Minute No. 494
Report – Standing Policy Committee on Infrastructure Renewal and Public Works – July 7, 2020

Item No. 4 Speed Limit Reviews: Various Locations with Recent Changes in Roadside Development

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the following actions be authorized with respect to speed limits on the following roadways:

   A. Jefferson Avenue between King Edward Street and Dr. Jose Rizal Way: speed limit reduced from 60km/h to 50km/h

   B. King Edward Street between 125 metres north of Garton Avenue and Jefferson Avenue: speed limit reduced from 70km/h to 60km/h

   C. Ravenhurst Street between Dugald Road and Pandora Avenue: speed limit reduced from 70km/h to 50km/h

   D. Bison Drive from the Northbound lanes of Kenaston Boulevard to Brady Road: speed limit reduced from 60km/h to 50km/h

   E. Waverley Street (now named Shahi Street) from 200 metres south of Kirkbridge Drive to P.T.H. No. 100: speed limit reduced from 70km/h to 50km/h

   F. Waverley Street (now named Tim Sale Drive) from 80 metres north of Kirkbridge Drive to 200 metres south of Kirkbridge Drive: speed limit reduced from 60km/h to 50km/h

   G. Brady Road from McGillivray Boulevard to Fleetwood Road: speed limit reduced from 70km/h to 60km/h

   H. Wilkes Avenue from Kenaston Boulevard to Sterling Lyon Parkway / Victor Lewis Drive: speed limit reduced from 70km/h to 60km/h

   I. Brookside Boulevard from 250 metres north of Jefferson Avenue to 400 metres north of Inkster Boulevard: speed limit reduced from 90km/h to 80km/h

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – July 7, 2020

COUNCIL DECISION (continued):

J. Pandora Avenue East between Redonda Street and Ravenhurst Street, speed limited reduced from 60 km/h to 50 km/h, and the draft amending By-law (Appendix A) be amended accordingly.

2. That the Speed Limit By-law No. 63/2019 be amended as per the attached draft amending By-law (Appendix A).

3. 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 – July 7, 2020

DECISION MAKING HISTORY:

Moved by Councillor Allard,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On July 15, 2020, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On July 7, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendment:

- Add the following new Recommendation:

  "1.J. Pandora Avenue East between Redonda Street and Ravenhurst Street, speed limited reduced from 60 km/h to 50 km/h, and the draft amending By-law (Appendix A) be amended accordingly."

and submitted the matter to the Executive Policy Committee and Council.

The following persons submitted communications:

- Peter Breuer submitted a communication dated July 6, 2020, with respect to the matter
- David Grant submitted a communication dated July 6, 2020, in opposition to the matter
- Councillor Nason, Transcona Ward, submitted a petition with respect to the matter
- Councillor Lukes Waverley West Ward, submitted a communication in support of the matter

ADMINISTRATIVE REPORT

Title: Speed Limit Reviews: Various Locations with Recent Changes in Roadside Development

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	P. Olafson, Interim CFO	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

On July 18, 2019, Council approved Speed Limit By-law 63/2019. This By-law describes all portions of highway within the City of Winnipeg where the speed limit is not 50 km/h. The By-law primarily ensured continuity of modified speed limits that had already been in effect under previous regulations, with minor changes.

Subsequently, there have been a number of locations identified by both the Standing Policy Committee on Infrastructure Renewal and Public Works (SPC IRPW) and the Public Service where the modified speed limits that had previously been in effect may no longer be appropriate. These locations may have experienced substantial changes in the level of roadside development and/or the function of the roadway.

This report discusses the following roadways and provides recommendations for speed limits:

- Jefferson Avenue between King Edward Street and Dr. Jose Rizal Way
- King Edward Street between Garton Avenue and Jefferson Avenue
- Pandora Avenue between Redonda Street and Ravenhurst Street
- Ravenhurst Street between Dugald Road and Pandora Avenue
- Bison Drive between the Northbound lanes of Kenaston Boulevard to Brady Road
- Waverley Street (now named Shahi Street) from 200 metres south of Kirkbridge Drive to P.T.H. No. 100
- Waverley Street (now named Tim Sale Drive) from 80 metres north of Kirkbridge Drive to 200 metres south of Kirkbridge Drive
- Brady Road from McGillivray Boulevard to Fleetwood Road
- Wilkes Avenue from Kenaston Boulevard to Sterling Lyon Parkway / Victor Lewis Drive
- Brookside Boulevard from 250 metres north of Jefferson Avenue to 400 metres north of Inkster Boulevard

RECOMMENDATIONS

1. That the following actions be authorized with respect to speed limits on the following roadways:
   A. Jefferson Avenue between King Edward Street and Dr. Jose Rizal Way: speed limit reduced from 60km/h to 50km/h
   B. King Edward Street between 125 metres north of Garton Avenue and Jefferson Avenue: speed limit reduced from 70km/h to 60km/h
   C. Ravenhurst Street between Dugald Road and Pandora Avenue: speed limit reduced from 70km/h to 50km/h
   D. Bison Drive from the Northbound lanes of Kenaston Boulevard to Brady Road: speed limit reduced from 60km/h to 50km/h
   E. Waverley Street (now named Shahi Street) from 200 metres south of Kirkbridge Drive to P.T.H. No. 100: speed limit reduced from 70km/h to 50km/h
   F. Waverley Street (now named Tim Sale Drive) from 80 metres north of Kirkbridge Drive to 200 metres south of Kirkbridge Drive: speed limit reduced from 60km/h to 50km/h
   G. Brady Road from McGillivray Boulevard to Fleetwood Road: speed limit reduced from 70km/h to 60km/h
   H. Wilkes Avenue from Kenaston Boulevard to Sterling Lyon Parkway / Victor Lewis Drive: speed limit reduced from 70km/h to 60km/h
   I. Brookside Boulevard from 250 metres north of Jefferson Avenue to 400 metres north of Inkster Boulevard: speed limit reduced from 90km/h to 80km/h

2. That the Speed Limit By-law No. 63/2019 be amended as per the attached draft amending By-law (Appendix A).

3. 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

This report identifies sections of roadway that have experienced changes in the level of roadside development and/or the function of the roadway and recommends modified speed limits.

