

Minutes - Standing Policy Committee on Public Works - January 13, 2003

REPORTS

**Minute No. 38 Speed Limit on Grant Avenue and on Kenaston Boulevard
File ST-1.1 (Vol. 12)**

STANDING COMMITTEE DECISION:

The Standing Policy Committee on Public Works did not concur in the administrative recommendation and therefore did not increase the speed limit.

Further, the Standing Policy Committee on Public Works requested that in the future, consideration of speed limits be referred initially to the Ward Councillor and if necessary to the respective Community Committee.

Minutes - Standing Policy Committee on Public Works - January 13, 2003

DECISION MAKING HISTORY:

Moved by Councillor Steek,

That the administrative recommendation not be concurred in and that in the future, consideration of speed limits be referred initially to the Ward Councillor and if necessary to the respective Community Committee.

Carried

Re: SPEED LIMIT ON GRANT AVENUE AND ON KENASTON BOULEVARD

For submission to: STANDING POLICY COMMITTEE ON PUBLIC WORKS

Original report signed by: J.A. Thomson, P. Eng., Director of Public Works

Report date: January 9, 2003

In Camera item: ☐ Yes ☒ No

Recommendation(s):

That the Public Works Department be authorized to apply to The Highway Traffic Board of Manitoba to increase the speed limit on Grant Avenue between Stafford Street and Kenaston Boulevard and on Kenaston Boulevard between Grant Avenue and Academy Road from 50 km/h to 60 km/h.

Report Summary

Key Issues:

A radar speed study and a collision rate evaluation support the establishment of a 60 km/h speed limit on Grant Avenue between Stafford Street and Kenaston Boulevard and on Kenaston Boulevard between Grant Avenue and Academy Road.

Implications of the Recommendation(s):

General Implications

- ☐ None
- ☐ For the organization overall and/or for other Departments
- ☒ For the community and/or organizations external to the City of Winnipeg
- ☐ Involves a multi-year contract

Comment: Implementation of the recommended speed limit change will be more consistent with motorists' expectations.

Policy Implications

- ☒ No
- ☐ Yes

Comment:

Financial Implications

- ☒ Within approved current and/or capital budget
- ☐ Current and/or capital budget adjustment required

Comment: There are minimal costs to implement this recommendation.

Report

Recommendation(s):

That the Public Works Department be authorized to apply to The Highway Traffic Board of Manitoba to increase the speed limit on Grant Avenue between Stafford Street and Kenaston Boulevard and on Kenaston Boulevard between Grant Avenue and Academy Road from 50 km/h to 60 km/h.

Reason for the Report:

It has been the practice of the Public Works Department to secure concurrence from the Standing Policy Committee on Public Works to apply to The Highway Traffic Board of Manitoba for a speed limit change on any City street.

Discussion:

Speed limits in North America are generally established on the basis of the 85th percentile speed, being the speed at or below which 85% of motorists operate their vehicle, provided that the collision rate is within acceptable limits. Such a criterion recognizes that the majority of motorists operate their vehicle in a reasonable and prudent manner with due consideration for conditions encountered, including activity into and out of intersecting public streets and approaches as well as the presence of pedestrians and bicyclists on or near the roadway.

Grant Avenue between Stafford Street and Kenaston Boulevard

Grant Avenue between Stafford Street and Kenaston Boulevard is a Regional Street, Full-Time Truck Route, Bus Route, and Snow Route. This section of Grant Avenue contains a four lane divided highway and there are service roads on both sides between Harrow Street and Cambridge Street. Grant Avenue is traffic signal controlled at Stafford Street, Harrow Street, Wilton Street, Nathaniel Street, Cambridge Street, Waverley Street, at the approach to Superstore just east of Kenaston Boulevard, and Kenaston Boulevard; and pedestrian corridor controlled at Thurso Street, Montrose Street, Cordova Street, and Lanark Street. In a typical 12-hour weekday between 07:00 and 19:00, this section of Grant Avenue carries between 17,800 and 25,500 vehicles. The speed limit is 60 km/h east of Stafford Street, 50 km/h between Stafford Street and Kenaston Boulevard and 60 km/h between Kenaston Boulevard and Shaftesbury Boulevard.

A radar speed study undertaken on Grant Avenue on May 24, 2002 produced the following 85th percentile speeds (refer to the attached drawings for a graphical display of the study results):

- 67 km/h west of Harrow Street;
- 68 km/h west of Rockwood Street;
- 61 km/h west of Elm Street;
- 62 km/h west of Queenston Street; and
- 61 km/h west of Lanark Street.

