Minutes – Executive Policy Committee – April 16, 2024

Report – Standing Policy Committee on Public Works – April 9, 2024

Item No. 3 Speed Limit Increase on Reenders Drive and Installation of Rectangular Rapid Flashing Beacon Crossing on Transcona Boulevard (Transcona Ward)

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

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 following recommendations be referred back to the Winnipeg Public Service to consider the speed limit change from 50 km/h to 60 km/h from Lagimodiere Boulevard to Peguis Street, and report back to the Standing Policy Committee on Public Works in 90 days:

    A. That the speed limit on Reenders Drive between approximately 170 metres east of the eastern boundary of Lagimodiere Boulevard to Peguis Street be increased from 50 km/h to 60 km/h.

    B. That the Speed Limit By-Law No. 63/2019 be amended in accordance with Recommendation 1 of this report, as per the attached draft amending By-law (Appendix A).

2. That the existing ground-mounted crosswalk on Transcona Boulevard approximately 620 metres east of Chelston Gate/Veterans Way be upgraded to a Rectangular Rapid Flashing Beacon (RRFB) crossing.

3. That the Public Service report back to the Standing Policy Committee on Public Works with a recommendation regarding the speed limit on Transcona Boulevard after Recommendation 2 of this report has been completed.

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

Minutes – Executive Policy Committee – April 16, 2024

Report – Standing Policy Committee on Public Works – April 9, 2024

DECISION MAKING HISTORY:

Moved by Councillor Browaty,

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Carried

Moved by Councillor Lukes,

That the recommendation of the Standing Policy Committee on Public Works be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On April 9, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendments:

- That Recommendations 1 and 2 of the Winnipeg Public Service be referred back to the Winnipeg Public Service to consider the speed limit change from 50 km/h to 60 km/h from Lagimodiere Boulevard to Peguis Street, and report back to the Standing Policy Committee on Public Works in 90 days.

- That the remaining Recommendations be renumbered accordingly

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

On March 5, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and granted an extension of 60 days for the Winnipeg Public Service to report back on the following:

1. Speed Limit Update on Reenders

Report – Standing Policy Committee on Public Works – April 9, 2024

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

On November 21, 2023, the Standing Policy Committee on Public Works concurred in the recommendation, and granted an extension of time of 90 days for the Winnipeg Public Service to report back on increasing the speed limit along Reenders Drive from Panet Road to Peguis Street, from 50 km/hour to 60 km/hour.

On June 8, 2023, the Standing Policy Committee on Public Works passed the following motion:

WHEREAS Reenders Drive is a four-lane major collector between Panet Road and Peguis Street, running parallel to Regent Avenue West;

AND WHEREAS Reenders Drive acts as a major secondary street to Regent Avenue West, relieving traffic from the already heavily congested Regent Avenue West;

AND WHEREAS Reenders Drive has no residential development on the street, but instead services existing commercial and government offices such as Kildonan Place Shopping Centre, Costco, Revenue Canada's Taxation Data Centre, Kildonan Crossing Shopping Mall and Reenders Square Shopping Mall;

AND WHEREAS such said streets typically have a 60 km/hour speed limit, but Reenders has a 50 km/hour speed limit, that dates back to when it was a two-lane collector, and thus as a now four-lane collector, is a speed trap for drivers;

THEREFORE BE IT RESOLVED that the Winnipeg Public Service to report back to the Standing Committee in 150 days on increasing the speed limit along Reenders Drive from Panet Road to Peguis Street, from 50 km/hour to 60 km/hour.

ADMINISTRATIVE REPORT

Title: Speed Limit Increase on Reenders Drive and Installation of Rectangular Rapid Flashing Beacon Crossing on Transcona Boulevard (Transcona Ward)

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

The Public Service recently reviewed speed limits on: Reenders Drive; Peguis Street; and Transcona Boulevard. This aligns with the Public Works Department Transportation Division's Technical Guideline A-2b Speed Limit Reviews.

The speed limit review process considers:

- Current operating speeds;
- Various aspects of the street's geometry, operations, and land use; and,
- Collision history.

As a result, changes are recommended to portions of Reenders Drive and Transcona Boulevard.

As well, an existing ground-mounted crosswalk on Transcona Boulevard should be upgraded to a Rectangular Rapid Flashing Beacon before or in tandem with any speed limit change on Transcona Boulevard to provide an adequate level of control for pedestrians.

This report outlines all recommended changes.

