Agenda – Executive Policy Committee – July 9, 2024

Report – Standing Policy Committee on Public Works – July 3, 2024

Moved by Councillor

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.

Item No. 6 Speed Reduction Pilot Project on Hawstead Road

STANDING COMMITTEE RECOMMENDATION:

On July 3, 2024, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That the speed limit on Hawstead Road be changed from 40 km/h to 30 km/h.

2. That Council enact a by-law to amend the Speed Limit By-Law No. 63/2019 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 – July 9, 2024

Report – Standing Policy Committee on Public Works – July 3, 2024

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On July 3, 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.

The following persons submitted communications with respect to the matter:

- Emily Walker
- Jane Romaniuk
- Clarence Froese
- Bill Mukanik
- Ken Park
- David Grant

STANDING COMMITTEE RECOMMENDATION:

On April 9, 2024, the Standing Policy Committee on Public Works directed the Winnipeg Public Service to report back in 90 days on the feasibility of a pilot project on Hawstead Road from Bairdmore Boulevard to Kirkbridge Drive, to reduce the speed to 30 km/h for a one-year period, to address the long-standing safety concerns of residents.

COMMUNITY COMMITTEE RECOMMENDATION:

On April 5, 2024, the Assiniboia Community Committee passed the following motion:

WHEREAS the neighbourhoods of South Pointe, Prairie Pointe, Bison Run and the neighbourhoods of Bridgwater, have no east-west connection to Pembina Highway;

AND WHEREAS the addition of these neighbourhoods results in traffic is using Hawstead Road to connect to Pembina Highway;

AND WHEREAS Hawstead Road is a residential street, has no sidewalk, and is a is a feeder route for pedestrians to access Kirkbridge Park;

AND WHEREAS City of Winnipeg engineers began studying Hawstead Road in 2020 to address safe pedestrian access, and the volume of vehicles using Hawstead Road as an east-west connection;

Report – Standing Policy Committee on Public Works – July 3, 2024

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS in 2020, the Public Service initiated a pilot project to redirect vehicles off Hawstead Road, but the pilot was ineffective due to non-compliance and limited enforcement availability;

AND WHEREAS the Public Service recommends the installation of a sidewalk to address pedestrian safety, but the installation would require the removal of more than 14 mature trees, which the community did not accept;

AND WHEREAS as part of the Reduced-Speed Neighbourhood Pilot, the speed limit on Hawstead Road was reduced to 40 km/h., but community feedback indicates safety conditions for pedestrians have not improved;

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Public Works be requested to direct the Winnipeg Public Service to initiate a pilot project on Hawstead Road from Bairdmore Boulevard to Kirkbridge Drive, to reduce the speed to 30 km/h for a one-year period, to address the long-standing safety concerns of residents.

ADMINISTRATIVE REPORT

Title: Speed Reduction Pilot Project on Hawstead Road

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	T. Graham	M. Geer Acting CAO

EXECUTIVE SUMMARY

Hawstead Road is a two-lane, undivided local street in the Richmond West neighbourhood. Its current speed limit is 40 km/h. The community has expressed longstanding concerns about the speed and volume of vehicles that use this street to shortcut through the neighbourhood.

Turn restrictions were previously installed along the street; these did not slow or reduce traffic.

The average 2019 weekday traffic volume on Hawstead Road was approximately 2,000 vehicles per day. This is much higher than expected for a local road. The average speed is approximately 37 km/h which is fairly typical for similar streets around the city.

The Public Service is recommending a limited-scope pilot project that would reduce the speed limit to 30 km/h.

If a bylaw change to accommodate the speed limit reduction is approved, residents would be informed by letter of the change and how they could provide feedback. Public engagement is not planned as part of this pilot project.

The Public Service will install speed limit signage in summer 2024, with a report back to the Standing Policy Committee after 12 months.

RECOMMENDATIONS

1. That the speed limit on Hawstead Road be changed from 40 km/h to 30 km/h.

2. That Council enact a by-law to amend the Speed Limit By-Law No. 63/2019 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

On April 9, 2024, the Standing Policy Committee on Public Works directed the Public Service to report back on the feasibility of a pilot project on Hawstead Road from Bairdmore Boulevard to Kirkbridge Drive to reduce the speed limit to 30 km/h.

Council is required to approve and enact By-laws under The City of Winnipeg Charter.

IMPLICATIONS OF THE RECOMMENDATIONS

Adoption of the recommendation for the speed limit change on Hawstead Road 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 30 km/h on Hawstead Road is $210 and will be funded by the 2024 Public Works - Transportation Operating Budget.

HISTORY/DISCUSSION

BACKGROUND

In March 2020, the Public Service reported back to the Standing Policy Committee on Infrastructure Renewal and Public Works (SPC-IRPW) in a report titled ‘Speed Study and Traffic Count – Hawstead Road”. The report documented the vehicle speeds at that time, and provided options for mitigations that could reduce vehicle volumes on Hawstead.

At the direction of the SPC-IRPW, the Public Service began a traffic calming pilot project to address neighbourhood safety and livability issues related to shortcutting traffic on Hawstead Road. Phase 1 of the pilot included prohibiting left turns from southbound Bairdmore Boulevard to eastbound Hawstead Road at all times. Since the restriction was introduced, the City heard concerns from residents about the turn restriction and subsequently shortened the duration of the pilot project. A truncated public engagement program was undertaken within the community to find more workable solutions.