The SPC IRPW 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 amendment to the Speed Limit By-law No. 63/2019 and must be approved by Council.

On January 7, 2020, the SPC IRPW concurred in the recommendation of the East Kildonan-Transcona Community Committee, as amended, and directed the Winnipeg Public Service to report back to the Standing Committee within 120 days on the following:

1. Reducing the speed limit along Pandora Avenue East between Redonda Avenue and Ravenhurst Street from 60 km/h to 50 km/h.

2. Reducing the speed limit along Ravenhurst Street between Pandora Avenue East and Dugald Road from 70 km/h to 50 km/h.

3. The installation of appropriate speed limit signage to inform drivers of the changes, as required.

On May 19, 2020 the SPC IRPW received the above matter as information so that it could be included in this report.

IMPLICATIONS OF THE RECOMMENDATIONS

Adoption of the recommendations in this Report will result in speed limits that are more appropriate to each roadway and surrounding developments, with the result that safety of motorists and pedestrians will be enhanced.

Schedule A to the Speed Limit By-law 63/2019 will need to be amended. Note that the format of Schedule A (attached as a draft amending By-law to this Report) has been changed to make it more user-friendly by listing the streets in alphabetical order. However, the only substantive changes are those proposed in this Report.

Appropriate speed limit signage will need to be changed. The estimated costs are $4,170 and will be funded by the Traffic Services operating budget.

HISTORY/DISCUSSION

BACKGROUND INFORMATION

On March 1, 2019, the Traffic and Transportation Modernization Act (TTMA) came into effect in Manitoba. The TTMA replaced various Provincial acts and regulations as part of a new regulatory framework that made significant changes to how traffic and transportation are regulated in Manitoba. Part of these changes amended The Highway Traffic Act so that a traffic authority may fix, by bylaw, a different speed limit for any geographic area, highway, or portion of a highway for which it is the responsible traffic authority (prior to the TTMA, all speed limit changes required the approval of the Highway Traffic Board). The SPC IRPW is the City's Traffic Authority pursuant to Section 13. (d) of the City Organization By-law 7100/97 and now has this authority.

On July 18, 2019, Council concurred in the recommendation of the SPC IRPW and approved Speed Limit By-law 63/2019. This By-law describes all portions of highway within the City of Winnipeg where the speed limit is not 50 km/h. The By-law primarily ensured continuity of modified speed limits that had already previously been in effect, with minor changes.

Due to the continued growth and development of the City of Winnipeg, the built up area of the City is constantly changing. This growth can affect both the level of roadside development and the function of a roadway. This report identifies sections of roadway that have experienced

changes in the level of roadside development and/or the function of the roadway and recommends modified speed limits.

The Public Service's typical evaluation of speed limits is based on a number of elements, including the measured 85th percentile speed of traffic on the street (the speed at or below which 85% of motorists operate their vehicle); reported collision history; and an evaluation using 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 and cyclist exposure, roadside hazards, and number of intersections (public roads and private approaches) to assess the appropriate posted speed limit.

A more limited evaluation is applied in this report since the roadway sections were identified due to changes in the roadside development and the function of the roadway. This report evaluates the roadways using TAC's Canadian Guidelines for Establishing Posted Speed Limits and by comparing the roadways with adjacent similar class roadways to promote consistency and driver expectation.

JEFFERSON AVENUE BETWEEN KING EDWARD STREET AND DR. JOSE RIZAL WAY

There is no history of Council direction to review this portion of Jefferson Avenue. The Public Service identified the need for a speed limit reduction on this portion of Jefferson Avenue due to the recent substantial changes in the level of roadside development and the construction of École Waterford Springs School, which is scheduled for opening in fall 2020.

The study area and existing speed limits are illustrated in Figure 1. Speed Limit By-law 63/2019 currently defines the speed limit on Jefferson Avenue as 60 km/h from the western boundary of Dr. Jose Rizal Way to the Eastern boundary of Brookside Boulevard.

