Agenda – Council – July 18, 2019

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 25, 2019

Item No. 4 Bill 14: The Traffic and Transportation Modernization Act (TTMA) – Speed Limit By-law and Changes to the Highway Traffic Act

STANDING COMMITTEE RECOMMENDATION:

On July 9, 2019, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended, and submitted the following to Council:

1. That a Speed Limit By-law (draft By-law attached), which also replaces the Back Lane Speed By-law No. 2118/78, be enacted with an effective date of September 1, 2019.

2. That the Director of Legal Services and City Solicitor be authorized to submit directly to Council for enactment proposed Speed Limit By-law amendments that will have the effect of maintaining the speed limits that were posted or otherwise existed on March 1, 2019 within the City.

3. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works within 90 days with a procedure for implementing speed limit reviews and requests, including an analysis of a city-wide speed limit reduction on residential streets.

4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 25, 2019

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On July 9, 2019, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, with the following amendment:

- Delete Recommendation 3 in its entirety and replace with the following:

  "3. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works within 90 days with a procedure for implementing speed limit reviews and requests, including an analysis of a city-wide speed limit reduction on residential streets."

and submitted the matter to Council.

Michel Durand-Wood submitted a presentation titled "Will You Be Able to Sleep at Night?" in opposition to the matter.

The following persons submitted communications with respect to the matter:

- Emma Durand-Wood submitted a communication dated July 8, 2019
- Jim Evanchuk, Executive Director, Active Aging in Manitoba (AAIM), submitted a communication dated July 8, 2019

STANDING COMMITTEE RECOMMENDATION:

On June 25, 2019, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

The following persons submitted communications with respect to the matter:

- Anders Swanson, Executive Director, Winnipeg Trails Association, submitted a presentation
- Mark Cohoe, Executive Director, Bike Winnipeg, submitted a communication dated June 16, 2017.

ADMINISTRATIVE REPORT

Title: Bill 14: The Traffic and Transportation Modernization Act (TTMA) – Speed Limit By-law and Changes to the Highway Traffic Act

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	B. D'Avignon, Acting CFO	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

Earlier this year the Manitoba government passed Bill 14, The Traffic and Transportation Modernization Act (TTMA). The TTMA replaces various Provincial acts and regulations as part of a new regulatory framework that makes significant changes to how traffic and transportation are regulated in Manitoba. The TTMA took effect on March 1, 2019. Changes include:

- Eliminating the Highway Traffic Board and the Motor Transport Board.
- Allowing municipalities to set speed limits on municipal roads within their communities.
- Revising the boundary of the City of Winnipeg's Restricted Speed Area (i.e. *Maximum 50km/h Unless Otherwise Posted*) to match the geographic city limit.
- Revising regulatory/by-law requirements for residential parking bans to align with and confirm the City's approach.

The TTMA requires individual municipalities to develop and enact their own by-law that will govern speed limits, and future requests for speed limit changes. Existing speed limits remain in effect until September 1, 2019 (unless the municipality enacts a Speed Limit By-Law sooner); if the by-law is not enacted by September 1, 2019, speed limits on roadways within the City of Winnipeg will default to 50km/h as they are within a designated Restricted Speed Area.

The Winnipeg Public Service has, based on Provincial regulation, developed a draft Speed Limit By-law for the City of Winnipeg (Appendix A). The By-law also replaces the *Back Lane Speed By-law No. 2118/78*.

Once a by-law is approved and enacted, the Winnipeg Public Service will report back to the Standing Policy on Infrastructure and Public Works with an operational procedure for speed limit change requests and a planned approach for implementing and/or publicizing other changes related to the TTMA.

RECOMMENDATIONS

1. That a Speed Limit By-law (draft By-law attached), which also replaces the *Back Lane Speed By-law No. 2118/78*, be enacted with an effective date of September 1, 2019.

2. That the Director of Legal Services and City Solicitor be authorized to submit directly to Council for enactment proposed Speed Limit By-law amendments that will have the effect of maintaining the speed limits that were posted or otherwise existed on March 1, 2019 within the City.

3. That the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Infrastructure Renewal and Public Works within 180 days with a procedure for implementing speed limit reviews and requests.

4. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

On March 6, 2019; The Standing Policy Committee on Infrastructure Renewal and Public Works directed the Winnipeg Public Service report back to its May 28, 2019 meeting, with background information regarding changes to the Highway Traffic Act, and interjurisdictional analysis on how other municipalities set their speeds limits.

The Standing Policy Committee on Infrastructure Renewal and Public Works is the City's Traffic Authority pursuant to Section 13. (d) of *the City Organization By-law 7100/97*.

The recommendations require a by-law to be enacted and must be approved by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

Implications of not enacting the by-law

If a Speed Limit By-law is not enacted, speed limits on roadways within the City of Winnipeg will default to 50km/h as they are within a designated Restricted Speed Area. In order for existing speed limits to be maintained after September 1, 2019, it is necessary to enact this by-law and have it take effect on or prior to September 1, 2019.

It is possible that there are streets or portions of streets within the city where the speed limit will be inadvertently changed by the proposed by-law. For example, a few streets within the City are technically back lanes because they access the rear of properties on one side of the street. If set based on technicalities, the speed limit would be 30km/h; however, such lanes have always been treated as residential streets and therefore assigned a speed limit of 50km/h. In order to maintain the status quo, the proposed by-law expressly exempts such portions of streets from the speed limit for back lanes.

In order to maintain the status quo, the proposed By-law expressly exempts three such portions of streets from the speed limit for back lanes. However, if any additional situations like this are discovered, in order to correct the problem quickly, Recommendation 2 proposes that the Director of Legal Services and City Solicitor should be authorized to send corrective by-law amendments to Council directly. Direct referrals to Council by Legal Services are always accompanied by a covering memo from Legal Services that explains the amendments.

Overall implications

It is important to look at the implications of the TTMA through four lenses:

- Impact on Winnipeggers at large;
- Overall impact on traffic operations within the City;
- Impact on process for individuals or groups wishing to request a speed limit change; and
- Impact on City Council as the new decision-making authority.

Each is discussed below.

Winnipeggers at large
The By-law will have no noticeable impact on the majority of motorists in the City of Winnipeg. It does not affect the speed limits on the majority of roadways, with the exception of a few at the edges of the City of Winnipeg boundary.

Traffic operations within the City
If the Draft Speed Limit By-law (Appendix A) is enacted as recommended by this Report, it will ensure continuity of existing modified speed limits already in effect, with the minor changes as discussed within the report.

Speed limit change requests
Upon enactment of the by-law and approval of recommendations contained within this report, the Winnipeg Public Service will report back to the Standing Policy on Infrastructure and Public Works with an operational procedure for speed limit change requests. This procedure will contain criteria for speed limit change requests, based upon historical processes as well as the Manitoba Infrastructure Guide for Setting Posted Speed Limits on Manitoba Roadways. It will also endeavour to streamline the process for speed limit reviews and studies to mitigate potential for an influx of requests and associated load on City resources.

City Council
As the TTMA transfers authority for speed limit setting to municipalities, the authority now resides with City Council to enact a by-law and subsequent amendments, within the parameters of the Provincial regulations. Upon approval of this report and its recommendations, the Winnipeg Public Service will develop a procedure for speed limit change requests, setting out roles and responsibilities for the various committees and Council as a whole.

HISTORY/DISCUSSION

On June 4, 2018, the Manitoba government passed Bill 14, The Traffic and Transportation Modernization Act (TTMA). The Act replaces various Provincial acts and regulations as part of a new regulatory framework that makes significant changes to how traffic and transportation are regulated in Manitoba. The TTMA took effect on March 1, 2019. The TTMA contains a transitional provision where existing speed limits remain in effect for either: six months, or until a Speed Limit By-law is enacted, whichever occurs first. In order for existing speed limits to be maintained after September 1, 2019, it is necessary to enact this By-law and have it take effect on or prior to September 1, 2019.

Changes include:

- eliminating the Highway Traffic Board and the Motor Transport Board;
- allowing municipalities to set speed limits on municipal roads within their communities;

- revising the boundary of the City of Winnipeg's Restricted Speed Area (i.e. *Maximum 50km/h Unless Otherwise Posted*) to match the geographic city limit; and
- revising regulatory/by-law requirements for residential parking bans.

The Winnipeg Public Service also took part in several Provincial public consultations for related to these changes, and the Province had provided the opportunity for the public to participate as well. Refer to Appendix B: Excerpt of Bill 14: The Traffic and Transportation Modernization Act (TTMA) and Provincial News Releases for more information.

Reduced Speed School Zone and Designated Construction Zone speed limits will not be affected. Some speed limits on minor roadways at the fringe of the City of Winnipeg boundary, outside of the Restricted Speed Area (i.e. "Maximum 90km/h Unless Otherwise Posted") will be affected by the TTMA; these are noted below and in Appendix C: Schedule of Existing/Proposed Modified Speed Limits.

The primary impacts of the TTMA on the City of Winnipeg are listed below and each section is discussed in further detail:

- Dissolution of the Highway Traffic Board
- City of Winnipeg's Restricted Speed Area
  - Unimproved Roadways in Undeveloped Right-of-Way
  - Roadways Which Already Have Modified Speed Limits
  - Residential Development on the Fringe of the Restricted Speed Area
  - Roadways Which Require Modified Speed Limits
    - Brady Road from the northern boundary of P.T.H. No. 100 to the southern boundary of the City of Winnipeg
    - Rue Des Trappistes St from eastern boundary of Waverley Street to eastern boundary of Brady Road
    - Emes Road from western boundary of McPhillips Street to 1.12km west of the western boundary of McPhillips Street
    - King Edward Street from southern boundary of Jefferson Avenue to northern boundary of the City of Winnipeg
    - Mollard Road from eastern boundary of Pipeline Road to western boundary of the City of Winnipeg
    - Pipeline Road from southern boundary of Storie Road to 250m south of P.T.H. No. 101
    - Brookside Boulevard from the northern boundary of Jefferson Avenue to the northern boundary of the City of Winnipeg
    - McPhillips Street from 173m north of the northern boundary of Balgona Avenue to the northern boundary of the City of Winnipeg
- Other Speed Limit Matters
  - Fermor Avenue from the eastern boundary of the City of Winnipeg to the western boundary of Lagimodiere Boulevard
  - Marion Street and Goulet Street between St. Mary's Road and Youville Street
  - St. Mary's Road (P.R. No. 200) south of 125m south of the southern boundary of Chrypko Drive
  - Lagimodiere Boulevard (P.T.H. No. 59) south of 100m south of the southern boundary of Warde Avenue
- Other Regulatory Matters
  - Regulatory / By-law Requirements for Residential Parking Bans
  - Approved Traffic Control Devices

- Other Changes

An Interjurisdictional Analysis is also provided for further information.

