Agenda – Council – January 26, 2023

Report – Standing Policy Committee on Public Works – January 10, 2023

Item No. 2 Reduced Speed Neighbourhood Pilot – Speed Limit Changes

STANDING COMMITTEE RECOMMENDATION:

On January 17, 2023, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and recommended to Council:

1. That the speed limits in the neighbourhoods of Worthington, Richmond West, Tyndall Park South and Bourkevale (the "Reduced Speed Neighbourhoods"), as identified in Appendices A, B, C, and D of Schedule A, to this Report respectively, be changed to:

    A. 40 km/h in the Worthington neighbourhood;

    B. 40 km/h in the Richmond West neighbourhood;

    C. 30 km/h in the Tyndall Park South neighbourhood; and

    D. 30 km/h in the Bourkevale neighbourhood.

2. That a by-law to be enacted to amend the Speed Limit By-law No. 63/2019 in accordance with Recommendation 1, a draft of which is attached as Schedule A to this report.

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 Public Works – January 10, 2023

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 17, 2023, 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 January 10, 2023, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

David Grant submitted a communication with respect to the matter.

STANDING COMMITTEE DECISION:

On April 6, 2022 the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and approved the following:

1. That the Public Service commence the Neighbourhood Pilot of Lower Default Speed Limits within the four neighbourhoods as follows:

    A. Worthington (bounded by Dakota Street, St. Mary's Road, Berrydale Avenue and St. Anne's Road and Bishop Grandin Boulevard), at 40 km/hour

    B. Richmond West (bounded by Pembina Highway, Perimeter Highway, Waverley Street/Tim Sale Drive and Sandusky Drive/Kirkbridge Park/Kirkbridge Drive), at 40 km/hour

    C. Tyndall Park South (Bounded by Burrows Avenue, Keewatin Street, Selkirk Avenue, and King Edward Street)

    D. Bourkevale (between Portage Avenue and the Assiniboine River from Deer Lodge Place to Riverbend Crescent)

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

ADMINISTRATIVE REPORT

Title: Reduced Speed Neighbourhood Pilot – Speed Limit Changes

Critical Path: Standing Policy Committee on Public Works - Executive Policy Committee - Council

AUTHORIZATION

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

EXECUTIVE SUMMARY

On April 6, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works approved the Reduced Speed Neighbourhood Pilot in the neighbourhoods of Worthington, Richmond West, Tyndall Park South, and Bourkevale.

To enact these speed limit changes, the Speed Limit By-law must be amended to identify the exact boundary of the geographic area for each Reduced Speed Neighbourhood. Schedule A of this report includes Appendices A to D, which identify the boundaries for each Reduced Speed Neighbourhood.

RECOMMENDATIONS

1. That the speed limits in the neighbourhoods of Worthington, Richmond West, Tyndall Park South and Bourkevale (the “Reduced Speed Neighbourhoods”), as identified in Appendices A, B, C, and D of Schedule A, to this Report respectively, be changed to:

   A. 40 km/h in the Worthington neighbourhood;

   B. 40 km/h in the Richmond West neighbourhood;

   C. 30 km/h in the Tyndall Park South neighbourhood; and

   D. 30 km/h in the Bourkevale neighbourhood.

2. That Council enact a by-law to amend the Speed Limit By-law No. 63/2019 in accordance with Recommendation 1, a draft of which is attached as Schedule A to this report.

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

On April 6, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Public Service, and approved the following:

1. That the Public Service commence the Neighbourhood Pilot of Lower Default Speed Limits within the four neighbourhoods as follows:

    A. Worthington (bounded by Dakota Street, St. Mary's Road, Berrydale Avenue and St. Anne's Road and Bishop Grandin Boulevard), at 40 km/hour

    B. Richmond West (bounded by Pembina Highway, Perimeter Highway, Waverley Street/Tim Sale Drive and Sandusky Drive/Kirkbridge Park/Kirkbridge Drive), at 40 km/hour

    C. Tyndall Park South (Bounded by Burrows Avenue, Keewatin Street, Selkirk Avenue, and King Edward Street)

    D. Bourkevale (between Portage Avenue and the Assiniboine River from Deer Lodge Place to Riverbend Crescent)

Implementing the above change requires a By-law amendment to the Speed Limit By-law No. 63/2019; all by-laws must be approved by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no new cost implications for this project. The 2021 capital budget adopted $2,248,000 for the 2021 Traffic Engineering Improvements – Various Locations (TEIP) program. The current estimated allocation of the adopted 2021 TEIP budget to deliver the Reduced Speed Neighbourhood Pilot is $400,000. It is estimated that the currently-allocated budget will be sufficient to fund the recommended study of four neighbourhood trials, including the installation of speed limit signage.