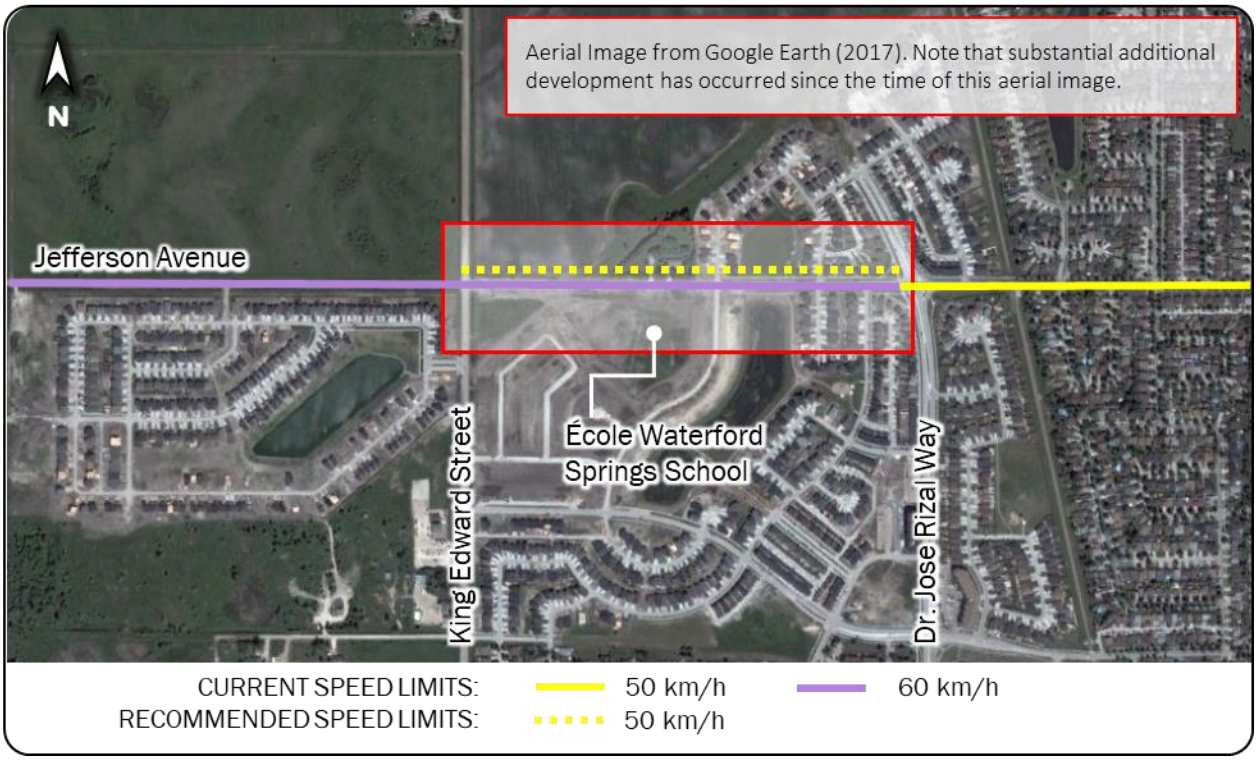

Figure 1: Jefferson Avenue Study Area Speed Limits

Jefferson Avenue between King Edward Street and Dr. Jose Rizal Way is an approximately 800 metre section of roadway. The roadway is a two-lane undivided, Non-Regional Street with an urban cross-section. A 2019 count at this location estimated a volume of 5,100 vehicles per day.

École Waterford Springs School is directly adjacent to Jefferson Avenue and direct driveway access is provided at several locations. A reduced speed school zone of 30 km/h will be implemented on a portion of Jefferson Avenue where the school property directly abuts the roadway.

Based on the TAC methodology, the appropriate target speed for this section of Jefferson Avenue is 50 km/h. With recent roadside development, this section of Jefferson Avenue is similar to most local residential roadways within the City. The recommended speed limit on Jefferson Avenue between King Edward Street and Dr. Jose Rizal Way is 50 km/h.

KING EDWARD STREET BETWEEN 125 METRES NORTH OF GARTON AVENUE AND JEFFERSON AVENUE

The Public Service identified the need for a speed limit reduction on this portion of King Edward Street due to the recent changes in the level of roadside development and the construction of École Waterford Springs School, which is scheduled for opening in fall 2020. The catchment area for the school includes the residential development on the west side of King Edward Street. Students from this development will need to cross King Edward Street and pedestrian crossing control will need to be installed.

The study area and existing speed limits are illustrated in Figure 2. Speed Limit By-law 63/2019 currently defines the speed limit on King Edward Street as 70 km/h from a point 125 metres north of Garton Avenue northerly to the City of Winnipeg boundary.

