Agenda – Executive Policy Committee – July 7, 2026

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

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. 7 River Road Re-Classification and Streets By-law No. 1481/77 Amendment (St. Vital Ward)

STANDING COMMITTEE RECOMMENDATION:

On June 29, 2026, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That River Road be re-classified from a Regional Street to a Collector Street.

2. That the Streets By-law No. 1481/77 be amended in accordance with Recommendation 1, 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 7, 2026

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

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On June 29, 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.

On June 10, 2026, the Standing Policy Committee on Public Works laid the matter over to its meeting on June 29, 2026.

ADMINISTRATIVE REPORT

Title: River Road Re-Classification and Streets By-law No. 1481/77 Amendment

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	J. Dunford

EXECUTIVE SUMMARY

The Public Service recommends that River Road be reclassified from a Regional Street to a Collector Street. A Regional Street's purpose is mainly to move traffic. A Collector is dual purpose in that both moving traffic and providing access to development are priorities. This recommendation is based on how River Road is designed and used today. The road mainly serves nearby homes, schools, and parks. It does not meet the usual purpose of a high-traffic regional road.

If this change is approved, the City could add reduced-speed school zones near Minnetonka School and St. Amant School before the 2026–2027 school year. This would help improve safety for students and families.

The change would also affect winter road maintenance. Snow clearing on River Road would move from Priority 1 to Priority 2. (Priority 1 streets are the highest priority – they are plowed when snow reaches a depth of 3 cm; Priority 2 streets are plowed when snow reaches a depth of 5 cm.)

To make this change, an update to the Streets By-law is required.

RECOMMENDATIONS

1. That River Road be re-classified from a Regional Street to a Collector Street.

2. That the Streets By-law No. 1481/77 be amended in accordance with Recommendation 1, 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

Schedule “E” to the Streets By-Law No 1481/77 lists streets which are commonly known as Regional Streets. The recommendations of this report require an amendment to the Streets By-law No. 1481/77 and must be approved by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations are approved, River Road's classification will change from "Regional" to "Collector." This will result in immediate changes based on existing City of Winnipeg Policies:

- Snow Clearing Policy: River Road will change from a Priority 1 street to Priority 2.
- Reduced-Speed School Zone Policy: Reduced speed zones will be established on River Road near Minnetonka School and St. Amant School in time for the start of the 2026-2027 school year.

The cost of installing a reduced speed school zone on River Road is $1,000 and will be funded by the Transportation Division operating budget.

HISTORY/DISCUSSION

BACKGROUND

River Road is a two lane, 10 metre-wide road that connects from St. Vital Road across Abinojii Mikanah to St. Mary’s Road. Traffic volumes are approximately 5,000 vehicles per day and the speed limit is 50 km/h.

North of Abinojii Mikanah, River Road connects to St. Vital Road eventually creating a connection to St. Mary’s Road. It provides access to St. Vital Park, several local streets as well as providing direct access to residential driveways.

South of Abinojii Mikanah, River Road provides access to several local streets, passes directly by Minnetonka School and eventually connects to St. Mary’s Road.