In the one-year period ending December 31, 2001, the collision rate on Grant Avenue between Stafford Street and Kenaston Boulevard was 3.5 collisions per million kilometres of vehicular travel compared with the City-wide average rate of 3.3 on four lane divided arterial highways. There were 3 pedestrian collisions reported on this section of Grant Avenue in 2001: 1 at Cambridge Street involving a northbound left turning vehicle in collision with a 57 year old pedestrian, 1 on the Grant Avenue North Service Road involving a westbound vehicle in collision with a 14 year old pedestrian, and 1 at Lanark Street involving an eastbound vehicle in collision with a 78 year old pedestrian.

Kenaston Boulevard between Grant Avenue and Academy Road

Kenaston Boulevard between Grant Avenue and Academy Road is a Regional Street, Full-Time Truck Route, Bus Route, and Snow Route. This section of Kenaston Boulevard contains a four lane divided highway and is traffic signal controlled at Grant Avenue, Corydon Avenue, Lockston Avenue, Tuxedo Avenue and, Academy Road. In a typical 12-hour weekday between 07:00 and 19:00, this section of Kenaston Boulevard carries between 31,000 and 46,000 vehicles. The speed limit is 50 km/h between Grant Avenue and Academy Road and 60 km/h south of Grant Avenue and north of Academy Road.

A radar speed study undertaken on Kenaston Boulevard on December 13, 2002, produced the following 85th percentile speeds (refer to the attached drawings for a graphical display of the study results):

- 64 km/h north of Grant Avenue;
- 63 km/h at Lockston Avenue; and
- 63 km/h at Willow Avenue.

In the one-year period ending December 31, 2001, the collision rate on Kenaston Boulevard between Grant Avenue and Academy Road was 3.7 collisions per million kilometres of vehicular travel compared with a the City-wide average rate of 3.3 on four lane divided arterial highways. There was 1 pedestrian collision reported on this section of Kenaston Boulevard in 2001: a westbound vehicle on Academy Road turning left onto Kenaston Boulevard in collision with a 23 year old pedestrian.

Advantages of Proposed Speed Limit Increases

Establishing a 60 km/h speed limit on these sections of Grant Avenue and Kenaston Boulevard will render these routes more desirable as convenient and efficient routes by through moving motorists. This is expected to decrease the probability of through traffic using adjacent residential streets. High traffic volumes on many of the north-south residential streets in the River Heights area, particularly Centennial Street, has been a sensitive community issue for many years. In recent reviews of this matter by this Department, it appears that part of the “cut-through” traffic on Centennial Street is a result of traffic congestion issues on Kenaston Boulevard south of Academy Road. Measures to improve traffic flow on Kenaston Boulevard south of Academy Road, such as increasing the speed limit to 60 km/h, are expected to reduce “cut-through” traffic on the north-south streets in River Heights, including Centennial Street.

Establishing a 60 km/h speed limit on the above noted sections of Grant Avenue and Kenaston Boulevard will provide consistency in the speed limits along these routes. On Grant Avenue, there is a 60 km/h speed limit both east and west of the section in question. By changing the existing 50 km/h speed limit between Stafford Avenue and Kenaston Boulevard to 60 km/h, a 60 km/h speed limit will exist on Grant Avenue from Shaftesbury Boulevard to Pembina Highway, a distance of approximately 6.3 kilometres. Similarly, on Kenaston Boulevard, a 60 km/h speed limit is found both north and south of the section identified. By changing the 50 km/h speed limit between Grant Avenue and Academy Road, a 60 km/h speed limit will exist on Kenaston Boulevard from Wilkes Avenue to Ellice Avenue, a distance of approximately 5.5 kilometres. This will provide motorists with more consistency in the driving environment and be more in line with driver expectation.

Conclusion

The measured 85th percentile speeds on Grant Avenue between Stafford Street and Kenaston Boulevard and on Kenaston Boulevard between Grant Avenue and Academy Road range between 61 and 68 km/h. The collision rate of 3.3 and 3.7 collisions per million kilometres of vehicular travel, respectively, are comparable to the City-wide average of 3.3 on Regional Streets with similar characteristics. Based on this information and on the widely accepted practice for setting speed limits using the 85th percentile speed, it is reasonable to set 60 km/hr speed limits on Grant Avenue between Stafford Street and Kenaston Boulevard and on Kenaston Boulevard between Grant Avenue and Academy Road. Furthermore, it is expected that making these changes to the speed limit at these locations will (i) result in more efficient transportation routes along these streets, (ii) reduce the incidence of short-cutting traffic on adjacent residential streets, including Centennial Street, and (iii) provide motorists traveling along these routes with a more consistent driving environment in terms of uniformity in speed limits.