Using feedback received through the engagement process, the City worked with the area Councillor to review community input and evaluate the options based on feedback, effectiveness, impacts to residents, area walkability, and constructability. The most favourable option at that time was to construct a sidewalk on the north side of Hawstead Road.

This sidewalk at this location was ultimately placed on the City's sidewalk prioritization list for construction when the budget becomes available. The timeline for construction was not known then and continues to remain unknown.

CURRENT TRAFFIC CONDITIONS

Hawstead Road is a two-lane, undivided, local street with a speed limit of 40 km/h in the Richmond West neighbourhood. Hawstead Road is approximately 450 metres in length. Parking is permitted on the north side of the street and the utilization of on-street parking appears to be low. The roadway width is approximately 7.5 metres and there are no sidewalks on either side of the street. The average weekday traffic volume on Hawstead Road in 2019 is approximately 2,000 vehicles per day.

Land use on Hawstead Road is single family residential. Properties on the south side of Hawstead Road are primarily fronting with closely spaced flared driveways. On the north side of Hawstead Road, properties are flanking between Kirkbridge Drive and Groveland Bay and between Hazel Park Drive and Bairdmore Boulevard. On the north side of Hawstead Road between Groveland Bay and Hazel Park Drive, properties are fronting with a similar characteristic to the south side. There are boulevard trees lining both sides of Hawstead Road.



Figure 1 - Hawstead Road Location

SPEED DATA

Vehicles speed from prior investigations was compared to more recent vehicle speed data collected in 2024 (during the Reduced-Speed Neighbourhood Pilot with a 40 km/h speed limit) and the average speed was found to have gone up between 1.1 km/h and 1.9 km/h in recent years.

Year	Location	Average Speed (km/h)	85th Percentile (km/h)
2019	Hawstead Rd E of Groveland Bay	37.0	44.0
2024	Hawstead Rd E of Groveland Bay	38.9	45.5
2019	Hawstead Rd W of Kirkbridge Dr	36.0	43.0

2024	Hawstead Rd W of Kirkbridge Dr	37.1	44.4

Table 1 - Hawstead Road Vehicle Speeds

A recent analysis of 100 similar local streets found the average speed to be 35.8 km/h which is slightly lower but very similar to the speeds founds on Hawstead Road. Although the speeds on Hawstead Road are typical for a local street, the vehicle volume is not. As reported in 2020, average weekday volumes on Hawstead Road are in the order of 2,000 vehicles per day, which is approximately twice the intended volume for a local roadway classification.

REDUCED-SPEED NEIGHBOURHOOD PILOT

In March 2023, the Public Service initiated a Reduced-Speed Neighbourhood Pilot which saw the speed limit in four residential neighbourhoods changed to 40 km/h or 30 km/h. Hawstead Road is located in the Richmond West neighbourhood which was one of the pilot neighbourhoods reduced to 40 km/h. The findings and recommendation from the Reduced-Speed Neighbourhood Pilot are expected to be presented to the Standing Policy Committee on Public Works (SPC-PW) in fall 2024.

SPEED LIMIT REDUCTION

The default speed limit on local roads in the City of Winnipeg is 50 km/h, however, there are several exceptions where the speed limit is lower than 50 km/h. Reduced speed school zones have a speed limit of 30 km/h during school hours, on weekdays during the school year. And more recently the City has introduced several neighbourhood greenways which encourage active transportation through traffic calming and a 30 km/h speed limit The situation on Hawstead Road, where a local street is experiencing traffic volumes more commonly seen on a collector roadway, is a unique situation which has not been previously addressed with speed limit changes in isolation.

PILOT PROJECT RECOMMENDATION

The Hawstead Road speed limit reduction pilot project can be accomplished with existing budgets and resources if the scope is limited to the following:

- Letter to residents of Hawstead Road explaining the speed limit reduction;
- 30 km/h speed limit signage installed in summer 2024;
- Speed data collection in spring 2025;
- Report back to SPC-PW update vehicle speed and volume speed information after 12 months;
- Project website updates at major milestones.

Feedback from residents will be collected through 311 and the Councillor’s office. Public Engagement events are not planned as part of this pilot project.

The public service recommends proceeding with the pilot project to reduce the speed limit on Hawstead to 30 km/h.

FINANCIAL IMPACT

Financial Impact Statement

Date: May 24, 2024

Project Name:

Speed Reduction Pilot Project on Hawstead Road

First Year of Program **2024**

	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	$ 210	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 210	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	210	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Direct costs for changing the speed limit signs are estimated to cost $210 and will be funded by the 2024 Public Works - Transportation Operating Budget.

J. Ruby, 2024-05-24

Manager of Finance and Administration
J. Ruby CPA, CA

CONSULTATION

This Report has been prepared in consultation with: Legal Services

OURWINNIPEG POLICY ALIGNMENT

This report is in accordance with OurWinnipeg2045 as per:

- ***Policy 2.6 Integrated Regional Planning:*** Enable a collaborative and integrated solution to sustainable transportation system connectivity and efficiency on a regional scale, in a manner that addresses infrastructure costs, promotes public health benefits, and reduces greenhouse gas emissions.
- ***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 (CAP), and it was determined that the CAP 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: Greg Blatz, P.Eng. Traffic Management Engineer
Date: May 29, 2024

Attachment: Appendix A – Draft By-Law Amendment