**Agenda – Council – December 14, 2023**

**Report – Standing Policy Committee on Public Works – November 21, 2023**

**Item No. 6 Speed Limit Study – McPhillips Street from 175 Metres North of Swailes Avenue to Northern Boundary of the City of Winnipeg**

STANDING COMMITTEE RECOMMENDATION:

On December 5, 2023, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the following to Council:

1. That the speed limit on McPhillips Street between the point 173 metres north of Balgona Road and the northern boundary of the City of Winnipeg be reduced from 90 km/h to 80 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.

**Agenda – Council – December 14, 2023**

**Report – Standing Policy Committee on Public Works – November 21, 2023**

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On December 5, 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 November 21, 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.

STANDING COMMITTEE RECOMMENDATION:

On November 9, 2023, the Standing Policy Committee on Public Works further laid the matter over to its meeting on November 21, 2023.

On September 11, 2023, the Standing Policy Committee on Public Works laid the matter over for up to 60 days.

David Grant submitted a communication with respect to the matter.

On February 7, 2023, the Standing Policy Committee on Public Works passed the following motion:

WHEREAS the City of Winnipeg's Road Safety Strategic Action Plan identifies “Actions for Reduced Speeds” as a focus area and identifies “Review Speed Limits” as a specific action;

AND WHEREAS the Public Service has in the past been directed to review speed limits on several different regional street segments;

AND WHEREAS one of the Guiding Principles for Setting Speed Limits is to promote consistency in speed between road users;

**Report – Standing Policy Committee on Public Works – November 21, 2023**

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

AND WHEREAS reviewing and modifying speed limits for individual isolated segments can create inconsistent expectations among drivers and a more wholistic approach to speed limit reviews is preferred;

AND WHEREAS the speed limit on the most northerly segment of McPhillips requires review given new development and an ongoing transition from a rural to an urbanized condition;

THEREFORE BE IT RESOLVED that the Winnipeg Public Service be directed to report back in 240 days on the following:

1. The completion of an engineering speed limit study on McPhillips Street from Swailes Avenue north to the Perimeter Highway where the speed limit is above 60 km/h, in conjunction with a simultaneous study to be conducted by an external consultant of at least four other corridors with similar characteristics to be determined by the Public Service.

2. The development of a strategy for conducting proactive reviews of speed limits on all regional roads that service the City, with future engineering speed limit studies completed in such a way as to promote consistency between roadways with similar characteristics.

# ADMINISTRATIVE REPORT

**Title:** Speed Limit Study – McPhillips Street from 175 Metres North of Swailes Avenue to Northern Boundary of the City of Winnipeg

**Critical Path:** Standing Policy Committee on Public Works — Executive Policy Committee — Council

## AUTHORIZATION

| Author | Department Head | CFO | CAO |
|---|---|---|---|
| D. Patman, P. Eng. | J Berezowsky | B. D'Avignon (Acting) | M. Jack |

## EXECUTIVE SUMMARY

The Province of Manitoba, through the Speed Limits and Restricted Speed Area Regulation 14/2019, recently reduced the speed limit from 100 km/h to 80 km/h on McPhillips Street north of Emes Road in the rural municipality of West St. Paul (immediately north of the City of Winnipeg boundary). This speed limit change was due to the province installing a new traffic signal at the intersection of McPhillips Street and Emes Road.

The entire segment of McPhillips Street which currently has a posted speed limit above 60 km/h from 175 metres North of Swailes Avenue to the Northern Boundary of the City of Winnipeg was reviewed to provide appropriate speed limits and to ensure consistent speed limits are in place along this continuous portion of roadway.

The Public Service recommends the speed limit on McPhillips Street between the point 173 metres north of Balgona Road and the northern boundary of the City of Winnipeg be reduced from 90 km/h to 80 km/h.

## RECOMMENDATIONS

1. That the speed limit on McPhillips Street between the point 173 metres north of Balgona Road and the northern boundary of the City of Winnipeg be reduced from 90 km/h to 80 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, recently reduced the speed limit from 100 km/h to 80 km/h on McPhillips Street north of Emes Road in the rural municipality of West St. Paul (immediately north of the City of Winnipeg boundary).