RECOMMENDATIONS

1. That the speed limit on Reenders Drive between approximately 170 metres east of the eastern boundary of Lagimodiere Boulevard to Peguis Street be increased from 50 km/h to 60 km/h.

2. That the Speed Limit By-Law No. 63/2019 be amended in accordance with Recommendation 1 of this report, as per the attached draft amending By-law (Appendix A).

3. That the existing ground-mounted crosswalk on Transcona Boulevard approximately 620 metres east of Chelston Gate/Veterans Way be upgraded to a Rectangular Rapid Flashing Beacon (RRFB) crossing.

4. That the Public Service report back to the Standing Policy Committee on Public Works with a recommendation regarding the speed limit on Transcona Boulevard after Recommendation 3 of this report has been completed.

5. 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 June 8, 2023, the Standing Policy Committee on Public Works directed the Winnipeg Public Service to report back in 150 days on increasing the speed limit along Reenders Drive from Panet Road to Peguis Street, from 50 km/hour to 60 km/hour.

On November 21, 2023, the Committee granted a 90-day extension at the request of the Public Service, to enable an expanded scope of the study that would review the speed limit on Transcona Boulevard and Peguis Street.

Council approval is required to amend the by-law and Standing Policy Committee on Public Works approval is required to approve installation of a Rectangular Rapid Flashing Beacon (RRFB) crossing.

IMPLICATIONS OF THE RECOMMENDATIONS

Adoption of the recommendation for the speed limit change on Reenders Drive will require a corresponding amendment to the Speed Limit By-law 63/2019 as per Appendix A. Appropriate speed limit signage will need to be changed. The estimated total cost to change the speed limit signage to 60 km/h on the applicable section of Reenders Drive is $1,100.

The Class 5 estimate to replace the ground-mounted crosswalk on Transcona Boulevard with a Rectangular Rapid Flashing Beacon is $50,000. Both recommendations will be funded through the Road Safety Improvement Program.

A separate report regarding the speed limit on Transcona Boulevard and any corresponding amendment to the Speed Limit By-law 63/2019 will be brought to Standing Policy Committee following installation of the RRFB.

HISTORY/DISCUSSION

BACKGROUND

Speed limit reviews were conducted on the following streets which are shown in red in Figure 1:

- Reenders Drive between Lagimodiere Boulevard and Peguis Street;
- Peguis Street between Regent Avenue West and Concordia Avenue;
- Transcona Boulevard between Peguis Street and Plessis Road.

