Agenda – Council – June 24, 2021

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 10, 2021

Item No. 3 Speed Limits – Neighbourhood Greenway Pilot Program

STANDING COMMITTEE RECOMMENDATION:

On June 16, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the following to Council:

1. That the Speed Limit By-law No. 63/2019 be amended as per the attached draft (Appendix A) to allow the Public Service to reduce the speed limits on any of the following streets from 50 km/h to 30 km/h:

    A. Eugenie Street between the eastern boundary of St. Mary's Road and the western boundary of Youville Street.

    B. Machray Avenue between the western boundary of Fife Street and the western boundary of Main Street.

    C. Powers Street between the northern boundary of Dufferin Avenue and the southern boundary of Partridge Avenue.

    D. Warsaw Avenue between the western boundary of Thurso Street and the western boundary of Pembina Highway.

2. 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 10, 2021

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On June 16, 2021, 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 June 10, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendment:

- In Recommendation 1.A., delete the words "Eugenie Avenue" and replace with "Eugenie Street"

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

The following persons submitted communications with respect to the matter:

- Shawn Lukaschuk submitted a communication
- Ian Walker submitted a communication

COUNCIL DECISION:

On June 23, 2020, Council concurred in the recommendation of the Executive Policy Committee, as amended, and adopted the following:

1. That the new Technical Guideline Practice for Speed Limit Reviews (Appendix B) be received as information.

2. That the updated Technical Guideline Practice for Speed Limit Signing (Appendix C) be received as information.

3. That Council request the Province of Manitoba to amend Regulation 30/2019 to reduce the amount of signage necessary to designate reduced speed zones or areas within Winnipeg.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 10, 2021

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

4. That the funding to assign a consultant to report on lowering the default speed limit on residential streets, be referred to the 2021 Budget Review Process, and that the Winnipeg Public Service be authorized to assign the consultant if funding is approved.

5. That the Winnipeg Public Service conduct a trial of 30 km/h speed limits on a limited number of existing neighbourhood greenways proposed in the report, and in addition, consult with Councillors to determine one street in each ward to conduct a trial of either 30km/h or 40km/h speed limits, using surplus funds from the 2017 local street renewal budget and that a new capital budget page be created for this project.

6. That the Winnipeg Public Service and the Office of Public Engagement work with Councillors to prepare information for the Speed Limit Review consultation process.

7. That in the event that provincial regulations allow for gateway signage, the Winnipeg Public Service be directed to report back to the Standing Committee on local area pilots in addition to specific streets.

8. That prior to the implementation of the neighbourhood greenways, the Winnipeg Public Service be directed to conduct public consultation on the proposed greenways, and any traffic calming measures that are planned for the greenways, in the neighbourhoods where the greenway is proposed.

9. That prior to the implementation of the greenway the area Councillor approval is required.

10. That the Winnipeg Public Service be directed to provide quarterly written reports on the matter to the Standing Policy Committee on Infrastructure Renewal and Public Works.

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

ADMINISTRATIVE REPORT

Title: Speed Limits – Neighbourhood Greenway Pilot Program

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	C. Kloepfer	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

On July 23, 2020 Council directed the Public Service to conduct a trial of 30 km/h speed limits on a limited number of existing neighbourhood greenways. Neighbourhood greenways are a facility type that are part of the active transportation network where cyclists and motorists share the roadway and typically have a range of treatments to encourage lower vehicle volumes and vehicle speeds.

In Spring 2021 the Public Service conducted a period of pre-pilot engagement to determine community feelings on the routes; this engagement is currently being reviewed with Councillors whose wards are affected by the program prior to being publicly released in mid-June. Pending any changes required to the program based on pre-pilot feedback, the trial is set to include neighbourhood greenways on Eugenie Avenue, Warsaw Avenue, Machray Avenue, and Powers Street.

This report recommends bylaw changes required to implement the program as planned.

RECOMMENDATIONS

1. That the Speed Limit By-law No. 63/2019 be amended as per the attached draft (Appendix A) to allow the Public Service to reduce the speed limits on any of the following streets from 50 km/h to 30 km/h:

    A. Eugenie Avenue between the eastern boundary of St. Mary's Road and the western boundary of Youville Street.

    B. Machray Avenue between the western boundary of Fife Street and the western boundary of Main Street.

    C. Powers Street between the northern boundary of Dufferin Avenue and the southern boundary of Partridge Avenue.

    D. Warsaw Avenue between the western boundary of Thurso Street and the western boundary of Pembina Highway.

2. 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 July 23, 2020 Council concurred in the recommendation of the Executive Policy Committee, and directed the Public Service to conduct a trial of 30 km/h speed limits on a limited number of existing neighbourhood greenways.

The Highway Traffic Act provides that the default speed limit within the City is 50 km/h but that a traffic authority may fix, by by-law, a different speed limit for any geographic area, highway, or portion of a highway for which it is the responsible traffic authority. The City is the traffic authority within City boundaries under s. 138 of The City of Winnipeg Charter. Reducing the speed limit requires an amendment to Schedule A of the Speed Limit By-law No. 63/2019 (draft attached as Appendix A) which must be enacted by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

Schedule A to the Speed Limit By-law 63/2019 will be amended (see draft amending By-law attached as Appendix A to this Report).