DISSOLUTION OF THE HIGHWAY TRAFFIC BOARD

With the dissolution the Highway Traffic Board, municipalities have authority to set speed limits on municipal roads through by-laws as specified in the Traffic Authority Speed Limit (TASL) Regulation (MR 30/2019). Under the regulation, speed limits must be:

- set in increments of 10 km/h
- not less than 20 km/h
- not more than 90 km/h (Provincial Cabinet approval is required to set speed limits of 100km/h or 110km/h)
- signed in accordance with the Highway Traffic Act and the Traffic Control Devices Regulation

Speed limit by-laws must also indicate if a speed limit applies at all time or seasonally. Winnipeg does not have seasonal speed limits; this may be done in resort communities (Reduced Speed School Zone and Designated Construction Zone speed limits are established by operation of other regulations). If a speed limit is set below the default 50km/h, it must meet additional specific signage requirements prescribed under the TASL Regulation (which are similar to those for Reduced Speed School Zone Speed Limits). Unless otherwise posted, speed limits on service roads within the City continue to be the lesser of: the speed limit on the primary roadway on the same portion as the service road, or 50km/h.

The previous approval process would require authorization of the Standing Policy Committee on Infrastructure Renewal and Public Works to apply to the Highway Traffic Board. If a speed limit change was approved by the Board, a Provincial regulation amendment to the former Highway Speed Regulation (MR 204/92) would be published, and a work order would be issued by the Transportation Division in due course. The new process will instead forward the proposed speed limit change from the Standing Policy Committee on Infrastructure Renewal and Public Works to Executive Policy Committee and then Council to enact a by-law, and a work order would be issued by the Transportation Division in due course.

If the Draft Speed Limit By-law (Appendix A) is enacted as recommended by this Report, it will ensure continuity of existing modified speed limits in effect under the former Provincial Highway Speed Regulation (MR 204/92), with the minor changes as discussed within the report under "Roadways Which Require Modified Speed Limits" and "Other Speed Limit Matters" and as further described in Schedule of Existing/Proposed Modified Speed Limits (Appendix C). There will be no noticeable effect to the speed limits on the majority of roadways, with the exception of a few at the edge of the City of Winnipeg boundary. The By-law also replaces the *Back Lane Speed By-law No. 2118/78*, and retains the current maximum 30km/h speed limit.

It is possible that there are streets or portions of streets within the city where the speed limit will be inadvertently changed by the proposed by-law. For example, McGee Street between St. Matthews Avenue and Wellington Avenue is technically a back lane because it accesses the rear of properties and its speed limit is therefore 30km/h. However, because it only accesses the rear of properties on one side of the street, it has always been treated as a residential street and therefore assigned a speed limit of 50km/h. In order to maintain the status quo, the proposed By-law expressly exempts portions of streets set out in Schedule B to the proposed draft By-law from the speed limit for back lanes. (This includes portions of McGee Street,

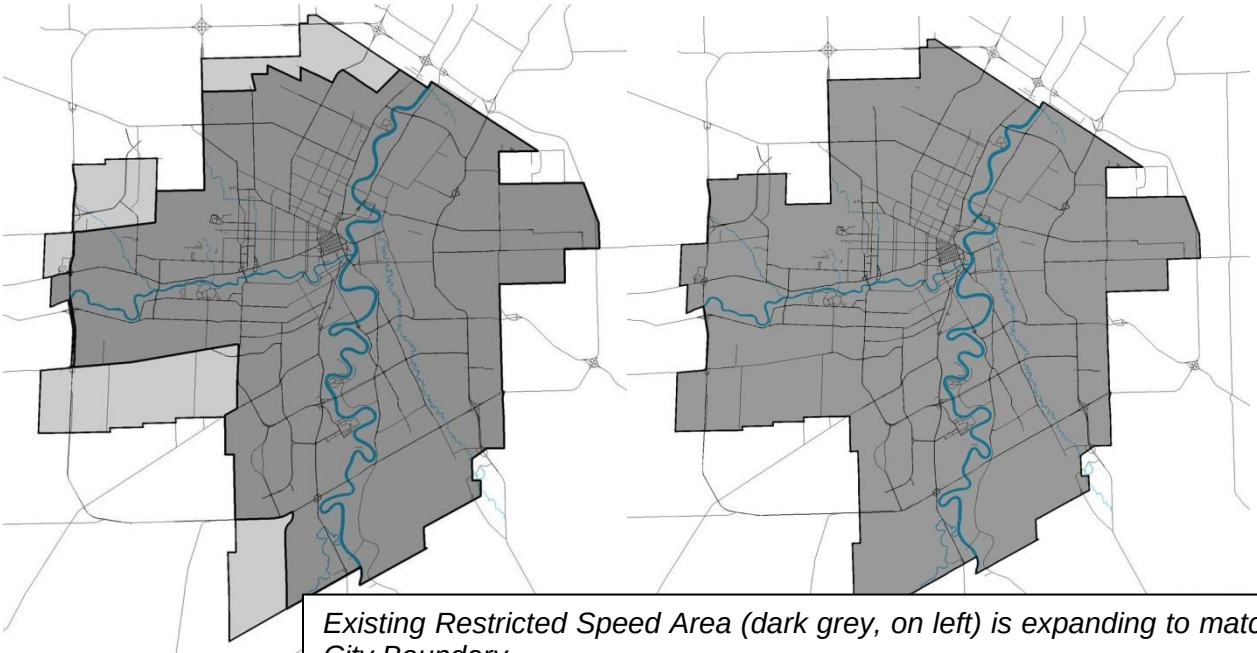
Burnell Street and Telfer Street North.) However, there may be other streets in this situation or which otherwise will have their speed limits inadvertently changed by this By-law. The Winnipeg Public Service has attempted to ensure that speed limits will not be changed by the by-law except where discussed in this Report. However, if it has happened, in order to correct the problem quickly, Recommendation 2 proposes that the Director of Legal Services and City Solicitor should be authorized to send corrective by-law amendments to Council directly. Direct referrals to Council by Legal Services are always accompanied by a covering memo from Legal Services that explains the amendments.

The estimated costs for the Restricted Speed Area and speed limit signage are $80,400.00 which will be funded by the 2019 Traffic Engineering Improvements Program (TEIP) and includes:

- Removal of 6 large "Urban Speed Area" MR-10(U) signs (6x$650=$3,900)
- Installation of 2 large "Urban Speed Area" MR-10(U) signs (2x$1,750=$3,500)
- Removal of 8 small "Urban Speed Area" MR-10A(U) signs (8x$200=$1,600)
- Installation of 68 small "Urban Speed Area" MR-10A(U) signs (68x$425=$28,900)
- Installation of 76 "City of Winnipeg Boundary" signs (76x$425=$32,300)
- Installation of speed limit signage on roadways which require modified speed limits (24x$425=10,200)

CITY OF WINNIPEG'S RESTRICTED SPEED AREA

The boundary of the Restricted (Urban) Speed Area (i.e. Maximum 50km/h Unless Otherwise Posted) is revised by the TTMA to match the geographic city limit. This will require the relocation and/or installation of Restricted Speed Area signage at all roadways at the City of Winnipeg Boundary. Previously, the Restricted Speed Area was prescribed in Provincial Regulation and generally corresponded to the built-up/developed sector of the City, with some parts of the north-west and south-west regions of the City being outside of the Restricted Speed Area (and therefore "Maximum 90km/h Unless Otherwise Posted").



Existing Restricted Speed Area (dark grey, on left) is expanding to match the City Boundary

Some speed limits on roadways at the edge of the City of Winnipeg boundary, outside of the existing Restricted Speed Area will be affected by the TTMA. These include:

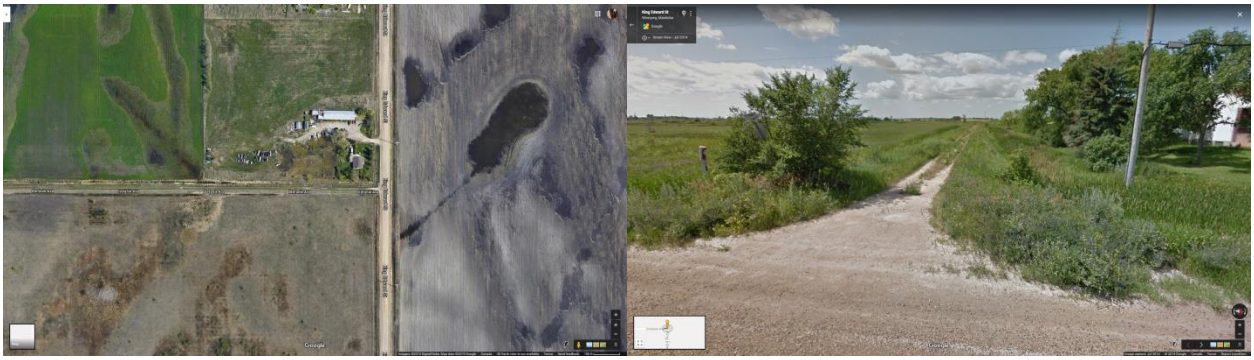
- Unimproved roadways in undeveloped rights-of-way
- Roadways which already have modified speed limits
- Residential development on the edge of the Restricted Speed Area
- Roadways Which Require Modified Speed Limits

A complete list of roadways is contained in Appendix D: Roadways outside of the Restricted Speed Area

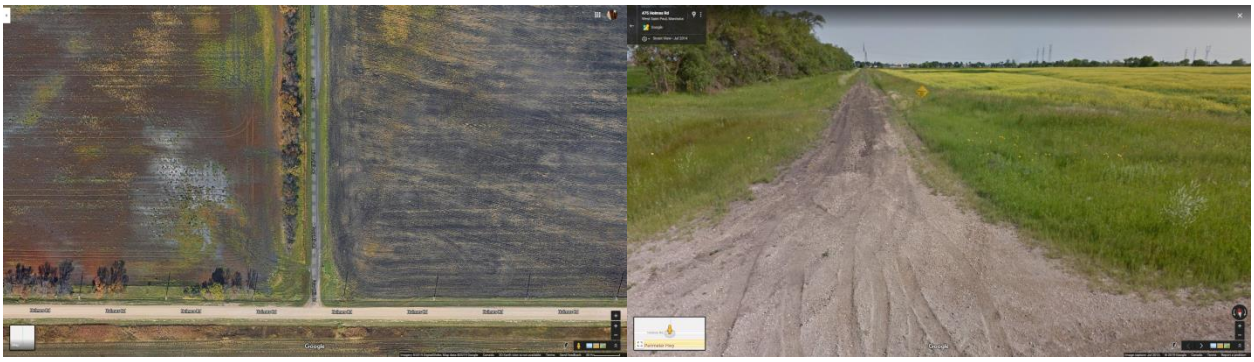
When a recommended speed limit change is approved by Council, speed limit signage will be installed in order to make the speed limit known to drivers. The only exceptions are unimproved roadways in undeveloped right-of-ways, where it is generally impracticable to attain high operating speeds; these are discussed further in the next section. Roadways entering the City of Winnipeg which are only affected by the expanded Restricted Speed Area will also have signage posted to make it known that the speed limit is "Maximum 50km/h Unless Otherwise Posted".

