Agenda – Executive Policy Committee – July 14, 2021

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – July 6, 2021

Item No. 8 Acceptance of Loan – Speed Display Devices

STANDING COMMITTEE RECOMMENDATION:

On July 6, 2021, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That the loan of four (4) roadside speed display devices and related ancillary equipment from MPI to the City for a three (3) year term and free of charge be approved.

2. That the City enter into and deliver an agreement with MPI and such other agreements as determined necessary by the City Solicitor / Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

3. That authority be delegated to the Chief Financial Officer to negotiate and approve the terms and conditions of the agreement and the Ancillary Agreements, in accordance with this report and such other terms and conditions deemed necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

4. That authority be delegated to the Chief Financial Officer to negotiate and approve the terms and conditions of all future similar agreements with MPI, in accordance with this report and such other terms and conditions deemed necessary by the City Solicitor / Director of Legal Services to protect the interests of the City.

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

Agenda – Executive Policy Committee – July 14, 2021

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – July 6, 2021

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On July 6, 2021, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: Acceptance of Loan – Speed Display Devices

Critical Path: Standing Policy Committee on Property and Development, Heritage and Downtown Development – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	J. Berezowsky	C. Kloepfer	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

Manitoba Public Insurance Corporation (MPI) wishes to loan four (4) roadside speed display devices and related ancillary equipment to The City of Winnipeg (the City) for a three (3) year term and free of charge. To receive the loan, the Winnipeg Public Service recommends that the City enter into an agreement with MPI for this purpose.

Speed display devices (also known as speed reader boards) are interactive signs that contain a radar device and an LED sign. The radar device measures the speed of approaching vehicles and the LED sign displays either the measured speed or a message such as “SLOW DOWN” if motorists are travelling above a predetermined speed.

The LED sign message is a strong visual reminder to the motorist to comply with the posted speed limit. These signs are considered an educational traffic calming measure to raise awareness about motor vehicle speeds. They can be effective in reducing average speeds and 85th percentile speeds at the location they are installed, as evidenced in a wide range of experience in Canada and beyond.

A term of the proposed agreement is that the City must provide to MPI a summary of the use of the devices for the first year of the loan period. Sites were selected based on evidence of known speed-related concerns and meeting other mandatory site criteria.

The radar speed data is recorded for analysis purposes only and these devices cannot be used for enforcement or as a tool to issue speeding tickets.

The final site assessments for installation locations at each site have not yet been completed. Unique conditions at each site will determine whether it is necessary to install and mount the speed display devices on a wood post or on a steel signal post. The cost of installing a wood post and mounting the speed display device can range from $1,300 - $2,300 per site and the cost of installing a steel signal post and mounting the speed display device is approximately $10,000 per site.

RECOMMENDATIONS

1. That the loan of four (4) roadside speed display devices and related ancillary equipment from MPI to the City for a three (3) year term and free of charge be approved.

2. That the City enter into and deliver an agreement with MPI and such other agreements as determined necessary by the City Solicitor / Director of Legal Services to implement the intent of the foregoing (the “Ancillary Agreements”).

3. That authority be delegated to the Chief Financial Officer to negotiate and approve the terms and conditions of the agreement and the Ancillary Agreements, in accordance with this report and such other terms and conditions deemed necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

4. That authority be delegated to the Chief Financial Officer to negotiate and approve the terms and conditions of all future similar agreements with MPI, in accordance with this report and such other terms and conditions deemed necessary by the City Solicitor / Director of Legal Services to protect the interests of the City.

5. 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

Council approval is required to enter into an agreement with MPI for the loan of four (4) roadside speed display devices and related ancillary equipment to the City for a three (3) year term.

IMPLICATIONS OF THE RECOMMENDATIONS

These devices are a loan from MPI and there is no capital cost to the City for the speed display devices themselves. The combined estimated capital cost of up to $40,000 (up to $10,000 per location) associated with the installation of the steel signal posts and the work required to install the speed display devices will be funded by the Traffic Engineering Improvements Program (TEIP) budget. Installation costs may be less if wood posts can be used instead of the steel signal posts.

The estimated annual operating cost for data retrieval of $1,500 ($375 per location) associated with the speed display devices will be funded by the Public Works Department Transportation Division Operating Budget.

Public Works staff will be responsible for providing MPI with a quarterly summary of the use of the devices for the first year of the term.

