Agenda – Council – September 24, 2026

Report – Standing Policy Committee on Public Works – September 10, 2026

Item No. 7 Temporary Traffic Calming Measures

STANDING COMMITTEE RECOMMENDATION:

On September 15, 2026, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the following to Council:

1. That the Council Motion of July 16, 2026, be referred to the Winnipeg Public Service for inclusion in the 2027 Road Safety Strategic Action Plan Annual Report.

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

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DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 15, 2026, 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 September 10, 2026, the Standing Policy Committee on Public Works considered the Council motion of July 16, 2026, and submitted the matter to the Executive Policy Committee and Council.

COUNCIL DECISION:

On July 16, 2026, Council ruled automatic referral of the following motion to the Standing Policy Committee on Public Works:

Moved by Councillor Durand-Wood,
Seconded by Councillor Gilroy,

WHEREAS The City of Winnipeg has committed to improving road safety through its Vision Zero-informed Road Safety Strategic Action Plan; and

AND WHEREAS Council has requested 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, but it is not yet known if or when the request might be granted; and

AND WHEREAS The City's existing Traffic Calming Program aims to bring each traffic calming request from Initiation stage to Assessment stage to Prioritization stage within 36 months; and

AND WHEREAS Existing budgets only allow for a maximum of 1 to 2 projects to complete the final stage, Installation, per year; and

AND WHEREAS The Traffic Calming Program currently receives up to 200 requests per year, resulting in a growing waiting list of approved projects to implement; and

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

AND WHEREAS Winnipeg therefore relies heavily on integrating identified installations into major road renewal and reconstruction projects, resulting in most neighbourhoods waiting years or decades before any meaningful safety improvements are implemented, if they ever are; and

AND WHEREAS Dedicated budget funds do not currently exist, nor may ever exist, to increase the number of projects being installed per year to meet actual demand; and

AND WHEREAS Many municipalities throughout North America have adopted proactive traffic calming programs that prioritize neighbourhood safety and reduce vehicle speeds through the immediate implementation of temporary traffic calming measures, in addition to longer-term permanent measures; and

AND WHEREAS The use of temporary measures, or quick-build street projects, enables the rapid deployment of traffic calming features and safety improvements using temporary and ultra-low cost materials such as planters, modular barriers, paint and pylons, allows safety improvements to happen immediately instead of years or decades in the future, and enables cities to test those safety improvements and evaluate their effectiveness before committing to permanent construction, resulting in an accelerated and more responsive infrastructure delivery; and

AND WHEREAS Cities such as Edmonton, Montréal, San Antonio, and Jersey City have programs that implement temporary measures that remain in place indefinitely as long as they continue to improve traffic safety in the area, or until they can be made permanent at the next regularly scheduled renewal or reconstruction; and

AND WHEREAS Winnipeg already has some existing tools to draw upon, including a Council-approved Manual of Temporary Traffic Control that is used to alter traffic patterns in the case of construction, maintenance, or special events, as well as a burgeoning Traffic Calming Quick-builds program.

THEREFORE BE IT RESOLVED:

1. That the Public Service be directed to review best practices from throughout North America regarding the use of temporary traffic calming measures, and report back to the Standing Policy Committee on Public Works in 180 days on the following:

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

A. Options to reduce the time period from 36 months or more, to 36 weeks or less, between the submission of the initial traffic calming request and the time of installation, and all associated costs, in order to reduce the current waiting list to zero.

B. An action plan and associated costs for immediate temporary interventions or

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