Minutes – Executive Policy Committee – March 17, 2026

Report – Standing Policy Committee on Public Works – March 4, 2026

Item No. 3 Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limit

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 Council request the Province of Manitoba amend the Highway Traffic Act to allow the City of Winnipeg to set the default speed limit through a by-law.

2. That the Public Service report back in 365 days with an update on Recommendation 1 and progress on its preparation plan.

3. That the Proper Officers of the City be authorized to implement the intent of the foregoing.

Minutes – Executive Policy Committee – March 17, 2026

Report – Standing Policy Committee on Public Works – March 4, 2026

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

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

Carried

Councillor Browaty asked to be recorded as having voted against the above motion, in accordance with Rule 47(7) of The Procedure By-law No. 50/2007.

The following persons submitted communications:

- Derrick White, in support of the matter
- Dave Elmore, in opposition to the matter
- David Grant, in opposition to the matter
- Johanna Kroetsch, Active and Safe Routes to School Program Coordinator, Green Action Centre, in support of the matter

STANDING COMMITTEE RECOMMENDATION:

On March 4, 2026, 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 in support of the matter:

- Anne Hakansson
- Samantha Beiko
- Garth Ward
- Aaron Maciejko
- Jessica Perry
- Alexander Sitko
- Anna Weier
- Katie Brown
- Lisa Richards
- Rodney Kennish
- Shirley Forsyth
- Mark Cohoe

Report – Standing Policy Committee on Public Works – March 4, 2026

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

The following persons submitted communications in opposition to the matter:

- Tom Derrett
- Jamie Brown
- Ben Weatherby
- Toriann Ashton
- Dave Elmore
- Timothy Friesen
- David Grant
- Kelly Ryback
- Vince Harden

On March 5, 2024, The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and approved the following:

2. That additional changes to practices for incorporating traffic calming into road renewals be explored based on the outcomes of the Reduced-Speed Neighbourhood Pilot, and reported back through the Reduced-Speed Neighbourhood Pilot report.

On April 6, 2022, the Standing Policy Committee on Public Works concurred in the recommendation and directed the Public Service to commence the Neighbourhood Pilot of Lower Default Speed Limits within four neighbourhoods.

ADMINISTRATIVE REPORT

Title: Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limit

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman	J. Berezowsky	N/A	J. Dunford

EXECUTIVE SUMMARY

Winnipeg's default speed limit is currently 50 km/h on all roads unless a posted sign indicates otherwise.

In 2020, Council directed the Public Service to conduct a trial of 30 km/h and 40 km/h speed limits in select residential neighbourhoods.

Council also adopted the Winnipeg Road Safety Action Plan in July 2022. The plan identifies speed as one of five focus areas to help improve road safety in Winnipeg.

The Reduced-Speed Neighbourhood Pilot began in 2023. The project lowered speed limits to 30 or 40 km/h in four neighbourhoods. The purpose was to investigate how lower speed limits in residential areas impact:

- Actual travelling speeds
- Safety
- Quality of life for the community

The Public Service analyzed these impacts using technical data and community feedback. Feedback was mixed; some supported lower limits for safety, while others worried about costs and increased travel time.

Based on this analysis and feedback, the Public Service is recommending pursuing a 40 km/h default speed limit. The first step in this recommendation would be for Council to request the Province of Manitoba to grant the City the authority to establish this new default.

If approved by Council and the Province, the Public Service would:

- Prepare a public awareness campaign
- Develop a plan for speed limits in the Downtown

Costs for new signage and advertising would total $525,000.

RECOMMENDATIONS

1. That Council request the Province of Manitoba amend the Highway Traffic Act to allow the City of Winnipeg to set the default speed limit through a by-law.

2. That the Public Service report back in 365 days with an update on Recommendation 1 and progress on its preparation plan.

3. That the Proper Officers of the City be authorized to implement the intent of the foregoing.

REASON FOR THE REPORT

On April 6, 2022, the Standing Policy Committee on Public Works concurred in the recommendation and directed the Public Service to commence the Neighbourhood Pilot of Lower Default Speed Limits within four neighbourhoods.

On March 5, 2024, The Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service, as amended, and approved the following:

2. That additional changes to practices for incorporating traffic calming into road renewals be explored based on the outcomes of the Reduced-Speed Neighbourhood Pilot, and reported back through the Reduced-Speed Neighbourhood Pilot report.