The entire segment of McPhillips Street from 175 metres North of Swailes Avenue to Northern Boundary of the City of Winnipeg was reviewed. It is recommended the 90 km/h segment of McPhillips Street within the City of Winnipeg be reduced to 80 km/h.

The recommendations require a By-law amendment to the Speed Limit By-law No. 63/2019 and must be approved by Council.

## IMPLICATIONS OF THE RECOMMENDATIONS

Adoption of the recommendation for the speed limit change will provide more consistent speed limits on this section of McPhillips Street. Schedule A of the Speed Limit By-law 63/2019 will be amended. Subsequently, appropriate speed limit signage will need to be changed. The estimated total costs are $600 for signage and will be funded through the Transportation Division Operating Budget.

## HISTORY/DISCUSSION

### BACKGROUND INFORMATION

On February 7, 2023 the Standing Policy Committee on Public Works (SPC-PW) directed the Winnipeg Public Service to report back in 240 days on the following:

1. The completion of an engineering speed limit study on McPhillips Street from Swailes Avenue north to the Perimeter Highway where the speed limit is above 60 km/h, in conjunction with a simultaneous study to be conducted by an external consultant of at least four other corridors with similar characteristics to be determined by the Public Service.

2. The development of a strategy for conducting proactive reviews of speed limits on all regional roads that service the City, with future engineering speed limit studies completed in such a way as to promote consistency between roadways with similar characteristics.

The above report, to be titled *Engineering Speed Limit Study*, is scheduled to be presented at the November meeting of the SPC-PW. As a result of the Province installing a new traffic signal at the intersection of McPhillips Street and Emes Road and reducing the speed limit on McPhillips Street immediately north of the City of Winnipeg boundary, it is a higher urgency to report on the McPhillips Street speed limit before the November meeting.

## STUDY AREA

This report assesses the speed limit on McPhillips Street between Swailes Avenue and northerly to the city boundary at Emes Road. The study area and existing speed limits are illustrated in Figure 1 at the end of this report. McPhillips Street is a four-lane divided Regional Street and Full Time Truck Route. Traffic control signals were installed in the last several years at the intersections of North Point Boulevard, Murray Avenue, and most recently at Emes Road. Speed Limit By-law 63/2019 currently sets the speed limit on McPhillips Street as the following:

- 80 km/h between 175 metres north of the northern boundary of Swailes Avenue and 173 metres north of Balgona Road.

- 90 km/h between 173 metres north of Balgona Road and the northern boundary of the City of Winnipeg.

## SPEED LIMIT REVIEW PROCESS

In recommending appropriate speed limits, the Public Service follows the guidance from *Technical Guideline A-2b Speed Limit Reviews* which adopts the *Manitoba Infrastructure Guide for Setting Posted Speed Limits on Manitoba Roadways* (2019) engineering speed limit study as the framework, with minor modifications, to evaluate and recommend posted speed limits.

An engineering speed limit study can help identify, review, and propose solutions for roadways where the traffic authority has concerns with the current speeds. The engineering speed limit study provides a speed limit recommendation based on the operating speed, target speed, and collision history.

### Vehicle Operating Speed Characteristics

The operating speed is the speed at which motorists choose to travel on a given roadway. Speed choice by drivers is based on a variety of factors, including roadway and roadside characteristics, weather, traffic characteristics, vehicle characteristics and the purpose of the trip. The operating speed for a particular road section can be estimated by measuring individual speeds through a spot speed study. The following describes operating speed characteristics:

- ***50th Percentile Speed.*** The 50th percentile speed is the speed at or below 50 percent of the measured speeds in a spot speed study.

- ***85th Percentile Speed.*** The 85th percentile speed is the speed at or below 85 percent of the measured speeds in a spot speed study.