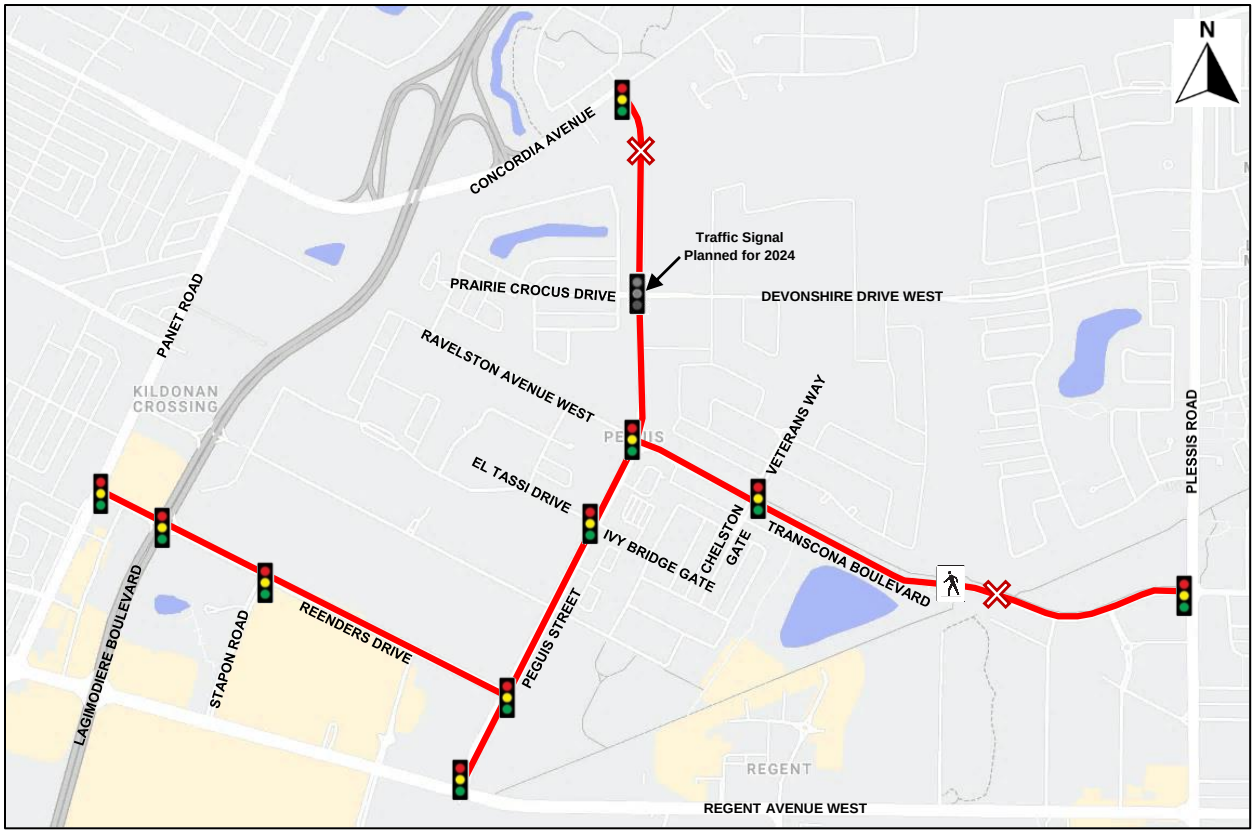

Figure 1: Study Area

The study streets are all major collector streets with 50 km/h speed limits. They are located within the area bounded by Panet Road to the west, Concordia Avenue to the north, Plessis Road to the east, and Regent Avenue West to the south. Speed limit reviews are being conducted concurrently to ensure that any potential changes do not create a driver expectancy issue in the area. The report presents an assessment of each location separately, followed by recommendations based on the results of the individual assessments as well as considerations for area-wide driver experience.

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.

REENDERS DRIVE BETWEEN PANET ROAD AND PEGUIS STREET

Reenders Drive spans approximately 1.3 kilometres from Panet Road to Peguis Street. It is a four-lane divided, non-Regional collector street with an urban cross section. The average

weekday daily traffic volume on Reenders Drive, east of Stapon Road, is 27,900 vehicles per day. Reenders Drive is a transit route between Panet Road and Stapon Road.

There is a sidewalk on the south side of Reenders Drive and a multi-use pathway on the north side that was extended during the 2023 construction season to span the full length of Reenders Drive. Reenders Drive is signalized at the intersections with Panet Road, Lagimodiere Boulevard, Stapon Road, and Peguis Street.

Nearby land use is a mix of commercial and office space. This includes Kildonan Place Shopping Centre, Costco, Revenue Canada's Taxation Data Centre, Kildonan Crossing Shopping Mall, and Reenders Square Shopping Mall. There is undeveloped land on the north side of Reenders Drive between Stapon Road and Peguis Street that is identified as future commercial, however, the timeline for development is unknown. For now, this section is open field space.

Reenders Drive - Vehicle Operating Speed Characteristics

Speed data was collected on Reenders Drive in October, 2023 and is summarized in Table 1.

Table 1: Vehicle Operating Speed Data, Reenders Drive 300 metres east of Stapon Road – 50 km/h speed limit

Travel direction	50th percentile speed	85th percentile speed	15 km/h pace	% in pace
Eastbound	54	62	47 – 62	70%
Westbound	57	64	49 – 64	79%
Combined average	*56*	*63*	*48 – 63*	*75%*

The combined average 85th percentile speed on Reenders Drive is 63 km/h. The average 85th percentile speed is in the low to mid 60's and the maximum of the 15 km/h pace is below 65 km/h. An average of 75 percent of motorists travel at speeds that fall within the 15 km/h pace.

Reenders Drive - 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 two approaches, (1) the *Transportation Association of Canada Guidelines for Establishing Posted Speed Limits*, and (2) comparison with similar classification roadways to promote city-wide consistency and driver expectation. The appropriate target speed for Reenders Drive is 60 km/h.

Reenders Drive - Collision History

Table 2 provides a summary of the most recent seven years of available intersection collision claims data from Manitoba Public Insurance.

Table 2: Reenders Drive Intersection Collisions (2015-2021)

Intersection	Collision Severity			Collisions involving pedestrians or cyclists	Injury collisions where speed on Reenders Drive may have been a factor[2]
	Property Damage Only	***Injury***	***Fatality***		
Reenders Drive and Panet Road	105	60	0	1	17
Reenders Drive and Lagimodiere Boulevard	323	170	0	1	66
Reenders Drive and Stapon Road	51	26	0	0	13
Reenders Drive and Peguis Street[1]	No data	No data	No data	No data	No data

[1] Collision claims data from Manitoba Public Insurance does not include the intersection of Reenders Drive and Peguis Street. This is likely a coding issue and is being reviewed.

