







# STRATEGIES AND ACTIONS

## 104

### 4.1 TOURISM POTENTIAL

*Strategy 1A: Enhance the sidewalk network to connect the accommodation district with commercial areas*

- Action 1A.1:** Improve process for implementing sidewalks for new developments based on Development Plan requirements.
- Action 1A.2:** Use sidewalk capital funding to identify and eliminate gaps in the sidewalk network on major roads.
- Action 1A.3:** Prioritize sidewalk infill and budget to provide sidewalks on local roads in areas around schools, seniors centres, hospitals, and other key destinations.
- Action 1A.4:** Continue to employ the Safesidewalks Repair Program to upgrade or replace existing sidewalks.
- Action 1A.5:** Implement new or improved sidewalks in conjunction with other projects, strategies, or developments.
- Action 1A.6:** Add, preserve, and enhance walkways and connections through neighbourhoods.

### SAFESIDEWALKS PROGRAM

The Safesidewalks program conducts sidewalk condition assessments and inspections. This system scans existing sidewalks and produces data that identifies those sections in need of repair due to uneven surfaces, cracks, or crumbling.

This data provides public works staff with the information necessary to make targeted repairs to identified areas.

On the next pages, **Figure 25** shows a sidewalk assessment conducted in 2017, while **Figure 26** shows Dauphin's sidewalk repair history.

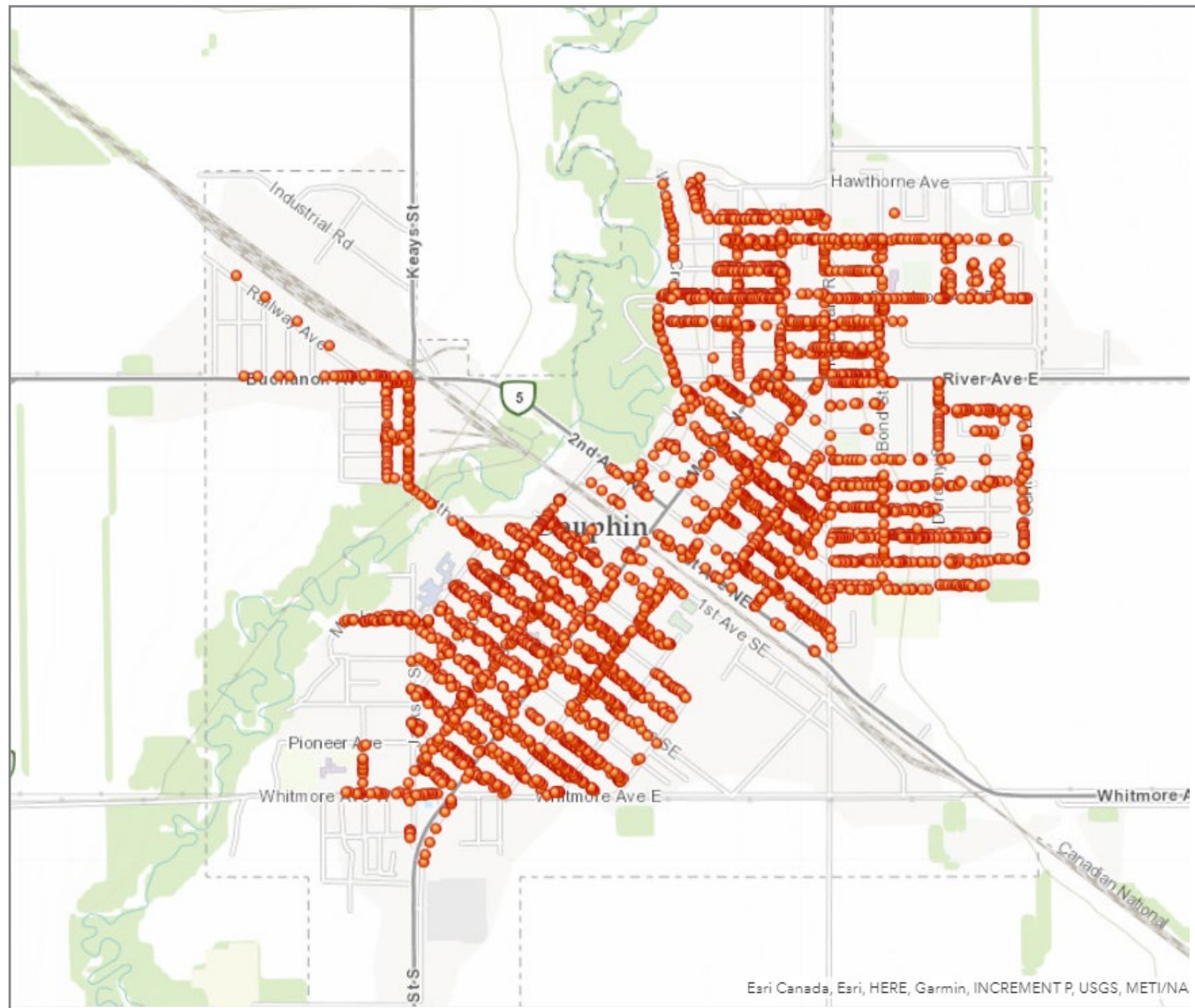


Figure 25: Safesidewalks Program — Sidewalk Assessment (2017)

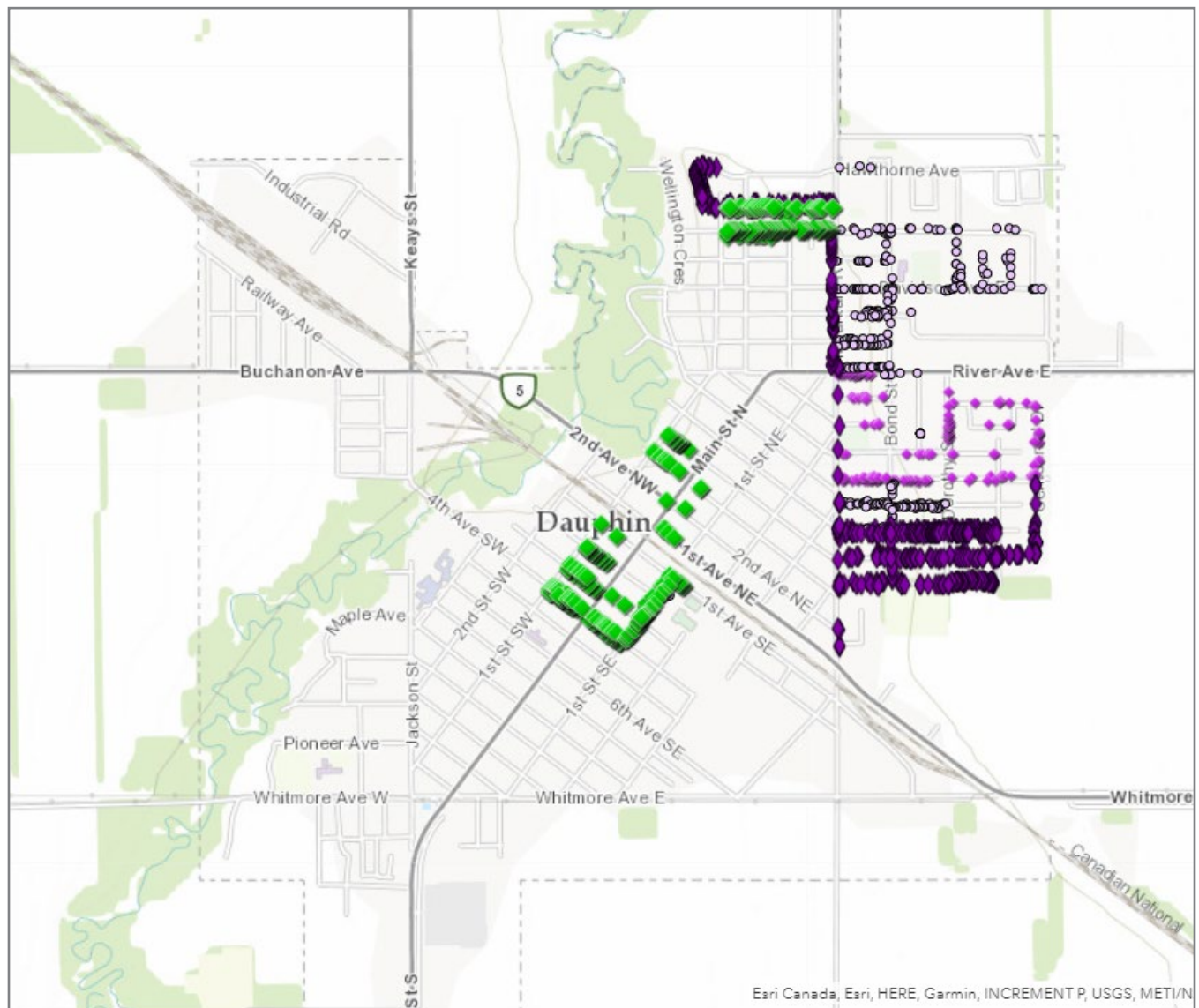


Figure 26: Safesidewalk Program — Sidewalk Repair History

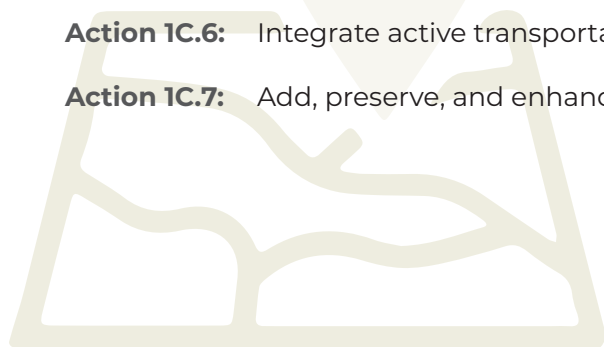


### *Strategy 1B: Connect the cycling network with community and commercial amenities*

- Action 1B.1:** Develop a city-wide network of bicycle facilities that is comfortable for people of all ages and abilities.
- Action 1B.2:** Develop high quality cycling connectivity with the downtown for all ages and abilities.
- Action 1B.3:** Develop a Regional network to provide high quality connections to the city from other amenities/communities.
- Action 1B.4:** Develop a spot improvement program to address gaps in the existing cycling network.
- Action 1B.5:** Update the City's Development Manual and continue to follow current bicycle facility design guidelines.
- Action 1B.6:** Incorporate bicycle facilities as part of all new infrastructure projects, as well as in conjunction with other projects, plans, and developments.

### *Strategy 1C: Develop regional connections*

- Action 1C.1:** Integrate the off-street pathway network with sidewalks and on-street bicycle routes for recreational and utilitarian forms of active transportation.
- Action 1C.2:** Develop a hierarchy of off-street pathways and trails.
- Action 1C.3:** Develop new pathways through parks to improve active transportation connections.
- Action 1C.4:** Develop a dedicated funding program for Dauphin Recreation Services to improve, maintain and develop new pathways and trails.
- Action 1C.5:** Investigate opportunities within existing utility, railway, alleyways, and surplus road rights-of-way to develop new pathways.
- Action 1C.6:** Integrate active transportation connections into parks.
- Action 1C.7:** Add, preserve, and enhance cycling connections through neighbourhoods.