UNIMPROVED ROADWAYS IN UNDEVELOPED RIGHT-OF-WAY

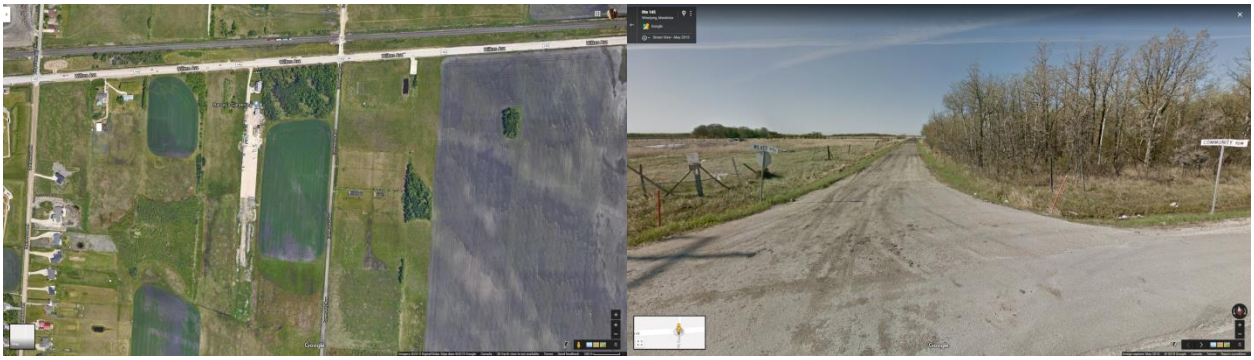
There are some unimproved roadways in undeveloped rights-of-way, and not establishing modified speed limits (i.e. default to 50km/h) is not expected to result in traffic operations concerns due to a combination of: short roadway segment length, local access nature of the roadway, impassible conditions, negligible traffic volumes, etc. It is noted that the speed limits could be modified in the future if it is deemed desirable. Some examples are shown below for reference:



Stefanik Avenue (west of King Edward Street)



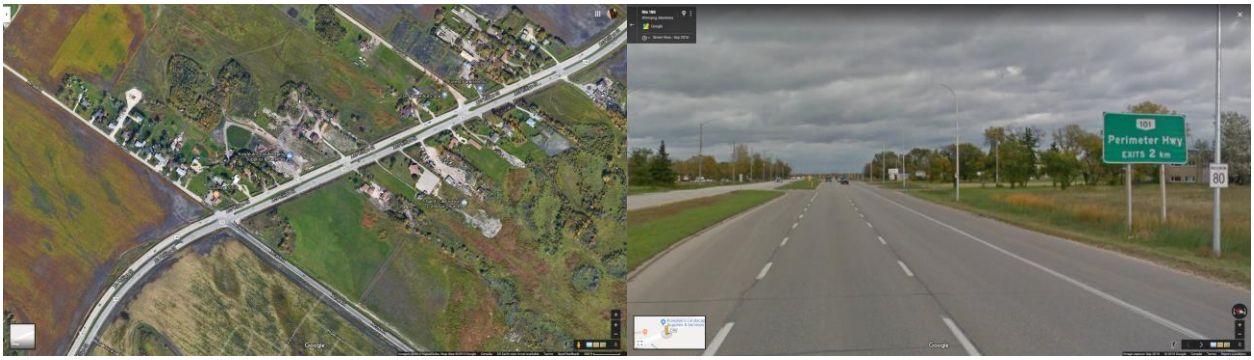
Four Mile Road (north of Holmes Avenue)



Community Row (south of Wilkes Avenue)

ROADWAYS WHICH ALREADY HAVE MODIFIED SPEED LIMITS

There are some roadways which already have modified speed limits outside of the Restricted Speed Area. They will not be affected, provided that the Speed Limit By-law is enacted. All roadways with modified speed limits (i.e. other than 50km/h) are included in Appendix A: Draft Speed Limit By-law and Appendix C: Schedule of Existing/Proposed Modified Speed Limits. Some examples are shown below for reference:



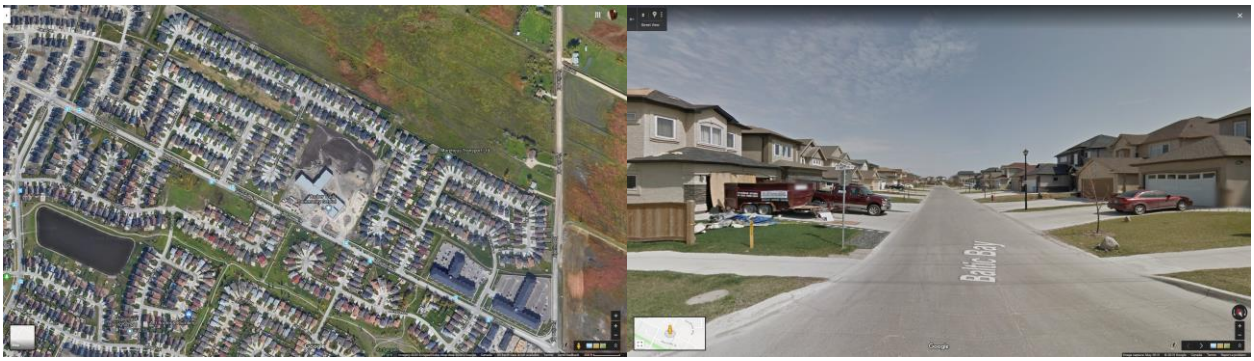
McPhillips Street (North of Murray Avenue)



Sturgeon Road (North of Saskatchewan Avenue)

RESIDENTIAL DEVELOPMENT ON THE FRINGE OF THE RESTRICTED SPEED AREA

Recent development on the fringe of the Restricted Speed Area has resulted in some residential roadways which are outside of the Restricted Speed Area. Not establishing modified speed limits (i.e. default to 50km/h) will not result in traffic operations concerns and is actually desirable to be consistent with the residential nature of the roadway. An example is:



Baltic Bay (North of Templeton Avenue, West of Pipeline Road)

ROADWAYS WHICH REQUIRE MODIFIED SPEED LIMITS

There are some roadways which were “maximum 90km/h unless otherwise posted”, but actually signing them as “maximum 90km/h” is too high, and the new unsigned default of “maximum 50km/h unless otherwise posted” is too low. These are discussed further below.

The Public Works Department’s recommendation for speed limits is based on a number of elements including the adjacent land use; access to the roadway; reported collision history; roadway design; and the measured 85th percentile speed of traffic on the street, being the speed at or below which 85% of motorists operate their vehicle, provided that the collision rate is within acceptable limits. Such a criterion recognizes that the majority of motorists operate their vehicle in a reasonable and prudent manner with due consideration for conditions encountered. Establishing speed limits in this manner has proven to be effective in that it accommodates traffic in a safe and orderly way and enables the Police to focus their enforcement resources toward the 15% of drivers who operate at excessive speeds.

Further evaluation was completed using the Transportation Association of Canada’s (TAC) *Canadian Guidelines for Establishing Posted Speed Limits* which is a risk-based assessment that considers elements such as roadway geometry, pedestrian & cyclist exposure, roadside hazards, and number of intersections (public roads and private approaches) to assess the appropriate posted speed limit.

The evaluation indicates that the typical (general case) class of two-lane undivided roadways being reviewed have a recommended speed limit of 60km/h or 70km/h, as determined by road characteristics. The variation is dependent on if the roadways are considered minor or major, respectively, and the Winnipeg Public Service recommendation is also based on consistency with adjacent similar class roadways for consistency and driver expectation.

Accordingly, the Winnipeg Public Service proposes that modified speed limits be established on the roadways noted below and summarized in the following table:

Summary Table: Roadways Which Require Modified Speed Limits		
Roadway	**Recommended Speed Limit (85th Percentile Speed)**	**Comments**
Brady Road from the northern boundary of P.T.H. No. 100 to the southern boundary of the City of Winnipeg	70km/h (72-80km/h)	Consistent with the 70km/h speed limit north of P.T.H. No 100
Rue Des Trappistes St from eastern boundary of Waverley Street to eastern boundary of Brady Road	70km/h (85km/h)	Consistent with the recommended 70km/h speed limit on Brady Road
Emes Road from western boundary of McPhillips Street to 1.12km west of the western boundary of McPhillips Street	60km/h (N/A)	Consistent with other similar roadways in the area such as Balgona Road and Jefferson Avenue, and the posted 60km/h speed limit on Emes Road not installed by the City of Winnipeg
King Edward Street from southern boundary of Jefferson Avenue to northern boundary of the City of Winnipeg	70km/h (72-79km/h)	Consistent with the 70km/h speed limit south of Jefferson Avenue
Mollard Road from eastern boundary of Pipeline Road to western boundary of the City of Winnipeg	60km/h (63-74km/h)	Consistent with other similar roadways in the area such as Balgona Road and Jefferson Avenue, and the posted 60km/h speed limit on Emes Road not installed by the City of Winnipeg
Pipeline Road from southern boundary of Storie Road to 250m south of P.T.H. No. 101	70km/h (72-81km/h)	Consistent with the 70km/h speed limit south of Storie Road and north of P.T.H. No. 101
Brookside Boulevard from the northern boundary of Jefferson Avenue to the northern boundary of the City of Winnipeg	90km/h (N/A)	Consistent with the 90km/h speed limit south of Jefferson Avenue and current default speed limit of 90km/h
McPhillips Street from 173m north of the northern boundary of Balgona Avenue to the northern boundary of the City of Winnipeg	90km/h) (N/A)	Consistent with the current default speed limit of 90km/h

Additional information for these roadways is provided on the following eight pages.

BRADY ROAD FROM THE NORTHERN BOUNDARY OF P.T.H. NO. 100 TO THE SOUTHERN BOUNDARY OF THE CITY OF WINNIPEG



Brady Road, south of the Perimeter Highway, is a two-lane undivided roadway which serves as the primary access to the Brady Road Resource Management Facility (the Facility). It has a paved surface and an Average Weekday Daily Traffic (AWDT) volume of approximately 1560 vehicles. Due to the nature of the roadway it transports a significant amount of heavy vehicles. Farther south of the Facility, the roadway becomes a gavel roadway (similar to north of P.T.H. No. 100), with AWDT volumes of approximately 50-120 vehicles (north and south of Rue Des Trappistes Street, respectively). Traffic studies undertaken in several locations on this section of Brady Road indicate 85th percentile speeds in the range of 72-80km/h. There are no reported collisions on this section of Brady Road within the most recent reporting period.