IMPLICATIONS OF THE RECOMMENDATIONS

Concurring in the recommendations would have several implications:

- It would allow the Public Service to work with the Province of Manitoba to amend the Highway Traffic Act; such an amendment would require a change in Provincial legislation to allow the City to change the default speed limit through a by-law.
- The Public Service would subsequently begin developing its preparation plan as described in this report, including:
    - Developing a Downtown streets speed limit recommendation; and
    - Designing a preliminary public awareness and educational campaign.
- There are no direct financial implications. If the default speed limit is changed in the future, the $525,000 Class 5 costs outlined in Step Two Implementation would be funded from the 2027 Road Safety Improvement Program.

HISTORY/DISCUSSION

Background

The current default speed limit in Winnipeg in residential areas is 50 km/h unless signed otherwise. There are several exceptions to this such as reduced speed school zones and neighbourhood greenways where the speed limit is 30 km/h, but most residential streets maintain a default 50 km/h speed limit.

The debate over residential speed limits has been ongoing across Canada, and this isn't the first time the City has considered lowering the default speed limit. In 2012, the City produced an administrative report exploring the possibility of reducing the limit to 40 km/h but ultimately decided against it, concluding that "*The City will continue to encourage appropriate layout of new residential areas in order to meet the intent of having lower vehicle operating speeds on local residential streets*".

Years later, residential speed continues to be an issue for many Winnipeggers. Integrating street calming elements into the street design when a road is built or rebuilt is much more common now than it was a decade ago, but this doesn't help to reduce speeds for streets that are not being reconstructed in the short- to medium-term. The Winnipeg Road Safety Strategic Action Plan (RSSAP), developed with extensive public consultation and adopted by Council in July 2022, identifies speed as one of five focus areas with the best opportunities to improve road safety in Winnipeg.

In Winnipeg, residential streets are divided into local and collector streets:

- Local streets are shorter, narrower streets used mainly for accessing properties (not as a thoroughfare). In Winnipeg, we also call these residential streets.
- Collector streets are the higher-traffic streets that lead into and out of communities. They are often the "hub" of the community and where shops, schools and other community destinations are located. Collector streets can take many forms. "Major" collectors have medians and up to four lanes, while "minor" collectors do not have medians. In mature neighbourhoods, a minor collector will often have direct access to residential properties and back lanes, while in new communities access is much more limited.

In 2020, Council approved a more extensive project to evaluate the reduction of speed limits in select pilot neighbourhoods. This included piloting neighbourhood greenways, reduced speed neighbourhoods, a jurisdictional scan and literature review, all for the purpose of setting the direction of residential speed limits in the future.

Reduced Speed Neighbourhood Pilot (RSNP)

In March 2023, the Reduced-Speed Neighbourhood Pilot commenced which saw the speed limit in four neighbourhoods (shown below) reduced to 30 km/h or 40 km/h.