### *Strategy 1D: Bicycle and walking tourism*

- Action 1D.1: Improve existing grade separated crossings over major roads, interchanges, free flow ramps, watercourses, and rail.
- Action 1D.2: Develop new pedestrian and cycling grade separated crossings over rivers and rail.
- Action 1D.3: Improve walking and cycling connections to grade separated crossings.
- Action 1D.4: Identify additional pedestrian crossing locations where warranted and provide a continuation to the active transportation network in areas of high pedestrian activity or with a high concentration of vulnerable road users.
- Action 1D.5: Continue to regularly review pedestrian crossings to ensure they are well maintained, marked, and painted to enhance visibility.
- Action 1D.6: Improve crossing treatments at locations where multi-use pathways intersect with a roadway in accordance with current best practices.
- Action 1D.7: Provide improvements to bicycle crossing treatments where bicycle facilities intersect with major streets at signalized intersections, including cross-rides, bike boxes, and/or directional paint.
- Action 1D.8: Install push button activation bicycle signals on bicycle routes.
- Action 1D.9: Support the expansion of a bicycle and walking tourism initiative, such as walking and cycling tours.

### EXAMPLES OF ACTION 1D.1



Figure 27: Sidewalk Crossing Over a Railway at 2 Street SW



Figure 28: Bridge Crossing on Highway 10A Over the Vermillion River



*Strategy 1E: Wayfinding and promotion*

- Action 1E.1:** Enhance and expand pedestrian wayfinding information in the downtown and other major destinations throughout the city.
- Action 1E.2:** Continue to provide cycling and pedestrian mapping, consider providing a bike share program at local hotels.
- Action 1E.3:** Work with partners to ensure sustainable trip strategizing information is widely accessible.





## 4.2 PLACES FOR PEOPLE

### *Strategy 2A: Develop Complete Streets*

- Action 2A.1:** Develop and adopt a Complete Streets policy and design guidelines.
- Action 2A.2:** Follow Complete Street principles in all new development and road projects.

### *Strategy 2B: Consider pilot projects*

- Action 2B.1:** Pilot vehicle-free rights-of-way opportunities.
- Action 2B.2:** Trial pilot projects for testing out proposed improvements.
- Action 2B.3:** Encourage urban vibrancy by exploring opportunities to temporarily utilize or repurpose vacant or underused City-owned space.
- Action 2B.4:** Develop an Alleyways Revitalization Program to activate certain alleyways and improve pedestrian and cycling connections in the downtown through public art and tactical urbanism.

### *Strategy 2C: Improve the pedestrian and cycling experience*

- Action 2C.1:** Install public amenities including benches, street trees, lighting, drinking fountains, washrooms, and recycling bins, in the public right-of-way.
- Action 2C.2:** Work with the Dauphin Chamber of Commerce to improve the streetscape and public realm that recognizes celebrates Dauphin's history and unique local identity.
- Action 2C.3:** Provide landscaping and public art in the right-of-way.
- Action 2C.4:** Encourage the use of patios within the public right-of-way.
- Action 2C.5:** Work with the Dauphin Chamber of Commerce and other partners to activate public spaces.
- Action 2C.6:** Provide accessible detours for people walking and cycling during construction and maintenance.





### *Strategy 2D: Land use and site design*

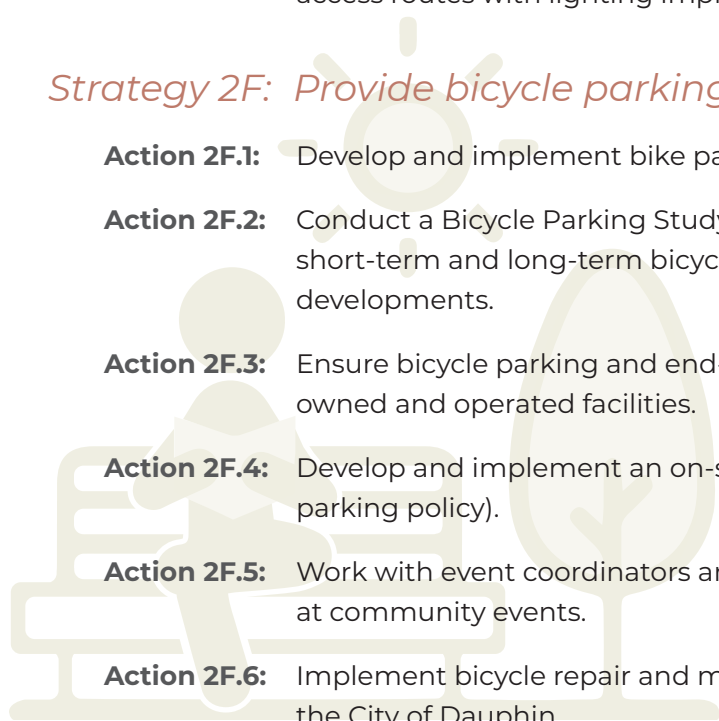
- Action 2D.1:** Ensure future population and employment areas are integrated with the existing and planned active transportation network.
- Action 2D.2:** Encourage new neighbourhoods to be designed with a mix of land uses to ensure destinations such as community centres, grocery stores, parks and schools are within walking distance.
- Action 2D.3:** Implement design guidelines that encourage storefronts, multi-family residential developments, and other large developments to face onto sidewalks and to accommodate parking in the rear side of the property. In areas where this is not possible, developments should have highly visible bike parking facilities located at the store entrance and accommodate connections to walking/cycling networks through parking lots.
- Action 2D.4:** Continue to support higher density, mixed use infill development that promote and encourage active transportation.

### *Strategy 2E: Improve personal safety*

- Action 2E.1:** Provide lighting along sidewalks, bicycle routes, and pathways where appropriate.
- Action 2E.2:** Follow the standards of CPTED (Crime Prevention Through Environmental Design) as appropriate.
- Action 2E.3:** Address personal safety concerns on existing underpasses and other limited access routes with lighting improvements and/or design enhancements.

### *Strategy 2F: Provide bicycle parking and end-of-trip facilities*

- Action 2F.1:** Develop and implement bike parking policy.
- Action 2F.2:** Conduct a Bicycle Parking Study to review and update requirements for short-term and long-term bicycle parking and end-of-trip facilities for new developments.
- Action 2F.3:** Ensure bicycle parking and end-of-trip facilities are provided at all City of Dauphin owned and operated facilities.
- Action 2F.4:** Develop and implement an on-street bicycle corral program (pending bike parking policy).
- Action 2F.5:** Work with event coordinators and partners to provide temporary bicycle parking at community events.
- Action 2F.6:** Implement bicycle repair and maintenance stations at key locations throughout the City of Dauphin.



## CASE STUDY: TEMPORARY BIKE PARKING



Figure 29: Bicycle Valet Service

Bicycle Valet Winnipeg is a small business that provides short-term event parking to encourage active transportation to events in Winnipeg. The Bicycle Valet works with event promoters to provide a safe and monitored space to park for free. The service includes all forms of active transportation including bicycles, trailers, strollers, skateboards, pogo sticks etc.

Learn more at [www.bicyclevaletwinnipeg.ca](http://www.bicyclevaletwinnipeg.ca)



Figure 30: Bicycle Repair and Maintenance Stations

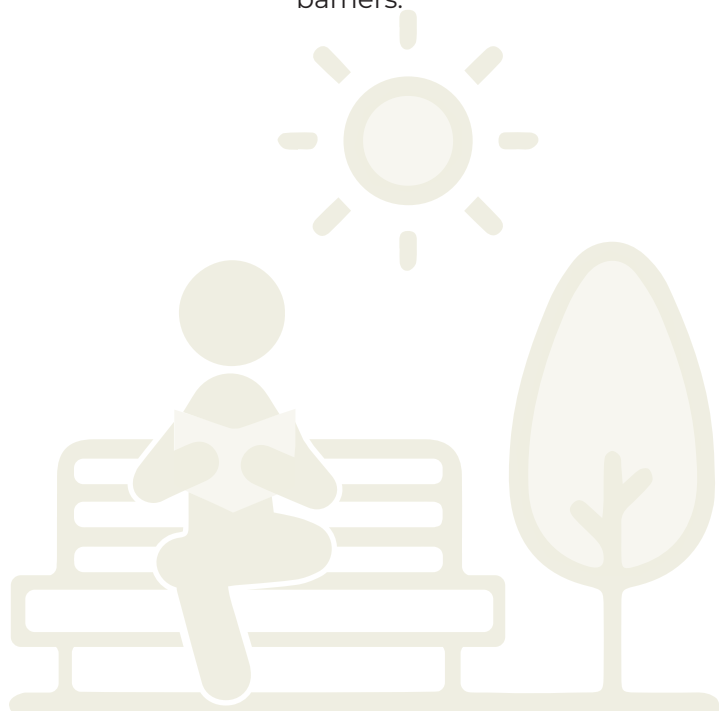


### *Strategy 2G: Integrate the off-street pathway and trail network*

- Action 2G.1:** Seek opportunities to connect existing off-street paths and trails with walking and cycling facilities.
- Action 2G.2:** Seek opportunities to use surplus or city-owned land to install pathways that provide more direct routes for those on foot or bicycle.
- Action 2G.3:** Review existing and proposed trail connections with roadways/sidewalks to ensure that risk potential is minimized.
- Action 2G.4:** Review the existing and proposed pathway and trail network, and seek to utilize and integrate these facilities into the broader AT network.

### *Strategy 2H: Address major barriers*

- Action 2H.1:** Identify major barriers in the pedestrian and cycling network, including (but not limited to): railways, waterways, major roadways. Specific examples include creating pedestrian and cycling facilities across the Vermillion River to connect the North-West corner of the City with the rest of the community.
- Action 2H.2:** When capital projects along these corridors are undertaken, seek opportunities to address existing barriers through the installation of pedestrian and cycling facilities.
- Action 2H.3:** Seek funding opportunities to support the installation of infrastructure that improves the safety and comfort of pedestrians and cyclists when crossing these barriers.



## 4.3 CULTURE SHIFT

### *Strategy 3A: Support businesses and economic development*

- Action 3A.1:** Continue to ensure the City is informed of research and evaluation of the benefits of active transportation infrastructure.
- Action 3A.2:** Support partners wanting to develop Bicycle Friendly Business Districts.
- Action 3A.3:** Lead by example to encourage and incentivize City employees to walk or cycle to work.

### *Strategy 3B: Active school travel and age-friendly strategies*

- Action 3B.1:** Actively support the Active and Safe Routes to School program to encourage and spread awareness of the benefits of walking and cycling to school.
- Action 3B.2:** Provide bicycle education and skills training for students in elementary and secondary schools.
- Action 3B.3:** Develop an educational campaign on the benefits of active school travel and the health and safety risks of driving children to school.
- Action 3B.4:** In coordination with the Dauphin multi-purpose seniors centre, form a Seniors Advisory Committee, and encourage targeted community outreach programs for older adults to be active in their community.
- Action 3B.5:** Support the provision of adult education and cycling skills training.
- Action 3B.6:** Work with children, youth, and people with physical disabilities to understand their key issues with active transportation.

