Minutes – Executive Policy Committee – September 16, 2025

Report – Standing Policy Committee on Public Works – September 11, 2025

Item No. 6 Safety Enforcement in School Zones

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and recommended to Council:

1. That the Council Motion of July 17, 2025, be received as information.

2. That the minutes of the East Kildonan-Transcona Community Committee dated October 2, 2020, with respect to the report titled "School Zone Speed Limits" be attached as Appendix A.

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DECISION MAKING HISTORY:

Moved by Councillor Lukes,

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 September 11, 2025, the Standing Policy Committee on Public Works considered the Council Motion of July 17, 2025, and submitted the following to the Executive Policy Committee and Council:

1. That the Council Motion of July 17, 2025, be received as information.

2. That the minutes of the East Kildonan-Transcona Community Committee dated October 2, 2020 with respect to the report titled "School Zone Speed Limits" be attached as Appendix A.

The following persons submitted communications:

- Ian Walker in support of the matter
- Curtis Pankratz, Associate Professor, University of Winnipeg, in support of the matter
- David Grant, in opposition to the matter

COUNCIL DECISION:

On July 17, 2025, Council ruled automatic referral of the following motion to the Standing Policy Committee on Public Works:

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

Moved by Councillor Gilroy,
Seconded by Councillor Orlikow,

WHEREAS the safety of children and pedestrians in school zones is a top priority for our community;

AND WHEREAS, certain school zone areas under third party traffic enforcement contracts have become widely known for issuing a high volume of speeding tickets;

AND WHEREAS, consistent issuance of speeding violations in the same areas may indicate underlying design or infrastructure issues rather than isolated incidents of driver negligence;

AND WHEREAS, it is in the public interest to ensure these areas are not only enforced but also structurally designed to promote safety through signage, lighting, and traffic calming measures;

THEREFORE BE IT RESOLVED THAT:

1. The Winnipeg Public Service be directed to conduct a data driven review of areas near school zones where there is a disproportionate number of speeding violations and tickets issued, particularly in areas under contract enforcement.

2. The Winnipeg Public Service be directed to analyze this data to determine whether these locations have adequate signage, marked crosswalks, school zone signals, and other safety infrastructure in place.

3. That based on this analysis, as outlined in Recommendation 2, the Winnipeg Public Service be directed to report back to the Standing Policy Committee on Public Works with recommendations to improve safety through physical infrastructure such as improved signage, clear and visible crosswalk lighting, and traffic-calming measures (e.g., speed bumps, curb extensions, raised crosswalks) rather than relying solely on ticket enforcement.

4. The Winnipeg Public Service report back to the Standing Policy Committee on Public Works with recommendations to prioritize funding or capital improvements for areas identified as having persistent speeding violations and insufficient infrastructure; not limited to proceeds from tickets being issued being dedicated to road safety.

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

5. These efforts shall be aimed at ensuring school zones are genuinely safe for children and families, and that enforcement is paired with proactive and equitable infrastructure improvements to promote long-term traffic safety.

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