Addendum - Report IRPW Item #1

Residential Speed Limit Review – Change to Neighbourhood Trials for the Evaluation of Reduced Default Speed Limits on Residential Streets

Sept 21, 2021

Delegate:
Kelly Ryback

In 2019

-6666 collision victims - very few occurred on residential streets

-95% of accidents causing injury or fatality occur at intersections
-97% of accidents causing injury or fatality are from vehicles colliding with vehicles
-85% of pedestrian injuries and fatalities are at intersections

-37% of collisions occur in snow/ice/slush covered road conditions

I agree with Councillor Nason that the neighborhood pilot is just a slippery way to full implementation. Scope creep if you will.

I agree with Councillor Lukes that the money would be better spent on the main streets and thorough fares.

One councillor said to me that 'Toronto did it'. Not an apples to apples comparison. Toronto has 3.9 times the population but 14 times the Pedestrian Motor Vehicle Collisions (PMVC) than Winnipeg. Toronto homes are closer to the street, they have parking on both sides, and narrower, if any, boulevards between the street and sidewalks. I included pictures.

Probe conducted a random phone survey of Winnipeg residents - 75% stated the 50 km/hr speed zones in residential neighborhoods were safe. My data is from City sources.

Have you driven a pilot street? Five speed bumps per kilometre. Ten speed bump signs. Two to four 30 km/hr speed limit signs per intersection

In the age of transparency, what is the cost per kilometre and what is the total cost? What streets will get 30 km/hr speed limits? What are the target results? Is it $20 million dollars? There are over 2500 kilometers of residential streets.

Twelve thousand speed bumps and thirty thousand signs?!

Media, are you listening?

What are the impacts to snow clearing? Will it cost more money? Garbage and recycling pickup? Will Transit schedules have to be revised? Costs and impacts to service?

How will this impact emergency response times and patient transport? What is the impact to emergency vehicles and occupants? Imagine a person who has suffered a spinal cord injury and having to feel every bump every 200 metres with a risk of furthering damaging the spinal cord and causing a life altering injury. Or what is the impact of an ambulance slowing up, going over a bump, then accelerating and repeating this process until the ambulance reaches a street with a higher speed limit, all the while a paramedic is performing compressions and trying to revive a patient. Or if the driver is driving too fast?

Stuff happens. June 8th of this year,Paramedic Troy Boettcher of Minnesota,my friend's son, was killed along with his 17 year old patient while in transport when his ambulance got T-Boned by a gravel truck at a 4-way stop. As much as we want, we can't prevent every tragedy.

My grandfather was killed in a car accident. Friends or their relatives have been. My cousin Terry spent a half hour in the ditch on McIvor with a broken femur, arm, and busted teeth after being struck from behind by a drunk driver. My cousin Cassie suffered a brain injury and spent the rest of his life in a nursing home after being struck while crossing Henderson Highway. A residential 30km/hr speed limit wouldn't have prevented any of these. We all know victims.

The 6666 number won't change with this proposal.

What needs to happen next?

This item must not be approved. This affects more residents than opening Portage & Main. More residents than the Transit Master Plan. There's still too much work to be done before another speed bump is installed:

-Determine and announce total costs

-Provide each councillor with their ward maps showing all the streets with the proposed 30 km/hr speed limit. Identify all the speed bumps. Indicate which streets are transit routes

-Councillors to conduct a series of ward meetings and provide releases on their e-mail distribution lists and social media.

-Once all that is done and there is still an appetite to proceed, then make it a referendum next fall.

The $20 million, spend it on the main streets. Save lives and reduce injuries. Otherwise, years following, we will still have 6666 + collision victims.

Thank you.

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The Public Service stated they should not be influenced on the selection of the four neighbourhoods. But three councillors and one resident attempted that at the last IRPW meeting. One neighbourhood is one the safest street areas in the city. I know it well. I coached their 8A1 hockey team to a city championship. A test in their neighbourhood would be meaningless and slant the results.

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Sept 21, 2021 EPC Meeting

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Winnipeg Streets – Safer than Toronto's

Toronto – 3.9X the Population but 14X the PMVC

-Wpg doesn't have parking on both sides
-Less Housing Density

-Homes further back from street
-Boulevards between streets and sidewalks





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Some Things You Just Can't Fix