On February 9, 2010; the Standing Policy Committee on Infrastructure Renewal and Public Works' and concurred in the recommendation of the Riel Community Committee and authorized the Winnipeg Public Service to apply to The Highway Traffic Board of Manitoba to adjust the speed limits in order to implement the intent of the following:

> That the speed limit on Brady Road between the north limit of Lot 16 Drain and the north limit of P.T.H. No. 100, being the portion of Brady Road which will be contained within the proposed expansion of the "Restricted Speed Area" as described in 1) above, and which currently is contained within the "Rural Speed Area" within which the speed limit is 90 km/h unless otherwise modified, be adjusted from the current 90 km/h to 70 km/h

The recommended speed limit on Brady Road from the northern boundary of P.T.H. No. 100 to the southern boundary of the City of Winnipeg is 70km/h, which is consistent with the 70km/h speed limit north of P.T.H. No 100. The RM of Ritchot and RM of Macdonald were contacted as they are adjacent to this section of Brady Road. Concerns were not expressed with a 70km/h speed limit.

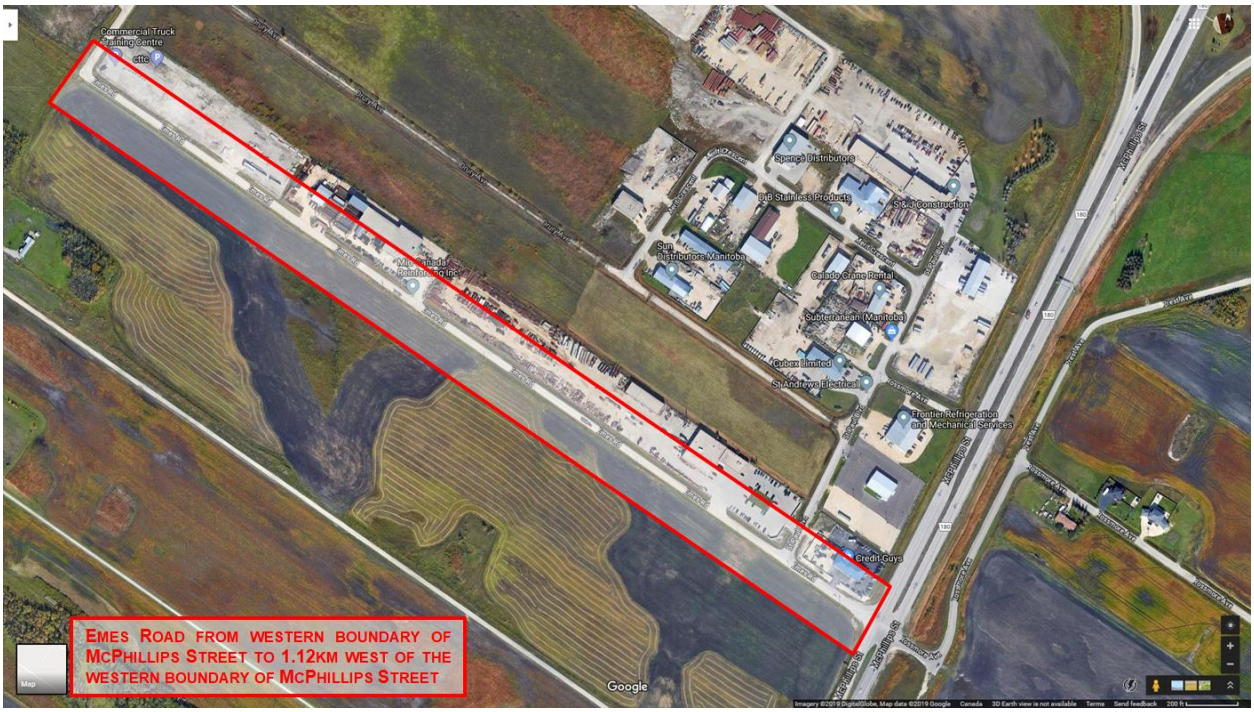
RUE DES TRAPPISTES ST FROM EASTERN BOUNDARY OF WAVERLEY STREET TO EASTERN BOUNDARY OF BRADY ROAD



Rue Des Trappistes Street, west of Waverley Street, is a two-lane undivided gravel roadway with an Average Weekday Daily Traffic (AWDT) volume of approximately 60 vehicles, which terminates at a T-intersection at Brady Road (Rue Des Trappistes Street is stop sign controlled eastbound-westbound at Waverley Street). Rue Des Trappistes Street east of Waverley Street has a speed limit of 80km/h, but is maintained to a higher standard; this was also observed during field checks. A traffic study undertaken on Rue Des Trappistes Street west of Waverley Street indicates an 85th percentile speed of 85km/h. There are no reported collisions on this section of Rue Des Trappistes Street within the most recent reporting period.

The recommended speed limit on Rue Des Trappistes Street from the eastern boundary of Waverley Street to the eastern boundary of Brady Road is 70km/h, which is consistent with the recommended 70km/h speed limit on the adjacent section of Brady Road and the aforementioned TAC Guideline evaluation. Continuity of the 80km/h speed limit from east of Waverley Street has been determined to be too high at this time, based on road characteristics.

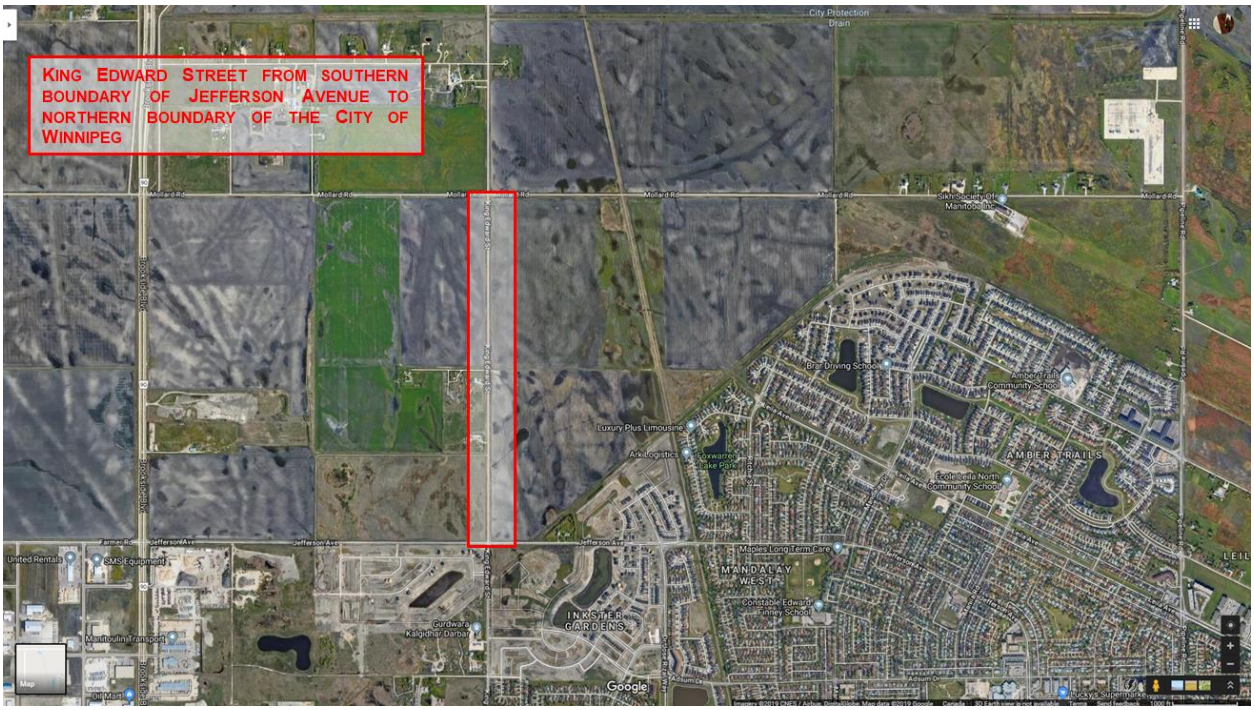
EMES ROAD FROM WESTERN BOUNDARY OF MCPHILLIPS STREET TO 1.12KM WEST OF THE WESTERN BOUNDARY OF MCPHILLIPS STREET



Emes Road, west of McPhillips Street, is a two-lane undivided roadway which terminates 1.12km farther west (at its intersection with Second Street in the RM of West St. Paul). A traffic study was not completed on Emes Road as there is a maintenance agreement with the RM, and it was noted there is a posted 60km/h speed limit not established by the City. There are no reported collisions on this section of Emes Road within the most recent reporting period.

The recommended speed limit on Emes Road from the western boundary of McPhillips Street to 1.12km west of the western boundary of McPhillips Street is 60km/h, which is similar to the speed limits established on other similar roadways in the area such as on Balgona Road and on Jefferson Avenue. The RM of West St. Paul was contacted as they are adjacent to this section of Emes Road. Concerns were not expressed with a 60km/h speed limit.

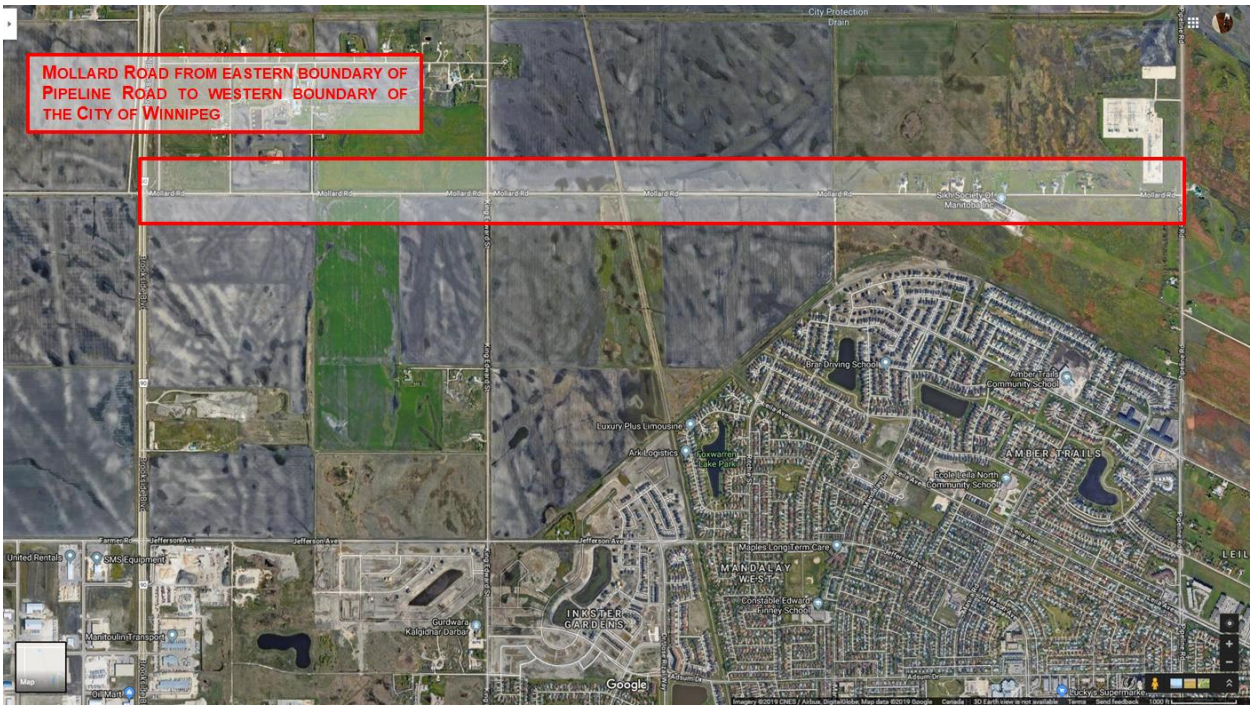
KING EDWARD STREET FROM SOUTHERN BOUNDARY OF JEFFERSON AVENUE TO NORTHERN BOUNDARY OF THE CITY OF WINNIPEG



King Edward Street, north of Jefferson Avenue, is a two-lane undivided roadway with an Average Weekday Daily Traffic volume of approximately 650 vehicles. The speed limit on King Edward Street is 70km/h south of Jefferson Avenue (Jefferson Avenue is stop sign controlled eastbound-westbound at King Edward Street). Traffic studies undertaken in several locations on this section of King Edward Street indicate 85th percentile speeds in the range of 73-76km/h. There are no reported collisions on this section of King Edward Street within the most recent reporting period. At Mollard Road / City Boundary (Mollard Road is stop sign controlled eastbound-westbound at King Edward Street), there were two reported collisions involving right-angle configurations (a northbound & eastbound; and a southbound and westbound).

