Agenda – Council – April 25, 2024

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

Item No. 4 Wolseley Avenue Neighbourhood Greenway Reduced Speed By-law Amendment and Traffic By-law Amendment

STANDING COMMITTEE RECOMMENDATION:

On April 16, 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 Wolseley Avenue be designated as a permanent neighbourhood greenway with a reduced speed limit (30 km/h) in effect 24 hours per day, seven days per week, on a permanent basis.

2. That Council enact a by-law to amend the Speed Limit By-Law No. 63/2019 and Traffic By-Law No. 1573/77 in accordance with Recommendation 1 of this report, 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.

Agenda – Executive Policy Committee – April 16, 2024

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

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On April 16, 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 April 9, 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: Wolseley Avenue Neighbourhood Greenway Reduced Speed By-law Amendment and Traffic By-law Amendment

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

At its March 7, 2023 meeting, the Standing Policy Committee on Public Works (SPC-PW) concurred with the recommendation of the Winnipeg Public Service and designated five streets previously included in the Enhanced Summer Bike Route program as annual seasonal bike routes. The following streets received that designation:

- Churchill Drive;
- Kilkenny Drive / Kings Drive;
- Lyndale Drive;
- Wellington Crescent; and
- Wolseley Avenue.

SPC-PW also directed the Public Service to prioritize these locations for further study to determine how speeds could be reduced to better accommodate bike traffic.

Further study has indicated Wolseley Avenue as a good first candidate for year-round designation as a neighbourhood greenway. To achieve this, the speed limit along this stretch is required to be reduced to 30 km/h to align with best practices for neighbourhood greenways.

As such, the Public Service recommends amendments to:

- The Speed Limit By-Law No. 63/2019 to enact a permanent, year-round 30 km/h speed limit on Wolseley Avenue; and
- The Traffic By-Law No. 1573/77 to rescind both the one-block travel limits and seasonal speed limit reduction.

The ongoing WalkBike Study, provides the process to make this upgrade, with traffic calming planned for construction in 2024 on Wolseley Avenue between Maryland Street and Raglan Road.

RECOMMENDATIONS

1. That Wolseley Avenue be designated as a permanent neighbourhood greenway with a reduced speed limit (30 km/h) in effect 24 hours per day, seven days per week, on a permanent basis.

2. That Council enact a by-law to amend the Speed Limit By-Law No. 63/2019 and Traffic By-Law No. 1573/77 in accordance with Recommendation 1 of this report, 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

At the March 7, 2023 meeting of the Standing Policy Committee on Public Works, the Public Service provided a report on the Enhanced Summer Bike Route (ESBR) Program. The report recommended the remaining five Enhanced Summer Bike Routes (including Wolseley Avenue) continue until permanent infrastructure can be studied and implemented on each of these routes.

At the same meeting, the Standing Policy Committee on Public Works expanded on this recommendation by directing the Public Service to prioritize these locations and study ways to enact infrastructure modifications to reduce speeds along these routes

Wolseley Avenue is being upgraded from an ESBR to a permanent neighbourhood greenway because the street is included in the ongoing WalkBike Study, *Wolseley to Downtown*.

Recommendations of this report require By-law amendments, which must be approved by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

Wolseley Avenue between Maryland Street and Raglan Road will be designated as a permanent neighbourhood greenway with a reduced speed limit (30 km/h) in effect 24 hours per day, seven days per week, on a permanent basis.

Signage will be updated to reflect the new speed limit.

The cost to supply and install 30 km/h speed limit signs on Wolseley Avenue are estimated at $4,557 and will be funded by the Pedestrian and Cycling capital program.

HISTORY/DISCUSSION

Wolseley Avenue represents the first of the five remaining routes to become a permanent neighbourhood greenway with a 30 km/h speed limit and traffic calming infrastructure. Wolseley Avenue is the first of these routes because of the ongoing Wolseley to Downtown WalkBike Study.

The study was started in 2019 with the mandate to create an all ages and abilities cycling connection between Omand Park and Osborne Street. The eastern segment of this route was constructed in 2022; the western segment includes Wolseley Avenue.

Traffic calming measures will be installed on Wolseley Avenue between Maryland Street and Raglan Road in 2024 to create a neighbourhood greenway facility. Since traffic calming measures are being installed, there is no longer a need for the enhanced summer bike route designation and associated one-block travel limits and seasonal 30 km/h speed limit. By-law amendments are required to implement a permanent, year-round, 30 km/h speed limit and remove the seasonal one-block travel limits.

By the time this report is tabled at the Standing Policy Committee on Public Works, the public will have been informed of the planned changes to Wolseley Avenue and feedback solicited.

FINANCIAL IMPACT

Financial Impact Statement **Date:** February 28, 2024

Project Name: **First Year of Program** **2024**

Wolseley Avenue Neighbourhood Greenway Reduced Speed By-law Amendment and Traffic By-law Amendment

	2024	2025	2026	2027	2028
Capital					
Capital Expenditures Required	$ 4,785	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	4,785	-	-	-	-
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	228	-	-	-	-
Net Cost/(Benefit)	$ (228)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(228)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Cost to supply and install 30km speed limit signs on Wolseley are estimated at $4,557 and will be funded by the Pedestrian and Cycling capital program (project #1832000121). Incremental Revenue/Recovery represent departmental overheads on the capital project costs.

J. Ruby, 2024-02-28
Manager of Finance and Administration
J. Ruby CPA, CA

CONSULTATION

This Report has been prepared in consultation with: Legal Services

OURWINNIPEG POLICY ALIGNMENT

Goal: Environmental Resilience
2.1 Climate Action Targets - Meet and exceed greenhouse gas emissions reduction targets of 20 percent by 2030, relative to 2011, and net zero by 2050, by working towards partnerships with the community, businesses, and government bodies including Indigenous, Federal and Provincial governments.

Goal: Economic Prosperity
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.

Goal: Good Health and Well-Being
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.

Transportation Master Plan
Section 5.2 Active Transportation
Enabling strategies
n) Seek innovative and new partnerships to support AT programs and facilities

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity #3 Advancing Sustainable Transportation

3.4 Increase Active Transportation Rates
3.5 Reduce Traffic Congestion

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Action #1 Adopt a poverty reduction approach to service delivery
Action #2 Use poverty data to inform decision making

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: C. Baker, MCIP, RPP, Senior Active Transportation Planner
R. Peterniak, M.Sc., P.Eng., RSP_1, Road Safety Management Engineer
Date: February 29, 2024

Attachment:
Appendix A - Draft amendment to the Speed Limit By-law No. 63/2019 and the Traffic By-law No. 1573/77