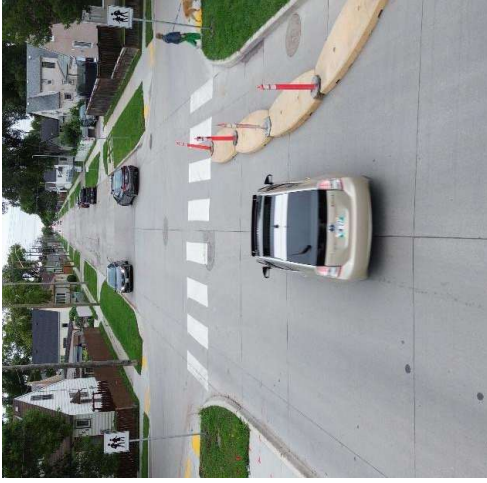


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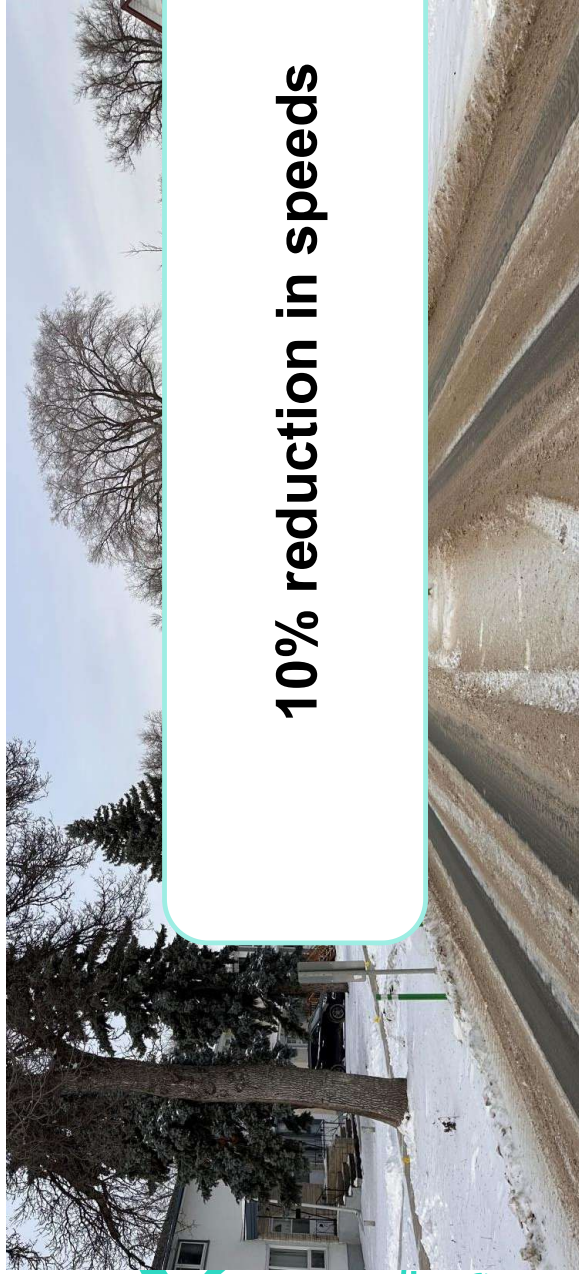


Wellington Ave and Banning St



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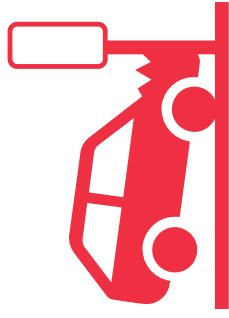
Monitoring and evaluation