[2] As per the National Cooperative Highway Research Program (NCHRP) Report 317:

- rear-end collisions – drivers not anticipating the location of the back of a queue
- run-off road collisions – drivers avoiding conflicts in the roadway proper
- angle collisions – drivers accepting gaps that are too small

At Reenders Drive and Panet Road:

- 17 rear-end injury collisions involving westbound vehicles were reported, seven of which occurred during icy or wet pavement surface condition.
- One pedestrian collision occurred, however, it was with a motorist on Panet Road and would not have been impacted by the speed limit on Reenders Drive.
- As it is a three-legged intersection, the speed limit on Reenders Drive would not have impacted the occurrence of angle collisions at Panet Road. The speed at which motorists on Reenders Drive travel through Panet Road is controlled by the geometry. Angle collisions were not reviewed.
- No run-off road injury collisions involving eastbound or westbound vehicles were reported.

At Reenders Drive and Lagimodiere Boulevard:

- 42 rear-end injury collisions occurred with either eastbound or westbound motorists, 10 of which occurred during icy, snowy, or wet pavement surface conditions.
- 22 angle injury collisions occurred involving either eastbound or westbound motorists; 19 of these collisions involved a motorist making a left turn.
- Two run-off road injury collisions involving eastbound or westbound vehicles were reported. Both occurred during icy road surface conditions.
- One pedestrian injury collision occurred involving an eastbound vehicle on Reenders Drive. The claims data notes pedestrian error/confusion associated with the collision. The collision resulted in minor injury.

- The City of Winnipeg network screening results estimate the safety performance of intersections and identify higher-risk sites within the regional street network. Network screening results are summarized and reported using level of safety service (LOSS), which assesses the collision history of a site compared to predicted collision history from other sites with similar characteristics. Sites are categorized from LOSS I (the safest) to LOSS IV (the least safe). Data is available for the intersection of Reenders Drive and Lagimodiere Boulevard; it is categorized as LOSS III, which indicates a moderate potential for collision reduction.

At Reenders Drive and Stapon Road:

- Eight rear-end injury collisions occurred, six involving eastbound vehicles and two involving westbound vehicles. Six of the eight collisions occurred during icy, snowy, or wet pavement surface conditions.
- Five angle injury collisions occurred, four of which involved eastbound motorists.
- No run-off road injury collisions involving eastbound or westbound vehicles were reported.

Reenders Drive – Recommendation

Based on the operating speed, target speed, and collision history, increasing the speed limit to 60km/h on Reenders Drive from Lagimodiere Boulevard to Peguis Street is recommended. No changes to the existing 50 km/h speed limit between Panet Road and Lagimodiere Boulevard are recommended due to the high driver workload environment and collision history.

PEGUIS STREET BETWEEN REGENT AVENUE WEST AND CONCORDIA AVENUE

Peguis Street spans approximately 2.1 kilometres from Regent Avenue West to Concordia Avenue East. It is a non-Regional, major collector street with daily traffic volumes of approximately 30,000 vehicles per day. There is an at-grade rail crossing approximately 180 metres south of Concordia Avenue East. Peguis Street is also a transit route.

From Concordia Avenue East to approximately 250 metres farther south, Peguis Street has a two-lane undivided cross section, which transitions to a four-lane divided cross section to the south. Auxiliary left turn lanes are introduced at major intersections.

There is a multi-use path on the west side of Peguis Street, and a sidewalk on the east side that terminates south of the rail crossing.

Peguis Street is signalized at the intersections with Regent Avenue West, Reenders Drive, Almey Avenue/Ivy Bridge Gate, Transcona Boulevard, and Concordia Avenue East. The intersection with Prairie Crocus Drive/Devonshire Drive West is all-way stop controlled, however, plans are in place to replace the stop signs with a traffic signal in 2024.

Nearby land use is a mix of multi-family and single-family residential. Costco is located on the east side of Peguis Street, between Regent Avenue West and Reenders Drive. Residential development in the area has been growing in recent years and is ongoing; this is contributing to changes in traffic patterns and traffic growth on Peguis Street.

Peguis Street - Vehicle Operating Speed Characteristics

Speed data was collected in October, 2023 and is summarized in Table 3.

