Agenda – Council – February 22, 2024

Report – Standing Policy Committee on Public Works – January 30, 2024

Item No. 3 Amendment to Speed Limit By-law No. 63/2019 – Lee Boulevard West of Waverley Street and Scotia Street at Matheson Avenue East

STANDING COMMITTEE RECOMMENDATION:

On February 13, 2024, 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 Lee Boulevard between Waverley Street and the western terminus of Lee Boulevard approximately 1.4 km west of Waverley Street be reduced from 60 km/h to 50 km/h.

2. That a by-law be enacted to amend the Speed Limit By-law No. 63/2019, a draft of which is attached as Appendix 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 30, 2024

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On February 13, 2024, 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 30, 2024, 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.

ADMINISTRATIVE REPORT

Title: Amendment to Speed Limit By-law No. 63/2019 - Lee Boulevard West of Waverley Street and Scotia Street at Matheson Avenue East

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

This report recommends two changes to the Speed Limit By-law:

- Reducing the speed limit on Lee Boulevard west of Waverley Street from 60 km/h to 50 km/h based on geometric and network changes that have occurred in recent years.

- Correcting a typographical error in the By-law for Scotia Street at Matheson Avenue, which is administrative in nature and will result in no change to the current 30 km/h speed limit.

RECOMMENDATIONS

1. That the speed limit on Lee Boulevard between Waverley Street and the western terminus of Lee Boulevard approximately 1.4 km west of Waverley Street be reduced from 60 km/h to 50 km/h.

2. That a by-law be enacted to amend the Speed Limit By-law No. 63/2019, a draft of which is attached as Appendix 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

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 result in an amendment to the Speed Limit By-law 63/2019 as per Appendix A. Subsequently, appropriate speed limit signage will need to be changed. The estimated total cost to replace the 60 km/h speed limit signage on Lee Boulevard with 50 km/h signage is $325 and will be funded through the Transportation Division Operating Budget.

There is no cost associated with the changes on Scotia Street as the amendment is administrative in nature and intended to address a typographical error. The speed limit on Scotia Street will remain 30 km/h.

HISTORY/DISCUSSION

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. A summary of the City's speed limit review process is in Appendix B.

LEE BOULEVARD WEST OF WAVERLEY STREET

The current speed limit on Lee Boulevard west of Waverley Street is 60 km/h. In recent years, the cross-section of Lee Boulevard approximately 250 metres west of Waverley Street changed from a two-lane gravel road with ditches to a four-lane divided concrete road with curb and gutter. This change was done as part of the residential development in Bison Run. Along with that, Frontier Trail, a new collector street, was constructed to intersect Lee Boulevard approximately 250 metres west of Waverley Street. There are plans to construct a multi-use path on the north side and a sidewalk on the south side of Lee Boulevard between Waverley Street and Frontier Trail; however, that work is not yet complete.

West of Frontier Trail, Lee Boulevard remains a two-lane gravel road with ditches and single-family residential properties. There are no sidewalks on the gravel section of Lee Boulevard. Lee Boulevard terminates approximately 1.4 kilometres west of Waverley Street.

In Fall 2023, a traffic control signal was installed at the intersection of Lee Boulevard and Waverley Street. The speed limit on Lee Boulevard east of Waverley Street is 50 km/h.

Lee Boulevard - Vehicle Operating Speed Characteristics

Two speed studies were completed in September 2023 on Lee Boulevard west of Waverley Street: one on the gravel section west of Frontier Trail, and one on concrete section east of Frontier Trail. Table 1, below, provides a summary of the observed vehicle speeds.

Table 1: Vehicle Operating Speed Data on Lee Boulevard

Speed study location	Speed Limit	50th percentile speed	85th percentile speed	15 km/h pace
West of Frontier Trail	60	41	53	33 - 48
Frontier Trail to Waverley Street	60	42	49	34 - 49

At these two data collection locations, the 85th percentile speeds are near 50 km/h and the maximum of the 15 km/h pace is below 50 km/h. These speed characteristics support a 50 km/h posted speed limit.