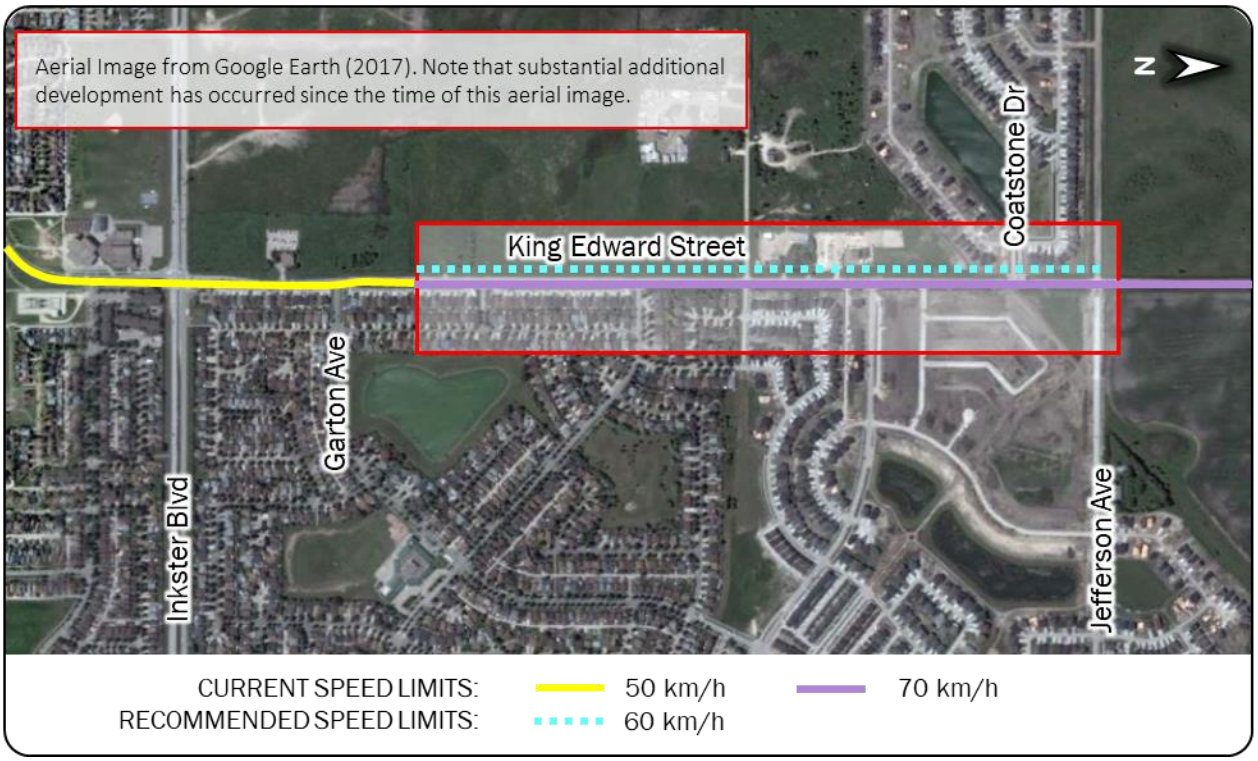

Figure 2: King Edward Street Study Area Speed Limits

King Edward Street between Garton Avenue and Jefferson Avenue is an approximately 1.2 km section of roadway. The roadway is a two-lane undivided, Collector Street with a rural cross-section that includes an approximately 2.5 metre gravel shoulder and narrow ditches. A 2018 count at this location estimated a volume of 5,400 vehicles per day.

Based on the TAC methodology, the appropriate target speed for this section of King Edward Street is 60 km/h. There are few other residential collector roadways with a rural cross-section to offer direct comparison. The recommended speed limit on King Edward Street between 125 metres north of Garton Avenue and Jefferson Avenue is 60 km/h.

PANDORA AVENUE EAST BETWEEN REDONDA STREET AND RAVENHURST STREET

On January 7, 2020, the SPC IRPW directed the Winnipeg Public Service to report back on a speed reduction on Pandora Street East from 60 km/h to 50 km/h between Redonda Street and Ravenhurst Street.

The study area and existing speed limits are illustrated in Figure 3. Speed Limit By-law 63/2019 currently defines the speed limit on Pandora Avenue East as 60 km/h from the eastern boundary of Redonda Street to the western boundary of Ravenhurst Street.

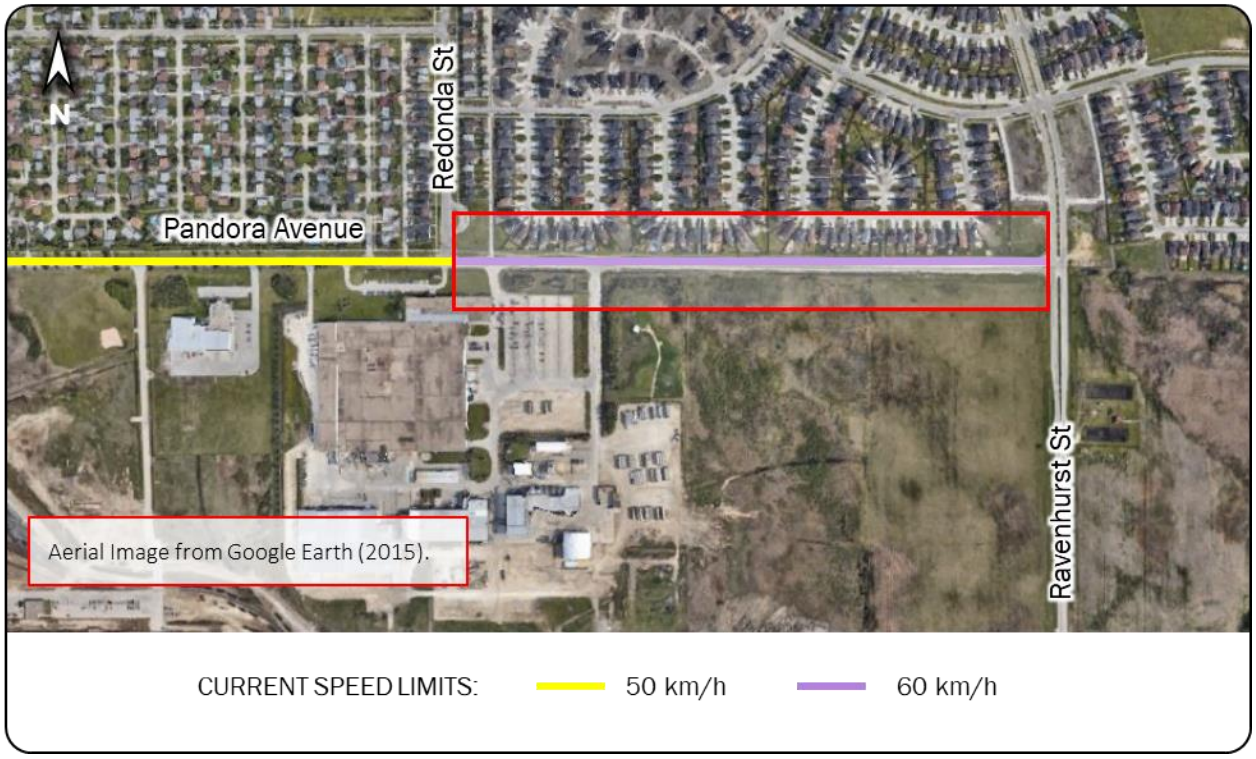

Figure 3: Pandora Avenue Study Area Speed Limits

There has not been any recent, substantial development along this section of Pandora Avenue. As such, the limited evaluation approach applied in this report is not applicable to Pandora Avenue. This portion is somewhat different from the more westerly portion of Pandora Avenue (where the speed limit is 50 km/h) because there is no development on the south side of the roadway resulting in much fewer access points and roadside development to indicate a need to motorists for a 50 km/h speed. No change to the speed limit should occur at this time and a separate speed limit study report evaluating operating speed characteristics and collision history should be assessed before providing a recommendation.

In the interim, the Public Service will ensure signage is posted to remind motorists of the current speed limit.

RAVENHURST STREET BETWEEN DUGALD ROAD AND PANDORA AVENUE

On January 7, 2020, the SPC IRPW directed the Winnipeg Public Service to report back on a speed reduction along Ravenhurst Street from 70 km/h to 50 km/h between Pandora Avenue East and Dugald Road.