10% reduction in speeds

Before
After
City
Police

Lessons learned



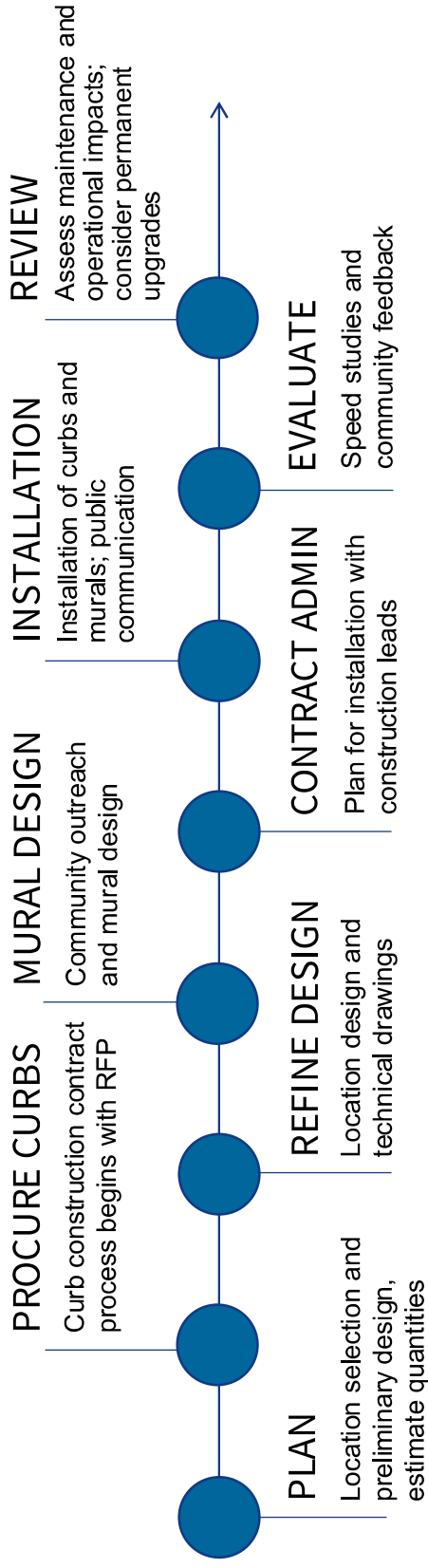


Thank you

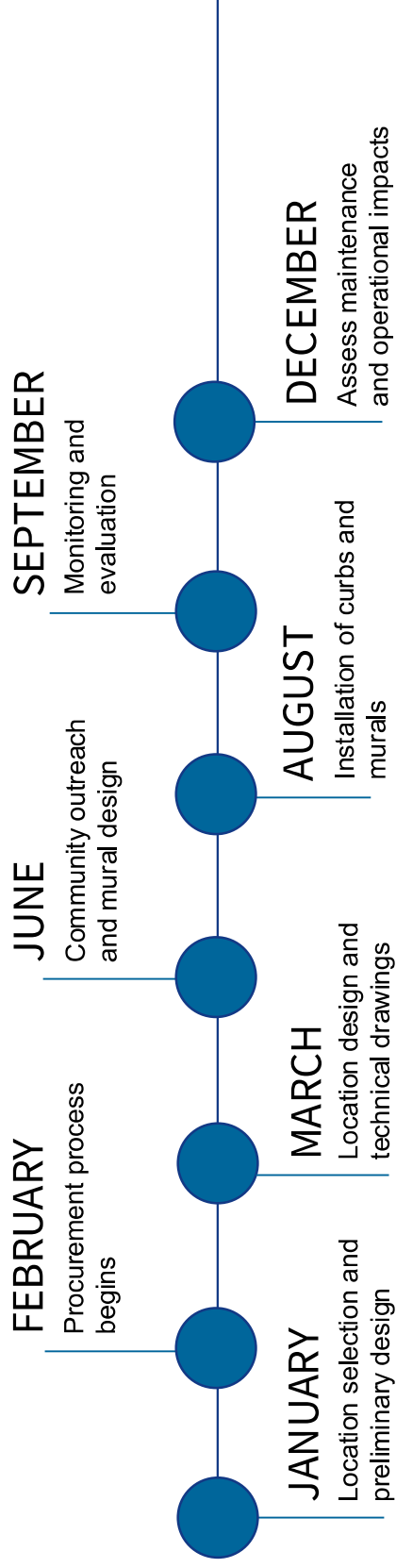
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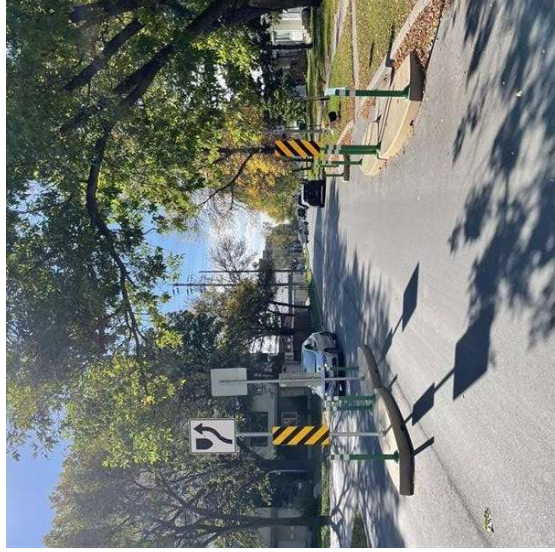
1-year implementation cycle



Project timeline



Design Tradeoffs



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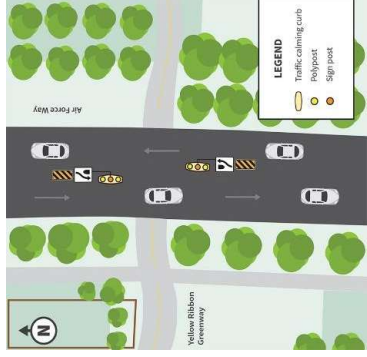
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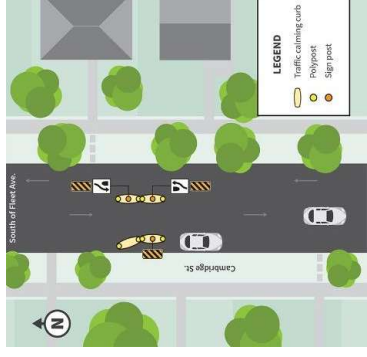
Monitoring and evaluation

Before / after speed studies

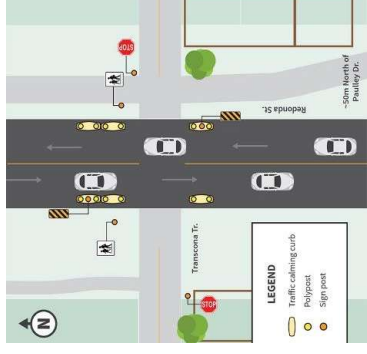
- Average ~10% reduction in 50th and 85th percentile speeds



↓ 14%
(56 km/h → 48 km/h)



↓ 13%
(50 km/h → 43 km/h)



↑ 1%
(39.5 km/h → 40 km/h)