

PURPOSE: to eliminate civilian oversight regarding municipalities that lower speed limits below engineering standards in order to ticket more drivers

From:

Government of Manitoba (2018). Report of the Red Tape Reduction Task Force, May 2018.

From p. 12:

LAND DEVELOPMENT SUB-COMMITTEE

Members: Jeff Wharton, Henry Borger, Martin Harder

1. CONFLICT BETWEEN THE HIGHWAY TRAFFIC BOARD AND MUNICIPALITIES

Department: Infrastructure

STAKEHOLDER CONCERN: The Highway Traffic Board (HTB) frequently blocks municipal decisions on speed limits, signage and access. This requires municipalities, businesses and landowners to spend significant time in HTB hearings, and to incur significant costs in relation to those hearings.

TASK FORCE RECOMMENDATION: Review the requirement for permission from the HTB when a municipality wishes to lower the speed limit on municipal roads. Adopt a less restrictive policy governing the replacement of signs along highways. The need for more efficient responses to applications was also identified.

GOVERNMENT RESPONSE: Government introduced Bill 14, The Traffic and Transportation Modernization Act that dissolves the Highway Traffic Board. Under Bill 14, municipalities, and other local governments, will be authorized to make by-laws setting speed limits on their roadways. The department of Infrastructure, via delegated authority from the Minister, will assume responsibility for setting speeds on roadways under provincial jurisdiction and will issue permits for access roads, signs and structures within highway control areas. This move reduces red tape for industry by streamlining permit processes.