The existing speed limits and extent of the requested speed limits are illustrated in Figure 4. Speed Limit By-law 63/2019 currently defines the speed limit on Ravenhurst Street as 70 km/h from the northern boundary of Dugald Road to the northern boundary of Pandora Avenue.

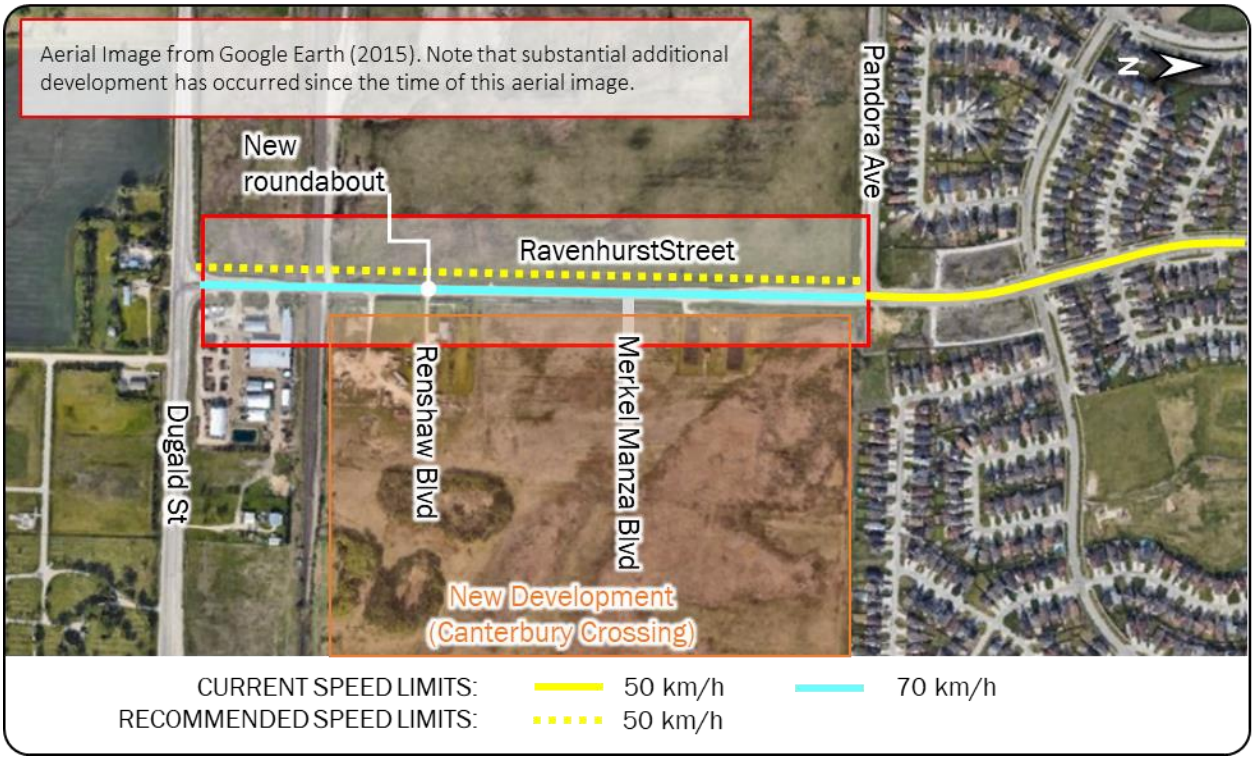

Figure 4: Ravenhurst Street Study Area Speed Limits

Ravenhurst Street between Dugald Street and Pandora Avenue is an approximately 800 metre section of roadway. This segment of Ravenhurst Street is classified as a Regional Arterial. A roundabout has recently been constructed approximately 300 metres north of Dugald Street. South of the roundabout the roadway has a two-lane undivided rural cross-section. North of the roundabout the roadway has a divided urban cross-section. The most recent traffic volume estimates indicate an Average Weekday Daily Traffic (AWDT) volume of approximately 11,000 vehicles.

The 70 km/h speed limit was removed during the recent reconstruction of the roadway and construction of the roundabout. It has not yet been reinstalled so the roadway is acting as a de facto 50 km/h speed limit, as it is unsigned.

The new roundabout has approach design speeds of approximately 20-30 km/h and there is a traffic signal at Dugald Street where traffic must stop. On the short 300 metre section of Ravenhurst Street between these two traffic controls it is difficult to achieve a speed greater than 50 km/h. North of the roundabout the roadway has now been urbanized and now has similar characteristics to the portion of Ravenhurst Street north of Pandora Avenue (which is 50 km/h). The recommended speed limit on Ravenhurst Street between Dugald Road and Pandora Avenue is 50 km/h.

BISON DRIVE BETWEEN THE NORTHBOUND LANES OF KENASTON BOULEVARD TO BRADY ROAD

On November 26, 2012, the SPC IRPW concurred in the recommendation of the Winnipeg Public Service, and authorized the Winnipeg Public Service to apply to the Highway Traffic Board of the Province of Manitoba to enact the following Modified Speed Limits:

A. 80 km/h on northbound and southbound Kenaston Boulevard from Bishop Grandin Boulevard to Provincial Trunk Highway (P.T.H.) 100
B. 60 km/h on Waverley Street from Tim Sale Drive / Pine Hills Road to Kenaston Boulevard
C. 60 km/h on Bison Drive from northbound Kenaston Boulevard to the most westerly terminus of Bison Drive

Subsequent to the public hearing at the Highway Traffic Board, the speed limits on Kenaston Boulevard and on Waverley Street were regulated, and implemented as development progressed. However, the 60 km/h speed limit on Bison Drive was never implemented in the field. Based on the current roadway design and neighbourhood considerations, implementing a 60km/h speed limit would be undesirable, and may be opposed by the community. Although Bison Drive is a four-lane divided roadway, the combination of the short distance (500 metres) between northbound and southbound Kenaston Boulevard and the dual lane roundabout at Centre Street make it difficult to attain a speed of 60 km/h. The dual lane roundabout is currently the only roundabout of this design in Winnipeg, and maintaining the existing 50 km/h de facto speed limit is preferred.