The recommended speed limit on King Edward Street from the southern boundary of Jefferson Avenue to the northern boundary of the City of Winnipeg is 70km/h, which is consistent with the 70km/h speed limit south of Jefferson Avenue. The RM of Rosser was contacted as they are adjacent to this section of King Edward Street, and a response was not received regarding a 70km/h speed limit.

MOLLARD ROAD FROM EASTERN BOUNDARY OF PIPELINE ROAD TO WESTERN BOUNDARY OF THE CITY OF WINNIPEG



Mollard Road, west of Pipeline Road, is a two-lane undivided roadway with an Average Weekday Daily Traffic (AWDT) volume of approximately 290 vehicles; farther west the AWDT volume is approximately 160 vehicles. The RM of West St. Paul and RM of Rosser border Mollard Road to the North; it was noted there is a posted 60km/h speed limit not established by the City on a portion of Mollard Road. Traffic studies undertaken in several locations on this section of Mollard Road indicate 85th percentile speeds in the range of 63-74km/h. There are no reported collisions on this section of Mollard Road within the most recent reporting period.

The recommended speed limit on Mollard Road from the eastern boundary of Pipeline Road to the western boundary of the City of Winnipeg is 60km/h, which is similar to the speed limits established on other similar roadways in the area such as on Balgona Road and on Jefferson Avenue. The RM of West St. Paul and RM of Rosser were contacted as they are adjacent to this section of Mollard Road. Concerns were not expressed by the RM of West St. Paul, and a response was not received by the RM of Rosser regarding a 60km/h speed limit.

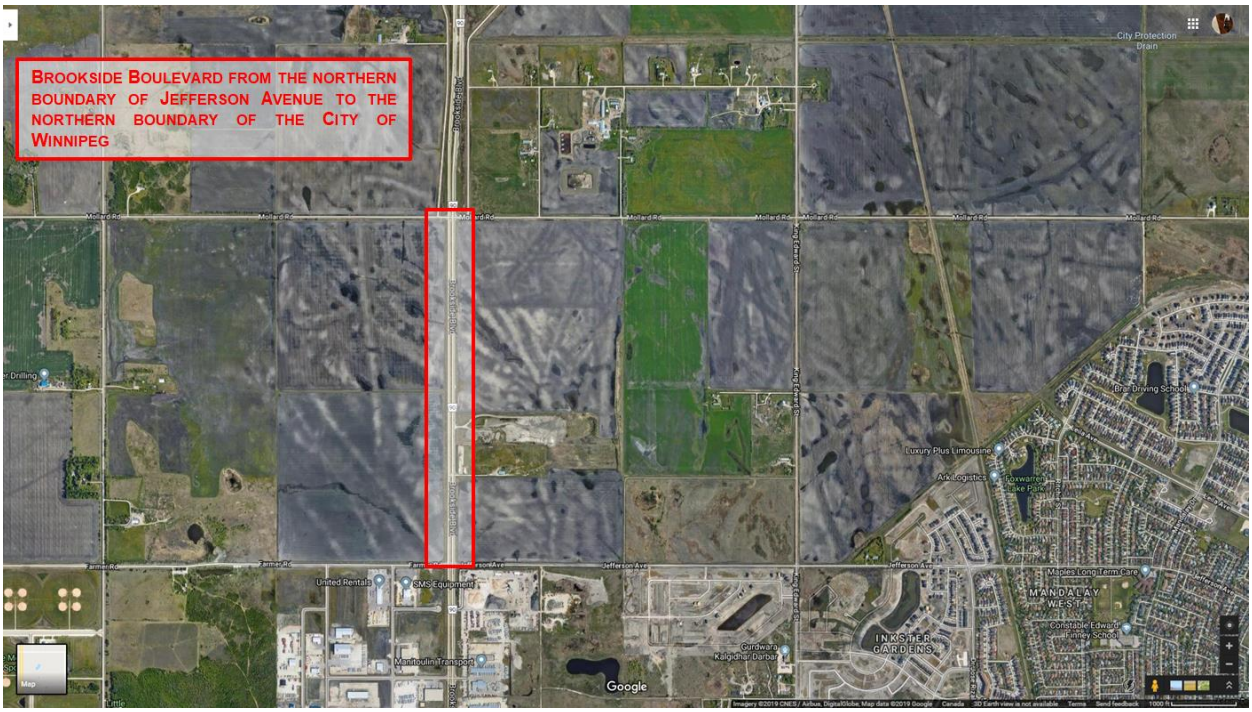
PIPELINE ROAD FROM SOUTHERN BOUNDARY OF STORIE ROAD TO 250M SOUTH OF P.T.H. NO. 101



Pipeline Road, north of Storie Road, is a two-lane undivided roadway with an Average Weekday Daily Traffic volume of approximately 3280 vehicles. The speed limit south of Storie Road is 70km/h, and also 70km/h on the approach to the traffic control signal at P.T.H. No. 101 as well as farther north in the RM of West St. Paul; there is a section approximately 1.9km in length without a modified speed limit. Traffic studies undertaken in several locations on this section of Pipeline Road indicate 85th percentile speeds in the range of 72-81km/h. There is one reported collision this section of Pipeline Road within the most recent reporting period, indicated as a southbound single vehicle collision.

The recommended speed limit on Pipeline Road from the southern boundary of Storie Road to 250m south of P.T.H. No. 101 is 70km/h, which is consistent with the 70km/h speed limit south of Storie Road and farther north, south of P.T.H. No. 101. The RM of West St. Paul was contacted (subsequently to Emes Road and Mollard Road discussed above) as they are adjacent to this section of Pipeline Road, and a response was not received regarding a 70km/h speed limit.

BROOKSIDE BOULEVARD FROM THE NORTHERN BOUNDARY OF JEFFERSON AVENUE TO THE NORTHERN BOUNDARY OF THE CITY OF WINNIPEG



Brookside Boulevard, north of Jefferson Avenue, is a four-lane divided highway with an Average Weekday Daily Traffic volume of approximately 28320 vehicles. The speed limit south of Jefferson Avenue is 90km/h within the Restricted Speed Area, and is 90km/h (by default) north of Jefferson Avenue as it is currently outside of the Restricted Speed Area. Farther north at the City of Winnipeg Boundary the speed limit is 100km/h. A modified speed limit needs to be established on this section of Brookside Boulevard, otherwise the speed limit will become 50km/h by default. A traffic study was not completed on this section of Brookside Boulevard to determine 85th percentile speeds because a change is not being proposed at this time.

On December 1, 2009; The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and authorized the Winnipeg Public Service to apply to The Highway Traffic Board of Manitoba to adjust the speed limits in order to implement the intent of the following:

> That on Brookside Boulevard, the current 90 km/h speed limit between a point 400 metres north of Inkster Boulevard and Jefferson Avenue be maintained by means of an application for a modified speed limit if an expansion of the “Restricted Speed Area” as described in Recommendation 1 above is approved

The recommended speed limit on Brookside Boulevard from the northern boundary of Jefferson Avenue to the northern boundary of the City of Winnipeg is 90km/h, which is consistent with the 90km/h speed limit south of Jefferson Avenue and the existing 90km/h default speed limit on this section of Brookside Boulevard.

MCPHILLIPS STREET FROM 173M NORTH OF THE NORTHERN BOUNDARY OF BALGONA AVENUE TO THE NORTHERN BOUNDARY OF THE CITY OF WINNIPEG



McPhillips Street, north of Balgona Avenue, is a four-lane divided highway with an Average Weekday Daily Traffic volume of approximately 19000 vehicles. The speed limit is 90km/h (by default) as it is currently outside of the Restricted Speed Area. The speed limit south of 173m north of the northern boundary of Balgona Avenue is 80km/h, and farther north at the City of Winnipeg Boundary the speed limit is 100km/h. A modified speed limit needs to be established on this section of McPhillips Street, otherwise the speed limit will become 50km/h by default. A traffic study was not completed on this section of McPhillips Street to determine 85th percentile speeds because a change is not being proposed at this time.

The recommended speed limit on McPhillips Street from 173m north of the northern boundary of Balgona Avenue to the northern boundary of the City of Winnipeg is 90km/h, which is consistent with the 90km/h speed limit south of Jefferson Avenue and the existing 90km/h default speed limit on this section of McPhillips Street.

OTHER SPEED LIMIT MATTERS

While reviewing speed limit regulations as part of the TTMA, the Winnipeg Public Service noted four instances where speed limits require attention and action. The Winnipeg Public Service has either included these exceptions within the proposed by-law, is working with designated authorities to implement these speed limit recommendations, or has flagged the area for further monitoring; details of each are explained below.

FERMOR AVENUE FROM THE EASTERN BOUNDARY OF THE CITY OF WINNIPEG TO THE WESTERN BOUNDARY OF LAGIMODIERE BOULEVARD



Existing and (preliminary) Proposed Fermor Avenue – Lagimodiere Boulevard to City Boundary

Fermor Avenue, from the eastern boundary of the City of Winnipeg to Lagimodiere Boulevard, is a four-lane roadway with an Average Weekday Daily Traffic volume of approximately 18,400 vehicles. The current posted speed limit is 90km/h. The Winnipeg Public Service recommends that the westbound approach to the signalized intersection at Lagimodiere Boulevard be no more than 80km/h, which is in keeping with other high speed signalized intersections in the City and Province. There is also an upcoming development and project which will make Fermor Avenue a fully divided facility (currently there is a section which is four-lane undivided) with additional access points and traffic control.