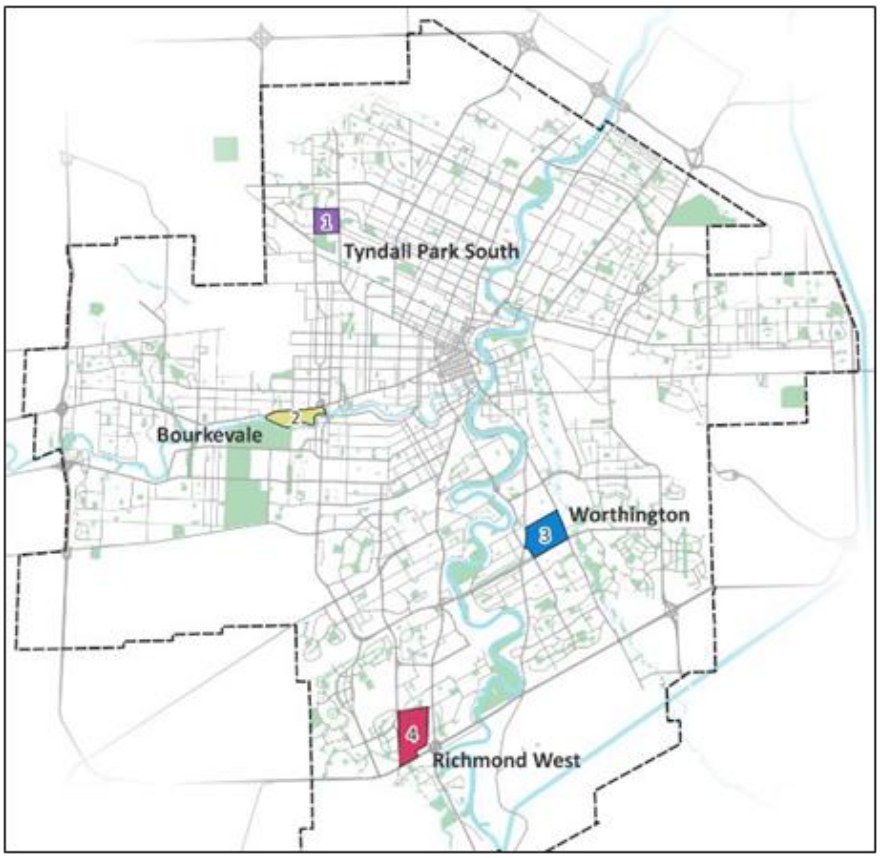

Figure 1 - Reduced-Speed Pilot Neighbourhoods

The RSNP project set out to understand how reduced speed limits impact travel speeds and road user perceptions and behaviours in residential areas. Lessons learned were intended to inform a city-wide recommendation for residential speed limits. In addition to piloting the reduction of the speed limit in four neighbourhoods, the project included:

- A literature review and jurisdictional scan to see what research has already been completed and what other cities have done.
- Analysis of historical speeds on residential streets in Winnipeg.
- Collection and analysis of vehicle speed data from before and after the speed was reduced in the four pilot neighbourhoods.
- A public opinion survey from before and after the speed was reduced in the four pilot neighbourhoods.
- A city-wide opt-in survey, and city-wide statistically significant survey administered by Probe Research Inc.
- Evaluation of different scenarios for reducing the speed limit on residential streets.

The study concluded with a recommendation for Winnipeg to lower speed limits to 40 km/h on local streets and minor collector roads across the city. The Executive Summary for the Reduced-Speed Neighbourhood Pilot is attached as Appendix A.

Default Speed Limit Discussion

The operating speeds of vehicles are influenced by both the posted speed limit and the road's design. When a speed limit is set lower than the road design supports, compliance issues often arise, limiting the potential safety benefits of a reduced speed limit. From a safety perspective, reducing speeds on collector roads offers the greatest benefit, as these roads typically see higher traffic volumes, higher speeds, and more frequent and severe collisions compared to local streets.

Many collector roads in Winnipeg are designed with geometry that makes driving 50 km/h (or higher) comfortable. Lowering speed limits to 30 km/h—or even 40 km/h—on these roads alone may not achieve the desired outcome. Experience from the pilot project shows that modern collectors with generous geometry encourage varying driver behavior: some drivers adhere to the limit, while others drive at speeds they find comfortable. This creates a wide speed differential, which can frustrate drivers and lead to erratic behaviors such as aggressive passing.

The recommendation to reduce speeds in residential areas aims to improve safety and livability, but factors such as implementation, cost, and convenience are important considerations. The scenario evaluation assessed options for 30 km/h and 40 km/h speed limits on local and collector streets, including a combined approach. Throughout the project there were many supporters of a default 30 km/h speed limit and it is important to compare this option to the recommended 40 km/h limit.

40 km/h Default Speed Limit Discussion

Adopting a default 40 km/h speed limit for residential areas promotes better compliance on all local streets and most minor collector streets without requiring significant road redesign. However, modern suburban collectors that easily allow for speeds above 50 km/h would still require traffic calming measures to bring speeds closer to 40 km/h. These roads cannot have their speed limits changed immediately and would need retrofitting before the changes could take effect.

A 40 km/h default speed limit provides several advantages:

- **Broader Applicability**: It can be implemented across more streets immediately, offering greater safety benefits in the short term compared to a 30 km/h limit.
- **Reduced Signage Requirements**: A 40 km/h default minimizes infrastructure costs; since only exceptions to the default require signage, fewer new signs would be needed across the residential network.
- **Reduced-Speed School Zones**: Maintaining the existing 30 km/h school zones ensures these high-priority areas remain distinct from the 40 km/h default, reinforcing the need for increased driver caution.
- **Flexibility**: The City can designate specific streets or neighbourhoods, with a 30 km/h limit to emphasize their distinctiveness.

