Agenda – Standing Policy Committee on Public Works – June 29, 2026

REPORTS

Item No. 12 Speed Limit – Arlington Street from Portage Avenue to Wolseley Avenue (Daniel McIntyre Ward)

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That this report be received as information.

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On October 7, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the City Centre Community Committee and directed the Winnipeg Public Service to report back in 120 days on reducing the speed limit on Arlington Street, between Portage Avenue to Wolseley Avenue, from 50 km/h to 30 km/h, to improve safety, livability, and consistency with the adjacent Wolseley Avenue Greenway.

The following persons submitted communications in support of the matter:

- Carl Drohomereski
- Nicola Brown
- Greg Wilson
- Ann McConkey
- Toni Reimer
- Heather Forrest

COMMUNITY COMMITTEE RECOMMENDATION:

On September 29, 2025, the City Centre Community Committee passed the following motion:

WHEREAS Arlington Street between Portage Avenue and Wolseley Avenue is now part of a new Primary Transit Line;

AND WHEREAS Arlington Street, between Portage Avenue and Wolseley Avenue, was not previously part of the Primary Transit Network;

AND WHEREAS Wolseley Avenue is designated as a Greenway and already has a posted speed limit of 30 km/h;

AND WHEREAS Arlington Street in this section is a narrow roadway accommodating both cars and transit;

AND WHEREAS residents have raised concerns regarding buses traveling at speeds higher than previously experienced in the area;

AND WHEREAS the increased speed of buses has contributed to noise and vibrations causing shaking of nearby homes;

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Public Works be requested to direct the Winnipeg Public Service report back on reducing the speed limit on Arlington Street, between Portage Avenue to Wolseley Avenue, from 50 km/h to 30 km/h, to improve safety, livability, and consistency with the adjacent Wolseley Avenue Greenway.

ADMINISTRATIVE REPORT

Title: Speed Limit – Arlington Street from Portage Avenue to Wolseley Avenue

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	N/A	M. Pittet Acting

EXECUTIVE SUMMARY

Residents on Arlington Street have reported that newly rerouted Transit buses are creating safety concerns and vibrations. They asked for a lower speed limit to help reduce these issues.

The Public Service does not recommend changing the speed limit for Arlington Street alone. A change on just one street would make the posted speed limit less consistent with how streets in the neighbourhood look and operate.

Transit will implement a 30 km/h “slow order” for buses on Arlington Street. This was discussed at the March 4, 2026, Standing Policy Committee on Public Works. This, along with pavement improvements, is expected to significantly reduce the vibration issues residents have reported.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On October 7, 2025, the Standing Policy Committee on Public Works directed the Winnipeg Public Service to report back in 120 days on reducing the speed limit on Arlington Street, between Portage Avenue to Wolseley Avenue, from 50 km/h to 30 km/h, to improve safety, livability, and consistency with the adjacent Wolseley Avenue Greenway. Extensions of time were provided on February 4, March 4, and May 5, 2026.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications associated with receiving this report as information.

HISTORY/DISCUSSION

Background

Arlington Street is a north-south collector that starts at the Assiniboine River and extends north passing through several communities over several kilometers. The study area for this report is three blocks in the Wolseley neighbourhood between Portage Avenue and Wolseley Avenue. For these three blocks, Arlington Street is 9.5 metres wide, with parking permitted (and highly utilized) on the west side. The speed limit on Arlington Street is the default speed limit of 50 km/h.

Transit Route 28 (see Figure 1) operates on Arlington Street from Portage Avenue to Wolseley Avenue with a headway of 15-20 minutes during peak periods. Service starts around 5:45 am and ends around 11:00 pm. Residents on this block would observe about 100 buses passing by each day. Up until 2022, Transit Route 10 operated on one block of Arlington Street (between Wolseley Avenue and Westminster Avenue), but between 2022 and 2025 Transit routing were changed and buses did not travel on this section of Arlington Street.



Figure 1 - Transit Route 28 in the Wolseley Neighbourhood

Residents have reported, through local media and as delegations at Standing Policy Committee, that the Transit buses are creating safety concerns and vibration issues and they desire a lower speed limit to help mitigate those concerns.

Current Speed Limits

The speed limit on Winnipeg streets is 50 km/h unless posted otherwise. This means that the speed limit on most local and collector roads in residential areas is 50 km/h but there are a few exceptions where it is lower:

- Reduced-Speed School Zones have a speed limit of 30 km/h (from September to June, Monday to Friday, 7:00 am to 5:30 pm).

- Neighbourhood greenways, when paired with infrastructure to support it, have a speed limit of 30 km/h.

In the Wolseley neighbourhood, there are two neighbourhood greenways with a full time 30 km/h speed limit. The speed limit on all other streets is 50 km/h. The figure below shows the Wolseley Avenue and Ruby Street 30 km/h greenways highlighted in orange.



Figure 2 - 30 km/h Neighbourhood Greenways

Current Operating Speeds
Speed data was collected at three locations on Arlington Street:

	Location #1 Between Portage Ave and Preston Ave	Location #2 Between Preston Ave and Westminster Ave	Location #3 Between Westminster Ave and Wolseley Ave
Speed Limit	50 km/h	50 km/h	50 km/h
Volume	3,600 veh/day	3,200 veh/day	1,400 veh/day
85th percentile speed	Northbound 45 km/h Southbound 43 km/h	Northbound 44 km/h Southbound 43 km/h	Northbound 43 km/h Southbound 46 km/h
Average speed	Northbound 38 km/h Southbound 36 km/h	Northbound 38 km/h Southbound 37 km/h	Northbound 37 km/h Southbound 41 km/h

Compliance with the current speed limit is very high. All the average speeds and 85th percentile speeds are lower than the speed limit which is very typical of collector streets in mature areas.