The recommended speed limit on Fermor Avenue from the eastern boundary of the City of Winnipeg to the western boundary of Lagimodiere Boulevard is 80km/h, which is consistent with the 80km/h speed limit west of Lagimodiere Boulevard and best practices for high speed approaches to signalized intersections.

This section is included within the draft Speed Limit By-law; it is indicated at the 80km/h speed limit.

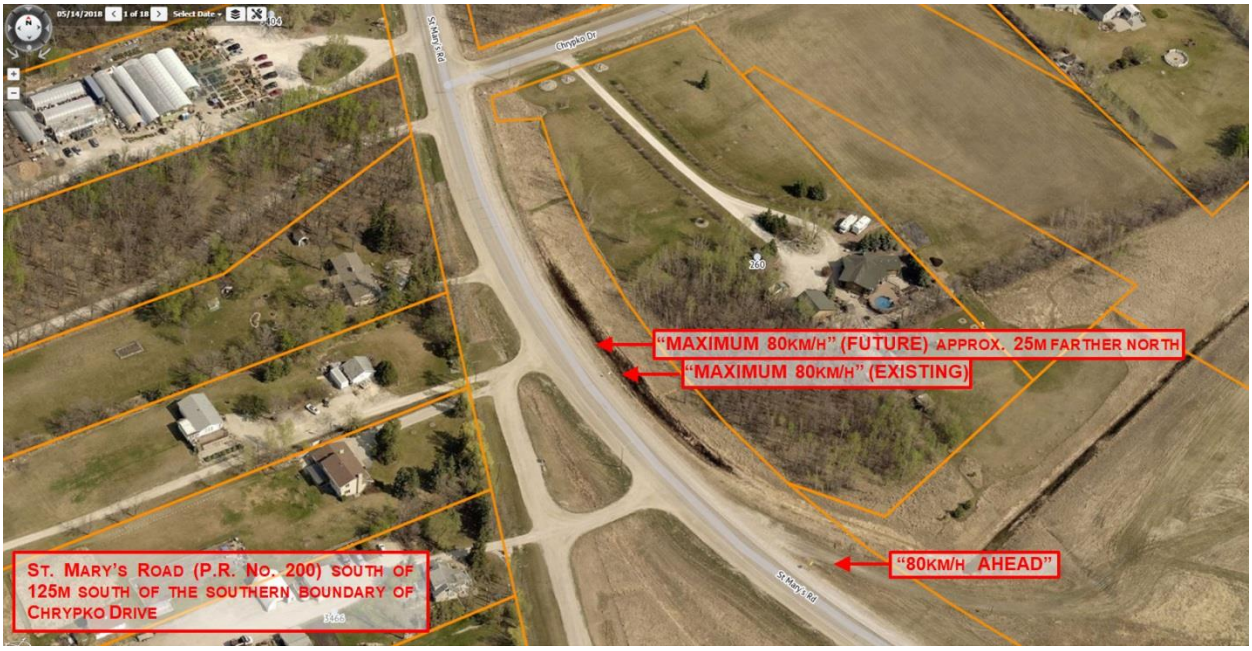
MARION STREET AND GOULET STREET BETWEEN ST. MARY'S ROAD AND YOUVILLE STREET

On September 11, 2017; and on January 9, 2018; the Standing Policy Committee on Infrastructure Renewal and Public Works requested the Winnipeg Public Service to apply to the Highway Traffic Board of Manitoba to decrease the 60km/h speed limit on Marion Street and Goulet Street between Youville Street and St. Mary's Road, to 50km/h. The requests were denied by the Highway Traffic Board.

The draft Speed Limit By-law has been prepared on the basis of the wishes expressed by the Standing Policy Committee on Infrastructure Renewal and Public Works, and will reduce the 60km/h speed limit on Marion Street and Goulet Street between Youville Street and St. Mary's Road to 50km/h.

ST. MARY'S ROAD (P.R. NO. 200) SOUTH OF 125M SOUTH OF THE SOUTHERN BOUNDARY OF CHRYPKO DRIVE

St. Mary's Road (P.R. No. 200), south of the southern limit of River Lot 171, Parish of St. Norbert (this point corresponds to 125m south of the southern boundary of Chrypko Drive, or approximately where the west frontage/service road intersects St. Mary's Road), is under Provincial traffic authority. Currently the existing 80km/h speed limit transitions to 90km/h at a point 150m south of the southern boundary of Chrypko Drive (Highway Speed Regulation MR 204/92), and continues to the City of Winnipeg Boundary approximately 2.8km farther south. There is currently a 25m section of 80km/h where the City of Winnipeg is not the Traffic Authority (between 125m and 150m south of the southern boundary of Chrypko Drive), as shown in the figure below:



St. Mary's Road (P.R. No. 200) and Chrypko Drive – Speed Limit Signage

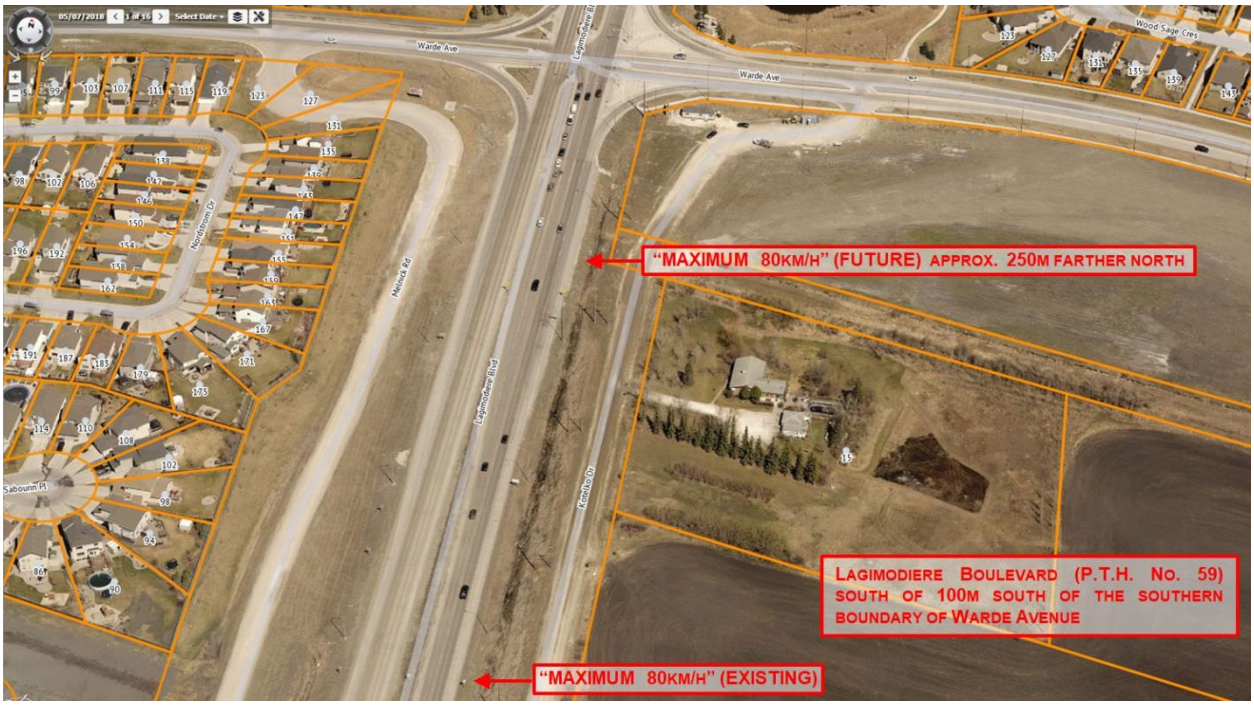
During discussions with the Province (Manitoba Infrastructure) in October 2018, it was indicated that the 25m section of 80km/h where the City of Winnipeg is not the Traffic Authority may be reviewed with a view to conflate this 25m 80km/h section with the 90km/h section to the south

for consistency and to streamline regulations. A review of the new Speed Limits and Restricted Speed Area Regulation 14/2019 does not contain the 25m 80km/h section.

A review of traffic study data from 2006 to 2017 indicates 85th percentile speeds slightly in excess of posted speed limits, and traffic operations are not expected to change significantly if the speed limit signage were to be moved 25m. Due to the location of the frontage/service road on the west side, it is not practicable to move the southbound signage, and there are no plans to move the northbound signage at this time (for consistency they should be opposite each other). Traffic operational concerns are not expected, however the Winnipeg Public Service will work with Manitoba Infrastructure should concerns arise.

LAGIMODIERE BOULEVARD (P.T.H. NO. 59) SOUTH OF 100M SOUTH OF THE SOUTHERN BOUNDARY OF WARDE AVENUE

Lagimodiere Boulevard (P.T.H. No. 59), south of the production westerly of the northern limit of John Bruce Road, north of River Lot 122, Parish of St. Boniface (this point corresponds to 100m south of the southern boundary of Warde Avenue), is under Provincial traffic authority. Currently, the existing 80km/h to 90km/h speed limit transition occurs at a point 100m south of the southern boundary of Warde Avenue for southbound traffic, and at a point 350m south of the southern boundary of Warde Avenue for northbound traffic. There is currently a 250m section of 80km/h for northbound traffic only where the City of Winnipeg is not the Traffic Authority (between 100m and 350m south of the southern boundary of Warde Avenue), as shown in the figure below:



Lagimodiere Boulevard (P.T.H. No. 59) and Warde Avenue – Speed Limit Signage

A review of the new Speed Limits and Restricted Speed Area Regulation 14/2019 does not contain the 250m 80km/h section for northbound traffic. However, constructive discussions are ongoing between the Winnipeg Public Service and Manitoba Infrastructure regarding this matter, as it appears the intent was to carry it over from the previous regulation. Traffic operational concerns are not expected, as there are no plans to move the northbound signage

at this time, and there are advance warning flashers installed on northbound Lagimodiere approximately 130m south of the southern boundary of Warde Avenue, which are visible to decelerating northbound traffic from farther south of this point.

OTHER REGULATORY MATTERS

There were some other regulatory matters not directly related to speed limits associated with the TTMA, they are summarized below for information:

REGULATORY / BY-LAW REQUIREMENTS FOR RESIDENTIAL PARKING BANS

The Highway Traffic Act and The Highway Traffic (General) Regulation have recently been amended to confirm the City's current approach to winter parking bans. The amendments make clear that temporary restrictions imposed to enable snow to be cleared from streets are valid if a media release is issued at least 24 hours in advance of the restriction and if the City complies with any other notification requirements it has established by by-law.

APPROVED TRAFFIC CONTROL DEVICES

The Provincial Traffic Control Devices Regulation includes approved traffic signs and control devices that can used on roadways across Manitoba, including within Winnipeg. The regulation includes the Manual of Uniform Traffic Control Devices for Canada "MUTCDC" (5th Edition) published by the Transportation Association of Canada, and other traffic control devices approved previously by the Highway Traffic Board. The change is essentially a "repeal and replace" of previous regulations (which included the 4th Edition of the MUTCDC) in an editorial context, and does not have a substantial impact on City operations. Some obsolete traffic control devices (signs in particular) have been replaced with modernized versions, and a grandfathering clause is provided for existing obsolete traffic control devices (until they need to be replaced through attrition). There are also some additional traffic control devices now approved with the 5th edition of the MUTCDC, which were not a part of the previous regulations.

