Agenda – Council – December 15, 2022

Report – Standing Policy Committee on Public Works – November 29, 2022

Item No. 5 Quarterly Report – Speed Limit Review – Process and Residential Speed Limits

STANDING COMMITTEE RECOMMENDATION:

On December 7, 2022, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the following to Council:

1. That this report be received as information.

2. That the quarterly verbal reports on the matter be concluded.

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

Report – Standing Policy Committee on Public Works – November 29, 2022

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On December 7, 2022, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On November 29, 2022, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendment:

- Delete Recommendation 2 in its entirety and replace with the following:

  "2. That the quarterly verbal reports on the matter be concluded."

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

COUNCIL DECISION:

On July 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.

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.

Report – Standing Policy Committee on Public Works – November 29, 2022

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

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 Limit Review: Process and Residential Speed Limits
Quarterly Project Status Report No. 8
For the Period Ending October 15, 2022

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	J. Berezowsky	N/A	M. Jack

EXECUTIVE SUMMARY

This administrative report provides a summary of work conducted during the period of July 16, 2022, through October 15, 2022, on the Speed Limit Review Trial as adopted by Council on July 23, 2020.

Across Canada, many jurisdictions are implementing or exploring lower default speed limits. As an example, Calgary and Edmonton both recently adopted a 40 km/h default speed limit on all residential roads and some downtown streets. In Winnipeg, the Reduced Speed Neighbourhood Pilot project team has developed a schedule that would see the implementation of reduced speeds in select neighbourhoods as early as February 2023.

At this time, the Public Service is recommending that future quarterly reports be provided as verbal updates. As the project moves into the implementation stage, it will progress quickly and verbal updates would allow for more up-to-date information to be presented to the Committee.

RECOMMENDATIONS

1. That this report be received as information.

2. That, going forward, reporting on Residential Speed Limits be provided through quarterly verbal updates.

REASON FOR THE REPORT

On July 23, 2020, Council concurred in the recommendation of the Executive Policy Committee, as amended, and directed the Public Service to provide quarterly written reports on the matter to the then-titled Standing Policy Committee on Infrastructure Renewal and Public Works.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications to receiving this report as information.

HISTORY/DISCUSSION

QUARTERLY UPDATE

Across Canada, many jurisdictions are implementing or exploring lower default speed limits. As an example, Calgary and Edmonton both recently adopted a 40 km/h default speed limit on all residential roads and some downtown streets. Many other cities have projects underway to pilot a lower default speed limit in select areas or are considering them at a City Council level.

In Winnipeg, the Reduced Speed Neighbourhood Pilot project team has developed a schedule that would see the implementation of reduced speeds in select neighbourhoods as early as February 2023. Other highlights to the schedule include:

- Base line speed data collection in October 2022
- Closed stakeholder meeting in November and December 2022
- Website launch in January 2023
- Online Survey for Reduced Speed Neighbourhood Pilot residents

The project team will contact area Councillors prior to the start of the Reduced Speed Neighbourhood Pilot to present the project in more detail and answer any questions they may have.

A separate report has been prepared that will recommend the City Solicitor and Director of Legal Services be instructed to prepare an amendment to the Speed Limit By-law and bring those changes directly to Council for enactment prior to the installation of new speed limit signage in the Reduced Speed Neighbourhoods.

VERBAL REPORTING

As the project moves into the implementation stage, it will progress quickly. Given the extended lead time required for written administrative reports, the information provided will not be completely accurate by the time it is published. In order to provide the most up-to-date information to the Standing Policy Committee, the Public Service is recommending that future reports be provided as verbal updates.

FINANCIAL IMPACT

Financial Impact Statement Date: October 18, 2022

Project Name:
Limits Quarterly Project Status Report No. 8 For the Period Ending October 15, 2022

COMMENTS:

As this report is for information purposes only, there are no implications.

J. Ruby, 2022-10-27
J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

4.10 Transportation Safety
Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities for all road users.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

The recommendations of this report are intended to result in a safer pedestrian realm, which contributes to the encouragement of sustainable transportation options, as noted in Key Direction 1.4 Encourage Sustainable Transportation Options.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Greg Blatz, P.Eng., Traffic Management Engineer
Date: October 28, 2022