Neighbourhood Context
While measured 85th percentile speeds are below 50 km/h at the sampled locations, feedback indicates ongoing concern related to driver behaviour, comfort, and perceived risk for cyclists and pedestrians.

The transportation network in the Wolseley neighbourhood has been studied as part of the multiple phases of the Wolseley to Downtown Walk Bike Project which started in 2018. Feedback collected as part of that project has highlighted on several occasions that speeding and short cutting traffic are concerns for neighbourhood residents. Most recently the Phase 3 Public Engagement Summary reported specific suggestions from residents to lower the speed limit on Wolseley Avenue, Westminster Avenue, or the entire neighbourhood. Separately, a survey led by the Wolseley Residents Association found 60 percent support for a 30 km/h speed limit neighbourhood wide.

Since then, the transportation network in the neighbourhood has changed:

- In 2021 the Westminster Avenue bike lanes were constructed which extend one block west of Maryland Avenue.
- In 2024 Wolseley Avenue had traffic calming features installed (curb extension, speed tables and raised crosswalks) to make it a full-time neighbourhood greenway with a 30 km/h speed limit.
- In 2024 Ruby Street had traffic calming features installed (primarily speed humps) to make it a full-time neighbourhood greenway with a 30 km/h speed limit.
- In 2025 a new crosswalk was installed on Westminster Avenue at Ethelbert Street connecting the Saint Margaret's Anglican Church to the Westminster Tot Lot on the opposite corner of the intersection.

Vibration and Safety Concerns
In the fall of 2025, the Streets Maintenance Division reviewed the condition of Arlington Street and, as a result, they are planning an asphalt overlay in the Summer of 2026. This is the best plan to minimize vibrations until a full rehabilitation occurs, which will address the root of the vibration issues.

The collision records from 2012-2023 were reviewed and there is only one record of a collision with a pedestrian and one additional record of a collision with a cyclist on Arlington Street. Expanding the search area to include the whole neighbourhood, there were four pedestrian collisions and nine cyclist collisions. This yields a total of 13 pedestrian/cyclist collisions over a period of 12 years. The spatial distribution of pedestrian/cyclist collisions reveals a wide dispersion, and no spatial patterns can be identified.

The pedestrian and cyclist collisions were reviewed in more detail, and the most common type of collision was when one of the users did not stop at a stop sign. The details behind the other pedestrian/cyclist collisions within the study area are as follows:

- Stop sign infraction (6)
- Pedestrian hit midblock (1)
- Pedestrian hit crossing major street from minor street (1)
- Vehicle turning left into pedestrian (1)
- Bicycle hit parked car (1)
- Unknown (3)

The City of Winnipeg network screening results use state-of-the-art road safety methodologies to effectively estimate the safety performance of intersections and to identify higher-risk sites within the regional street network. Network screening results are summarized and reported using Excess Collision Rank. None of the study area intersections in this neighbourhood are ranked in the top 500 in Winnipeg.

Speed Limit Changes

Changing the speed limit on Arlington Street, in isolation, is not recommended. Doing so would create an inconsistent relationship between a street's appearance and its posted limit. As a collector street, Arlington is wider and carries more traffic than neighbouring north-south streets. Lowering the speed limit on one high-volume street is likely to encourage motorists short cutting through the neighbourhood to choose adjacent streets which are narrower. It would be counterintuitive for this larger collector to have a lower speed limit than the narrower residential streets nearby, which would remain at 50 km/h.

As presented at the March 4, 2026, Standing Policy Committee on Public Works, Winnipeg Transit will implement a 30 km/h "slow order" for buses on Arlington Street. Combined with the improvements to the pavement surface this is expected to greatly reduce the vibration issues that residents have been experiencing.

FINANCIAL IMPACT

Financial Impact Statement **Date:** May 19, 2026

Project Name:

Speed Limit – Arlington Street from Portage Avenue to Wolseley Avenue

COMMENTS:

As this report is for information purposes, there are no financial impacts.

J. Ruby, 2026-05-19

J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services (as to legal issues)

OURWINNIPEG POLICY ALIGNMENT

The Sustainable Transportation Direction Strategy developed as part of OurWinnipeg forms the policy framework for the Transportation Master Plan (TMP). Sustainable Transportation identified a vision and five Key Strategic Goals which are critical to achieving a balanced and sustainable transportation system for Winnipeg. These goals form the basis for the TMP and the directions and strategies contained within it:

1. A transportation system that is dynamically integrated with land use;
2. A transportation system that supports active, accessible and healthy lifestyle options;
3. A safe, efficient and equitable transportation system for people, goods and services;
4. Transportation infrastructure that is well maintained;
5. A transportation system that is financially sustainable.

The recommendations within this report are consistent with the Key Strategic Goals.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

There is a linkage between making Winnipeg's transportation network safer and more efficient with Key Directions 3.1 "Increase Use and Efficiency of Public Transit Systems", 3.4 "Increase Active Transportation Rates", and 3.5 "Reduce Traffic Congestion".

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 20, 2026