30 km/h Default Speed Discussion

A city-wide 30 km/h speed limit is less practical because it is applicable to fewer streets, specifically for collector streets where safety benefits are most needed. Excluding collector streets from this speed limit would reduce its overall impact and introduce confusion at

intersections of local and collector streets, especially in school zones. This would increase signage requirements, add complexity for drivers, and potentially reduce effectiveness.

Targeted 30 km/h Speed Limit Neighbourhoods
A targeted approach to applying 30 km/h limits on select streets or in select neighbourhoods allows flexibility where road conditions support lower speeds. This ensures the City can focus on areas where greater speed reductions are feasible while maintaining broader safety improvements through a default 40 km/h limit elsewhere.

Safety Benefits
In Winnipeg, nine percent of fatal and major injury collisions occur on collector streets, and two percent occur on local streets. An analysis of five years of recent collision data revealed seven fatal collisions and 59 major injury collisions on local and collector streets combined. Industry-standard studies indicate that the vehicle speed reductions that were observed in the RSNP pilot (between 3 km/h and 11 km/h) could decrease fatal collisions by 10 to 20 percent and major injury collisions by six to 12 percent.[1] A more recent study from the City of Edmonton found that implementing a default speed limit of 40 km/h led to a 25 percent reduction in overall collisions and a 31 percent reduction in injuries and fatalities caused by collisions in the two years that followed the change.[2]

Furthermore, a core principle of the safe systems approach to road safety is recognizing that drivers make mistakes. Even small speed reductions will greatly reduce braking distances as well as the resulting impact forces when collisions do occur.

Recommendation
Based on research, survey of other Canadian municipalities, public surveys, and pilot findings, **the Public Service recommends to Council that they request the Province of Manitoba to change the Highway Traffic Act to allow the City of Winnipeg to set the default speed limit through a by-law.**

Reduced Speed Limit Framework
If the Highway Traffic Act was changed to allow the City to control the default speed limit a new framework for setting speed limits on residential streets would be needed.

- **Default 40 km/h** speed limit would primarily apply to all local streets and designated collector streets in residential areas where the design supports a lower speed.
- **Targeted 30 km/h** speed limits could be applied for unique neighbourhoods where road design and layout support a lower speed limit.
- **Exception 50 km/h** speed limits for some collector streets that are not designated as default 40 km/h. These locations will require traffic calming measures to lower the speed limit in the future, or will stay at 50 km/h.
- **Regional arterial streets** would primarily be unaffected by the change to default speed limit and their current speed limit will remain the same with speed limit signage.
- **Downtown streets** would be separately reviewed with potential for some downtown streets to be default 40 km/h.

This framework to reduce the speed limit on many residential streets is aligned with approved policy from the Road Safety Strategic Action Plan, vehicle speed data and public opinion data collected during the project.

- Council-approved Road Safety Strategic Action Plan identifies speed as a high-priority focus area and reviewing speed limits is one of the actions to improve safety on Winnipeg streets. The science is clear, lower vehicle speeds reduce collision frequency and severity. Speed limits are one tool to achieve lower speeds, but need to be supported by appropriate road design to be effective. Winnipeg has several programs such as the Traffic Calming program, the Neighbourhood Greenway program and the recently approved Traffic Calmed Street Design parameters for streets that are being reconstructed, which all target changes to road design to support lower speeds on specific streets. These programs are valuable but a change to lower the speed limit on all residential streets would improve safety more broadly for the entire city. Note that from a safety perspective the biggest potential benefit comes from reducing speeds on collector roads where there are more vehicles travelling at a higher speed and as a result have more frequent and severe collisions compared to local roads.
- An analysis of vehicle speeds on residential streets prior to the pilot found that the average speed on local streets was 36 km/h and on collectors it was 44 km/h (85th percentile speed was 45 km/h and 51 km/h, respectively). When most drivers are going well below the current speed limit of 50 km/h, it tells us that the speed limit is set too high. Drivers are moderating their own speed based on the environment and not the speed limit. This works well for most drivers, but for drivers that have a higher risk tolerance or are driving irresponsibly it gives them too much leeway to create a dangerous situation before speeding can be legally enforced.
- Among the public opinion there is currently majority support and a trend of increasing favourability for reduced speed limits in residential areas. The statistically significant Probe Research survey of Winnipeggers found 57 percent of people support reducing speed limits on residential streets while 38 percent of people are opposed to it. A similar question was asked by Probe Research in 2021 and at that time only 44 percent of people were in support. This marks a 13 percentage point increase in support in just over two years.