### *Strategy 3C: Education and awareness*

- Action 3C.1:** Ensure dedicated and stable annual funding is allocated to education, awareness, and encouragement, including road safety.
- Action 3C.2:** Provide resources to residents through social media and/or the City's website to educate all road users on active transportation infrastructure and how to share the road.
- Action 3C.3:** Develop a positive messaging campaign to portray active transportation as a normal, everyday mode of transportation.
- Action 3C.4:** Continue to work towards meeting and exceeding the greenhouse gas (GHG) emissions and energy reductions targets in the transportation sector.



## 4.4 QUALITY OF LIFE

### *Strategy 4A: Improve public health*

- Action 4A.1:** Support Committees of Council representing vulnerable and under-represented groups to identify their unique needs.
- Action 4A.2:** Continue to be informed by work from researchers and initiatives that are studying the relationship between health and active living.
- Action 4A.3:** Demonstrate the impacts of vehicle emissions on local air quality and highlight the positive impacts of active transportation on air quality in reducing overall vehicle emissions and improving public health.

### *Strategy 4B: Improve road safety*

- Action 4B.1:** Work with Manitoba Public Insurance to produce a local road safety report and monitor pedestrian and cycling safety trends.
- Action 4B.2:** Continue to monitor hot spot collision locations and identify safety mitigation measures.
- Action 4B.3:** Continue to implement the traffic calming policies.
- Action 4B.4:** Adopt a formal Vision Zero policy.
- Action 4B.5:** Review and update current minimum maintenance standards and ice/snow removal requirements for active transportation infrastructure including sidewalks, bicycle lanes and pathways.
- Action 4B.6:** Design bicycle routes to facilitate drainage and snow removal and pursue alternate snow storage.



### *Strategy 4B: Universal accessibility*

- Action 4C.1:** Continue to consult with City of Dauphin Accessibility community and incorporate best practices into engineering design standards.
- Action 4C.2:** Continue to review and install audible pedestrian signals.
- Action 4C.3:** As per current best practice, continue to monitor, review, and adjust as necessary crossing time at intersections to ensure adequate time is provided for all pedestrians.
- Action 4C.4:** Reduce pedestrian crossing distances by providing narrower roads and lanes and considering curb extensions or median islands where feasible. Ensure that the distance between pedestrian crossings (intersection or crosswalk) is no greater than 250 metres, as per NACTO design guidelines.

### *Strategy 4D: Equity*

- Action 4D.1:** Continue to conduct targeted communication and engagement with vulnerable and under-represented groups to identify unique needs.
- Action 4D.2:** When evaluating pedestrian programs, prioritize infrastructure improvements to those neighbourhoods with a high equity need.
- Action 4D.3:** Continue to work with immigrant and refugee organizations in Dauphin, such as Dauphin and Region Immigrant Services, to promote cycling and walking as safe, comfortable, and inexpensive transportation.

### *Strategy 4E: Celebrate and promote*

- Action 4E.1:** Use the “Manitoba’s Cycling City” brand as a recognizable visual identity and expand information on the City of Dauphin’s website.
- Action 4E.2:** Report annually on growth in active transportation network, annual spending on Active transportation, and meeting (or exceeding) targets outlined in the Community Energy Emissions Plan.
- Action 4E.3:** Find opportunities to celebrate the installation of walking and cycling facilities.
- Action 4E.4:** Continue to support sustainable transportation events and festivals
- Action 4E.5:** Continue to work towards recognition under the Bike Friendly Community program through Share the Road.



## 4.5 RECOMMENDED NETWORK IMPROVEMENTS: SIDEWALK AND CYCLING NETWORKS

Through a combination of network analysis, stakeholder feedback, and public engagement, our project team was able to identify several priority areas for expansion and improvement of the existing cycling network.

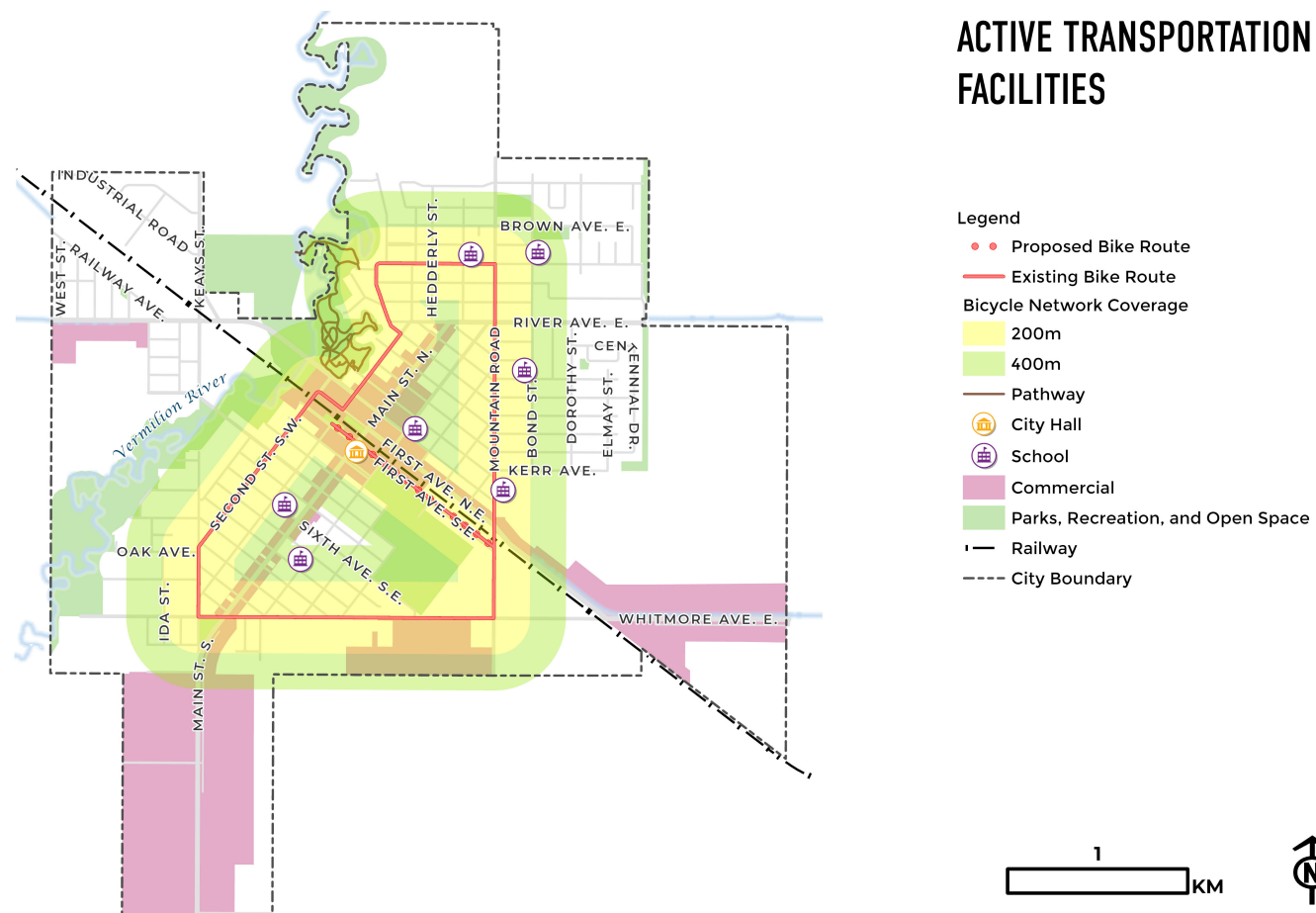


Figure 36: Existing Sidewalk Coverage

*A larger version of this map can be viewed on page 55.  
A version of the map without land uses can be viewed on page 53.*

### 4.5.1 Cycling Network Expansion

Three key areas were identified as being the highest priority for the construction of new cycling facilities to connect to the existing cycling network:

1. **The north west corner of the city** (to the West of the Vermillion River) contains two largely residential areas that have no cycling connections to the existing cycling network. The only two road connections that exist at present are either Highway 5A or 4th Avenue SW. Both of these road connections contain bridge crossings that lack any type of cycling facility, separated or otherwise. The challenges presented in crossing the bridge on 2 Ave. W/Hwy 5A bicycle can be observed in the image below (**Figure 31**):



Figure 31: Vermillion River Bridge Crossing on 2 Avenue W

It is recommended that the City of Dauphin make efforts to connect the North-west corner of the City (the Railway Avenue Area) to the existing cycling facilities on 2 St. SW by building All Ages and Abilities (AAA) cycling facilities. These facilities should provide some measure of physical separation between motor vehicles and cyclists and be suitable for all residents of Dauphin to have a high degree of comfort while riding.

The proposed routing for these facilities is along 4 Ave. SW, starting at 2 St. SW, and running North-West along 4 Ave. SW and Jackson St. to a terminus at the intersection of Jackson and Buchanon Avenue. Creating these facilities will allow residents in the Railway Avenue area to have access to the broader cycling network, and provide safer cycling options for residents in this area who do not own vehicles — an important component of addressing issues of equity in the City.



2. **South of Whitmore Avenue** – Another identified priority area for expansion of the existing cycling network is the south end of the City along Main Street S/Hwy 5A, south of Whitmore Avenue. This is a major shopping area for City residents, and many conveyed that accessing the shops and services in this section of the City on bicycle can be a “terrifying” experience due to the increased in vehicle volume and speeds, unpaved shoulders, and no markings, paths, or separated facilities for residents on bicycle.



Figure 32: Main Street/Highway 10A, South of Whitmore Avenue

It is recommended that the City of Dauphin explore options to construct AAA cycling facilities to connect the shopping and commercial district at the south end of the city. The potential design of these facilities should seek to provide a physical barrier between vehicles and cyclists, and could consist of off-street pathways, separated bike lanes, or raised cycletracks, as these designs are known to significantly improve the safety of vulnerable road users.

### 4.5.2 Cycling Network Improvements

As part of efforts to improve the safety and comfort of residents on bicycles, it is recommended that the City of Dauphin seek to improve several of the existing cycling facilities within the City. Through public consultation, stakeholder feedback and design analysis, it is recommended that the City of Dauphin make the following improvements to the four main cycling facilities that presently exist:

- **2 Street SW** – Most current designs do not consider sharrows to be all ages and abilities infrastructure and are only to be used in situations with low vehicle volumes and speeds. Research has shown that sharrows are actually less safe than no infrastructure whatsoever (*Source: The Relative (In)Effectiveness of Bicycle Sharrows on Ridership and Safety Outcomes, Ferencsik, Nicholas N., Marshall, Wesley, 2016.*):

*block groups that had only sharrows installed experienced a significantly smaller drop in injuries per year per 100 bicycle commuters (6.7 fewer injuries) than block groups with bike lanes (27.5) or even those with no infrastructure installed (13.5).*

It is recommended that the City of Dauphin improve the existing sharrow facility on 2 Street SW to be either a curb protected facility, or a raised cycletrack. Further study and engagement would be needed to determine the most suitable facility type for this corridor.