Table 3: Vehicle Operating Speed Data on Peguis Street – 50 km/h speed limit

Location	Travel direction	50th percentile speed	85th percentile speed	15 km/h pace	% in Pace
Reenders Drive to Cal Gardner Drive	Northbound	51	57	43-58	77%
	Southbound	52	58	45-60	79%
Cal Gardner Drive to Ivy Bridge Gate	Northbound	48	55	41-56	64%
	Southbound	50	56	43-58	77%
Combined average		*50*	*57*	*43-58*	*74%*

The estimated combined average 85th percentile speed on Peguis Street is 57 km/h. The 85th percentile speed is in the mid 50's and the maximum of the 15 km/h pace is below 60 km/h. An average of 74% of motorists travel at speeds that fall within the 15 km/h pace.

Peguis Street - 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 two approaches, (1) the *Transportation Association of Canada Guidelines for Establishing Posted Speed Limits*, and (2) comparison with similar classification roadways to promote city-wide consistency and driver expectation. The appropriate target speed for Peguis Street is 60 km/h.

Peguis Street - Collision History

Table 4 provides a summary of the most recent seven years of available intersection collision claims data from Manitoba Public Insurance. Note that some of these intersections did not exist during all years of this time period, and others had significant geometric and operational changes occur due to nearby development.

Table 4: Peguis Street Intersection Collisions (2015-2021, unless otherwise indicated)

Intersection	Collision Severity			Collisions involving pedestrians or cyclists	Injury collisions where speed on Peguis Street may have been a factor[2]
	Property Damage Only	***Injury***	***Fatality***		
Peguis Street and Regent Avenue West	122	51	0	1	27
Peguis Street and Reenders Drive[1]	No data	No data	No data	No data	No data
Peguis Street and Almey Avenue/Cal Gardner Drive	5	5	0	0	4
Peguis Street and El Tassi Drive/Ivy Bridge Gate[3]	8	4	0	1	2
Peguis Street and Ravelston Avenue West/Transcona Boulevard	29	14	0	0	5
Peguis Street and Prairie Crocus Drive/Devonshire Drive West[3]	6	1	0	0	1
Peguis Street/Reg Wyatt Way and Concordia Avenue East	30	12	0	1	3

[1] Collision claims data from Manitoba Public Insurance does not include the intersection of Reenders Drive and Peguis Street. This is likely a coding issue and is being reviewed.

[2] As per NCHRP Report 317:

- rear-end collisions – drivers not anticipating the location of the back of a queue
- run-off road collisions – drivers avoiding conflicts in the roadway proper
- angle collisions – drivers accepting gaps that are too small

[3] Data is from 2016-2021

At Peguis Street and Regent Avenue West:

- 26 rear-end injury collisions involving northbound or southbound motorists were reported, 13 of which occurred during icy, snowy, or wet pavement surface condition.
- One collision with a cyclist occurred when a motorist made a right turn on red and is not expected to be impacted by the speed limit on Peguis Street.
- As it is a three-legged intersection, the speed limit on Peguis Street would not have impacted the occurrence of angle collisions at Regent Avenue West. The speed at which motorists on Peguis Street travel through Regent Avenue West is controlled by the geometry. As such, angle collisions were not reviewed.
- One run-off road injury collision occurred with a southbound motorist on Peguis Street. Road surface conditions were icy.

Peguis Street and Almey Avenue/Cal Gardner Drive:

- Two rear-end injury collisions occurred with southbound motorists, one of which was during wet pavement surface conditions.
- One right-angle injury collision occurred involving a southbound motorist.
- One run-off road injury collision occurred involving a southbound motorist turning onto Almey Avenue.

Peguis Street and El Tassi Drive/Ivy Bridge Gate:

- One pedestrian injury collision occurred involving a northbound motorist turning left.
- Two right-angle injury collisions occurred involving southbound motorists.
- No rear-end or run-off road injury collisions involving southbound or northbound motorists were reported.

Peguis Street and Ravelston Avenue West/Transcona Boulevard:

- Three right-angle injury collisions occurred involving either northbound or southbound motorists. These occurred prior to the installation of the traffic signal.
- Two rear-end injury collisions involving southbound motorists were reported, both of which were during icy road surface conditions.
- No run-off road injury collisions were reported.

Peguis Street and Prairie Crocus Drive/Devonshire Drive West:

- One rear-end injury collision occurred with northbound motorists.
- No run-off road or angle collisions were reported.