Lee Boulevard - 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 (TAC) Guidelines for Establishing Posted Speed Limits. Based on the TAC methodology, the appropriate target speed for this section of Lee Boulevard is 60 km/h.

Lee Boulevard - Collision History

No collisions were reported on Lee Boulevard west of Waverley Street during the most recent five-year period of available data (2016-2021).

Lee Boulevard – Recommendation

The Public Service recommends the speed limit on Lee Boulevard west of Waverley Street be reduced from 60 km/h to 50 km/h to better align with current operating speeds and the recently modified geometry. This recommendation is shown in Figure 1.

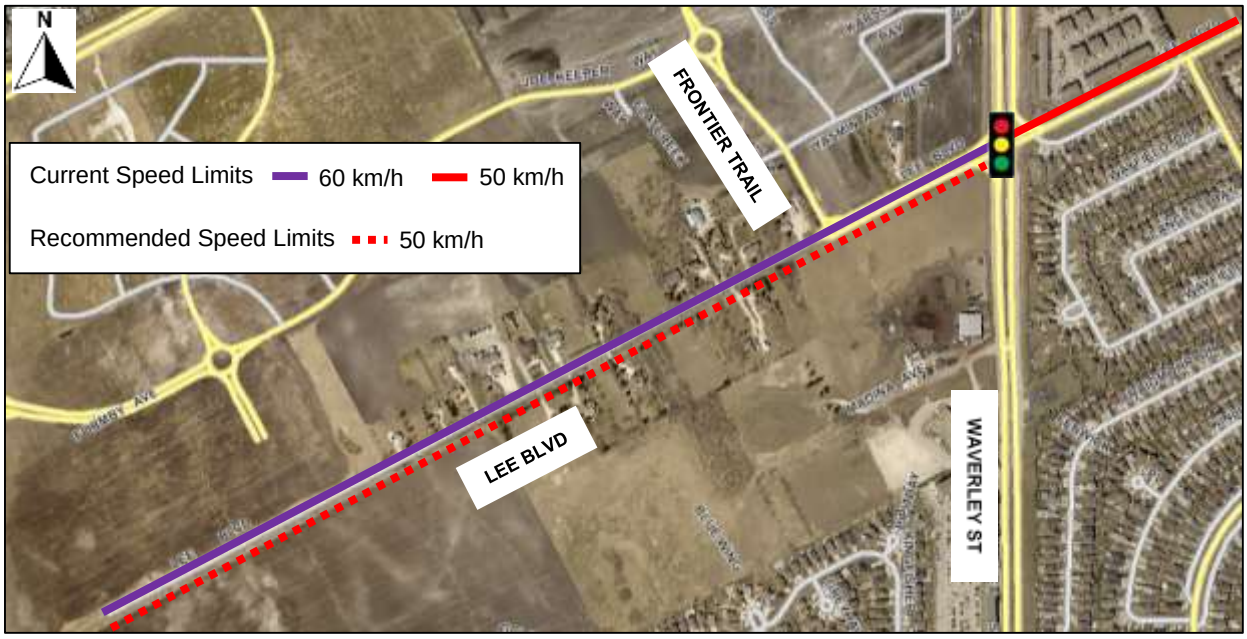

Figure 1: Lee Boulevard Speed Limit Recommendation

SCOTIA STREET

On March 23, 2023, Council designated Scotia Street as a neighbourhood greenway with a 30 km/h reduced speed limit in effect 24 hours per day, seven days a week on a permanent basis with associated traffic calming measures.

The neighbourhood greenway on Scotia Street is shown in Figure 2. Scotia Street is not a continuous route, so the neighbourhood greenway encompasses several different street segments, some on Scotia Street and some on other streets. This includes some blocks of Leila Avenue, Marymound Way, Cathedral Avenue and St. Cross Street.