- **Whitmore Avenue E** – Whitmore Avenue currently has a mix of painted cycling lanes of varying widths along its length. This street connects to Assiniboine Community College, a major trip generator for the City of Dauphin. While the exact facility type will have to be determined through further study as well as stakeholder and public engagement, the high vehicles speeds along this street necessitate the physical separation of vehicles and bikes.

This can be achieved through the creation of an off-street multi-use path, the expansion of the paved shoulders along this section of roadway, or by reducing vehicle speeds by narrowing the lane widths and providing barriers. A safe, separated facility should be constructed along Whitmore Avenue E to connect Assiniboine Community College with Main Street S/Hwy 10A to the west.

- **Mountain Road** – This protected facility provides the highest degree of separation and user comfort in the city currently. However, it does still have some areas that need minor improvements. This includes more signage to denote that vehicles should be aware of and yield to cyclists, intersection treatments to reduce the risk of collision (including signage and lead cycling intervals) and widening of the existing bi-directional cycling lane to meet NACTO design standards for a bi-directional facility (desirable width 12 feet, minimum width in constrained locations is 8 feet).

We also recommend the construction of an extension of the protected cycling facilities on Mountain Road to connect it to Assiniboine Community College to the south. This distance is only 500 metres and will connect this important community facility with the broader cycling network.

- **1st Street NW/River Avenue** – While signed greenways can serve to provide inexpensive cycling infrastructure, they do need to be accompanied by traffic calming elements to reduce vehicle volumes and speeds. While the final design should be determined through further study and engagement, traffic calming infrastructure could include road closures to limit “cut through” traffic, signage to indicate reduced speed, lane narrowing, curb bump outs to reduce crossing distances, raised pedestrian crossings to reduce vehicle speeds, or speed tables to reduce overall vehicle speed.
- **1 Avenue SE** – Connecting the Mountain Road protected cycling lanes with the downtown core remains a high priority for the City of Dauphin. Constructing a safe and separated cycling facility along this corridor from Mountain Road to Main Street should be completed as soon as possible to provide a connection for those on bicycle to the downtown shopping district, as well as community facilities such as the Parkland Recreation complex and the Credit Union arena.

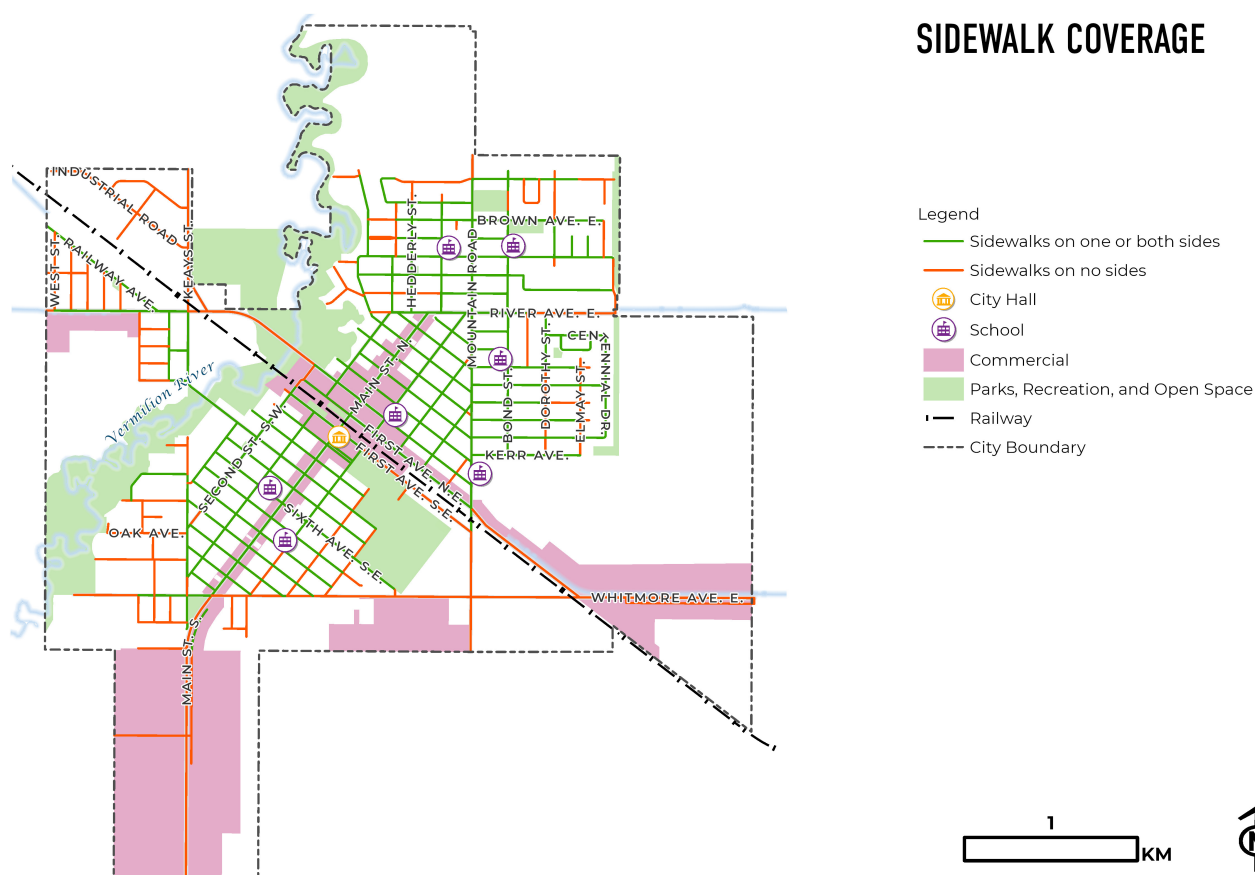


Figure 33: Sidewalk Network Coverage  
A larger version of this map can be viewed on page 9.



### 4.5.3 Sidewalk Network Expansion

In general, the project team received positive feedback on the current sidewalk network in the City of Dauphin, with open house participants, survey respondents, and stakeholders alike expressing general satisfaction with the current state of the sidewalk network. However, as seen in **Figure 33** and identified through the engagement process, there were several areas identified as being in significant need of having sidewalks installed in the near future:

- ▶ **Main Street South / Highway 10A/5A** – At present, there is no sidewalk on the east side of Main Street, starting in front of Dauphin marketplace and heading South. This results in no pedestrian access to many of the major shops and services in the City, including Wal-Mart, Safeway, and Scotiabank.

On the west side of the street the situation for pedestrians is even worse, with no sidewalks on this side of the roadway south of Whitmore Avenue. This results in a complete lack of pedestrian access to several major hotels in the City, as well as a lack of access to popular restaurants including Pizza Hut and Tim Hortons.

It is recommended that the City of Dauphin work with Manitoba Infrastructure staff to build pedestrian facilities along this street (on both sides) to connect the existing pedestrian network with major trip generators in this area.

- ▶ **Whitmore Avenue E** – Similar to the existing gap in the cycling network connecting to Assiniboine Community College, there are no pedestrian connections to this major trip generator in the City of Dauphin. This results in pedestrians being forced to walk along the side of this high-speed/high volume roadway, as can be seen in the Google Maps image below:



Figure 34: Pedestrian on Whitmore Avenue Near Assiniboine Community College

It is recommended that the City of Dauphin explore design options that will allow for the safe and comfortable movement of people on foot along this corridor and seek to connect Assiniboine Community College with the pedestrian network.

- **Railway Avenue neighbourhood** – Several stakeholders identified that many residents in this area do not own vehicles. This results in many people from this neighbourhood walking southwest to access services in the downtown core as well as the south end of the City. It is recommended that the City of Dauphin explore options to provide pedestrian facilities along the most direct route to the downtown from this community - along Hwy 5A. An image of the lack of pedestrian facilities along Hwy 5A can be found in **Figure 35** below:



Figure 35: Pedestrian Facilities on Highway 5A Near the Vermillion River Bridge

#### 4.5.4 Sidewalk Network Improvements

Several concerns were raised by stakeholders and survey respondents in terms of the levels of comfort and safety for pedestrians in the City of Dauphin. The following issues and areas were noted as being most problematic:

- ▶ **Winter maintenance** – Many survey respondents listed winter sidewalk maintenance as being a concern, with several feeling that roadways are cleared well in advance of sidewalks. It is recommended that the City of Dauphin review the snow clearing priority system and consider purchasing or hiring equipment that will allow for faster clearance of the sidewalk system. This would help provide pedestrian access to key services and facilities following a snowfall and allow for the movement of residents with mobility issues who cannot safely navigate snow filled sidewalks.
- ▶ **Main Street** – The gap in pedestrian crossings on Mains Street was noted as being an issue, with many stakeholders feeling that the gap was too large. It is recommended that the City of Dauphin seek to follow NACTO design guidelines and ensure that the gap in pedestrian crossings on any major roadway in the City (including Main Street) is no greater than 250 metres.
- ▶ **Pedestrian crossing facilities** – As per current road safety engineering design research, pedestrian crossings with rapid flashing beacons and advance yield markings greatly improve the visibility and safety of pedestrians. This research has shown that “RRFB systems are more effective at increasing driver yielding behavior than the traditional beacon system.” *(Source: Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks, Jim Shurbutt and Ron Van Houten, 2010)*

It is recommended that the City of Dauphin install rapid flashing beacons at all crosswalks in the City to improve the safety of vulnerable road users and reduce the risk of vehicle-pedestrian collisions.

- ▶ **2 Street NW/2 Avenue NW** – The lack of a pedestrian crossing at this intersection was noted as a major barrier for residents seeking to access Vermillion Park. Pedestrians coming north up 2 St. NW to access the park are forced to take a detour of over 320 meters to cross at the intersection of 1 St. NW and 2 Ave. NW. It is recommended that the City of Dauphin install a pedestrian crossing at the entrance of Vermillion Park to increase the safety and accessibility of residents on foot or bicycle.









# 105 IMPLEMENTATION AND MONITORING

The City of Dauphin Active Transportation Strategy outlines long-term actions which include a variety of projects and policy directions to enhance and encourage walking and cycling within the City. Recognizing that the long-term vision will require significant investment, and Implementation and Monitoring strategy is required to prioritize investments and identify priority projects.

The Implementation Strategy details the priorities and costs for capital improvements that are required for implementation of the Active Transportation Strategy. The Strategy should become a part of annual planning and undergo internal review annually as part of the City's budget planning processes.

It is important to note, the Active Transportation Strategy is intended to be a flexible, working, document. For the proposed networks and infrastructure projects there has been a level of flexibility assigned regarding the specific corridors, facility types and level of priority that are recommended. It should also be noted that these priorities may change over time. The City will need to review the feasibility and desirability of each infrastructure project regarding changes to the overall transportation network and as the City grows and develops, and as opportunities for funding are made available.