West of Kenaston Boulevard, following the direction of the SPC IRPW, the Public Service has reviewed pedestrian crossings across Bison Drive at the trail connection between Appleford Gate and Bridge Lake Drive.[1] Increasing the posted speed limit to 60 km/h would not be expected to be supported by the community. Maintaining the existing 50 km/h de facto speed limit is preferred.

The future section of Bison Drive between Waverley Street and Northbound Kenaston Boulevard was not included in the 2012 Standing Committee approval. It can be reviewed as a standalone matter in due course. In the interim, it is recommended to rescind the 60 km/h approval on Bison Drive from northbound Kenaston Boulevard to the most westerly terminus of Bison Drive.

[1] *Safer Cycling and Pedestrian Connection – Bridgwater Lakes and Bridgwater Trails,* April 21, 2020 SPC IRPW

WAVERLEY STREET (SHAHI STREET) FROM 200 METRES SOUTH OF KIRKBRIDGE DRIVE TO P.T.H. NO. 100; AND WAVERLEY STREET (TIM SALE DRIVE) FROM 80 METRES NORTH OF KIRKBRIDGE DRIVE TO 200 METRES SOUTH OF KIRKBRIDGE DRIVE

On October 6, 2015, the SPC IRPW concurred in recommendation 1 of the Winnipeg Public Service:

1. That the Winnipeg Public Service apply to the Highway Traffic Board of Manitoba to repeal the following modified speed limits thereby reducing the speed limit to 50 km/h on these sections:
    A. *60 km/h on Waverley Street between a point 80 metres north of the point where the northern boundary of Kirkbridge Drive crosses the highway and a point 200 metres south of the point where the southern boundary of Kirkbridge Drive crosses the highway.*
    B. *70 km/h on Waverley Street between a point 200 metres south of the point where the southern boundary of Kirkbridge Drive crosses the highway and the point where the southern boundary of P.T.H. No. 100 crosses the highway.*

The Highway Traffic Board did not approve the speed limits on Kenaston Boulevard and on Waverley Street. The Winnipeg Public Service's own speed study data from 2015 indicated that traffic operating and 85th percentile speeds were more aligned with the existing 60 km/h and 70 km/h speed limits, on the applicable sections of Waverley Street, respectively. The speed studies were conducted the season immediately after major changes to the street network as a part of the Waverley West Arterial Roads Project (WWARP), where Waverley Street was cut off from, and Kenaston Boulevard extended to, P.T.H. No. 100 in late 2014.

Since the speed studies were conducted, additional development in South Pointe, including the completion of the Tim Sale Drive loop, and development near P.T.H. No. 100 and Waverley Street (now called Shahi Street) has been in furtherance of the 50 km/h speed limit originally approved by the Standing Committee in 2015. It is recommended that the modified speed limits be eliminated for the sections of Shahi Street and Tim Sale Drive formerly known as Waverley Street. These sections of roadway will have default speed limits of 50 km/h.

BRADY ROAD FROM MCGILLIVRAY BOULEVARD TO FLEETWOOD ROAD

Brady Road from McGillivray Boulevard to the Southern boundary of the City of Winnipeg is a two-lane undivided roadway and has a 70 km/h speed limit. Brady Road has an asphalt surface from McGillivray Boulevard to Cedar Glen Road (approximately 380 metres south of Fleetwood Road), where it transitions to a gavel roadway. Fleetwood Road is a collector street serving the Whyte Ridge residential neighbourhood, and the western boundary of Brady Road is the City of Winnipeg boundary. The existing speed limits are illustrated in Figure 5.

Over the past several years, industrial/commercial development in the RM of MacDonald has occurred. Vitran Drive (approximately 150 metres north of Fleetwood Road) is a government road allowance in the RM of MacDonald which was developed and connected to Brady Road in the City of Winnipeg. There is a moderate proportion of heavy truck traffic on Brady Road from McGillivray Boulevard to Vitran Drive due to industrial development (note that the Traffic By-law allows truck traffic on non-truck routes to access a destination point).

A request was received to review the speed limit on Brady Road adjacent to the Whyte Ridge residential neighbourhood. The speed study data indicates that the traffic operating and 85th percentile speeds were supportive of a 60km/h speed limit from McGillivray Boulevard to Fleetwood Road. The intersection of Brady Road at McGillivray Boulevard is currently stop sign controlled for northbound traffic, and there is not a separate facility for pedestrians or cyclists (e.g. sidewalk, pathway). Accordingly, it is recommended to lower the speed limit from 70 km/h to 60 km/h to better balance the needs of all road users.