The feedback collected from residents in the pilot neighbourhoods was mixed. Among those who oppose reducing the residential speed limit, the most common concerns were that speeding wasn't an issue that needed fixing, that the implementation cost was too high, there were too many signs, and that driver delay or commute times would be impacted negatively. The recommended path forward takes these concerns into consideration by minimizing the number of new signs or complex sign combinations (to lower cost and confusion). External studies and the public services' own research showed that the impact to travel times in the city would be minimal – less than one minute on average. A city-wide statistically significant survey found 72 percent of people were willing to accept the change in travel time for the benefits of a reduced residential speed limit.

Supporters of reducing speed limits in residential areas point to the lack of sidewalks, which forces pedestrians and vehicles to share the same space, as a key reason for lowering speed limits. Neighbourhoods are not built consistently, so while some neighbourhood streets have sidewalks on both sides, others have no sidewalks. One key lesson from the RSNP was that communities and neighbourhoods vary significantly, and one speed limit can't easily be applied to all streets. The default 40 km/h, targeted 30 km/h and 50 km/h exception streets recommendation is a balanced approach that can be adjusted to fit different neighbourhoods.

Ultimately the operating speed of the road is most influenced by the road design. The upcoming review of the transportation standards manual is the best time to ensure the road design and speed limit are aligned.

Proposing Speed Limits on Collector Roads in Residential Areas

Collector roads primarily connect local streets to the arterial network while providing access to local services such as residential neighbourhoods, employment centers, shopping areas, or schools. These roads vary significantly in design, ranging from two to four lanes, with or without median separation, and usually feature sidewalks, although not always.

Lowering speed limits on collector roads is advisable for some, but not all, due to their diverse characteristics. To effectively associate speed limits with road classifications, these categories must be more nuanced and specific.

The Public Service has categorized collector roads into sub-categories aligned with the appropriate speed limits. These classifications are based on a technical analysis of roadway width, access, sidewalk infrastructure, adjacent land use, and block length among other physical and operational variables. While the full technical definitions are maintained in the project's supporting documentation, this report focuses on the primary characteristics that most significantly influenced the speed limit selected.

Characteristics for a 40 km/h Speed Limit

The most common characteristics—and the supporting rationale—for collectors identified to adopt the proposed default speed limit of 40 km/h include the following:

- **Narrow roadway width** – Collectors in older neighbourhoods vary in width but are often significantly narrower than modern suburban collectors, which are typically about 10 metres wide. Combined with high parking utilization, this creates a lot of friction on the roadway.
- **Residential land use** – Streets located in primarily residential areas, as well as those near schools and parks, are more likely to generate pedestrian activity, involving users who are more vulnerable to traffic impacts.
- **Residential frontage and private access** – Collectors with residential frontage tend to have higher levels of pedestrian activity, and frequent private driveways create additional conflict points as motorists enter and exit properties.
- **Short block lengths** – Frequent intersections increase driver workload; shorter distances between conflict points leave less time for drivers to detect hazards and react safely at higher speeds.
- **Absence of sidewalks** – While most collectors in Winnipeg have sidewalks, those without sidewalks require pedestrians to walk within the roadway, increasing exposure to traffic risk.

Characteristics for Maintaining a 50 km/h Speed Limit

The most common characteristics—and the supporting rationale—for collectors identified to maintain their current speed limit (typically 50 km/h) include the following:

- **Divided roadways** – Collectors with median dividers control access and separate opposing traffic. In many cases, these function similarly to arterial roads rather than local residential streets.
- **Wider roadway width** – Undivided collectors in modern suburban areas typically feature a standard 10-meter pavement width. When combined with low on-street parking demand, these wide lanes naturally facilitate higher operating speeds.

