Minutes – Executive Policy Committee – July 14, 2021

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – July 7, 2021

Item No. 4 Speed Limit Change – Roblin Boulevard from P.T.H. No.100 to 150 Metres West of Dale Boulevard

STANDING COMMITTEE RECOMMENDATION:

On July 7, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That the speed limit on Roblin Boulevard between the centre line of Provincial Trunk Highway No. 100 and a point 150 m west of the western boundary of Dale Boulevard be reduced from 80 km/h to 70 km/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.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – July 7, 2021

DECISION MAKING HISTORY:

Moved by Councillor Allard,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be concurred in and forwarded to Council.

Yea:	Bowman, Allard, Browaty, Gillingham, Gilroy, Mayes, Rollins	7
Nay:		0

Carried

STANDING COMMITTEE RECOMMENDATION:

On July 7, 2021, 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.

ADMINISTRATIVE REPORT

Title: Speed Limit Change – Roblin Boulevard from P.T.H. No.100 to 150 metres west of Dale Boulevard

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

The Public Service recommends that the speed limit on Roblin Boulevard between the centre line of Provincial Trunk Highway (P.T.H.) No. 100 and a point 150 m west of the western boundary of Dale Boulevard be reduced from 80 km/h to 70 km/h.

The Province of Manitoba recently modified the speed limit from 80 km/h to 70 km/h for the portion of P.R. No. 241 (also known as Roblin Boulevard) west of P.T.H. No. 100 within the R.M. of Headingley. The Public Service identified the need to modify the speed limit from 80 km/h to 70 km/h on the section of Roblin Boulevard east of P.T.H. No. 100 within the City of Winnipeg. As best as possible, roadway systems should promote consistent speeds and minimize changes in posted speed limits. It is beneficial to regulate the speed limit for this 650 metre segment of Roblin Boulevard consistently with the portion within the R.M. of Headingley.

RECOMMENDATIONS

1. That the speed limit on Roblin Boulevard between the centre line of Provincial Trunk Highway No. 100 and a point 150 m west of the western boundary of Dale Boulevard be reduced from 80 km/h to 70 km/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

The Province of Manitoba, through the *Speed Limits and Restricted Speed Area Regulation 14/2019*, has recently reduced the speed limit from 80 km/h to 70 km/h west of P.T.H. No. 100 in the R.M. of Headingley. It is recommended the 650 metre segment of Roblin Boulevard that

has a speed limit of 80 km/h east of P.T.H. No. 100 and within the City of Winnipeg be reduced to 70 km/h to provide consistency and reduce the number of speed limit changes along this continuous portion of roadway.

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. Because the Speed Limit By-law currently sets the speed limit for this portion of Roblin Boulevard at 80 km/h, modifying 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 approved by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

Adoption of the recommendations in this Report will result in speed limits that are consistent with the continuous segment of roadway to the west within the R.M. of Headingley and minimize the number of speed limit changes along this length of roadway.

Appropriate speed limit signage will need to be changed. The estimated costs are $200 and will be funded by the Traffic Services operating budget.

HISTORY/DISCUSSION

The study area and existing speed limits are illustrated in Figure 1, below. Speed Limit By-law 63/2019 currently defines the speed limit on Roblin Boulevard as 80 km/h between the centre line of P.T.H. No. 100 and a point 150 metres west of the western boundary of Dale Boulevard. This approximately 650 metre segment of Roblin Boulevard is a four-lane divided, Regional Street. There is an estimated traffic volume of 19,400 vehicles per day (2018 Traffic Flow Map).

On November 5 2020, The Province of Manitoba published an amendment to the Speed Limits and Restricted Speed Area Regulation 111/2020 that reduced the speed limit from 80 km/h to 70 km/h on an approximately 5.7 kilometre section of P.R. No. 241 (also known as Roblin Boulevard) west of P.T.H. No. 100 within the R.M. of Headingley. The Public Service identified the need to modify the speed limit from 80 km/h to 70 km/h on the section of Roblin Boulevard east of P.T.H. No. 100 within the City of Winnipeg. As best as possible, roadway systems should promote consistent speeds and minimize changes in posted speed limits. It is more ideal to regulate this 650 metre segment of Roblin Boulevard consistently with the portion within the R.M. of Headingley.