The City of Dauphin should engage in further public consultation to implement many recommendations of the Active Transportation Strategy. Many of the identified initiatives and projects require more detailed input and technical work. The City of Dauphin will work closely with partners, residents, and stakeholder groups to move forward with priorities identified, and to report back and monitor progress on Active Transportation.

## 5.1 IMPLEMENTATION STRATEGY

Strategies for implementing each of the actions identified in the Active Transportation Strategy are outlined in the table on the following pages.. This table provides guidance with respect to:

- ▶ **Timeframe:** Each action is identified as either a *short-term* (within 5 years), *medium term* (within 10 years) or *long-term* (10 years and beyond) initiative. Many actions will be implemented on an ongoing basis, in which case they are shown under each timeframe. It should also be noted that these priorities may change over time.
- ▶ **Method of Implementation:** This column identifies how each action will be implemented: as a capital project, through ongoing operations and maintenance, or as a policy or programming initiative.
- ▶ **Responsibility:** This column suggests responsibility for each action. Many actions are the primary responsibility of the Public Works, some of the actions can be supported by additional departments, and external organizations.



Themes, Strategies and Actions			Timeframe			Method of Implementation			Responsibility		Goals
			Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
THEME 1: TOURISM POTENTIAL											
Strategy 1A: Enhance the sidewalk network to connect the accommodation district with commercial areas											
Action 1A.1: Improve process for implementing sidewalks for new developments based on Development Plan requirements (4.4.2 c).			✓					✓	Public Works	By-Law	1,2,3,4
Action 1A.2: Use sidewalk capital funding to identify and eliminate gaps in the sidewalk network on major roads.			Ongoing (Safe Sidewalks Program)			✓		✓	Public Works		1,2,3,4,5
Action 1A.3: Prioritize sidewalk infill and budget to provide sidewalks on local roads in areas around schools, seniors centres, hospitals, and other key destinations.			Ongoing (Safe Sidewalks Program)			✓		✓	Public Works		1,2,3,4,5
Action 1A.4: Continue the Safe Step Sidewalks Program to upgrade or replace existing sidewalks.			Ongoing (Safe Sidewalks Program)					✓	Public Works		1,2,3,4,5

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 1A.5:</b> Implement new or improved sidewalks in conjunction with other projects, strategies, or developments.	Ongoing			✓	✓	✓	Public Works		1,2,3, 4,5
<b>Action 1A.6:</b> Add, preserve, and enhance walkways and connections through neighbourhoods.				✓	✓		Public Works	Recreation Services	1,2,3,5
Strategy 1B: Connect the cycling network with community and commercial amenities									
<b>Action 1B.1:</b> Develop a city-wide network of bicycle facilities that is comfortable for people of all ages and abilities.	Ongoing			✓	✓		Public Works	Recreation Services	1,2,3, 4,5,6
<b>Action 1B.2:</b> Develop high quality cycling connectivity within the downtown for all ages and abilities.				✓	✓		Public Works	Recreation Services	1,2,3, 5,6
<b>Action 1B.3:</b> Develop a Regional Spine network to provide high quality connections to downtown or from each area of the city.	Ongoing			✓	✓		Public Works		1,2,3, 4,5,6

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 1B.4:</b> Develop a spot improvement program to address gaps in the existing cycling network.		✓		✓	✓	✓	Public Works		1,2,6
<b>Action 1B.5:</b> Update the City's Development Manual and continue to follow current bicycle facility design guidelines.	✓					✓	Public Works		1,2,3,6
<b>Action 1B.6:</b> Incorporate bicycle facilities as part of all new infrastructure projects, as well as in conjunction with other projects, plans, and developments.		Ongoing		✓	✓		Public Works		1,2,3, 4,5,6
<b>Strategy 1C: Develop regional connections</b>									
<b>Action 1C.1:</b> Integrate the off-street pathway network with sidewalks and on-street bicycle routes for recreational and utilitarian forms of active transportation.		Ongoing		✓			Rec. Services	Public Works	1,2,4, 5,6



Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 1C.2:</b> Develop a hierarchy of off-street pathways and trails.	✓					✓	Rec. Services	Public Works	4,5,6
<b>Action 1C.3:</b> Develop new pathways through parks to improve active transportation connections.		Ongoing		✓	✓		Public Works	Recreation Services	1,2,4, 5,6
<b>Action 1C.4:</b> Develop a dedicated funding program for Dauphin Recreation Services to improve, maintain and develop new pathways and trails.	✓			✓	✓	✓	Recreation Services		2,3
<b>Action 1C.5:</b> Investigate opportunities within existing utility, railway, alleyways, and surplus road rights-of-way to develop new pathways.		Ongoing		✓	✓		Public Works	Recreation Services	1,2,3, 4,5
<b>Action 1C.6:</b> Integrate active transportation connections to parks.		Ongoing		✓	✓		Public Works	Recreation Services	1,2,4, 5,6

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 1C.7:</b> Add, preserve, and enhance cycling connections through neighbourhoods (e.g., Centennial Drive).		Ongoing		✓	✓		Rec. Services	Public Works	1,2,4, 5,6
<b>Strategy 1D: Bicycle and walking tourism</b>									
<b>Action 1D.1:</b> Improve existing grade separated crossings over major roads, rail, underpasses, and bridge crossings.		Ongoing		✓	✓		Public Works		2,4
<b>Action 1D.2:</b> Develop new pedestrian and cycling grade separated crossings over the river. Consider this in future plans at rail crossings and major roads.		✓	✓	✓	✓		Public Works		2,4,6
<b>Action 1D.3:</b> Improve walking and cycling connections to grade separated crossings.		✓	✓	✓	✓		Public Works		1,2,4

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 1D.4:</b> Identify additional pedestrian crossing locations where warranted, and provide a continuation to the active transportation network, in areas of high pedestrian activity or with a high concentration of vulnerable road users.	✓	✓		✓	✓		Public Works		2
<b>Action 1D.5:</b> Continue to regularly review pedestrian crossings to ensure they are well maintained, marked, and painted to enhance visibility.		Ongoing			✓		Public Works		2
<b>Action 1D.6:</b> Improve crossing treatments at locations where multi-use pathways intersect with a roadway in accordance with current best practices.		Ongoing		✓	✓		Public Works		2
<b>Action 1D.7:</b> Provide improvements to bicycle crossing treatments where bicycle facilities intersect with major streets at signalized intersections, including cross-rides, bike boxes, and/or directional paint.		Ongoing		✓	✓		Public Works		2,6



Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 1D.8:</b> Install bicycle detection at traffic signals on bicycle routes.	Ongoing			✓	✓		Public Works		2,6
<b>Action 1D.9:</b> Support the expansion of a bicycle and walking tourism initiative, such as walking and cycling tours.	Ongoing					✓	Dauphin Tourism		5,6
Strategy 1E: Wayfinding and promotion									
<b>Action 1E.1:</b> Enhance and expand pedestrian wayfinding information in the downtown and other major destinations throughout the city.	✓			✓	✓		Public Works, Recreation Services, Dauphin Tourism		3,4,5
<b>Action 1E.2:</b> Develop and provide cycling and pedestrian maps and/or applications to residents and tourists.	Ongoing					✓	Public Works, Recreation Services, Dauphin Tourism		2,5,6
<b>Action 1E.3:</b> Work with partners to ensure sustainable trip strategizing information is widely accessible.	Ongoing					✓	Public Works, Recreation Services, Dauphin Tourism		5

Themes, Strategies and Actions			Timeframe			Method of Implementation			Responsibility		Goals
			Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
THEME TWO: PLACES FOR PEOPLE											
Strategy 2A: Develop Complete Streets											
Action 2A.1: Develop and adopt a Complete Streets policy and design guidelines.			✓					✓	Public Works		2,3,4
Action 2A.2: Follow Complete Street principles in all new development and road projects.			Ongoing			✓	✓	✓	Public Works		2,3,4
Strategy 2B: Consider pilot projects											
Action 2B.1: Pilot vehicle-free rights-of-way opportunities.			Ongoing			✓			Public Works		1,2,3
Action 2B.2: Trial pilot projects for testing out proposed improvements.			Ongoing			✓	✓		Public Works		2,4,5

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Responsibility		
							Primary	Secondary	
<b>Action 2B.3:</b> Encourage urban vibrancy by exploring opportunities to temporarily utilize or repurpose vacant or underused City-owned space.	Ongoing					✓	Public Works		3
<b>Action 2B.4:</b> Develop an Alleyways Revitalization Program to activate certain alleyways and improve pedestrian and cycling connections in the downtown through public art and tactical urbanism.	✓					✓	Public Works	Recreation Services	3,4,5
Strategy 2C: Improve the pedestrian and cycling experience									
<b>Action 2C.1:</b> Install public amenities including benches, street trees, lighting, drinking fountains, washrooms, and recycling bins, in the public right-of-way.	Ongoing			✓	✓		Public Works		3,4
<b>Action 2C.2:</b> Work with the Dauphin Chamber of Commerce to improve the streetscape and public realm that recognizes celebrates Dauphin's history and unique local identity.	Ongoing			✓	✓		Public Works	Chamber of Commerce	3,4



Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 2C.3:</b> Provide landscaping and public art in the right-of-way.	Ongoing			✓	✓		Public Works		3,4
<b>Action 2C.4:</b> Encourage the use of patios within the public right-of-way.	Ongoing				✓	✓	Public Works		3,4
<b>Action 2C.5:</b> Work with the Dauphin Chamber of Commerce and other partners to activate public spaces.	Ongoing				✓	✓	Public Works	Chamber of Commerce	3,4
<b>Action 2C.6:</b> Provide accessible detours for people walking and cycling during construction and maintenance.	Ongoing				✓	✓	Public Works		2,3,4
Strategy 2D: Land use and site design									
<b>Action 2D.1:</b> Ensure future population and employment areas are integrated with the existing and planned active transportation network.	Ongoing				✓	✓	Public Works	Chamber of Commerce	1,3,4

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 2D.2:</b> Encourage new neighbourhoods to be designed with a mix of land uses to ensure destinations such as community centres, grocery stores, parks and schools are within walking distance.	Ongoing					✓	Public Works	City Manager	1,3,4
<b>Action 2D.3:</b> Implement design guidelines that encourage storefronts, multi-family residential developments, and other large develops to face onto sidewalks and to accommodate parking in the rear side of the property.  In areas where this is not possible, developments should have highly visible bike parking facilities located at the store entrance and accommodate connections to walking/cycling networks through parking lots with.							Public Works	City Manager	3,4
<b>Action 2D.4:</b> Continue to support higher density, mixed use infill development that promote and encourage active transportation.	Ongoing					✓	Public Works	City Manager	3

Themes, Strategies and Actions			Timeframe		Method of Implementation			Responsibility		Goals
			Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	
Strategy 2E: Improve personal safety										
Action 2E.1: Provide lighting along sidewalks, bicycle routes, and pathways where appropriate.			Ongoing	✓	✓		Public Works	Recreation Services	2	
Action 2E.2: Follow the standards of CPTED (Crime Prevention Through Environmental Design) as appropriate.			Ongoing	✓	✓		Public Works, Recreation Services, Emergency Services		2	
Action 2E.3: Address personal safety concerns on existing underpasses and other limited access routes with lighting improvements and/or design enhancements.			Ongoing	✓	✓		Public Works	Recreation Services	2	
Strategy 2F: Provide bicycle parking and end-of-trip facilities										
Action 2F.1: Develop and implement bike parking policy.			✓			✓	Public Works	Chamber of Commerce	3,5,6	