OTHER CHANGES

The primary impact of the TTMA on the City of Winnipeg was the change to the Restricted Speed Area, the need to establish a speed limit by-law, and regulatory changes related to notice of parking restrictions for residential parking bans. Other changes which were determined to not have a substantial effect on the City and/or are not within the Transportation Division's mandate are highlighted below:

Highway traffic	
Limited access highways and control lines	Manitoba Infrastructure will establish limited access highways (i.e. provincial trunk highways and provincial roads) and adjust control lines and circles adjacent to limited access highways. Learn more
Permits for accesses and structures adjacent to limited access highways	An online permit application is available to the public. Manitoba Infrastructure will issue permits for accesses and structures adjacent to limited access highways. New permit application fees go into effect March 1, 2019. Learn more
Private advertising signs	An online permit application is available to the public. Manitoba Infrastructure will issue permits for private advertising signs adjacent to highway right-of-ways. New permit application fees

	go into effect March 1, 2019. Learn more
Motor transport	
Operating authority for short line rail	A superintendent of railways will issue licences to short line railway industries. Railways will submit an application directly to the superintendent of railways. Learn more
Operating authorities	With elimination of the Motor Transport Board, operating authorities are no longer required to provide inter-municipal bus transportation services. However, existing requirements to hold a Safety Fitness Certificate and comply with a number of safety-related regulations will continue.
Vehicle categories	Vehicle categories have be simplified under The Highway Traffic Act. Registration classes and usage-based insurance classifications continue to be set by regulation. Public services vehicle trucks and commercial trucks classifications are integrated. Learn more
Vehicle equipment	Vehicle equipment requirements under The Highway Traffic Act have been updated and clarified in regulations, to reflect changes in vehicle technology. Light vehicle inspection fees for a vehicle safety are no longer mandated in regulation. Learn more The regulation also includes new tow truck lighting allowances and requirements.
Limiting for-hire carriers' liability	A new Bills of Lading and Uniform Conditions of Carriage Regulation ensures the continued requirement for carriers to use bills of lading as a means to limit liability for goods shipped by carriers. Learn more

TTMA Key Changes (https://www.gov.mb.ca/mit/ttm/changes.html)

INTERJURISDICTIONAL ANALYSIS

A jurisdictional survey was conducted through the members of the Transportation Association of Canada, Traffic Operations and Management Steering Committee. This committee represents the provinces, territories and many cities across Canada. The Committee members were asked about their process for changing speed limits in their municipality.

The following provincial jurisdictions use a model such as the one adopted by Manitoba through The Traffic and Transportation Modernization Act, giving municipalities the ability to govern their own speed limits:

- British Columbia
- Alberta
- Saskatchewan
- Ontario
- Nova Scotia
- New Brunswick

Within each of these jurisdictions, the Highway Traffic Act, or equivalent, allows local traffic authorities to set speed limits by passing a by-law. Municipalities have a by-law in place

establishing speed limits, typically 80-90 km/h on rural roads and 50 km/h on urban roads. Typically, there is a schedule attached to these by-laws outlining exceptions to these rules. The schedule, for example, in Saskatoon, SK, is organized by speed limit, and prescribes each roadway and limits for the alternate speed;

60 km/h on the following roads:

(a) 8th Street from a point 400 metres east of McKercher Drive to the East City Limit;

(b) College Drive between Cumberland Avenue and a point 100 metres east of Preston Avenue;

(c) Spadina Crescent from a point 430 metres south of Schulyer Street to the West City Limit;
https://www.saskatoon.ca/sites/default/files/documents/city-clerk/bylaws/7200.pdf

Feedback from municipal jurisdictions including: London, ON, Hamilton, ON, Ottawa, ON, Milton, ON, and Saskatoon, SK, indicate that the local engineer responsible for traffic management reports, upon request or need, to City Council and recommends a by-law amendment as necessary. In addition, feedback from the jurisdictional survey indicates that municipalities use the Transportation Association of Canada's *Canadian Guidelines for Establishing Posted Speed Limits*, 2009. Feedback from Milton, ON and Saskatoon, SK suggest that speed limit changes are typically dealt with once annually by City Council, to maintain efficiency of resources.

When recommending speed limits, the Public Works Department refers to these guidelines in conjunction with a number of elements (some of which are already accounted for included in the guidelines) including the adjacent land use; access to the roadway; reported collision history; roadway design; and the measured 85th percentile speed of traffic on the street, being the speed at or below which 85% of motorists operate their vehicle, provided that the collision rate is within acceptable limits.

The Winnipeg Public Service will formalize this process, and submit a subsequent report within 180 days of the approval of this report.

FINANCIAL IMPACT

Financial Impact Statement

Date: April 30, 2019

Project Name:

First Year of Program **2019**

Bill 14: The Traffic and Transportation Modernization Act (TTMA) – Speed Limit By-law and Changes to the Highway Traffic Act

	2019	2020	2021	2022	2023
Capital					
Capital Expenditures Required	$ 84,420	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	84,420	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ 9,217	$ 18,672	$ 18,672	$ 18,672
Less: Incremental Revenue/Recovery	4,020	-	-	-	-
Net Cost/(Benefit)	$ (4,020)	$ 9,217	$ 18,672	$ 18,672	$ 18,672
Less: Existing Budget Amounts	(4,020)	9,217	18,672	18,672	18,672
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Total Estimated cost of $84,420.00 will be funded by the 2019 Traffic Engineering Improvement Program(TEIP)(Project # 1831000119). Recoveries represents the Departmental Engineering and Corporate Interest Overheads. Direct costs represents the Debt and Finance charges on the internal debt funding.

"Original Signed by J. Ruby, CPA, CA"

J. Ruby, CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: Legal Services

OURWINNIPEG POLICY ALIGNMENT

The recommendation of this report is aligned with the key strategic goal of a safe, efficient and equitable transportation system for people, goods and services in the Sustainable Transportation Direction Strategy that supports OurWinnipeg.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: T. Jangula, C.E.T., Traffic Analyst
C. Flather, P.Eng., M.Sc., Traffic Management Engineer
D. Patman, P.Eng., Manager – Transportation
Date: May 7, 2019

ATTACHMENTS:

Appendix A: Draft Speed Limit By-law

Appendix B: Excerpt of Bill 14: The Traffic and Transportation Modernization Act (TTMA) and Provincial News Releases

Appendix C: Schedule of Existing/Proposed Modified Speed Limits

Appendix D: Roadways Outside of the Restricted Speed Area

APPENDIX D: ROADWAYS OUTSIDE OF THE RESTRICTED SPEED AREA

The boundary of the Restricted (Urban) Speed Area (i.e. Maximum 50km/h Unless Otherwise Posted) is being revised to match the geographic city limit. Some speed limits on roadways at the fringe of the City of Winnipeg boundary, outside of the existing Restricted Speed Area, will be affected by the TTMA. These include:

- Unimproved roadways in undeveloped right-of-way
- Roadways which already have modified speed limits
- Residential development on the fringe of the Restricted Speed Area
- Roadways Which Require Modified Speed Limits

STREET	FROM	TO	PRIORITY	PRIORITY DETAIL	ELECTORAL WARD	NEIGHBOURHOOD	COMMENTS
Allincite Rd	Templeton Av	Dana Cr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Alton Wy	Templeton Av	Dana Cr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Amberstone Rd	Silkwood Cr	Lakebourne Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Amberstone Rd	Amberstone Rd	Silkwood Cr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Balgona Rd	McPhillips St	Pipeline Rd	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Already Modified (60km/h)
Baltic By	Innsbruck Wy	Innsbruck Wy	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Baltic By	Moselle Rd	Innsbruck Wy	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Baltic By	Templeton Av	Moselle Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Barneveld Rd	Jutland Rd	Elbe Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Barneveld Rd	Elbe Rd	Templeton Av	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Bitterfield Dr	Mosselle Dr	Dana Cr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Bitterfield Dr	Moselle Rd	Templeton Av	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Bitterfield Dr	Dana Cr	Bitterfield Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Bitterfield Dr	Bitterfield Dr	Bitterfield Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Bitterfield Dr	Bitterfield Dr	Templeton Av	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Bitterfield Dr	Bitterfield Dr	Bitterfield Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Bitterfield Dr	Dana Cr	Dana Cr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Brady Rd	Des Trappistes St	End	P3	COUNTRY ROADS	St. Norbert - Seine River	La Barriere	Recommended 70km/h
Brady Rd	PTH 100	South Perimeter Service Road N	P3	COUNTRY ROADS	Waverley West	South Pointe West	Recommended 70km/h
Brady Rd	PTH 100	PTH 100	P3	COUNTRY ROADS	Waverley West		Recommended 70km/h
Brady Rd	Brady Road Landfill Access	South Perimeter Service Road S	P3	COUNTRY ROADS	St. Norbert - Seine River	La Barriere	Recommended 70km/h
Brady Rd	PTH 100	South Perimeter Service Road S	P3	COUNTRY ROADS	St. Norbert - Seine	La Barriere	Recommended 70km/h

					River		
Brady Rd	Des Trappistes St	Brady Road Landfill Access	P3	COUNTRY ROADS	St. Norbert - Seine River	La Barriere	Recommended 70km/h
Bridgewell Cv	Luzon By	Luzon By	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
Brookside Bv	Mollard Rd	Jefferson Av	P1		Old Kildonan	Rosser-Old Kildonan	Recommended 90km/h
Centreport Canada Wy			NA		St. James		N/A – Not a City Roadway
Centreport Canada Wy			NA		St. James	Saskatchewan North	N/A – Not a City Roadway
Centreport Canada Wy			NA		St. James	Saskatchewan North	N/A – Not a City Roadway
Centreport Canada Wy			NA		St. James	Saskatchewan North	N/A – Not a City Roadway
Centreport Canada Wy			NA		St. James	Saskatchewan North	N/A – Not a City Roadway
Centreport Canada Wy			NA		St. James	Saskatchewan North	N/A – Not a City Roadway
Centreport Canada Wy			NA		St. James	Saskatchewan North	N/A – Not a City Roadway
Centreport Canada Wy			NA		St. James	Saskatchewan North	N/A – Not a City Roadway
Centreport Canada Wy			NA		St. James	Saskatchewan North	N/A – Not a City Roadway
Charleswood Rd	End	Wilkes Av	P3	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Already Modified (60km/h)
Community Rw	End	Wilkes Av	NA	COUNTRY ROADS - SUMMER	Charleswood - Tuxedo	Wilkes South	Unimproved Roadway / Local Access
Dana Cr	Alton Wy	Allincite Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Dana Cr	Alton Wy	Bitterfield Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Dana Cr	Bitterfield Dr	Allincite Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Des Trappistes St	Waverley St	Brady Rd	P3	COUNTRY ROADS	St. Norbert - Seine River		Recommended 70km/h
Division Av	King Edward St	End	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Unimproved Roadway / Local Access
Dr Jose Rizal Wy	Jefferson Av	Water Ridge Pa	P1		Old Kildonan	Rosser-Old Kildonan	Residential Development
Dr Jose Rizal Wy	Dr Jose Rizal Wy	Jefferson Av	P2	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
Dr Jose Rizal Wy	Water Ridge Pa	Jefferson Av	P1		Old Kildonan	Rosser-Old Kildonan	Residential Development
Driftwater Tl	Water Ridge Pa	Water Ridge Pa	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
Driftwater Tl	Jefferson Av	Greenfield Cv	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old	Residential Development