Peguis Street/Reg Wyatt Way and Concordia Avenue East:

- Three rear-end injury collisions occurred with either northbound or southbound motorists, two of which were during icy pavement surface conditions.
- No right-angle or run-off injury collision involving southbound or northbound motorists were reported.
- One pedestrian injury collision occurred with a northbound motorist.

Peguis Street – Recommendation

Based on the current operating speeds and surrounding land use, no changes to existing 50 km/h speed limit on Peguis Street are recommended at this time.

TRANSCONA BOULEVARD BETWEEN PEGUIS STREET AND PLESSIS ROAD

Transcona Boulevard spans approximately 1.7 kilometres from Peguis Street to Plessis Road. It is a non-Regional, major collector street with daily traffic volumes of approximately 11,000 vehicles per day. There is an at-grade rail crossing approximately 1 kilometre east of Peguis Street. Transcona Boulevard is also a transit route.

Transcona Boulevard has a four-lane divided cross section. Auxiliary left turn lanes are introduced at major intersections. The alignment and cross section on Transcona Boulevard changed during the 2017 construction season and was completed by 2018. Transcona Boulevard is signalized at the intersections with Peguis Street, Chelston Gate/Veterans Way, and Plessis Road.

There is a multi-use path on the north side of Transcona Boulevard and a sidewalk on the south side. There is a ground-mounted pedestrian crosswalk on Transcona Boulevard approximately 620 metres east of Chelston Gate/Veterans Way. Based on the current speed limit, cross section, and traffic volume, this crosswalk meets warrant to be upgraded to a Rectangular Rapid Flashing Beacon (RRFB) crossing.

There is multi-family residential fronting Transcona Boulevard between Peguis Street and approximately 500 metres farther east. At that point, land use is more open space until reaching Bienvenu Street where there are multi-family residential, commercial properties, and the Transcona Library.

Transcona Boulevard - Vehicle Operating Speed Characteristics

Speed data was collected in October 2023 and is summarized in Table 5.

Table 3: Vehicle Operating Speed Data, Transcona Boulevard between Veterans Way and Bienvenu Street – 50 km/h speed limit

Travel direction	50th percentile speed	85th percentile speed	15 km/h pace	% in pace
Eastbound	57	64	50-65	83%
Westbound	56	63	49-64	83%
Combined average	*57*	*64*	*50-65*	*83%*

The estimated combined average 85th percentile speed on Transcona Boulevard is 64 km/h. The 85th percentile speed is in the low to mid 60's and the maximum of the 15 km/h pace is 65 km/h. An average of 83 percent of motorists travel at speeds that fall within the 15 km/h pace. Note that the speed data was collected where there is more open space on Transcona Boulevard and not directly in front of the multi-family residential properties.

Transcona 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 two approaches, (1) the *Transportation Association of Canada Guidelines for Establishing Posted Speed Limits*, and (2) comparison with similar classification roadways to promote city-wide consistency and driver expectation. The appropriate target speed for Transcona Boulevard is 60 km/h.

Transcona Boulevard - Collision History

Table 6 provides a summary of the most recent four years of available intersection collision claims data from Manitoba Public Insurance. Data earlier than 2018 is not included because the cross section and alignment of Transcona Boulevard was different than it is today. Note that the traffic signal at Chelston Gate and Veterans Way was installed in 2022, so data since its installation is not reflected in the collision summary.

Table 6: Transcona Boulevard Intersection Collisions (2018-2021)

Intersection	Collision Severity			Collisions involving pedestrians or cyclists	Injury collisions where speed on Transcona Boulevard may have been a factor[2]
	Property Damage Only	***Injury***	***Fatality***		
Transcona Boulevard/Ravelston Avenue West and Peguis Street	23	8	0	0	1
Transcona Boulevard and Chelston Gate/Veterans Way	4	0	0	0	0
Transcona Boulevard and Bienvenu Street[1]	No data	No data	No data	No data	No data
Transcona Boulevard/Kildare Avenue West and Plessis Road	27	18	0	1	4

[1] Collision claims data from Manitoba Public Insurance does not include the intersection of Transcona Boulevard and Bienvenu Street. This is likely a coding issue and is being reviewed.

[2] As per NCHRP Report 317:

- rear-end collisions – drivers not anticipating the location of the back of a queue
- run-off road collisions – drivers avoiding conflicts in the roadway proper
- angle collisions – drivers accepting gaps that are too small

Transcona Boulevard/Ravelston Avenue West and Peguis Street:

- One rear-end injury collision occurred with westbound motorists during icy pavement surface conditions.
- No right-angle or run-off injury collisions involving westbound motorists were reported.