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 2F.2:</b> Conduct a Bicycle Parking Study to review and update requirements for short-term and long-term bicycle parking and end-of-trip facilities for new developments.	✓					✓	Public Works	City Manager	3
<b>Action 2F.3:</b> Ensure bicycle parking and end-of-trip facilities are provided at all City of Dauphin owned and operated facilities.		Ongoing		✓	✓	✓	Public Works	City Manager	3,5,6
<b>Action 2F.4:</b> Develop and implement an on-street bicycle corral program (pending bike parking policy).		Ongoing		✓	✓	✓	Public Works		3,5,6
<b>Action 2F.5:</b> Work with event coordinators and partners to provide temporary bicycle parking at community events.		Ongoing			✓	✓	Public Works	Chamber of Commerce	3,4,5,6
<b>Action 2F.6:</b> Implement bicycle repair and maintenance stations at key locations throughout the City of Dauphin.		Ongoing		✓	✓		Public Works	Recreation Services	3,5,6



Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
Strategy 2G: Integrate the off-street pathway and trail network									
<b>Action 2G.1:</b> Seek opportunities to connect existing off-street paths and trails with walking and cycling facilities.	Ongoing	✓	✓				Public Works	Recreation Services	1,3,4,5
<b>Action 2G.2:</b> Seek opportunities to use surplus or city-owned land to install pathways that provide more direct routes for those on foot or bicycle.	Ongoing	✓	✓				Public Works	Recreation Services	1,3,4
<b>Action 2G.3:</b> Review existing and proposed trail connections with roadways/ sidewalks to ensure that risk potential is minimized.	Ongoing	✓	✓				Public Works	Recreation Services	2,4
<b>Action 2G.4:</b> Review the existing and proposed pathway and trail network, and seek to utilize and integrate these facilities into the broader AT network.	Ongoing	✓	✓				Public Works	Recreation Services	1,3,5

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
Strategy 2H: Address major barriers									
<b>Action 2H.1:</b> Identify major barriers in the pedestrian and cycling network, including (but not limited to): railways, waterways, major roadways.	✓					✓	Public Works		2,4
<b>Action 2H.2:</b> When capital projects along these corridors are undertaken, seek opportunities to address existing barriers through the installation of pedestrian and cycling facilities.		Ongoing		✓	✓		Public Works		2,4
<b>Action 2H.3:</b> Seek funding opportunities to support the installation of infrastructure that improves the safety and comfort of pedestrians and cyclists when crossing these barriers.	✓			✓		✓	Public Works		2,4

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
THEME THREE: CULTURE SHIFT									
Strategy 3A: Support business and economic development									
<b>Action 3A.1:</b> Continue to ensure the City is informed of research and evaluation of the benefits of active transportation infrastructure.	✓					✓	Public Works, Recreation Services, Community Health Services		5,6
<b>Action 3A.2:</b> Support partners wanting to develop Bicycle Friendly Business Districts and seek bike friendly business designation through Share the Road.		Ongoing				✓	Public Works	Dauphin Tourism	5,6
<b>Action 3A.3:</b> Lead by example to encourage and incentivize City employees to walk and cycle to work.	✓			✓		✓	Public Works	City Manager	5,6

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
Strategy 3B: Active school travel and age-friendly strategies									
<b>Action 3B.1:</b> Actively support the Active and Safe Routes to School program to encourage and spread awareness of the benefits of walking, cycling and bussing to school.	Ongoing					✓	Mountainview School Division, Prairie Mountain Health		2,4,5
<b>Action 3B.2:</b> Provide bicycle education and skills training for students in elementary and secondary schools.	Ongoing					✓	Mountainview School Division, Prairie Mountain Health		2,5,6
<b>Action 3B.3:</b> Develop an educational campaign on the benefits of active school travel and the health and safety risks of driving children to school.	✓					✓	Prairie Mountain Health	Mountainview School Division	2,4



Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 3B.4:</b> Support groups like Dauphin Multi-purpose Seniors Centre and encourage targeted community outreach programs for older adults to be active in their community.	Ongoing					✓	Prairie Mountain Health		5,6
<b>Action 3B.5:</b> Support the provision of adult education and cycling skills training.	Ongoing					✓	Recreation Services, Dauphin Library, Dauphin Deraillleurs Cycling Club		5,6
<b>Action 3B.6:</b> Work with children, youth, and people with physical disabilities to understand their key issues with active transportation.	Ongoing					✓	Mountainview School Division, Dauphin Friendship Centre		4,5
Strategy 3C: Education and awareness									
<b>Action 3C.1:</b> Ensure dedicated and stable annual funding is allocated to education, awareness, and encouragement, including road safety.	Ongoing					✓	Public Works		2,5

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 3C.2:</b> Provide resources to residents through social media and/or the City's website to educate all road users on active transportation infrastructure and how to share the road.	Ongoing					✓	Public Works	Recreation Services	2,5,6
<b>Action 3C.3:</b> Develop a positive messaging campaign to portray active transportation as a normal, everyday mode of transportation.	Ongoing					✓	Public Works	Recreation Services	5,6
<b>Action 3C.4:</b> Continue to work towards meeting and exceeding the greenhouse gas (GHG) emissions and energy reductions targets in the transportation sector.	Ongoing					✓	Public Works	Community Energy Manager	5

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
THEME FOUR: QUALITY OF LIFE									
Strategy 4A: Improve public health									
<b>Action 4A.1:</b> Support Committees of Council representing vulnerable and under-represented groups to identify their unique needs.	Ongoing					✓	Public Works	Community Health Services	2,4
<b>Action 4A.2:</b> Continue to be informed by work from researchers and initiatives that are studying the relationship between health and active living.	Ongoing					✓	Public Works	Recreation Services	5
<b>Action 4A.3:</b> Demonstrate the impacts of vehicle emissions on local air quality and highlight the positive impacts of active transportation on air quality in reducing overall vehicle emissions and improving public health.	Ongoing					✓	Public Works, Community Health Services, Community Energy Manager		5,6

Themes, Strategies and Actions			Timeframe			Method of Implementation			Responsibility		Goals
			Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
Strategy 4B: Improve road safety											
Action 4B.1: Work with Manitoba Public Insurance to produce a local road safety report and monitor pedestrian and cycling safety trends.			Ongoing					✓	Public Works	Manitoba Public Insurance	2
Action 4B.2: Continue to monitor hot spot collision locations and identify safety mitigation measures.			Ongoing				✓	✓	Public Works, Community Health Services, Emergency Services		2,3
Action 4B.3: Continue to implement the traffic calming policies.			Ongoing			✓	✓	✓	Public Works		2,3
Action 4B.4: Adopt a formal Vision Zero policy.			✓					✓	Public Works, Emergency Services, Community Health Services		2



Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 4B.5:</b> Review and update current minimum maintenance standards and ice/snow removal requirements for active transportation infrastructure including sidewalks, bicycle lanes and pathways.	✓				✓	✓	Public Works		2,3,4
<b>Action 4B.6:</b> Design bicycle routes to facilitate drainage and snow removal and pursue alternate snow storage.		Ongoing			✓		Public Works		2,3,4,6
<b>Strategy 4C: Universal accessibility</b>									
<b>Action 4C.1:</b> Continue to consult with City of Dauphin Accessibility community and incorporate best practices into engineering design standards.		Ongoing		✓	✓	✓	Public Works	Accessibility Community	2,4
<b>Action 4C.2:</b> Continue to review and install audible pedestrian signals.		Ongoing		✓	✓		Public Works		2,4

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals	
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary		
<b>Action 4C.3:</b> As per current best practice, continue to monitor, review, and adjust as necessary crossing time at intersections to ensure adequate time is provided for all pedestrians.	Ongoing				✓	✓	Public Works		2,4	
<b>Action 4C.4:</b> Reduce pedestrian crossing distances by providing narrower roads and lanes and considering curb extensions or median islands where feasible (e.g., Main Street).		✓		✓	✓					Public Works
Strategy 4D: Equity										
<b>Action 4D.1:</b> Continue to conduct targeted communication and engagement with vulnerable and under-represented groups to identify unique needs.	Ongoing					✓	Public Works	Dauphin and Region Immigrant Services	2,4,5	
<b>Action 4D.2:</b> When evaluating pedestrian programs, prioritize infrastructure improvements to those neighbourhoods with a high equity need.		✓	✓	✓		✓	Public Works		4	

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 4D.3:</b> Continue to work with immigrant and refugee organizations in Dauphin, such as Dauphin and Region Immigrant Services, to promote cycling and walking as safe, comfortable, and inexpensive transportation.	Ongoing					✓	Public Works	Dauphin and Region Immigrant Services	2,4,5
<b>Strategy 4E: Celebrate and promote</b>									
<b>Action 4E.1:</b> Use the “Manitoba’s Cycling City” brand as a recognizable visual identity and expand information on the City of Dauphin’s website.	Ongoing				✓	✓	Public Works, Recreation Services, Dauphin Tourism		5,6
<b>Action 4E.2:</b> Report annually on growth in active transportation network, annual spending on Active transportation, and meeting (or exceeding) targets outlined in the <i>Community Energy Plan</i> .						✓	Public Works	Community Energy Manager	5,6

Themes, Strategies and Actions	Timeframe			Method of Implementation			Responsibility		Goals
	Short 0-5 yrs	Medium 5-10 yrs	Long 10-20 yrs	Capital	Operations & Maintenance	Policy & Programming	Primary	Secondary	
<b>Action 4E.3:</b> Find opportunities to celebrate the installation of walking and cycling facilities.	Ongoing	Ongoing	Ongoing		✓	✓	Public Works, Recreation Services		5,6
<b>Action 4E.4:</b> Continue to support sustainable transportation events and festivals.						✓	Public Works, Recreation Services		5,6
<b>Action 4E.5:</b> Continue to work towards recognition under the Bike Friendly Community program through Share the Road.						✓	Public Works, Recreation Services		5,6





## 5.2 MONITORING STRATEGY

A monitoring and reporting strategy is essential to ensure that the Active Transportation Strategy is implemented as intended, and to determine whether the strategy is achieving its goals. A monitoring plan will also enable the City to appropriately allocate monetary and staff resources to implement prioritized initiatives. Monitoring also provides a means of identifying changing conditions which would require changes to the Active Transportation Strategy. The monitoring strategy needs to be:

- ▶ **Meaningful** – The monitoring strategy should yield meaningful results and point to the success in achieving the vision, goals, and targets of the Active Transportation Master Plan.
- ▶ **Measurable** – The monitoring program needs to establish criteria that are measurable and for which data or information can be readily obtained.
- ▶ **Manageable** – The monitoring strategy needs to consider resource limitations and identify measures where information is accessible, or data is simple to collect.