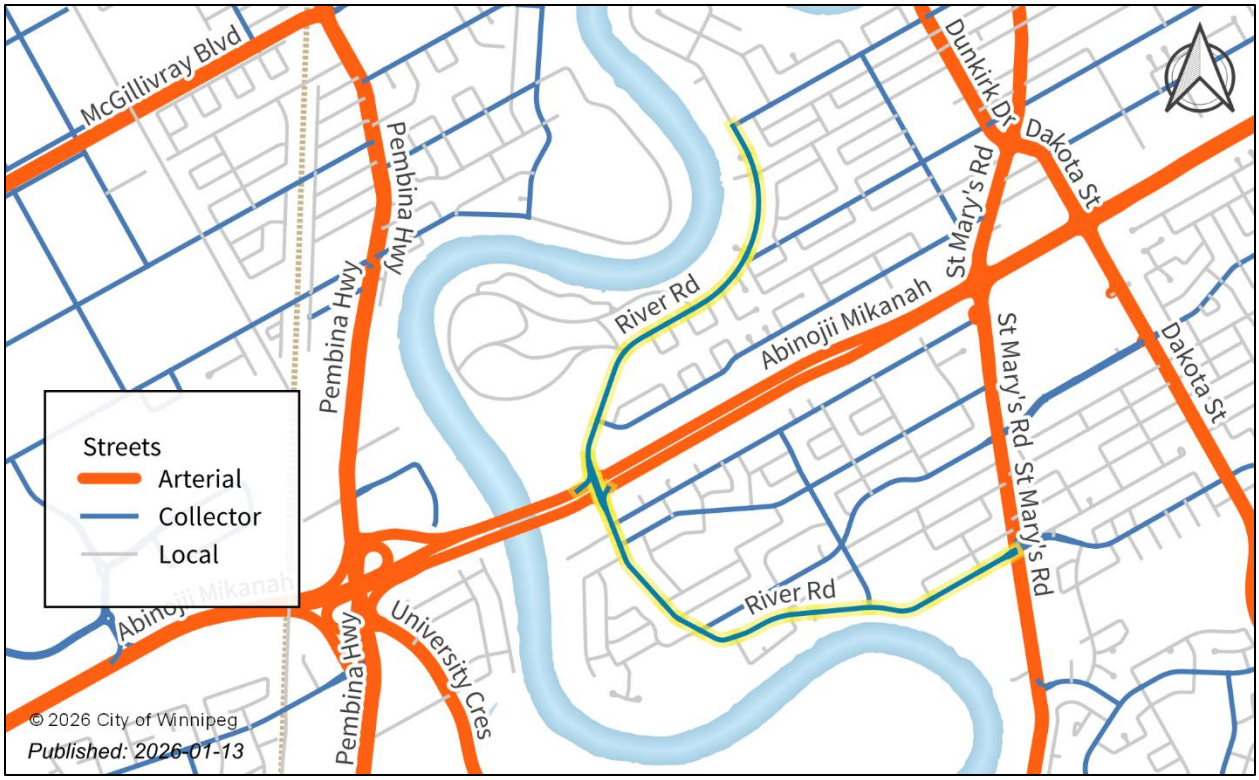

Figure 1 - Street Classification Map



Figure 2 - Picture of River Road

DECISION MAKING HISTORY

Prior to the year 2000, River Road was classified as a Collector. On August 30, 1999, the Standing Policy Committee on Public Works requested that the Public Service review whether River Road should be designated as a Regional Street.

At that time, the Public Service evaluated it against the Primary and Secondary Regional Street Criteria and found that it did not meet the criteria.

At the June 6, 2000, meeting of the Standing Policy Committee on Public Works, the Committee concurred in the recommendations of the Riel Community Committee and recommended that River Road be added to the City of Winnipeg Regional Street System and directed that the Streets By-law be updated accordingly. The By-law was updated shortly after and River Road has been classified as a Regional Road ever since.

ROAD CLASSIFICATION

The Transportation Standards Manual clearly describes the cross section for how new roads in each classification should be constructed. Table 1 is an excerpt from the manual (Table 2.2 in the manual) that gives a summary of the road classifications, including their function and design features.

Table 1: Summary of streets classifications system (Table 2.2 in Transportation Standards Manual)