HISTORY/DISCUSSION

On April 6, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and approved the Reduced Speed Neighbourhood Pilot in the neighbourhoods of Worthington, Richmond West, Tyndall Park South and Bourkevale.

The Public Service provided quarterly reports to the Standing Policy Committee on the schedule and progress of this project (reporting was concluded in November 2022). The intent of this brief report is solely to amend the Speed Limit By-Law to proceed with this pilot project.

To enact the approved speed limit changes, the Speed Limit By-law must be amended to identify the exact boundary of the geographic area for the Reduced Speed Neighbourhoods, along with the new speed limit for each of these neighbourhoods. All streets contained within

the boundary line shown (including streets whose labels have been hidden for clarity) on the neighbourhood maps attached below as Appendices to Schedule A of this report will form part of the amending by-law, and the new speed limit will be 30 km/h or 40 km/h in accordance with Recommendation 1. Streets that fall on the boundary line (e.g., Bishop Grandin Boulevard) will not have their speed limits changed as a result of this pilot.

The boundary of the Richmond West, shown in Appendix B, has been refined to move the east limit to be in line with the CN rail line, rather than Pembina Highway. The rail line offers a natural gateway to the neighbourhood

FINANCIAL IMPACT

Financial Impact Statement **Date:** November 24, 2022

Project Name: **First Year of Program** **2023**

Reduced Speed Neighbourhood Pilot – Speed Limit Changes

	2023	2024	2025	2026	2027
Capital					
Capital Expenditures Required	$ 17,115	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	17,115	-	-	-	-
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	815	-	-	-	-
Net Cost/(Benefit)	$ (815)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(815)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Capital expenditures are for the installation of signage for the revised speed limits as described in this report, estimated to cost $16,300 plus overheads of $815.00. Incremental Revenue / Recovery represent estimated Overheads. Costs will be funded by 2021 TEIP Reduced

J. Ruby, 2022-11-30

J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services (as to legal issues)

OURWINNIPEG POLICY ALIGNMENT

The recommendations of this report are aligned with the key strategic goal of a safe, efficient and equitable transportation system for people, goods and services in the Sustainable Transportation Direction Strategy that supports OurWinnipeg.

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

The recommendations within this report support Goal 5: Transportation System Equity is Enhanced through Strategy 8: Transportation Infrastructure. This strategy aims to address gaps in transportation infrastructure and services (i.e., bus shelters, bike routes, snow-clearing) in geographic areas of higher poverty.

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Greg Blatz, P.Eng.
Date: December 1, 2022

Attachments: Schedule A – Draft Amending By-law

SCHEDULE A

THE CITY OF WINNIPEG

BY-LAW NO. /2022

A By-law of THE CITY OF WINNIPEG to amend the Speed Limit By-law No. 63/2019 in order to allow for the establishment of a Neighbourhood Area Speed Limit Trial in various neighbourhoods.

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

Speed Limit By-law amended

1 The Speed Limit By-law No. 63/2019 is amended by this by-law.

Section 3.2 added

2 The following is added as section 3.2:

Reduced Speed Neighbourhood speed limits

3.2(1) *Subject to section 3(1), the speed limit on streets within the geographical boundaries of*

(a) the Worthington neighbourhood, as identified in Schedule D to this By-law; and

(b) the Richmond West neighbourhood, as identified in Schedule E to this By-law

is 40 km/h.

3.3(2) *The speed limit on streets within the geographical boundaries of*

(a) the Tyndall Park South neighbourhood, as identified in Schedule F to this By-law; and

(b) the Bourkevale neighbourhood, as identified in Schedule G to this By-law

is 30 km/h.

Section 4 replaced

4 Section 4 is repealed and replaced as follows:

Schedules form part of By-law

4 *Schedules A, B, C, D, E, F, and G, attached hereto, form part of this By-law.*

Schedule D added

5 Appendix A to this by-law is added as Schedule D to the Speed Limits By-law.

Schedule E added
6 Appendix B to this by-law is added as Schedule E to the Speed Limits By-law.