- **Access control** – Features such as frontage roads or limited direct driveways reduce the number of conflict points. Longer uninterrupted blocks reduce driver workload and make maintaining a higher speed feel more appropriate for the environment.
- **Generous Right-of-Way**: Modern suburban collectors often have wider rights-of-way that provide greater separation between vehicles and adjacent land uses. In contrast, older neighbourhoods have narrower rights-of-way that may necessitate lower limits.

There are 685 km of Collector roads in the City and using this approach about 400 km are aligned with a 40 km/h speed limit. Short road segments with varying speed limits can cause confusion; therefore, consistent speed limits are planned over the longest possible distances for continuity.

Step One - Preparation Plan

In the short term, several priority tasks must be initiated to move forward with the preparation for a reduced residential speed limit. If the recommendations of this report are concurred with, these preparation steps will be started immediately:

- **Requesting legislative change**: The first step is to formally request that the Province amend Manitoba's Highway Traffic Act, which currently sets the default speed limit in Winnipeg at 50 km/h. This change would allow the City to establish the default speed limit through a by-law. It is recommended that this process be initiated with a formal letter from the Director of Public Works, endorsed by the Standing Policy Committee on Public Works and Council, upon acceptance of this recommendation.
- **Downtown speed limit review:** Review the current 50 km/h speed limit in the downtown area and make a recommendation to either designate it as a 40 km/h default or maintain it at 50 km/h, which would require additional signage.
- **Design a public awareness campaign**: In anticipation of a broad speed limit change, design a public awareness and educational campaign that would be used to raise visibility of the change and help promote a culture of improved road safety.
- **Reduced-Speed Neighbourhood Pilot speed limit update**: The four reduced-speed pilot neighbourhoods still have reduced speed limits in place. Assuming the recommendations of this report are concurred with, a subsequent report will be presented to modify the speed limits in the pilot neighbourhoods to match the recommendations in this report.

All this work can be completed internally with existing resources – there is no budgetary request to complete this step. The downtown speed limit review can be undertaken internally while the request for legislative change is considered.

Step Two - Implementation Plan

Preliminary Class 5 cost estimates for implementing a change to the default speed limit are shown in Table 1. The most significant cost is for signing a 50 km/h speed limit on regional streets and major collectors where we want to maintain a 50 km/h speed limit. The costs for an awareness and educational campaign are based on similar sized projects in other cities where messaging was targeted city-wide. This cost is largely for advertisement space so it could be scaled up or down depending on the need and funds available.

Item	Cost
Speed Limit Sign Fabrication and Installation (*)	$275,000
Consultant Fees for Signage Plans	$150,000
Awareness and Education Campaigns - Campaign Development and Media Placement	$100,000
Total	**$525,000**

Table 1 - Implementation Costs

(*) – In some instances, mainly for large regulatory signage at the City limits, stickers will be used to change the default speed limit.

Following the completion of the Step One Preparation steps, the Public Service will prepare a report to the Standing Policy Committee on Public Works (SPC-PW) with a more refined cost estimate, promotional campaign plans and updated speed limit maps. The estimated costs for Step Two would not be incurred prior to reporting back to SPC-PW.

The Class 5 cost estimate for completing this work is $525,000 which would be reserved from the 2027 Road Safety Improvement Program budget, contingent upon the successful amendment of the Highway Traffic Act.

Step Three - Long Term Integration Plan

Longer term, additional work is needed to ensure that speed limits are aligned with street layout, design, and public interest. The Public Service has identified the following action items to be completed after the implementation of a new default speed limit:

- **Addressing Unique Neighbourhoods**: While a 40 km/h residential speed limit is recommended city-wide, there is interest in allowing for 30 km/h limits in certain neighbourhoods. Due to the unique characteristics of each neighbourhood, the challenges that prevent a city-wide implementation of 30 km/h may not apply everywhere. A new program needs to be developed to accommodate community-initiated requests where a 30 km/h speed limit is supported by the street layout and design.
- **Collector Street Variability**: Collector streets in Winnipeg can vary significantly in appearance and function depending on the neighbourhood. For collectors where a 40 km/h speed limit is not immediately suitable, a criteria and prioritization system should be developed for implementing traffic calming measures to eventually reduce the speed limit to 40 km/h.
- **Cultural Shift and Program Review**: Lowering the residential speed limit will gradually change the culture and expectations around vehicle speeds in residential areas. This shift necessitates a review and update of the existing Traffic Calming program, as well as policies regarding speed limits in school and playground zones, to align with the new default speed limit. This is further supported by the RSSAP, which has initiated the development of a comprehensive education and outreach program. This program will include education on speeds to increase public awareness of the risks and dangers of speeding. This will support a shift in road safety culture and safer driving behaviour, enhancing the safety benefits of reduced speed limits across the road network.
- **Transportation Standards Manual Update**: The change in default speed limit and subdivision of collector streets needs to be reflected in the Transportation Standards Manual so the design is correctly aligned with the speed limit.