In order to modify the speed limit, Schedule A to the Speed Limit By-law 63/2019 will need to be amended as per the draft amending By-law attached as Appendix A to this report.

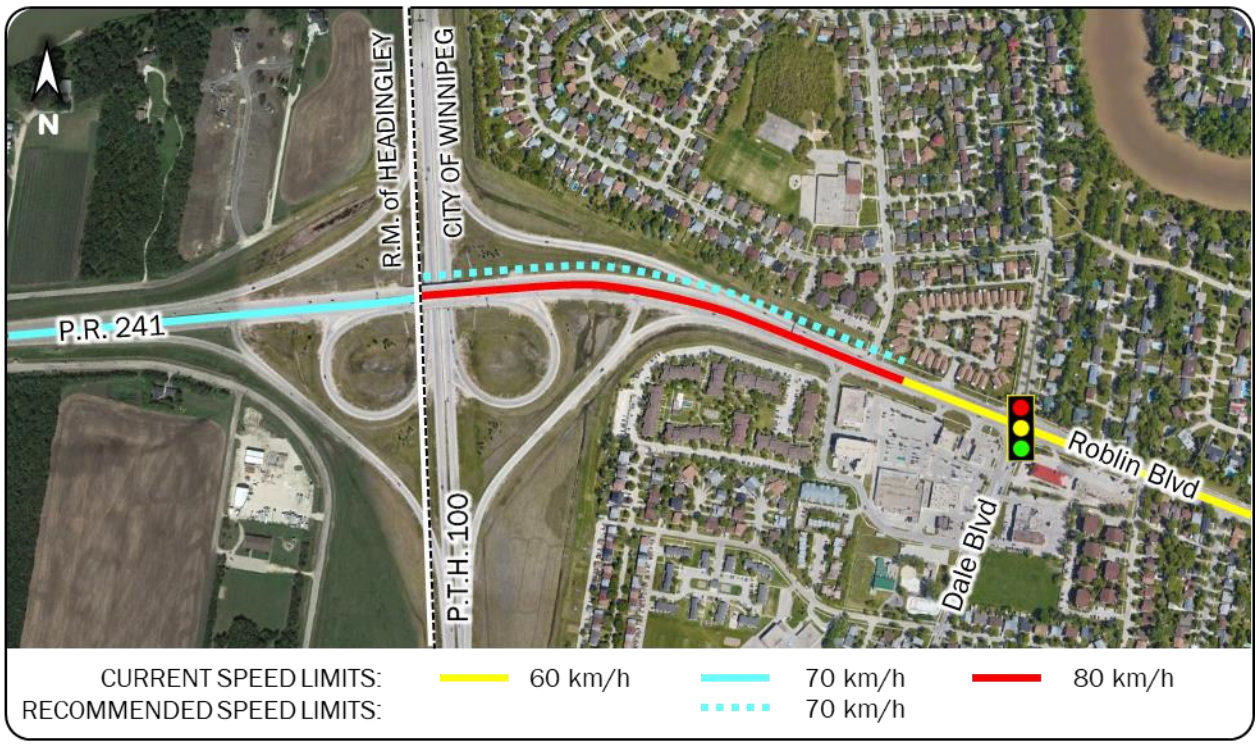

Figure 1: Study Area Speed Limits

FINANCIAL IMPACT

Financial Impact Statement

Date: May 25, 2021

Project Name:

First Year of Program **2021**

Speed Limit Change – Roblin Boulevard from P.T.H. No. 100 to 150 metres west of Dale Boulevard

	2021	2022	2023	2024	2025
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	$ 200	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 200	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	200	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Direct costs are the estimated cost to supply and install new speed limit signs. The costs will be funded by the 2021 Public Works Transportation Division operating budget.

"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 25, 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 Schedule A in the Speed Limit By-law

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

Speed limit on part of Roblin Boulevard amended

1 Schedule A to the Speed Limit By-law No. 63/2019 is amended by replacing the following row:

1

Street	From	To	Speed Limit (km/h)
Roblin Boulevard	Centre line of P.T.H. No. 100	150 m West of the Western boundary of Dale Boulevard	80

with the following row:

Street	From	To	Speed Limit (km/h)
Roblin Boulevard	Western boundary of The City of Winnipeg	150 m West of the Western boundary of Dale Boulevard	70

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