HISTORY/DISCUSSION

BACKGROUND

Manitoba Public Insurance Corporation (MPI) has a mandate to develop and deliver programs related to road safety and loss prevention. As part of this mandate, MPI wishes to loan four (4) roadside speed display devices and related ancillary equipment to The City for a three (3) year term and free of charge. MPI expects these devices to influence drivers to reduce their driving speeds and thereby decrease the likelihood of claims.

SPEED DISPLAY DEVICES

Speed display devices (also known as speed reader boards) are interactive signs that contain a radar device and an LED sign. The radar device measures the speed of approaching vehicles and the LED sign displays either the measured speed or a message such as “SLOW DOWN” if motorists are travelling above a predetermined speed. Figure 1 shows the sign displaying a vehicle’s speed.



Figure 1: Speed Display Device

The LED sign message is a strong visual reminder to the motorist to comply with the posted speed limit. These signs are considered an educational traffic calming measure to raise awareness about motor vehicle speeds. They can be effective in reducing average speeds and 85th percentile speeds at the location they are installed, as evidenced in a wide range of experience in Canada and beyond.

The City will follow the Transportation Association of Canada (TAC) *Application Guidelines for Speed Display Devices* (2017) for use of these devices. The Guidelines recommend that speed display devices should be used only for preventative safety applications and/or incident evidence-based applications. Speed display devices should only be expected to provide a reduction in operating speeds at the point where the device is placed.

METHODOLOGY TO SELECT INSTALLATION LOCATIONS

Speed display devices are most beneficial in areas with known speeding concerns. Two sources of speed data were used to identify initial candidate sites with speed-related concerns:

1. Traffic Calming Program – Collector roadways from the Council-approved residential traffic calming program prioritization list.

2. Enforcement Data - Enforcement data was recently provided to the Public Works Department by the Winnipeg Police Services for the first three quarters of 2020. Using the database provided by the Winnipeg Police Service, locations were ranked based on the number of tickets issued per hour of enforcement. Only locations with at least eight hours of enforcement will be included in the analysis, as locations with low hours of enforcement do not provide a good indication of typical speeding behaviours.

The TAC *Application Guidelines for Speed Display Devices* (2017) provides a list of mandatory criteria that were used to initially screen these sites. Mandatory criteria include: maximum of two travel lanes per direction, average daily traffic volumes, minimum distance to other traffic control devices (e.g., traffic signals and pedestrian crosswalks), and visibility distance.

Once the shortlist was developed, the Public Service prioritized candidate sites based on responses to the following:

- Is the location within a playground or school area?

- Is the location approaching a pedestrian crosswalk?

- Is the area within 500 m of a major pedestrian generator, is the area primarily residential, or heavily travelled by pedestrians and/or bicycles?

- Is the location within the “high poverty areas” in Winnipeg?

- Is there a history of speed-related collisions?

- Is there a history of collisions with vulnerable road users?

- Is the location immediately downstream of a transition from a higher posted speed limit or area where motorists may be travelling at a higher speed?

The selected locations were also reviewed with MPI. The selected sites are:

- Eastbound Elizabeth Road approaching Hansford Road

- Southbound McGregor Street approaching Machray Avenue

- Westbound Grant Avenue approaching Thurso Street

- Northbound Salter Street approaching Stella Avenue

FINANCIAL IMPACT

Financial Impact Statement **Date:** June 17, 2021

Project Name: **First Year of Program** **2021**

Acceptance of Loan – Speed Display Devices

	2021	2022	2023	2024	2025
Capital					
Capital Expenditures Required	$ 42,000	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	42,000	-	-	-	-
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	$ 750	$ 1,500	$ 1,500	$ 750	$ -
Less: Incremental Revenue/Recovery	2,000	-	-	-	-
Net Cost/(Benefit)	$ (1,250)	$ 1,500	$ 1,500	$ 750	$ -
Less: Existing Budget Amounts	(1,250)	1,500	1,500	750	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The total estimated capital cost of $42,000 is for installation of speed display devices on steel signal posts, inclusive of overheads, will be funded by the Traffic Engineering Improvement Program, (Project #1831000420). Direct costs of $1,500 are the annual costs to retrieve data from the devices, (1/2 year costs in 2021 and 2024), and Incremental Revenue/Recovery represents amounts for Departmental Engineering and Corporate Interest 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 (as to legal issues)

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 Strategic Opportunity #3: Advancing Sustainable Transportation – Increasing Mobility Options.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Keenan Patmore, M.Sc., P.Eng., Regional Traffic Engineer
Date: June 17, 2021