- ***15 km/h pace.*** The 15 km/h pace is the 15 km/h range of speeds that encompasses the greatest percentage of measured speeds in a spot speed study.

Two vehicle operating speed studies were completed in May 2023. Table 1 provides a summary of the observed vehicle speeds.

**Table 1: Vehicle Operating Speed Data**

| Speed study location | Posted Speed Limit | 50th percentile speed | 85th percentile speed | 15 km/h pace |
|---|---|---|---|---|
| Northbound - Storie Rd to North Point Blvd | 80 | 73 | 82 | 66 - 81 |
| Southbound - Storie Rd to North Point Blvd | 80 | 73 | 81 | 66 - 81 |
| Northbound – Murray Ave to Balgona Rd | 80 | 76 | 83 | 69 - 84 |
| Southbound - Murray Ave to Balgona Rd | 80 | 78 | 85 | 71 - 86 |

At these two data collection locations, the 85$^{th}$ percentile speeds are in the low 80's and the maximum of the 15 km/h pace is in the 80 km/h range. These speed characteristics support an 80 km/h posted speed limit.

**Target Speed**

The target speed is the speed at which vehicles should operate on a facility in order to promote the safety and appropriate level of mobility for all road users. The target speed is determined using the Transportation Association of Canada Guidelines for Establishing Posted Speed Limits. Based on the TAC methodology, the appropriate target speed for this section of McPhillips Street is 80 km/h.

**Collision History**

A detailed collision review was not completed. The most recent collision data available is from 2021 and the characteristics of this roadway have greatly changed since that time (new traffic signals at Northpoint Boulevard, Murray Avenue, and Emes Road as well as increasing traffic volumes due to development).

## DISCUSSION AND SUMMARY

The Public Service recommends the speed limit on McPhillips Street be modified so it is a consistent 80 km/h from the point 175 metres north of Swailes Avenue north to the city boundary. These changes are illustrated in Figure 1. The estimated total costs to implement this change are $600 for signage and will be funded through the Transportation Division Operating Budget.