						Kildonan	
Driftwater Tl	Greenfield Cv	Water Ridge Pa	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
Elbe Rd	Rockmore Rd	Barneveld Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Emes Rd	Garden View Dr	McPhillips St	NA		Old Kildonan	Rosser-Old Kildonan	Recommended 60km/h
Fair Acres Cv	Driftwater Tl	Driftwater Tl	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
Foot Pl	End	Highwood St	P3	COUNTRY ROADS	St. James	Saskatchewan North	Unimproved Roadway / Local Access
Four Mile Rd	Holmes Rd	Access Rd	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Unimproved Roadway / Local Access
Four Mile Rd	Four Mile Rd	End	NA		St. James	Saskatchewan North	Unimproved Roadway / Local Access
Four Mile Rd	Four Mile Rd	Sturgeon Rd	P3	LOCAL RESIDENTIAL	St. James	Saskatchewan North	Unimproved Roadway / Local Access
Four Mile Rd	Four Mile Rd	Sturgeon Rd	NA		St. James	Saskatchewan North	Unimproved Roadway / Local Access
Garden View Dr	Pipeline Rd	Emes Rd	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Service Road (50km/h)
Gemstone Cv	Moselle Rd	Jutland Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Gemstone Cv	Jutland Rd	Jutland Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Greenfield Cv	Driftwater Tl	Driftwater Tl	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
Highwood St	Foot Pl	End	NA		St. James	Saskatchewan North	Unimproved Roadway / Local Access
Highwood St	Saskatchewan Av	Foot Pl	NA		St. James		Unimproved Roadway / Local Access
Holmes Rd	Four Mile Rd	Emes Rd	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Service Road (50km/h)
Howe Av	Liberty St	Loudoun Rd	P3	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Already Modified (60km/h)
Innsbruck Wy	Baltic By	Baltic By	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Innsbruck Wy	Templeton Av	Innsbruck Wy	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Jutland Rd	Rockmore Rd	Barneveld Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Jutland Rd	Barneveld Rd	Gemstone Cv	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Jutland Rd	Mosselle Rd	Rockmore Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
King Edward St	Division Av	Mollard Rd	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Recommended 70km/h
King Edward St	Division Av	Stefanik Av	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Recommended 70km/h
King Edward St	Jefferson Av	Stefanik Av	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Recommended 70km/h

Lakebourne Dr	Silkwood Cr	Amberstone Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Lakebourne Dr	Lakebourne Pl	Bitterfield Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Lakebourne Dr	Amberstone Rd	Morava Wy	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Lakebourne Pl	Lakebourne Dr	Lakebourne Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Liberty St	Peace Rd	End	P3	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Already Modified (60km/h)
Liberty St	Wilkes Av	Howe Av	P3	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Already Modified (60km/h)
Liberty St	Howe Av	Peace Rd	P3	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Already Modified (60km/h)
Loudoun Rd	Wyper Rd	Howe Av	P3	COUNTRY ROADS - WINTER ONLY	Charleswood - Tuxedo	Wilkes South	Already Modified (60km/h)
Loudoun Rd	Howe Av	Wilkes Av	P3	COUNTRY ROADS - WINTER ONLY	Charleswood - Tuxedo	Wilkes South	Already Modified (60km/h)
Luzon By	Water Ridge Pa	Bridgewell Cv	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
Luzon By	Luzon By	Jefferson Av	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
Luzon By	Jefferson Av	Bridgewell Cv	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
McConnell Rd	Wilkes Av	Wyper Rd	NA	COUNTRY ROADS - SUMMER	Charleswood - Tuxedo	Wilkes South	Unimproved Roadway / Local Access
McCreary Rd	Wilkes Av	Wyper Rd	P3	COUNTRY ROADS - WINTER ONLY	Charleswood - Tuxedo	Wilkes South	Already Modified (60km/h)
McPhillips St	Balgona Rd	Murray Av	P1		Old Kildonan	Rosser-Old Kildonan	Already Modified (80km/h)
McPhillips St	Emes Rd	Balgona Rd	P1		Old Kildonan	Rosser-Old Kildonan	Recommended 90km/h & Already Modified (80km/h)
Melgund Rd	Jefferson Av	Stefanik Av	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Unimproved Roadway / Local Access
Mollard Rd	Pipeline Rd	Ritchie St	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Recommended 60km/h
Mollard Rd	Ritchie St	King Edward St	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Recommended 60km/h
Mollard Rd	Brookside Bv	King Edward St	NA		Old Kildonan	Rosser-Old Kildonan	Recommended 60km/h
Mosselle Dr	End	Baltic By	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Mosselle Dr	Jutland Rd	Bitterfield Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Mosselle Dr	Jutland Rd	Gemstone Cv	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Mosselle Dr	Gemstone Cv	Mosselle Pl	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Mosselle Pl	Mosselle Dr	Mosselle Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development

Murray Av	McPhillips St	End	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Unimproved Roadway / Local Access
Oxbow Bend Rd	McCarthy St	Augier Av	P3	LOCAL RESIDENTIAL	Charleswood - Tuxedo		Service Road (50km/h)
Oxbox Bend Rd	Augier Av	Gagnon St	P3	LOCAL RESIDENTIAL	Charleswood - Tuxedo	Glendale	Service Road (50km/h)
Oxbox Bend Rd	Augier Av	Augier Av	P3	LOCAL RESIDENTIAL	Charleswood - Tuxedo	Glendale	Service Road (50km/h)
Oxbox Bend Rd	PTH 100	Augier Av	P3	LOCAL RESIDENTIAL	Charleswood - Tuxedo	Glendale	Service Road (50km/h)
Pavia Pl	Amberstone Rd	Amberstone Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Peace Rd	Liberty St	End	P3	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Unimproved Roadway / Local Access
Pipeline Rd	Balgona Rd	Mollard Rd	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Recommended 70km/h
Pipeline Rd	Garden View Dr	PTH 101	NA		Old Kildonan	Rosser-Old Kildonan	Already Modified (70km/h)
Pipeline Rd	Mollard Rd	Storie Rd	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Recommended 70km/h
Pipeline Rd	Balgona Rd	Garden View Dr	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Already Modified (70km/h)
Public Rd	Waverley St	End	P3	COUNTRY ROADS	St. Norbert - Seine River	La Barriere	Unimproved Roadway / Local Access
Ritchie St	Mollard Rd	Templeton Av	P3	COUNTRY ROADS	Old Kildonan		Unimproved Roadway / Local Access
Rockmore Rd	Elbe Rd	Templeton Av	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Rockmore Rd	Jutland Rd	Elbe Rd	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Silkwood Cr	Stoddart Ct	Lakebourne Dr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Silkwood Cr	Amberstone Rd	Stoddart Ct	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Silkwood Cr	Stoddart Ct	Stoddart Ct	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
South Perimeter Service Road N	PTH 100	South Perimeter Service Road N	NA		Waverley West	South Pointe West	Service Road (50km/h)
South Perimeter Service Road N	PTH 100	PTH 100	NA		Waverley West		Service Road (50km/h)
South Perimeter Service Road S	South Perimeter Service Road S	PTH 100	P3	COUNTRY ROADS	St. Norbert - Seine River	La Barriere	Service Road (50km/h)
South Perimeter Service Road S	South Perimeter Service Road S	Brady Rd	P3	COUNTRY ROADS	St. Norbert - Seine River	La Barriere	Service Road (50km/h)
South Perimeter Service Road S	Waverley St	South Perimeter Service Road S	P3	COUNTRY ROADS	St. Norbert - Seine River		Service Road (50km/h)
Stefanik Av	Melgund Rd	King Edward St	P3	COUNTRY ROADS	Old Kildonan	Rosser-Old Kildonan	Unimproved Roadway / Local Access
Sterling Lyon Pw	Wilkes Av	Kenaston Bv	P1		Charleswood - Tuxedo		Already Modified (80km/h)

Stoddart Ct	Silkwood Cr	Silkwood Cr	P3	LOCAL RESIDENTIAL	Old Kildonan	Amber Trails	Residential Development
Storie Rd	Pipeline Rd	End	NA		Old Kildonan	Rosser-Old Kildonan	Unimproved Roadway / Local Access
Sturgeon Access			NA		St. James	Saskatchewan North	Already Modified (80km/h)
Sturgeon Rd	Saskatchewan Av	Four Mile Rd	P1		St. James	Saskatchewan North	Already Modified (80km/h)
Summit Rd	Saskatchewan Av	Summit Rd Bridge Over Sturgeon Cr	P3	COUNTRY ROADS	St. James		Already Modified (50km/h)
Summit Rd	Summit Rd Bridge Over Sturgeon Cr	Service Rd	P3	COUNTRY ROADS	St. James	Saskatchewan North	Already Modified (50km/h)
Summit Rd	Service Rd	End	P3	ECIS HAD X	St. James	Saskatchewan North	Already Modified (50km/h)
Tonka Point	Sturgeon Rd	End	P3S		St. James	Saskatchewan North	Already Modified (50km/h)
Water Ridge Pa	Luzon By	Dr Jose Rizal Wy	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
Water Ridge Pa	Dr Jose Rizal Wy	Driftwater Tl	P3	LOCAL RESIDENTIAL	Old Kildonan	Rosser-Old Kildonan	Residential Development
West Perimeter Service Road E			NA	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Service Road (50km/h)
West Perimeter Service Road W			P3	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Service Road (50km/h)
Wyper Rd	McConnell Rd	Mccreary Rd	NA		Charleswood - Tuxedo	Wilkes South	Unimproved Roadway / Local Access
Wyper Rd	PTH 100	West Perimeter Service Road W	NA	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Unimproved Roadway / Local Access
Wyper Rd	West Perimeter Service Road E	End	NA	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Unimproved Roadway / Local Access
Wyper Rd	PTH 100	West Perimeter Service Road E	NA	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Unimproved Roadway / Local Access
Wyper Rd	West Perimeter Service Road W	End	P3	COUNTRY ROADS	Charleswood - Tuxedo		Unimproved Roadway / Local Access
Wyper Rd	Loudoun Rd	End	P3	COUNTRY ROADS	Charleswood - Tuxedo	Wilkes South	Unimproved Roadway / Local Access