	Public Lanes		Locals		Collectors		Arterials		Expressways
	Residential	Industrial/ Commercial	Residential	Industrial/ Commercial	Residential Min/Major	Industrial/ Commercial	Minor	Major	
Function	Land access primary function, traffic movement secondary function		Land access primary function, traffic movement secondary function		Traffic movement and land access of equal importance		Traffic movement is primary function; some controlled access is permitted		Optimum mobility, no access permitted
Typical Traffic Volumes (veh/day)	< 350	< 650	< 1,000	< 5,000	< 5,000 / < 12, 000	< 20,000	< 25,000	> 20,000	> 15,000
Average Running Speeds (km/h)	20 – 30		20 – 50		30 – 60		40 – 70	50 – 80	70 – 90
Desirable Connections	Public lanes, locals		Locals, collectors		Locals, collectors, arterials		Collectors, arterials, expressways		Arterials, expressways
Minimum Intersection Spacing (metres)	As required		60.0		60.0		200.0	400.0	800.0
Typical Right-of-way Width (metres)	6.25	7.25	≥ 18.0	≥ 22.0	22.0/33.0	22.0/33.0	33.0	≥ 40.0	≥ 80.0
Typical Pavement Width (metres)	5.0	6.0	7.5	10.0	10 / 16	16.0	16.0	≥ 16.0	≥ 16
Drawing Numbers	M-8	M-8	M-1 M-14P10 M-2	M-3, M-4	M-3, M-4 M-6	M-6	M-6	M-7	M-13

Table 2 lists key characteristics of River Road, both north and south of Abinojii Mikanah.

Table 2: Summary of characteristics of River Road

	River Road North of Abinojii Mikanah	River Road South of Abinojii Mikanah
Range of traffic volume	4000-5500 veh/day	3500-7400 veh/day
Range of intersection spacing	80-350m	30-280m
Typical Right-of-way width	~23m	20-25m
Typical pavement width	~9.5m	~9.5m

An Arterial, or “Regional” street (as River Road is presently designated) prioritizes the movement of vehicles and connects residential areas, employment, shopping, industrial/commercial areas, and other major activity areas.

The primary function of a Residential Collector street is to collect and distribute traffic from local streets within a neighbourhood to the larger arterial network, with the secondary function of providing access within a residential area.

Comparing the characteristics of River Road in Table 2 to the summary or road classifications and their characteristics in Table 1, it is evident that River Road does not fit the classification of Arterial (or “Regional”); rather, it better fits the classification of a Residential Collector street.

The Transportation Standards Manual highlights some key differences between residential minor Collectors and residential major Collectors, the main one being that a residential minor Collector typically has a two-lane undivided cross-section whereas a residential major Collector has a four-lane divided cross-section. Based on this information, as well as in the information given in Table 1 and Table 2, it can be concluded that River Road would more appropriately fit in the classification of Residential Minor Collector.

The Public Service recommends reclassifying River Road from a “Regional” to a “Collector” to better align with the street’s overall function and design. In the short term, this action will result in the following:

- River Road will change from a snow clearing Priority 1 to Priority 2; and
- Reduced speed school zones will be designed for St. Amant School and Minnetonka School and signs will be installed for the start of the 2026/2027 school year.

In the long term, this change would impact how different City programs or policies view the street. For example, when classified as a Collector, River Road can be considered for the traffic calming program as it will no longer be a Regional Street.

RECOMMENDED CHANGES

Schedule “E” to the Streets By-Law No 1481/77 lists streets which are commonly known as Regional Streets. To change the classification of the street, River Road needs to be removed from the By-Law.

Once the street classification is changed, an amendment to the Reduced-Speed School Zone By-Law will be brought direct to Council (following the already established Council approved process).

FINANCIAL IMPACT

Financial Impact Statement **Date:** April 30, 2026

Project Name: **First Year of Program** **2026**

River Road Re-Classification and Streets By-law No. 1481/77 Amendment

	2026	2027	2028	2029	2030
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: There is no financial impact associated with the re-classification from a Regional Street to a Collector Street. Amending the By-law for a reduced speed school zone will result in direct costs of approximately $1,000 to install / supply reduced speed limit zone signage on River Road. This work will be funded by the 2026 Public Works Transportation division operating budget.

J. Ruby, 2026-04-30

Manager of Finace and Administration

J. Ruby CPA, CA

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: April 30, 2026

Attachment:
Appendix "A" – Draft amendment to the Streets By-law No. 1481/77