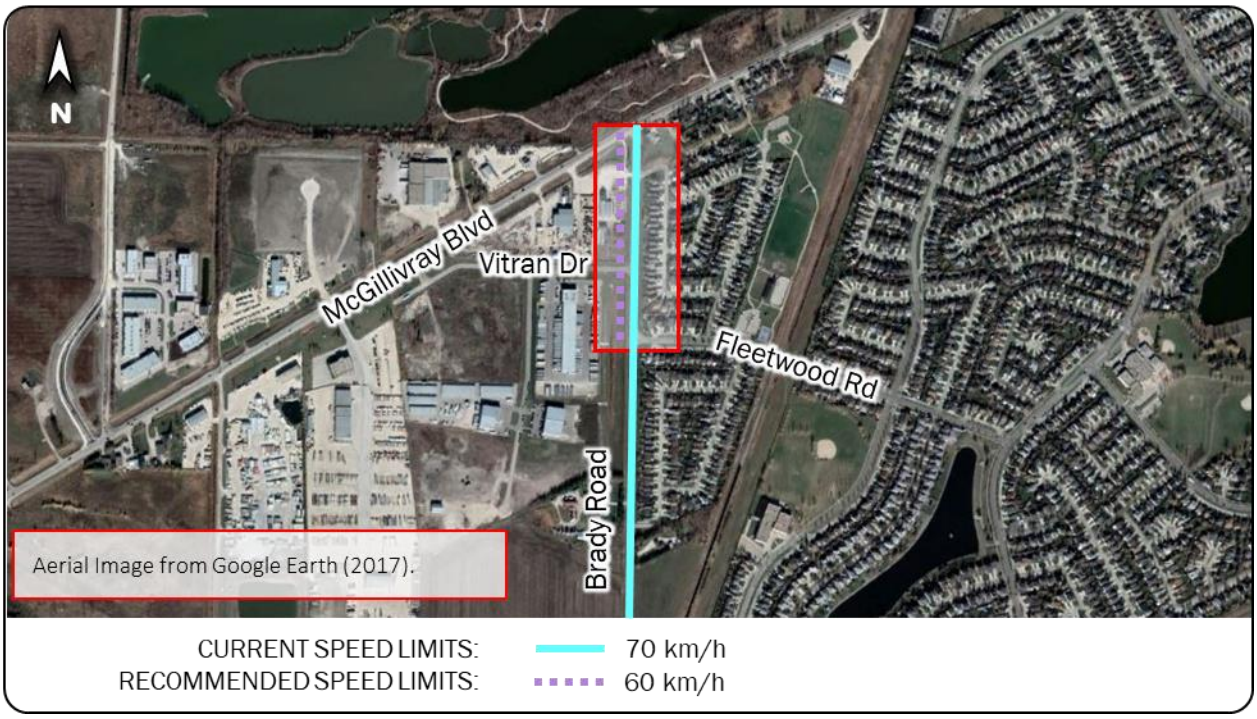

Figure 5: Brady Road Study Area Speed Limits

WILKES AVENUE FROM KENASTON BOULEVARD TO STERLING LYON PARKWAY / VICTOR LEWIS DRIVE

On May 18, 2005, Council concurred in the recommendation of the SPC IRPW and adopted the following:

5. That the Public Works Department be authorized to apply to The Highway Traffic Board of Manitoba to establish a speed limit of 80 km/h on Sterling Lyon Parkway between Victor Lewis Drive and McCreary Road / Shaftesbury Boulevard.

The Traffic Regulations on Sterling Lyon Parkway between Victor Lewis Drive and McCreary Road / Shaftesbury Boulevard established an 80km/h speed limit on the new Route 145 (i.e. Sterling Lyon Parkway), but did not rescind the 70km/h speed limit on the previous Route 145 (i.e. the portion of Wilkes Avenue from Kenaston Boulevard to Sterling Lyon Parkway / Victor Lewis Drive). The study area and existing speed limits are illustrated in Figure 6, below. It is noted that the Regional Street and Truck Route designations were rescinded on Wilkes Avenue by Council in 2005, but the speed limit was not contemplated at the time.

Since 2005, additional residential development along Wilkes Avenue and the diversion of traffic to Sterling Lyon Parkway (i.e. new Route 145) has resulted in requests to review the speed limit and consideration of on-street parking.

On January 7, 2020, the SPC IRPW concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back within 90 days on the following:

1. Modifying the parking restrictions along Wilkes Avenue between Lorimer Boulevard and Kenaston Boulevard from No Parking Anytime to No Parking Monday – Friday from 9:00 to 18:00.



Figure 6: Wilkes Avenue Study Area Speed Limits

Based on the TAC methodology, the appropriate target speed for this section of Wilkes Avenue is 60 km/h. With recent roadside development, this section of Wilkes Avenue is similar to many other collectors through commercial/residential areas that have a 60 km/h speed limit. As detailed in a report received as information by the SPC IRPW in response to the January 7 direction above,[2] the current 70 km/h speed limit is a barrier which precludes safe parking on Wilkes Avenue. The recommended speed limit on Wilkes Avenue between Kenaston Boulevard and Sterling Lyon Parkway/Victor Lewis Drive is 60 km/h.

BROOKSIDE BOULEVARD FROM 250 METRES NORTH OF JEFFERSON AVENUE TO 400 METRES NORTH OF INKSTER BOULEVARD

Brookside Boulevard from the northern boundary of the City of Winnipeg to 400 metres north of Inkster Boulevard was established as 90 km/h in the Speed Limit By-law No. 63/2019. This was

[2] *Restricted Parking on Wilkes Avenue for Winnipeg South Sikh Centre*, May 19, 2020 SPC IRPW

to maintain the existing default 90 km/h speed limit (i.e. roadways outside of a restricted speed area) north of Jefferson Avenue, prior to the TTMA coming into force. The speed limit on Brookside Boulevard south of Jefferson was last reviewed approximately 10 years ago, prior to the SPC IRPW meeting on December 1, 2009.

The western boundary of Brookside Boulevard is the City of Winnipeg boundary, and the RM of Rosser is situated to the west thereof. Over the past several years, industrial/commercial development in the RM of Rosser has occurred, including a Tim Hortons at the intersection of Brookside Boulevard and Davis Way (approximately 500 metres south of Jefferson Avenue). There is a high proportion of heavy truck traffic and turning movements on Brookside Boulevard due to industrial/commercial development on both the east and west sides.

A request was received from the RM of Rosser to lower the speed limit on Brookside Boulevard from 90 km/h to 80 km/h from 400 metres north of Inkster Boulevard to a point north of Jefferson Avenue due to current and future development. The study area and existing speed limits are illustrated in Figure 7.