Transcona Boulevard/Kildare Avenue West and Plessis Road:

- Four angle collisions occurred with eastbound or westbound motorists.
- No rear-end injury collisions with eastbound motorists were reported.
- One cyclist collision was reported with a northbound vehicle on Plessis Road and is not expected to have been impacted by the speed limit on Transcona Boulevard.

Transcona Boulevard – Recommendation

Increasing the speed limit on Transcona Boulevard between Plessis Road and approximately 180 metres east of Chelston Gate/Veterans Way is recommended. However, the existing ground mounted crosswalk on Transcona Boulevard approximately 620 metres east of Chelston Gate/Veterans Way should be upgraded to an RRFB crossing before the speed limit is increased. A separate report to change the speed limit on Transcona Boulevard and corresponding amendment to the Speed Limit By-law 63/2019 will be brought to Standing Policy Committee following installation of the RRFB. No changes to the existing 50 km/h speed limit on

Transcona Boulevard between Peguis Street and 180 metres east of Chelston Gate/Veterans Way are recommended due to the surrounding land use.

RECOMMENDATIONS

Recommendations for all streets in the study area are shown in Figure 2.

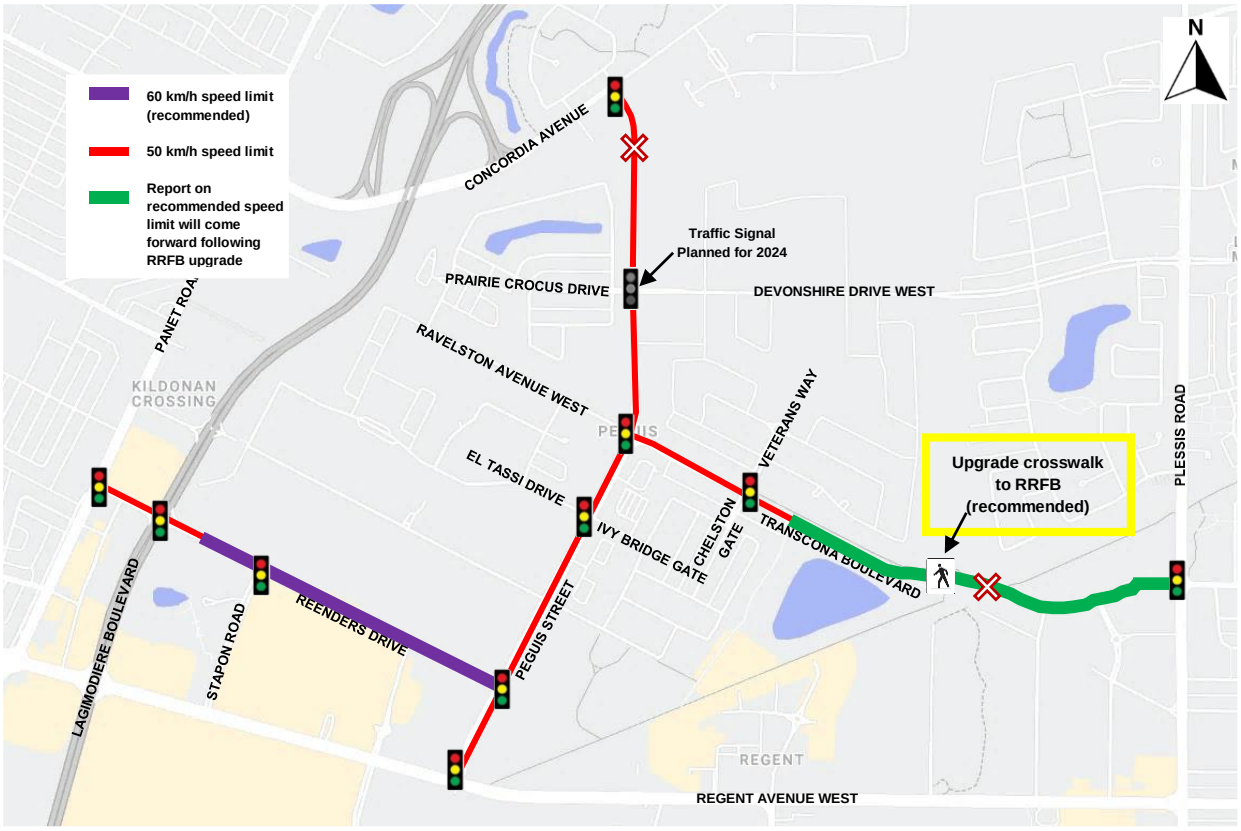

Figure 2: Study Area Recommendations

FINANCIAL IMPACT

Financial Impact Statement

Date: February 27, 2024

Project Name:

First Year of Program **2024**

Speed Limit Increase on Reenders Drive and Installation of Rectangular Rapid Flashing Beacon Crossing on Transcona Boulevard (Transcona Ward)

	2024	2025	2026	2027	2028
Capital					
Capital Expenditures Required	$ 53,500	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	53,500	-	-	-	-
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	$ 1,100	$ -	$ -	$ -	$ -
Net Cost/(Benefit)	$ (2,400)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(2,400)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Capital Costs include the class 5 estimate to install a Rectangular Rapid Flashing Beacon is $50,000 and capital overheads of $3,500. All capital costs will be covered by the Road Safety Improvement Program (Public Works Capital Project #1831000222). Incremental Revenue/Recovery represent the departmental and corporate interest overheads. Direct Costs are the costs to supply and install traffic signs, and funded by the Public Works Department Operating budget.

J. Ruby, 2024-02-28

J. Ruby CPA, CA
Manager of Finance and Administration

CONSULTATION

This Report has been prepared in consultation with: Legal Services

OURWINNIPEG POLICY ALIGNMENT

The recommendations within this report are consistent with policies that fit within four goals in OurWinnipeg2045, specifically:

Leadership and Good Governance Goal

- Policy 1.5 Evidence-Informed Decisions
  Invest in data and technology in order to support objective, evidence-informed decision-making; support open government and open data principles for collection and sharing; help coordinate records and information management; and improve process efficiency, results-based service delivery and accountability.

Environmental Resilience Goal

- Policy 2.9 Reduce Road Congestion
  Increase the efficiency, convenience and usage of the active and public transportation system, to improve air quality, provide a viable alternative to the automobile, and reduce current and future road congestion.

Economic Prosperity Goal

- 3.17 Sustainable Transportation Connectivity
  Prioritize enhancements to the integrated and sustainable transportation system that improve its viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for children, and for neighbourhoods most impacted by poverty.

Good Health and Well-Being Goal

- 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

This report is in alignment with the Winnipeg Climate Action Plan (WCAP) as per Directions 3.1 Increase Use and Efficiency of Public Transit Systems and 3.4 Increase Active Transportation Rates.

Relevant actions include:

- Improve active transportation connectivity to transit services by installing sidewalks and cycling routes to link Transit stops with the surrounding community.
- Prioritize capital investments in active transportation to establish connected and integrated corridors for walking and cycling.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

This report is in alignment with the Winnipeg Poverty Reduction Strategy as per *Goal 5: Transportation System Equity is Enhanced* – the affordability and accessibility of transportation and transit service is increased through the implementation of pedestrian and cycling improvements.

SUBMITTED BY

Department: Public Works
Division: Transportation
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Attachments:
Appendix A - Draft By-law Amendment

Appendix B - Speed Limit Review Process

APPENDIX B - SPEED LIMIT REVIEW PROCESS

The Winnipeg Public Service has adopted 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.

Operating Speed

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.

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 following factors can influence target speed:

- pedestrian exposure
- cyclist exposure
- stakeholder input
- roadside environment
- roadside hazards
- average lane width
- presence of a median
- horizontal and vertical alignment
- roadway surface type
- number of intersections with public roads
- number of private access driveways
- on-street parking

The target speed is determined using two approaches, (1) the Transportation Association of Canada *Guidelines for Establishing Posted Speed Limits*, and (2) comparison with similar classification roadways to promote city-wide consistency and driver expectation.

Collision History

A collision history review can identify sections of roadway that are performing poorly from a road safety perspective. A high collision frequency or rate at a location may indicate any number of operational or geometric issues and does not necessarily indicate speed as a primary contributing factor. A closer analysis of the collision types, locations, time of day, weather conditions and other factors is useful for understanding the role of speed, if any, in the

collisions. National Cooperative Highway Research Program (NCHRP) Report 613 describes the following collision patterns where inappropriate speed is more likely to be a contributing factor:

- rear-end collisions – drivers not anticipating the location of the back of a queue
- run-off road collisions – drivers avoiding conflicts in the roadway proper
- angle collisions – drivers accepting gaps that are too small

Analysis of the collision data is necessary to determine if these patterns could also be attributed to other factors, such as driver inattention or impairment, geometric conditions (alignment or sight distance) or other conditions that do not meet a driver's expectations