### 5.2.1 Measures of Success

The Active Transportation Strategy monitoring program focuses on identifying ‘measures of success’ for two components: first, the degree of progress in implementing the plan, and secondly, the outcomes of the plan. Measures of success are described in the tables below, including general measures of success for the overall Active Transportation Strategy, as well as specific measures of success related to each Theme. Specific targets have not been identified for most measures, as it is recommended that targets be developed through consultation with stakeholders, council, and community members.

However, we do recommend an annual active transportation funding allocation of \$150,000 per year in the 2021-2022 City budgets, increasing to \$200,000 per annum in the 2023-2025 budgets. This funding should be dedicated to improving the safety and connections of the cycling and pedestrian networks, and funding should be allocated based upon an assessment of need through the lens of equity, safety, and civic importance.

Overall Measures of Success		
Measure of Success	Indicator	Source
Walking and Cycling mode share (work)	%	Statistics Canada Census
Total Length of Bicycle Network (by facility type)	KM	City of Dauphin
Proportion of each of women, children, and seniors walking and cycling to work	%	Statistics Canada Census
Walking and cycling volumes on key corridors	#	City of Dauphin
Walking and cycling funding levels (% of total budget)	%	City of Dauphin Budget
City of Dauphin staff resources dedicated to Active Transportation (Person Hours)	HRS	City of Dauphin

### 5.2.2 Theme 1: Tourism Potential

There are five strategies identified under the theme Tourism Potential, each focusing on enhancing the connectivity of Dauphin's network of pedestrian and bicycle networks to commercial and tourism destinations. The success measures identified under this theme focus on establishing a complete, connected, and convenient network of walking and cycling facilities. The focus is on making active transportation a convenient and attractive travel option for visitors and residents in Dauphin.

Measure of Success	Indicator	Source
Total length of sidewalk network	KM	Safesidewalk Program
Number of completed pedestrian network projects	#	Safe Sidewalks Program
Proportion of streets with a sidewalk on at least one side	% of all streets (by street classification)	Safesidewalk Program
Km sidewalk replaced or repaired or built	KM	Safesidewalk Program
Total length of AAA bicycle network (by AAA facility type)	KM	City of Dauphin
Proportion of Dauphin's land area within 400 metres of the total bicycle network	% of City	City of Dauphin
Number of completed bicycle network projects	#	City of Dauphin
Number of pedestrian wayfinding signage improvements	#	City of Dauphin
Number of new and enhanced trail and pathway projects that are part of the active transportation network	#	City of Dauphin
Number of bicycle or walking tours	#	Dauphin Tourism
Number of bike share bicycles	#	Dauphin Tourism



### 5.2.3 Theme 2: Places for People

There are seven strategies identified under the theme Places for People focusing on making active forms of transportation a more attractive and competitive transportation choice. The strategies aim to make active travel more convenient by making active travel to and between destinations more convenient.

Measure of Success	Indicator	Source
Sidewalk coverage within 400 metres of all Regional Centres	% of streets	City of Dauphin
Bicycle network coverage within 400 metres of all Regional Centres	% of streets	City of Dauphin
Number of pilot projects	#	City of Dauphin
Number of public space activation and improvement projects	#	City of Dauphin
Number of alleyway revitalization projects	#	City of Dauphin
Number of lighting projects along walking and cycling routes	#	City of Dauphin
Number of bicycle repair and maintenance stations built	#	City of Dauphin
Percentage of new developments with short-term and long-term bicycle parking and end-of-trip facilities	%	City of Dauphin
Number of City of Dauphin Facilities with bicycle parking and end of trip facilities	#	City of Dauphin
Number of public wayfinding displays	#	City of Dauphin

### 5.2.4 Theme 3: Culture Shift

There are three strategies identified under the theme Culture Shift focusing on making active travel a part of everyday life for residents and visitors of the City of Dauphin. This theme focuses on building education and awareness opportunities for all ages and supporting employees and businesses to incorporate walking and cycling into their daily life.

Measure of Success	Indicator	Source
Number of Bicycle Friendly Business Districts and businesses that have sought the Bicycle Friendly Business Designation through Share the Road.	#	Share the Road, Chamber of Commerce
Percentage of City of Dauphin employees that walk or cycle as their main method of transportation to get to work.	%	City of Dauphin
Number of schools within the City of Dauphin that have undertaken Active and Safe Routes to School Programs	#	Mountainview School Division
Number of school aged students participating in an education and cycling skills training courses.	#	Mountainview School Division
Number of adults participating in an education and cycling skills training course	#	Recreation Services, Dauphin Deraillleurs Cycling Club
Amount of funding allocated for promotion and education	#	City of Dauphin
Number of active transportation events held including infrastructure grand openings	#	City of Dauphin

### 5.2.5 Theme 4: Quality of life

There are five strategies identified under the theme Quality of Life focusing on health and equity, the design and redesign of streets and pathways to ensure universal access for all residents. Ensuring safe and comfortable experiences on their journey, no matter the mode.

Measure of Success	Indicator	Source
Number of collisions involving people walking and cycling	#	Emergency Services, Manitoba Public Insurance
Number of fatal collisions involving people walking and cycling	#	Emergency Services, Manitoba Public Insurance
Proportion of all collisions involving people walking and cycling	%	Emergency Services, Manitoba Public Insurance
Proportion of all fatal collisions involving people walking and cycling	%	Emergency Services, Manitoba Public Insurance
Number of hospitalizations due to injuries involving people walking, cycling, or using other forms of active transportation	#	Emergency Services, Community Health Services
Number of road safety audits/corridor studies completed or currently underway	#	City of Dauphin
Number of audible pedestrian signals	#	City of Dauphin
Number of pedestrian countdown timers	#	City of Dauphin
Percentage of intersections with curb ramps at all corners	%	City of Dauphin
Number of active transportation projects completed in areas of high equity need	#	City of Dauphin
Total km of pathways cleared	Km	City of Dauphin
Total km of sidewalks cleared	Km	City of Dauphin
Total km of bicycle routes cleared	Km	City of Dauphin
Total operating budget for year-round maintenance of sidewalks, bicycle routes, and trails	\$	City of Dauphin

### 5.2.6 Reporting

To assist in monitoring these and other measures of success, the City should develop and implement a comprehensive Active Transportation Monitoring Program within one year of adoption of this plan. This Monitoring Program will help identify baselines for each of these measures of success. The Monitoring Program should consider using some or all the measures identified above. It is recognized that data may be more challenging to collect for some measures than others and, as a result, it is understood that the Monitoring Program may not include all the measures identified above.

The City should communicate the results through the development of the annual public works report. Notable results and updates should also be shared with the community through an online dashboard or report card. Ongoing monitoring showcases efforts and progress towards the overall vision, goals, targets, and strategies. Reports should also incorporate public input, which can be incorporated into the bicycle and pedestrian planning process, the development of projects, policies and standards, programs, and other initiatives.

By monitoring the Active Transportation Strategy on an on-going basis and by publishing and sharing the results, the City will be able to monitor its success and track progress towards achieving the vision and goals of the plan. This monitoring is critical to ensure the on-going success of the Active Transportation Strategy and will support the City in working towards its vision to become Manitoba's leading city for active transportation, where walking and cycling are convenient, comfortable, attractive, fun and accepted methods of moving around the city year-round for residents and visitors of all ages and abilities.









# CONCLUSION

# /06

With an existing but largely incomplete network of sidewalks, protected cycling facilities, and pathways, the City of Dauphin is well positioned to improve the health and safety of its residents, reach identified GHG emissions reduction targets, and increase tourism through sustained investment in active transportation facility improvement and expansion.

While this strategy identifies numerous actions, policies, and infrastructure investments, **it will only be impactful and successful if City decision makers, local government staff, and residents work together** to focus on improving road safety, increasing transportation options, and reducing carbon emissions.

## DECISION MAKERS

- ▶ **Decision makers** will need to increasingly view land use and transportation planning decisions through the lens of community health and well being and seek opportunities to build a more walkable and bikeable community. These efforts will also require and provide staff capacity to support this work.
- ▶ Creating a city that supports reduced vehicle use will lower road maintenance costs, improve air quality, increase the safety of vulnerable road users, positively impact the mental and physical health of residents, and improve the livability and attractiveness of the City for prospective new residents and businesses – thereby increasing the tax base.
- ▶ Connecting these efforts at building a City that supports cycling will also result in increased tourism due to the creation of world class cycling facilities on city owned land less than 10 kilometers from the town boundary. With ongoing council support, Dauphin could become know as Manitoba's "Cycling City" and reap the economic benefits of increased cycling tourism.

## CITY STAFF

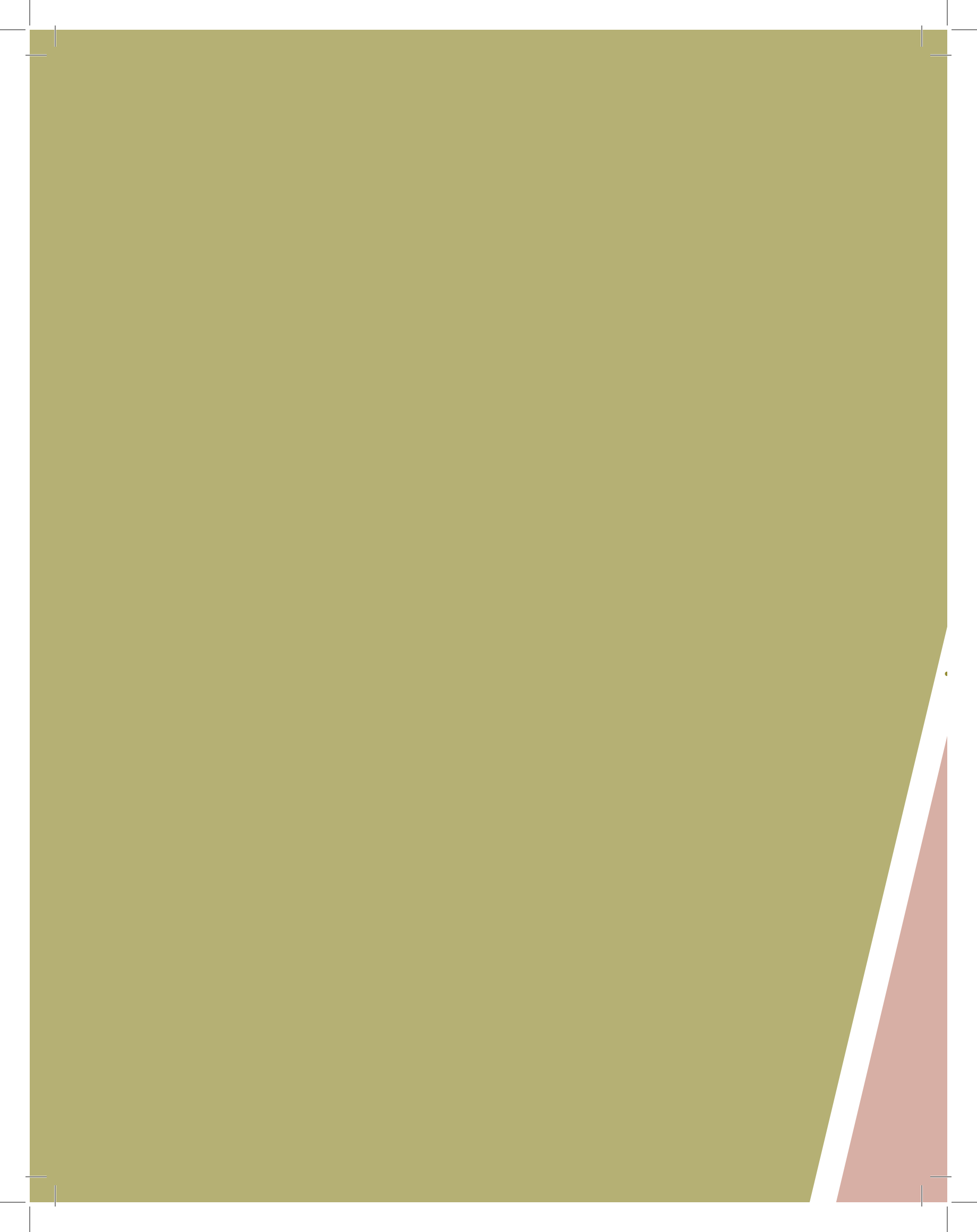
- ▶ **City staff** will similarly have to approach development and maintenance projects with an eye towards building a City that supports a healthy built environment, advocate for internal and external resources to ensure the capacity to support these initiatives, and continually seek internal and external grant and funding opportunities to improve the safety, quality, and expansion of existing active transportation infrastructure.
- ▶ With the recent announcement of federal funding for active transportation infrastructure and the development of a national Active Transportation strategy, as well as ongoing grant funding available through the Federation of Canadian Municipalities Green Municipal Fund and the Province of Manitoba's Building Sustainable Communities Fund, there are several potential funding options that should be continually applied to as projects are identified. Accessing these grants to supplement ongoing City funding dedicated towards active transportation infrastructure will greatly accelerate the design and construction of these facilities in the coming years.