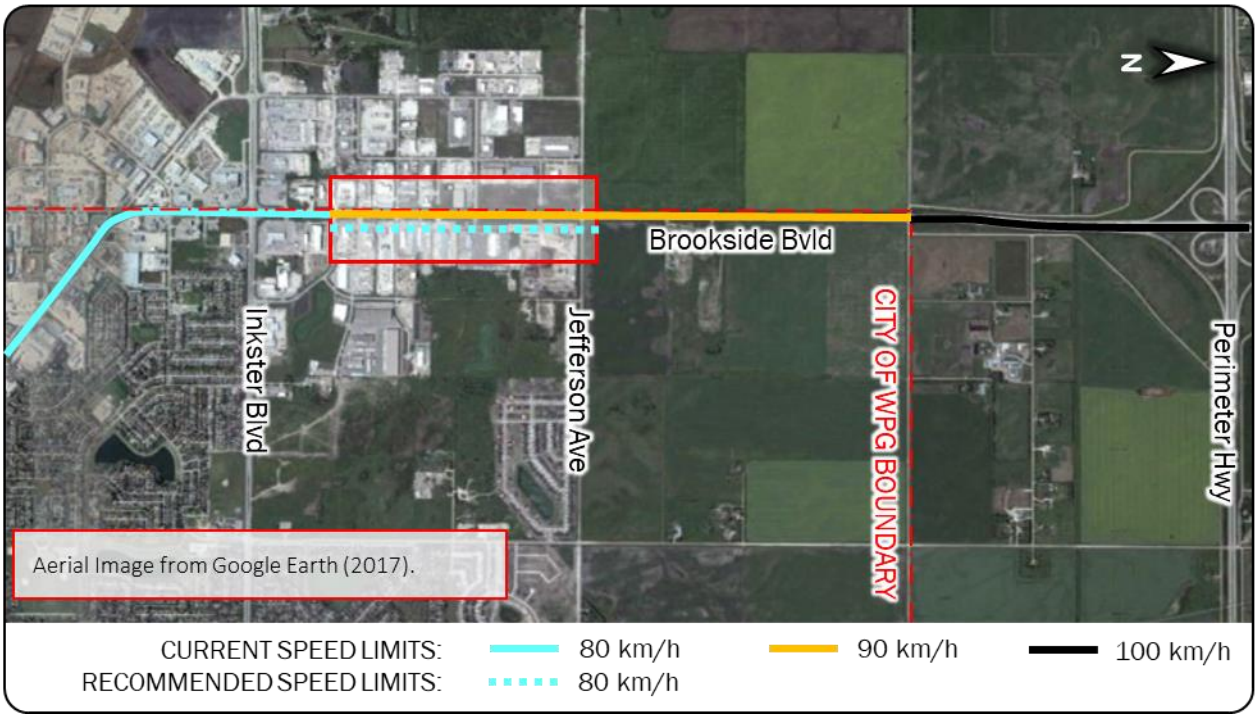

Figure 7: Brookside Boulevard Study Area Speed Limits

Currently, the speed limit for Brookside Boulevard south of 400 metres north of Inkster (part of Route 90) is 80 km/h. The level of roadside development is consistent for the entire section of roadway between Inkster Boulevard and Jefferson Avenue so it is beneficial to have a consistent speed limit along this section to provide a consistent message to motorists. It is recommended that the 80 km/h speed limit on Brookside Boulevard be extended northerly to a point 250 metres north of Jefferson Avenue. Using a point 250 metres north of Jefferson Avenue as a limit ensures that the speed limit transition occurs prior to an intersection where development traffic is present.

There are plans to review the speed limit along the entire Route 90 Corridor (i.e. Brookside Boulevard, Oak Point Highway, King Edward / Century Streets, Kenaston Boulevard) in the future, but there was a more imminent need to address the section from 250 metres north of Jefferson Avenue to 400 metres north of Inkster Boulevard.

FINANCIAL IMPACT

Financial Impact Statement

Date: May 27, 2020

Project Name:

Speed Limit Reviews: Various Locations with Recent Changes in Roadside Development

First Year of Program

2020

	2020	2021	2022	2023	2024
Capital					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
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	$ 4,170				
Less: Incremental Revenue/Recovery					
Net Cost/(Benefit)	$ 4,170	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	$ 4,170				
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Direct costs represent the estimated costs to replace existing speed limit signs for the locations identified in this report, and will be charged to the 2020 Public Works Street Maintenance Traffic Services Operating Budget.

"Original signed by J. Peters, CPA, CGA"

J. Peters CPA, CGA
Acting Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:

Legal Services

OURWINNIPEG POLICY ALIGNMENT

The Sustainable Transportation Direction Strategy developed as part of OurWinnipeg forms the policy framework for the Transportation Master Plan (TMP). Sustainable Transportation identified a vision and five Key Strategic Goals which are critical to achieving a balanced and sustainable transportation system for Winnipeg. These goals form the basis for the TMP and the directions and strategies contained within it:

1. A transportation system that is dynamically integrated with land use;
2. A transportation system that supports active, accessible and healthy lifestyle options;
3. A safe, efficient and equitable transportation system for people, goods and services;
4. Transportation infrastructure that is well maintained
5. A transportation system that is financially sustainable

The recommendations within this report are consistent with the Key Strategic Goals.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

There is a linkage between making Winnipeg's transportation network safer and more efficient with Key Directions 3.1 "Increase Use and Efficiency of Public Transit Systems", 3.4 "Increase Active Transportation Rates", and 3.5 "Reduce Traffic Congestion".

SUBMITTED BY

Department: Public Works
Division: Transportation
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Date: May 27, 2020

Attachments: Appendix A: Draft By-law Amendment