Schedule F added
7 Appendix C to this by-law is added as Schedule F to the Speed Limits By-law.

Schedule G added
8 Appendix D to this by-law is added as Schedule G to the Speed Limits By-law.

Coming into force
9 This by-law will come into force upon being given three readings by Council.

DONE AND PASSED this day of , 2022.

Mayor

City Clerk

Approved as to content:

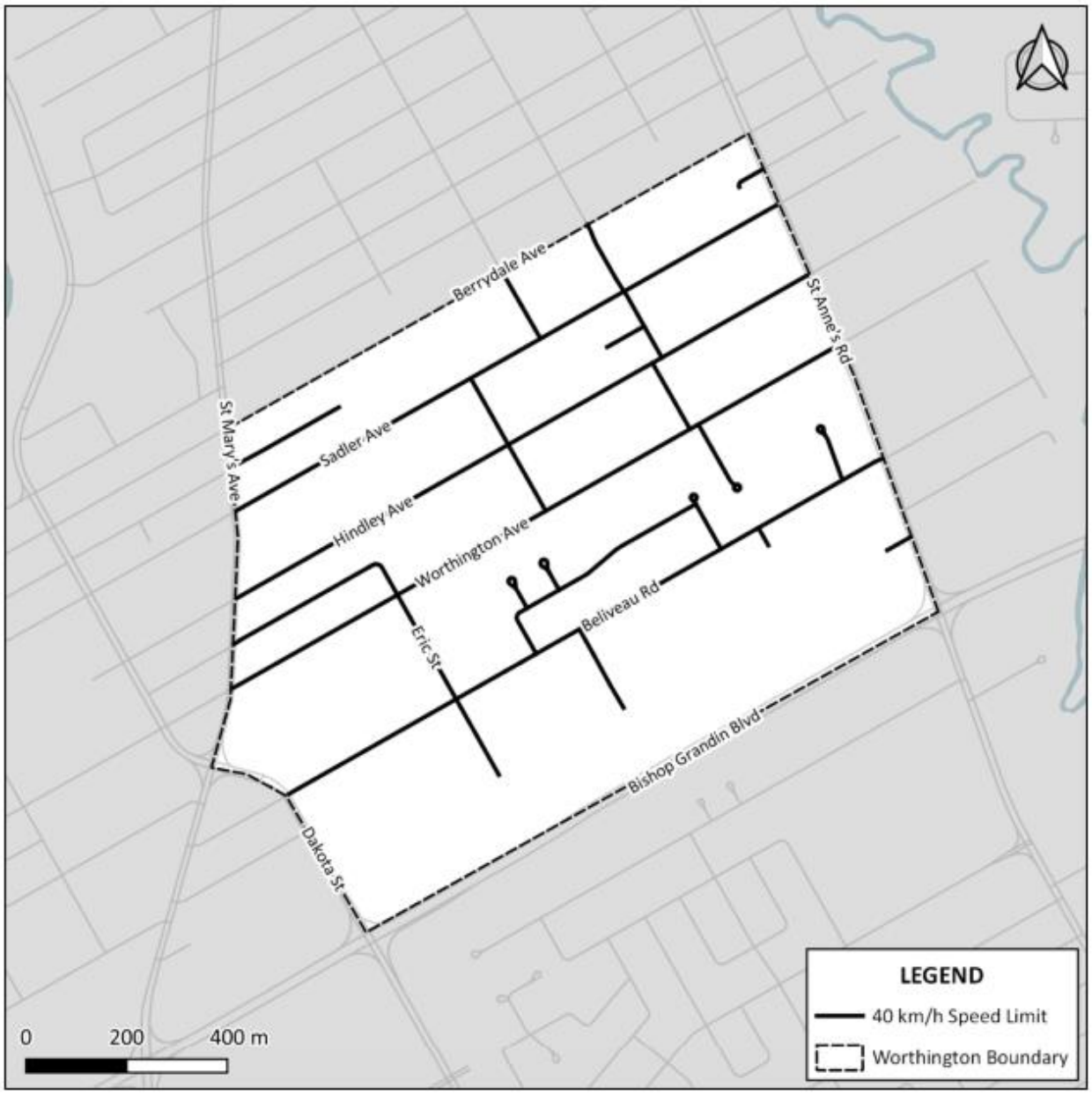
Director of Public Works

Legally reviewed and certified as to form:

for Director of Legal Services
and City Solicitor

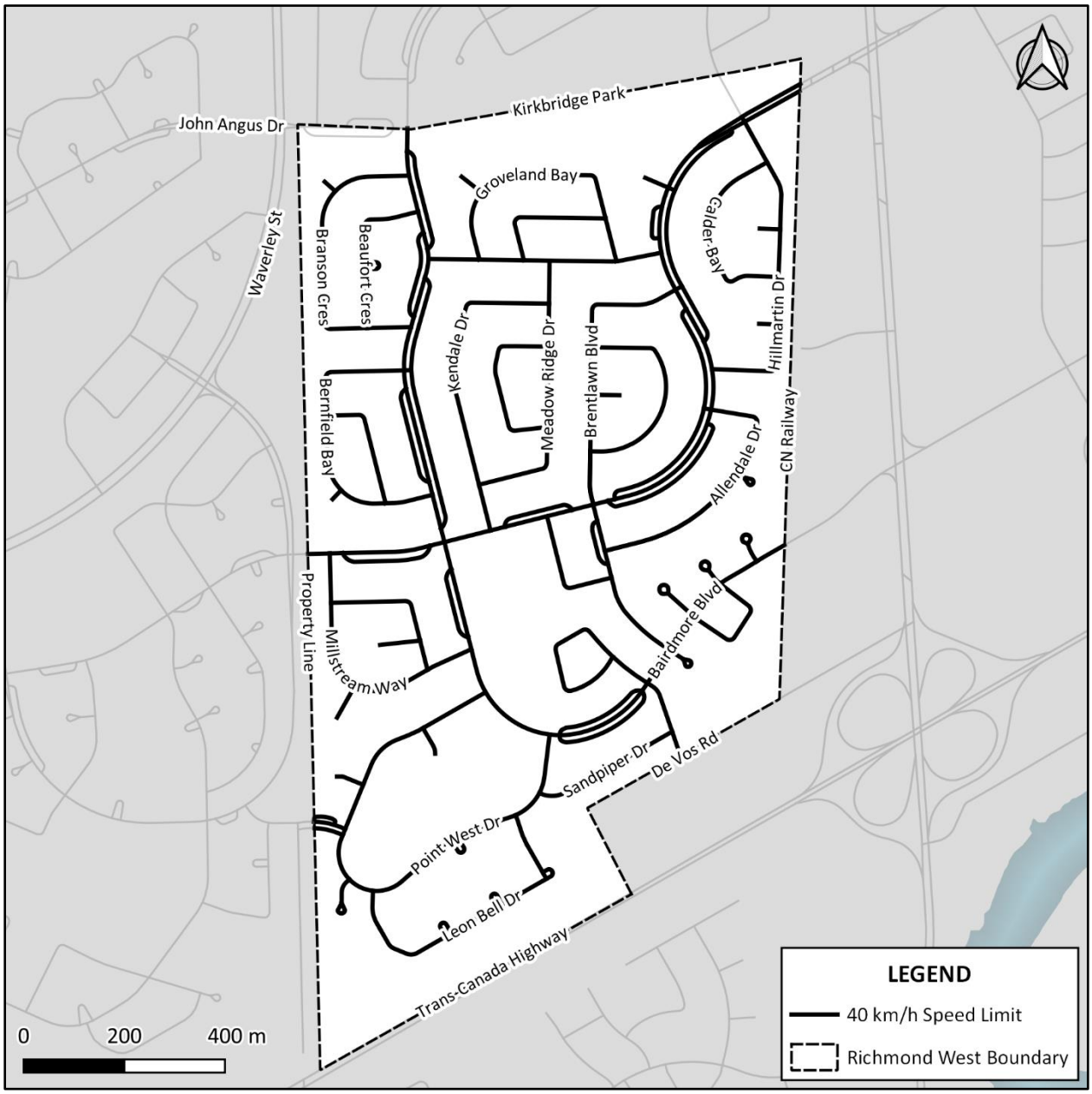
APPENDIX A

SCHEDULE D to By-law No. 63/2019
GEOGRAPHICAL BOUNDARIES OF WORTHINGTON NEIGHBOURHOOD



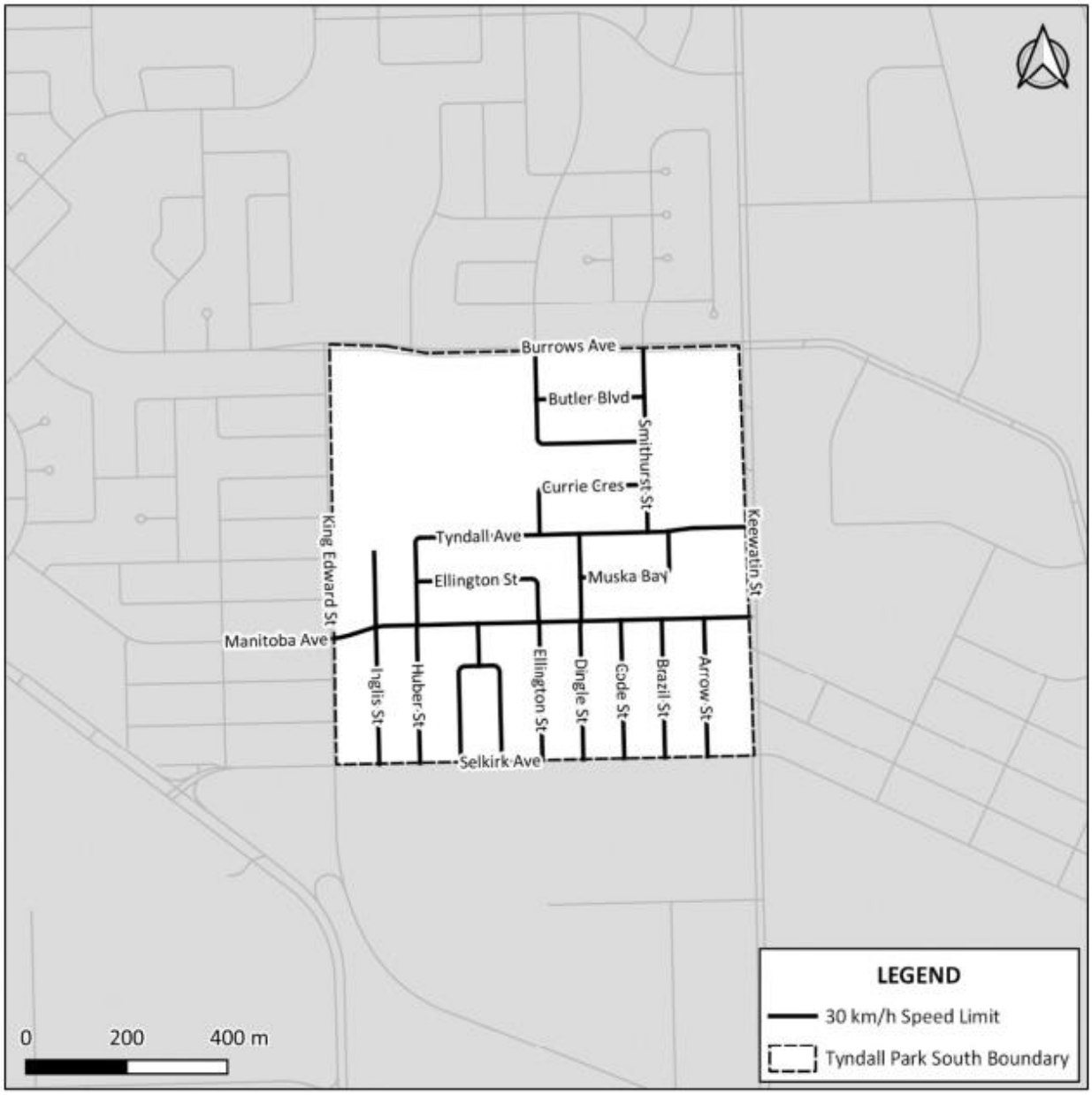
APPENDIX B

SCHEDULE E to By-law No. 63/2019
GEOGRAPHICAL BOUNDARIES OF RICHMOND WEST NEIGHBOURHOOD



APPENDIX C

SCHEDULE F to By-law No. 63/2019
GEOGRAPHICAL BOUNDARIES OF TYNDALL PARK SOUTH NEIGHBOURHOOD



APPENDIX D

SCHEDULE G to By-law No. 63/2019
GEOGRAPHICAL BOUNDARIES OF BOURKEVALE NEIGHBOURHOOD

