Minutes – Council – July 18, 2024

Minute No. 407
Report – Standing Policy Committee on Public Works – July 3, 2024

Item No. 5 **Speed Limits on Niakwa Road between the Seine River and Royal Salinger Road and on Springfield Road east of Lagimodiere Boulevard (St. Boniface Ward and North Kildonan Ward)**

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Public Works and adopted the following:

1. That the speed limit on Niakwa Road between 518 metres west of Royal Salinger Road (the Seine River) and Royal Salinger Road be reduced from 50 km/h to 30 km/h.

2. That the speed limit on Springfield Road between the eastern boundary of Lagimodiere Boulevard and the eastern boundary of the City of Winnipeg be formally set at 70 km/h in order to correct a previous drafting error.

3. That the Speed Limit By-law No. 63/2019 be amended in accordance with Recommendations 1 and 2, as per the draft amending by-law attached as Appendix A.

4. 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 – July 3, 2024

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

That the recommendation of the Standing Policy Committee on Public Works be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On July 9, 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 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.

ADMINISTRATIVE REPORT

Title: Speed Limits on Niakwa Road between the Seine River and Royal Salinger Road and on Springfield Road east of Lagimodiere Boulevard (St. Boniface Ward and North Kildonan 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	T. Graham	M. Jack

EXECUTIVE SUMMARY

This report speaks to two separate changes recommended to the Speed Limit By-law at this time.

The changes affect:

- Niakwa Road between the Seine River and Royal Salinger Road; and,
- Springfield Road east of Lagimodiere Boulevard.

Niakwa Road
Niakwa Road between the Seine River and Royal Salinger Road was identified as a high priority for traffic calming through the City's Traffic Calming Program. Four speed humps will be installed this construction season based on designs developed with the community in 2022.

The Public Service plans to at the same time designate the route as neighbourhood greenway. A bylaw amendment is required to facilitate the best-practice 30 km/h speed limit for neighbourhood greenways.

As background, Niakwa Road is currently a signed bike route and identified as part of the Primary Bike Network in the Council-approved Pedestrian and Cycling Strategies. The Council-endorsed priority system for neighbourhood greenways suggests a greenway designation would be appropriate for the route.

Springfield Road
The portion of the Springfield Road between the eastern boundary of Lagimodiere Boulevard and the eastern boundary of the City of Winnipeg has been posted at 70

km/h since the Speed Limit By-law was first passed in 2019. However, this 70 km/h speed limit was inadvertently repealed through By-law No. 85/2020 as part of a drafting error.

The Public Service recommends Council formally correct this error and restore the 70 km/h speed limit to match the existing signage in the field.

RECOMMENDATIONS

1. That the speed limit on Niakwa Road between 518 metres west of Royal Salinger Road (the Seine River) and Royal Salinger Road be reduced from 50 km/h to 30 km/h.

2. That the speed limit on Springfield Road between the eastern boundary of Lagimodiere Boulevard and the eastern boundary of the City of Winnipeg be formally set at 70 km/h in order to correct a previous drafting error.

3. That the Speed Limit By-law No. 63/2019 be amended in accordance with Recommendations 1 and 2, as per the draft amending by-law attached as Appendix A.

4. 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

This report's recommendations to modify speed limits on Niakwa Road and Springfield Road require an amendment to the Speed Limit By-law No. 63/2019 which must be approved by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

Adoption of the recommendations for the speed limit changes will result in an amendment to the Speed Limit By-law 63/2019 as per Appendix A. Subsequently, new speed limit signage would be required on Niakwa Road.

No change to speed limit signage is required on Springfield Road.

The estimated total costs to install 30 km/h speed limit signage on Niakwa Road is $1,000, which will be funded through the Transportation Division Operating Budget.

HISTORY/DISCUSSION

Niakwa Road

Niakwa Road is a two-lane, undivided residential local street. At the west end, Niakwa Road terminates as a footbridge that crosses the Seine River. The average weekday traffic volume is 320 vehicles per day and prior to traffic calming, the 85th percentile speed was 51 km/h. In terms of land use, there are single family residential properties on the north side of the street. Niakwa Country Club, which contains a golf course and other recreational amenities, is located on the south side of the street. West of the Seine River footbridge, there are large apartment buildings, other multi-family dwellings, and a grocery store.

Niakwa Road is a signed bike route, but does not have any added infrastructure to create a formal cycling facility. West of the Seine River foot bridge, there is a multi-use path that connects Niakwa Road through an underpass beneath Fermor Avenue and to Niakwa Trail, a multi-use path that runs along the north side of Fermor Avenue. Niakwa Road is identified as part of the Primary Bike Network in the Pedestrian and Cycling Strategies draft update as well as in the adopted 2015 Pedestrian and Cycling Strategies.