Reduced-Speed Neighbourhood Pilot Speed Limit Update

The four reduced-speed pilot neighbourhoods still have reduced speed limits in place. Assuming the recommendations of this report are concurred with, a subsequent report will be presented to modify the speed limits in the pilot neighbourhoods to match the recommendations in this report.

Bourkevale (30 km/h pilot area) – This neighbourhood is a strong candidate for a 30 km/h area-wide limit due to its narrow roadways and lack of sidewalk infrastructure, which necessitates a shared space for all road users. As a geographically constrained pocket with no through-access for motorists, most vehicle trips are local in nature. Bourkevale is further distinguished by its road network's direct integration with park pathways, serving as a vital link for active transportation and requiring a speed environment that prioritizes the safety of vulnerable road users.

Tyndall Park South (30 km/h pilot area) - This neighbourhood is representative of many residential areas across the city where the proposed 40 km/h default is most appropriate for both Local and Collector streets. The primary Collector, Manitoba Avenue, features a 10-metre pavement width and high on-street parking utilization, which naturally narrows the effective travel path for vehicles. These physical constraints, combined with short block lengths and frequent back lane access points, increase the driver workload and make a 40 km/h limit appropriate.

Worthington (40 km/h pilot area) - Similar to Tyndall Park South, this mature neighbourhood is well-suited for a 40 km/h limit applied to both Local and Collector streets. The primary Collector, Beliveau Road, is characterized by a 10-metre pavement width and high on-street parking utilization. The prevalence of direct residential driveway access along this corridor creates frequent conflict points and a high driver workload, reinforcing the 40 km/h recommendation.

Richmond West (40 km/h pilot area) - While the Local streets in this area would follow the 40 km/h default, the primary Collectors (Bairdmore Boulevard and Kirkbridge Drive) are recommended to maintain a 50 km/h limit. These corridors feature wider rights-of-way and full access control, with no direct driveways or back lanes to create conflict points. The combination of long block lengths and low on-street parking utilization creates a road environment where a 50 km/h limit remains appropriate and comfortable for motorists.

The pilot neighbourhood speed limits will not change as result of this report, but if the recommendations are passed the Public Service will submit a follow-up report to update the speed limits in the pilot neighbourhoods to align with this report's recommendation.

Requested Changes

At a Reports Briefing on February 19, 2026, an earlier draft of this administrative report was reviewed by members of the Executive Policy Committee and the following revisions were requested:

- Remove the draft map (Appendix C).

FINANCIAL IMPACT

Financial Impact Statement Date: February 3, 2026

Project Name:

Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limit

COMMENTS:

The three recommendations as contained in this report can be performed with exiting staff that are in the department's 2026 operating budget.

For clarity, the incremental cost of $525,000 associated with Step Two - Implementation Plan would not be incurred until after the Public Service reports back to Council in 365 days as required in Recommendation #2.

The class five estimate for the implementation plan to change speed limit signs is $525,000 plus capital overheads of $43,315. If in 365 days Council elects to proceed with Step 2 of the project, the 2026 Capital Budget is forecating there to be sufficient funding available in the 2027 Road Side Safety Improvements Program, subject to Council approval of funds and program allocations in the 2027 Budget Process.

J. Ruby, 2026-02-03
J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

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

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 accordance with the Winnipeg Climate Action Plan (WCAP) as per Directions 3.4 Increase Active Transportation Rates.

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: G. Blatz, P.Eng. Traffic Management Engineer
Date: February 3, 2026

Attachments:

Appendix A – Reduced-Speed Neighbourhood

Appendix B – Public Engagement Summary - Engagement Report Pilot – Executive Summary