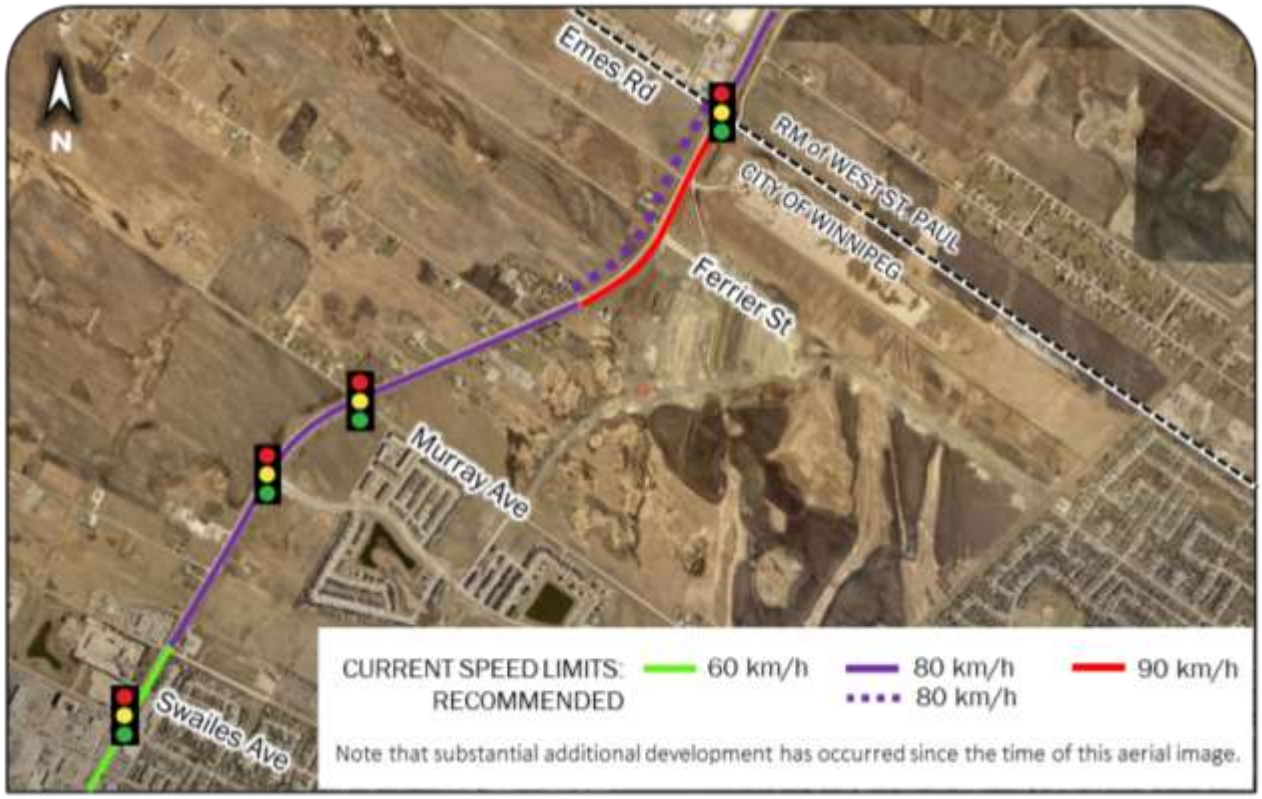


**Figure 1: Study Area and Recommended Speed Limits**

**FINANCIAL IMPACT**

## Financial Impact Statement

**Date:** July 25, 2023

**Project Name:**

**First Year of Program**

**2023**

Speed Limit Study – McPhillips Street from 175 Metres North of Swailes Avenue to Northern Boundary of the City of Winnipeg

| | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|
| **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 | $ 600 | | | | |
| Less: Incremental Revenue/Recovery | | | | | |
| Net Cost/(Benefit) | $ 600 | $ - | $ - | $ - | $ - |
| Less: Existing Budget Amounts | 600 | | | | |
| Net Budget Adjustment Required | $ - | $ - | $ - | $ - | $ - |

**Additional Comments:** Direct costs are to remove and reinstall speed limit signage as discussed in this report. There are sufficient funds within the Public Works Transportation Division budget to perform this work.

*J. Ruby, 2023-07-28*
J. Ruby CPA, CA
Manager of Finance & Administration

## CONSULTATION

This Report has been prepared in consultation with: Legal Services

## OURWINNIPEG POLICY ALIGNMENT

**OurWinnipeg 2045**
This report is in accordance with OurWinnipeg2045:

- ***Policy 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

Consideration was given as to whether this report connects to the Winnipeg Climate Action Plan and its Goals and Objectives, and it was determined that the Winnipeg Climate Action Plan is not applicable to this specific report.

## WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

## SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Keenan Patmore, M.Sc., P.Eng., Regional Traffic Engineer
Date: July 31, 2023

Attachments: Appendix A Draft By-law Amendment

# THE CITY OF WINNIPEG

## BY-LAW NO. /2023

A By-law of THE CITY OF WINNIPEG to amend Schedule A to the Speed Limit By-law No. 63/2019.

**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 deleting the following rows from Schedule A:

| | | | |
|---|---|---|---|
| McPhillips Street | 173 m North of the point where the Northern boundary of Balgona Avenue or the production thereof | Northern boundary of the City of Winnipeg | 90 |
| McPhillips Street | 175 m North of the Northern boundary of Swailes Avenue | 173 m North of the point where the Northern boundary of Balgona Avenue or the production thereof | 80 |

and replacing them with the following row:

| | | | |
|---|---|---|---|
| McPhillips Street | 175 m North of the Northern boundary of Swailes Avenue | Northern boundary of the City of Winnipeg | 80 |

**Coming into force**

**2** This by-law will come into force upon being given third reading by Council.

DRAFT

**DONE AND PASSED** this day of , 2023.

_____
Mayor

_____
City Clerk

Legally reviewed and certified as to form:

_____
for Director of Legal Services
and City Solicitor