Subsequently appropriate speed limit signage would need to be changed. The estimated costs will be funded by the Local Street Renewal budget.

HISTORY/DISCUSSION

On July 23, 2020, Council concurred in the recommendation of the Executive Policy Committee, and directed the Public Service to conduct a trial of 30 km/h speed limits on five existing neighbourhood greenways. Neighbourhood greenways are a facility type that are part of the active transportation network where cyclists and motorists share the roadway and typically have a range of treatments to encourage lower vehicle volumes and vehicle speeds.

As part of the Council direction, the Public Service was directed to provide quarterly written reports on this matter to the Standing Policy Committee on Infrastructure Renewal and Public Works (SPC-IRPW). The Public Service will be providing SPC-IRPW (anticipated for the June 2021 meeting) with Quarterly Project Status Report No. 2 which recommends the following streets be included in the neighbourhood greenway trial with speed limits reduced to 30 km/h:

1. Eugenie Avenue between St. Mary's Road and Youville Street
2. Machray Avenue between Fife Street and Main Street
3. Powers Street between Dufferin Avenue and Partridge Avenue
4. Warsaw Avenue between Thurso Street and Pembina Highway

Roch Street between Poplar Avenue and Leighton Avenue was removed as a result of public feedback and consultation with the ward Councillor.

On December 16, 2020, Council adopted the 2021 Regional and Local Street Renewal program in the amount of $152.2 million, and within that program, $300,000 was allocated for the Speed Limit Review Trial “Neighbourhood Greenway Pilot Program” (project #1806600121). The most current estimate of costs for the Neighbourhood Greenway Pilot Program is $333,732. The increased costs of $33,732 can be absorbed within the existing budget of the 2021 Regional and Local Street Renewal program.

On December 16, 2020, Council adopted the 2021 Traffic Engineering Improvements – Various Locations (TEIP) program in the amount of $2.5 million, and within that program, $400,000 is being allocated for a consulting report on the lowering of default speed limits on residential streets. This amount is not included in the Financial Impact Statement in this report as the consultant costs are being funded by the 2021 TEIP program and not impacted by the approval of the 4 locations in this report.

In Spring 2021 the Public Service conducted a period of pre-pilot engagement to determine community feelings on the routes; this engagement is currently being reviewed by Councillors whose wards are affected by the program prior to being publicly released in mid-June. Pending any changes required to the program based on pre-pilot feedback, the trial is set to include neighbourhood greenways on Eugenie Avenue, Warsaw Avenue, Machray Avenue, and Powers Street.

This report recommends bylaw changes required to implement the program as planned.

FINANCIAL IMPACT

Financial Impact Statement

Date: May 28, 2021

Project Name:

Speed Limits – Neighbourhood Greenway Trial

First Year of Program **2021**

	2021	2022	2023	2024	2025
Capital					
Capital Expenditures Required	$ 333,732	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	333,732	-	-	-	-
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	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	15,892	-	-	-	-
Net Cost/(Benefit)	$ (15,892)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(15,892)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The total estimated cost of the residential speed limit trial for the recommended 4 locations is $333,732 and will be charged to the 2021 Local Street Renewal program (Public Works Capital Project #1806600121). The 2021 Capital Budget had initially allocated $300,000 within the 2021 Regional and Local Street Renewal program for this project. The additional cost of $33,732 can be absorbed within existing budget in the 2021 program. Incremental Revenue/Recovery represents the Departmental and Corporate Interest and administrative overheads.

"signed by J. Ruby, CPA, CA"

J. Ruby CPA, CA
Manager of Finance and 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
Prepared by: K. Patmore, M.Sc., P.Eng., Regional Traffic Engineer
Date: May 28, 2021

Attachments:

Appendix A: Draft By-law Amendment

Attachments: Appendix A: Draft By-law Amendment

THE CITY OF WINNIPEG

BY-LAW NO. /2021

A By-law of THE CITY OF WINNIPEG to amend the Speed Limit By-law No. 63/2019

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

Schedule A of Speed Limit By-law amended

1 Schedule A to the Speed Limit By-law No. 63/2019 is amended by this By-law.

Additions to Schedule

2 The following are added to the table in Schedule A in alphabetical order based on the street name:

Street	**From**	**To**	**Speed Limit (km/h)**
Eugenie Avenue	Eastern boundary of St. Mary's Road	Western boundary of Youville Street	30
Machray Avenue	Western boundary of Fife Street	Western boundary of Main Street	30
Powers Street	Northern boundary of Dufferin Avenue	Southern boundary of Partridge Avenue	30
Warsaw Avenue	Western boundary of Thurso Street	Western boundary of Pembina Highway	30

DONE AND PASSED this day of , 2021.

Mayor

City Clerk

Approved as to content:

Director of Public Works

Legally reviewed and certified as to form:

for Director of Legal Services
and City Solicitor