## RESIDENTS

- ▶ **Residents** will have to consider the health, safety, and well-being of all residents as they move around their community. Creating a culture of road safety, community health and sustainability takes time, but will ultimately result in a healthier, safer, and more resilient community.

In conversations with community members, city staff, regional organizations, and community businesses, it is clear that sustainability, community connection, economic vitality, safer streets, and population health are priorities for all of these groups. Thanks to the prior efforts of community members, council, and city staff, the City of Dauphin has a solid foundation upon which to build a stronger, safer, and more resilient community in the years ahead. We hope that this strategy will prove to be an effective roadmap to turn this collective vision into a collective reality.

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# APPENDIX:

LONG-TERM SIDEWALK NETWORK PRIORITIES

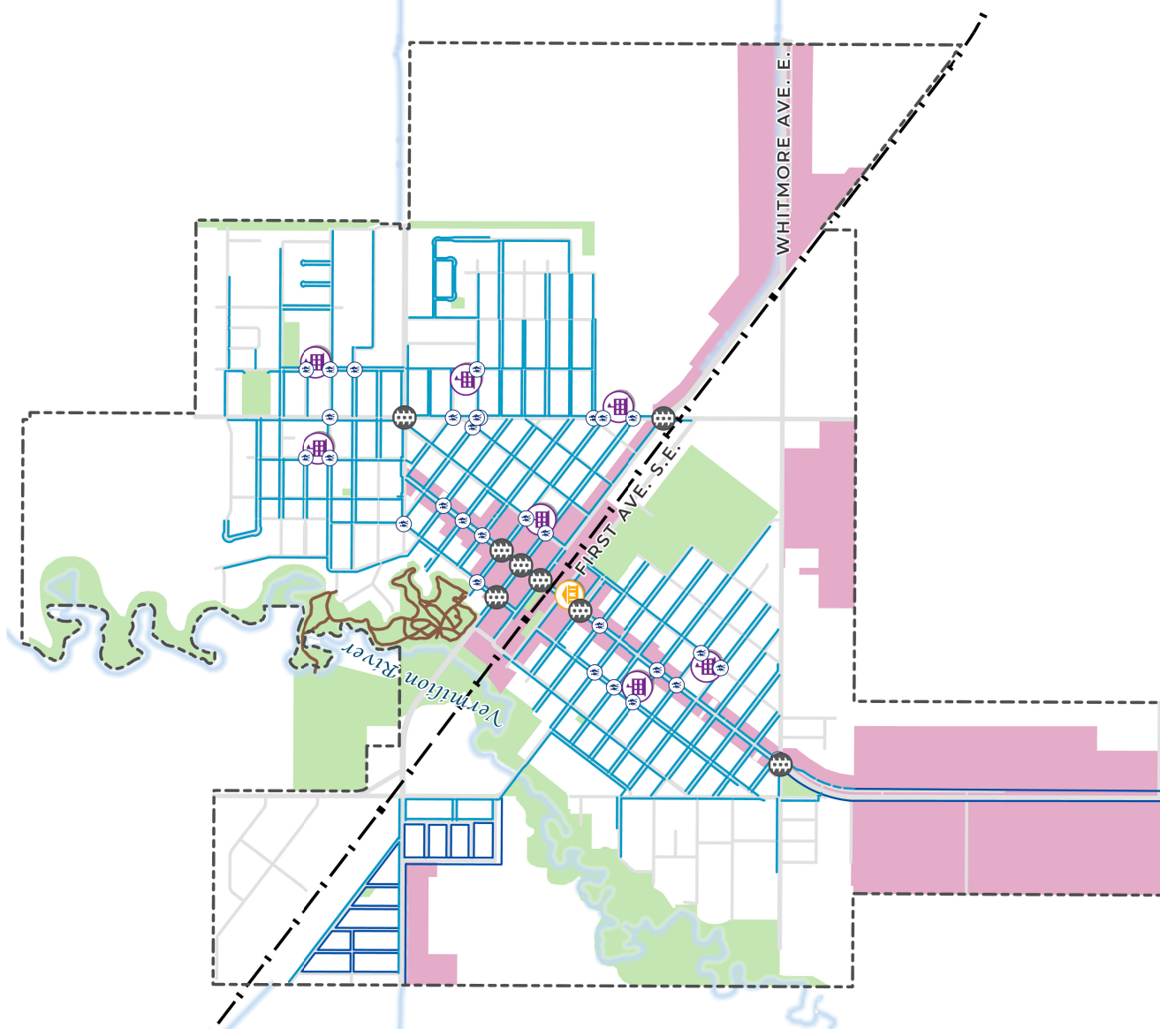


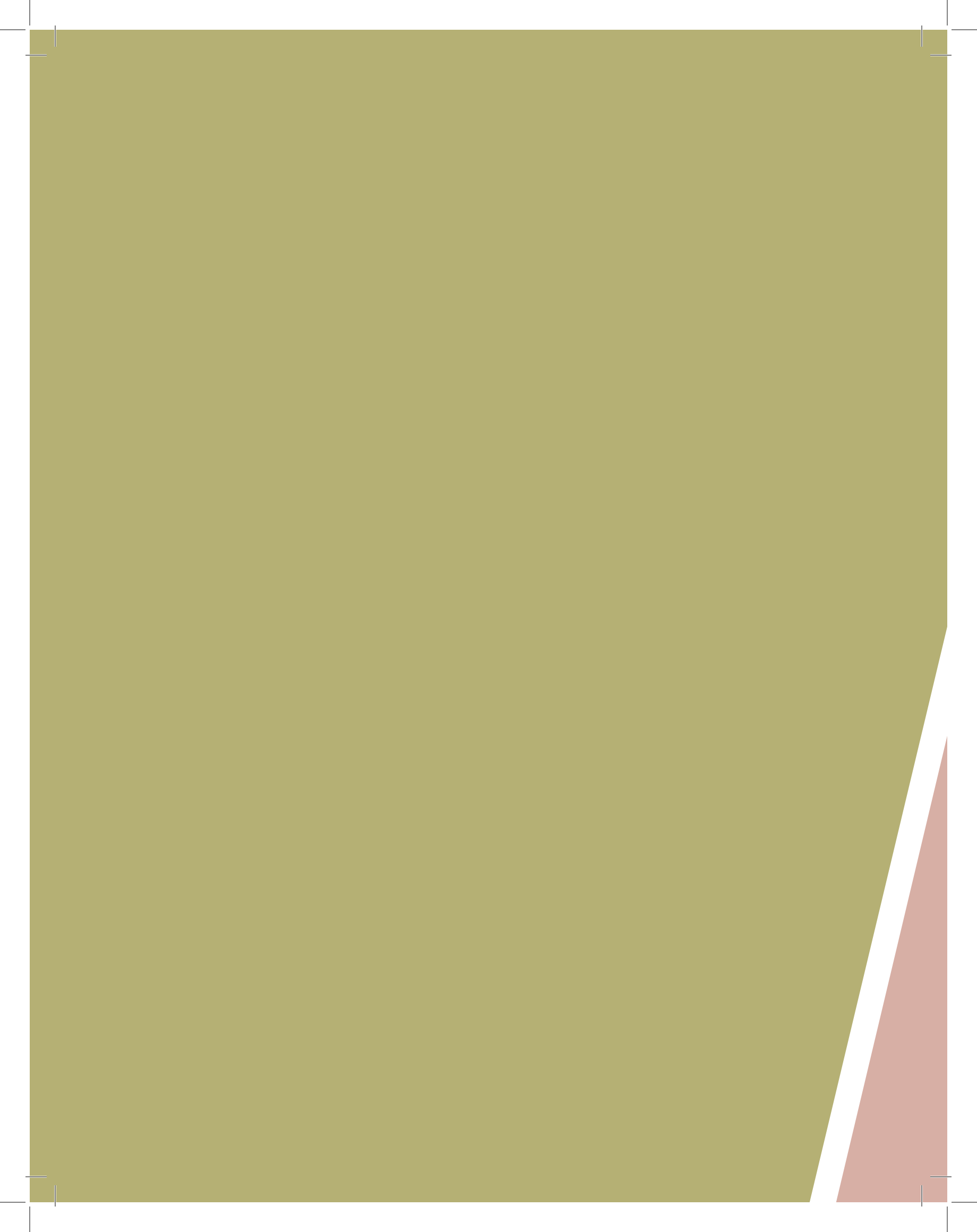


# PROPOSED PEDESTRIAN FACILITIES EXPANSION

## Legend

- Proposed Sidewalks
- Sidewalk
- Pathway
- Signalized Intersection
- Crosswalk
- City Hall
- School
- Commercial
- Parks, Recreation, and Open Space
- Railway
- City Boundary





# APPENDIX:

## . LONG-TERM BICYCLE NETWORK PRIORITIES

B





# PROPOSED CYCLING NETWORK EXPANSION

- Legend
- Proposed Bike Route Expansion
  - Existing Bike Route
  - Pathway
  - City Hall
  - School
  - Commercial
  - Parks, Recreation, and Open Space
  - Railway
  - City Boundary