There are no sidewalks on Niakwa Road, so pedestrians share the road with motorists and cyclists. Although pedestrian and cyclist count data are not available, Niakwa Road likely has higher volumes of active transportation users, considering the surrounding land use and connection with other cycling facilities, including a river crossing and underpass of an arterial street.

Niakwa Road between the Seine River and Royal Salinger Road was identified as a high priority for traffic calming through the City's Traffic Calming Program. In 2022, the public was engaged in developing a design solution, which consists of four speed humps. The road surface requires a chip seal renewal treatment before the speed humps can be installed. Both the chip seal renewal and speed humps are scheduled for construction in 2024.

On March 23, 2023, Council approved the implementation of 30 km/h neighbourhood greenways in accordance with a tiered system recommended by the Public Service. Niakwa Road between Royal Salinger Road and the Seine River fits within the first or highest priority tier, since a study has been conducted to determine if a neighbourhood greenway is an appropriate facility type. Traffic calming measures will be in place in 2024, so the only change needed is to reduce the speed limit to 30 km/h. As such, the Public Service recommends that the speed limit be reduced to 30 km/h on Niakwa Road between Royal Salinger Road and the Seine River to formalize the route as a neighbourhood greenway.

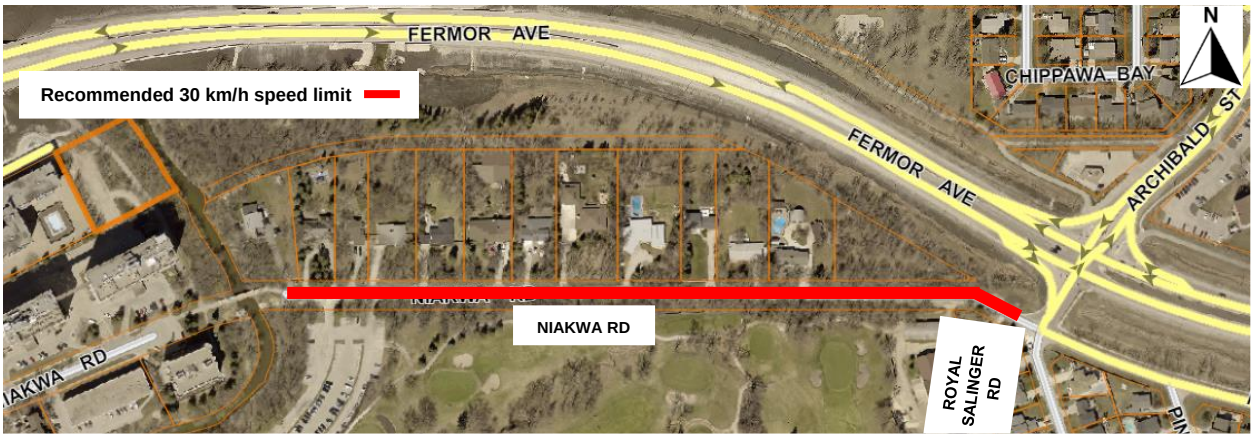


Figure 1: Recommended 30 km/h speed limit on Niakwa Road

Springfield Road

The portion of the Springfield Road between the eastern boundary of Lagimodiere Boulevard and the eastern boundary of the City of Winnipeg has been posted at 70 km/h since the Speed Limit By-law was first passed in 2019. However, this 70 km/h speed limit was inadvertently repealed through By-law No. 85/2020, which completely repealed and replaced the original Schedule A to the Speed Limit By-law. Although Council gave this repeal formal approval, the omission of Springfield Road from the revised Schedule A appears to have been the result of a drafting error. As the Public Service has confirmed that there is no substantive reason for this portion of Springfield Road to have a 50 km/h speed limit rather than a 70 km/h speed limit, the Public Service recommends that Council formally correct this error and restore the 70 km/h speed limit to match the existing speed limit signage in the field.

FINANCIAL IMPACT

Financial Impact Statement — Date: May 24, 2024

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

Speed Limits on Niakwa Road between the Seine River and Royal Salinger Road and on Springfield Road east of Lagimodiere Boulevard (St. Boniface Ward and North Kildonan Ward)

	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	$ 1,000	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	-	-	-	-	-
Net Cost/(Benefit)	$ 1,000	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	1,000	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Direct costs to install speed limit signage on Niakwa Road as described in the report, will be $1,000, and funded by the 2024 Public Works Transportation Operating Budget. There are no financial implications related to Springfield Road, as signage already exists on the roadway for 70km. The cost of the 4 speed humps has not been included in this statement as installation is not dependent on the approval of recommendations of this report.

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

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 stops with the surrounding community, and 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
Prepared by: R. Peterniak, M.Sc., P.Eng., RSP1, Road Safety Management Engineer
Date: May 29, 2024

Attachment: Appendix A Draft By-Law Amendment