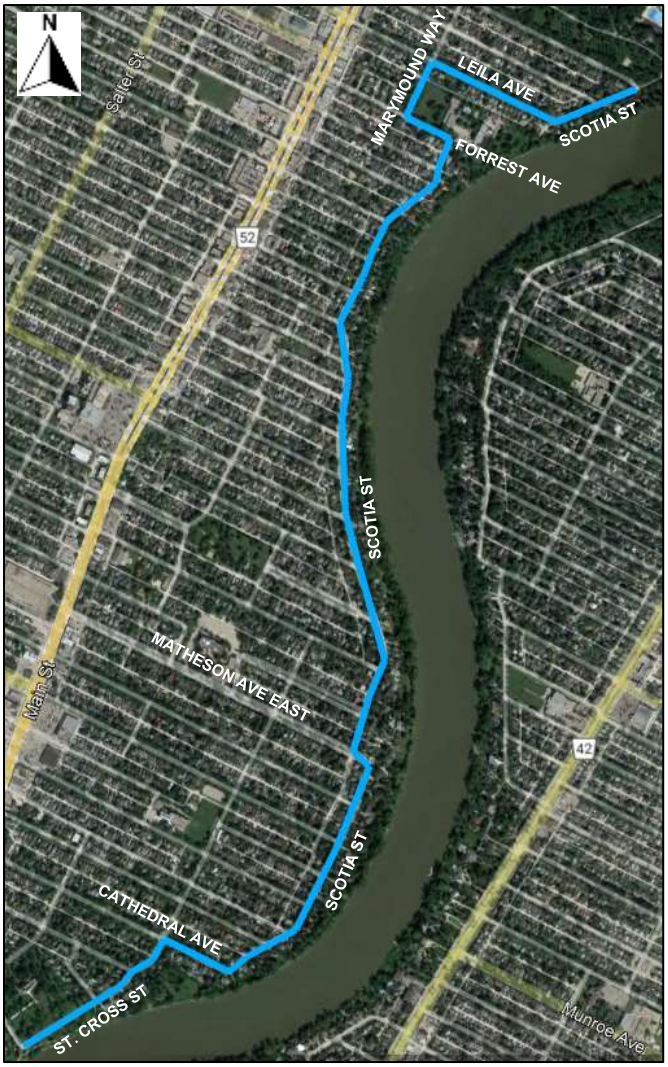

Figure 2: Neighbourhood Greenway on Scotia Street

The Speed Limit By-law 63/2019 must identify every street with a modified speed limit other than 50 km/h. As such, several street segments need to be identified in the By-law in order to reduce the speed limit along the entire length of the neighbourhood greenway. When the By-law was amended following Council's direction on March 23, 2023, an approximate 35 metre segment of the neighbourhood greenway was referred to as "Matheson Avenue East from Scotia Street to Scotia Street". Upon further review, it was identified that this street segment is

actually on Scotia Street, not on Matheson Avenue East. As such, the By-law needs to be amended to ensure the proper street segments are included. This change is administrative in nature and does not modify the intent of Council's decision to designate Scotia Street as a 30 km/h neighbourhood greenway. The existing 30 km/h signage will remain as-is. The By-law amendment will ensure legality of the speed limit. Figure 3 illustrates the recommended change.



Figure 3: Section of Scotia Street Neighbourhood Greenway to be corrected in the Speed Limit By-law to be named as Scotia Street instead of Matheson Avenue East

FINANCIAL IMPACT

Financial Impact Statement **Date:** December 15, 2023

Project Name: **First Year of Program**

2024

Amendment to Speed Limit By-law No. 63/2019 - Lee Boulevard West of Waverley Street and Scotia Street at Matheson Avenue East

	2024	2025	2026	2027	2028
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	$ 325				
Less: Incremental Revenue/Recovery					
Net Cost/(Benefit)	$ 325	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	325				
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Direct costs represent the cost to change an existing speed limit sign on Lee Boulevard, and can be funded from the preliminary Public Works operating budget. Changes to the by-law do not have an incremental financial impact.

J. Ruby, 2023-12-18
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

OurWinnipeg 2045
This report is in accordance with OurWinnipeg2045 as per:

Goal: Good Health and Well-Being

- ***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: R. Peterniak, M.Sc., P.Eng., RSP_1, Community Traffic Engineer
Date: December 19, 2023

Attachments:

Appendix A Draft By-law Amendment

Appendix B Speed Limit Review Process