In preparing the report, there was consultation with and concurrence by: Not applicable.

This Report Submitted by:

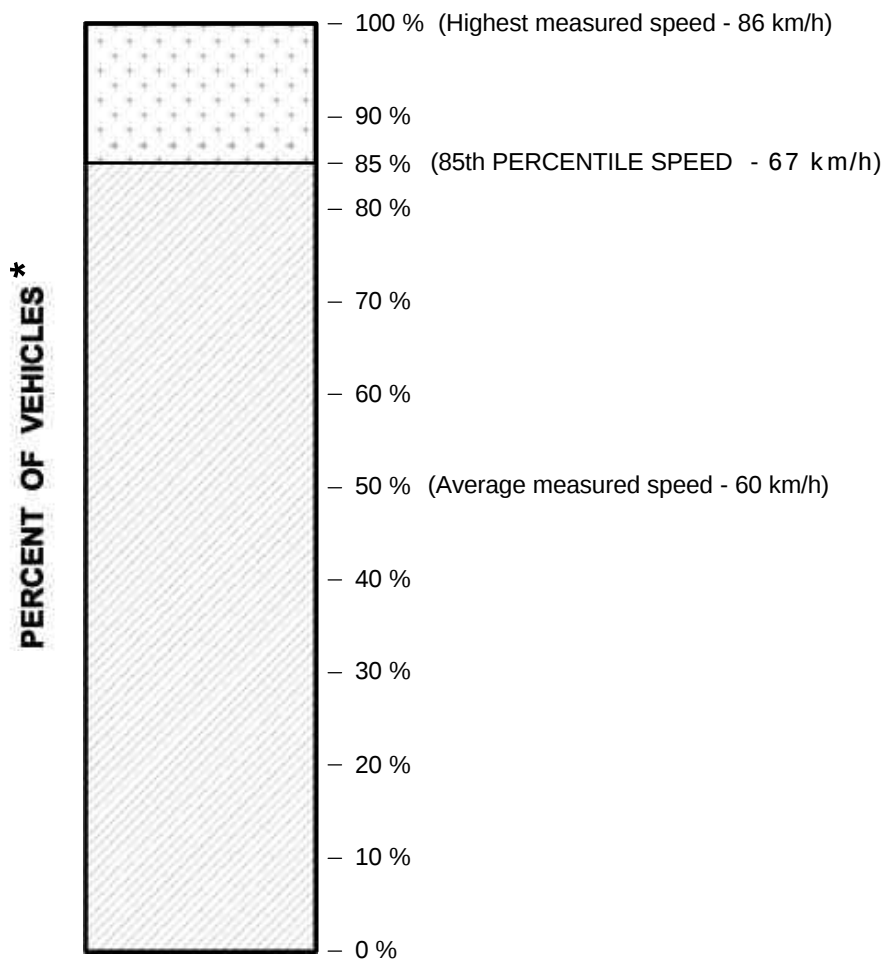
Department:	Public Works Department
Division:	Transportation Division
Prepared by:	Carl Sitarz, Traffic Analyst, Traffic ManagementPhone No: 986-5067
Processed by:	Carol Kawaza, Secretary to Traffic ManagementPhone No: 986-5288
File name:	GrantKenastonSpeedLimitReport1.doc

Attachments:

RESULTS OF RADAR SPEED STUDY

GRANT AVENUE

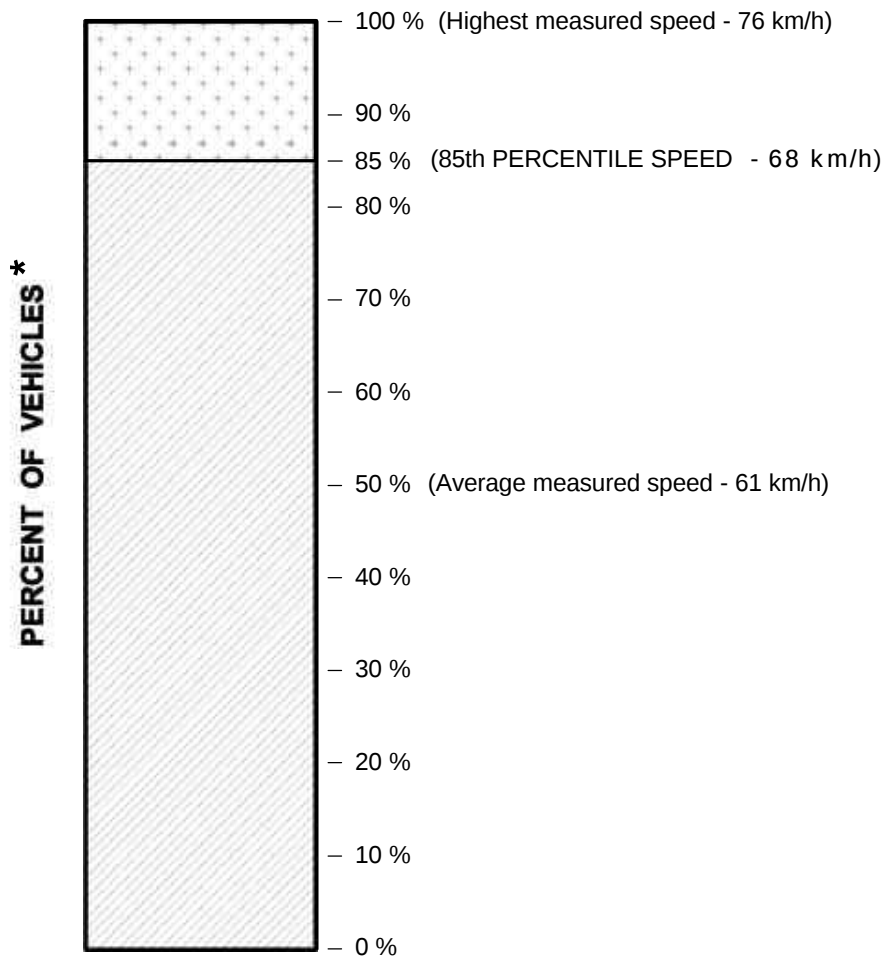
WEST OF HARROW ST.



RESULTS OF RADAR SPEED STUDY

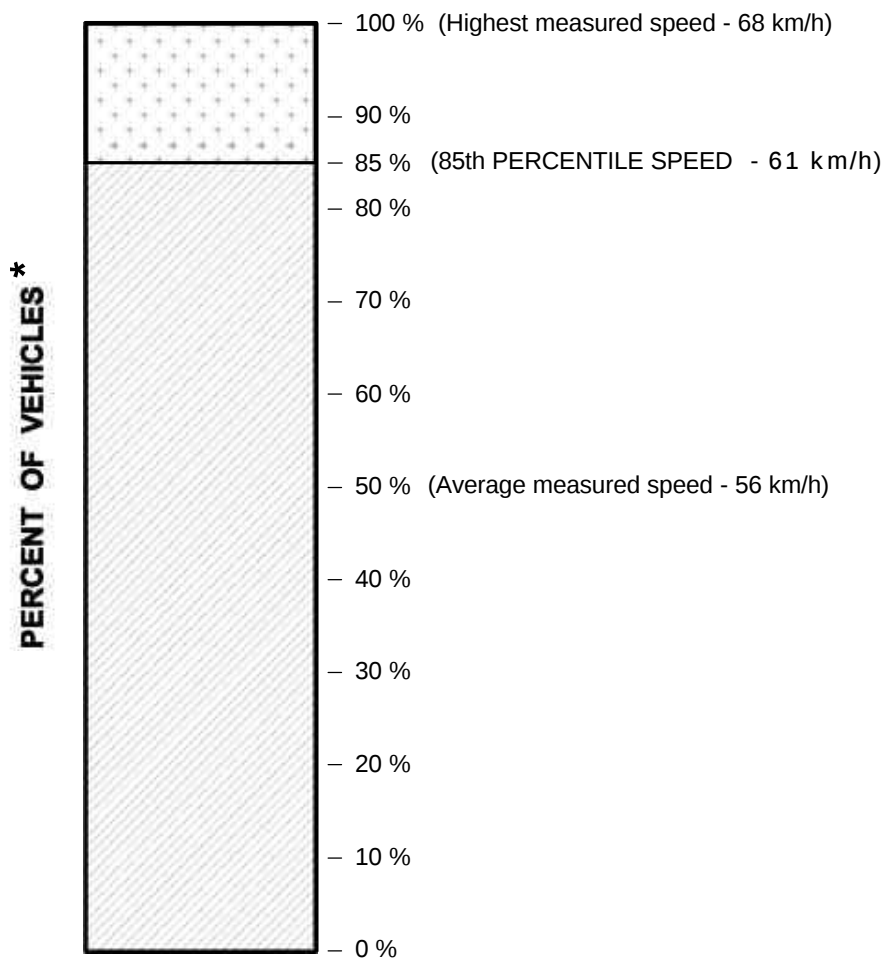
GRANT AVENUE

WEST OF ROCKWOOD ST.



RESULTS OF RADAR SPEED STUDY

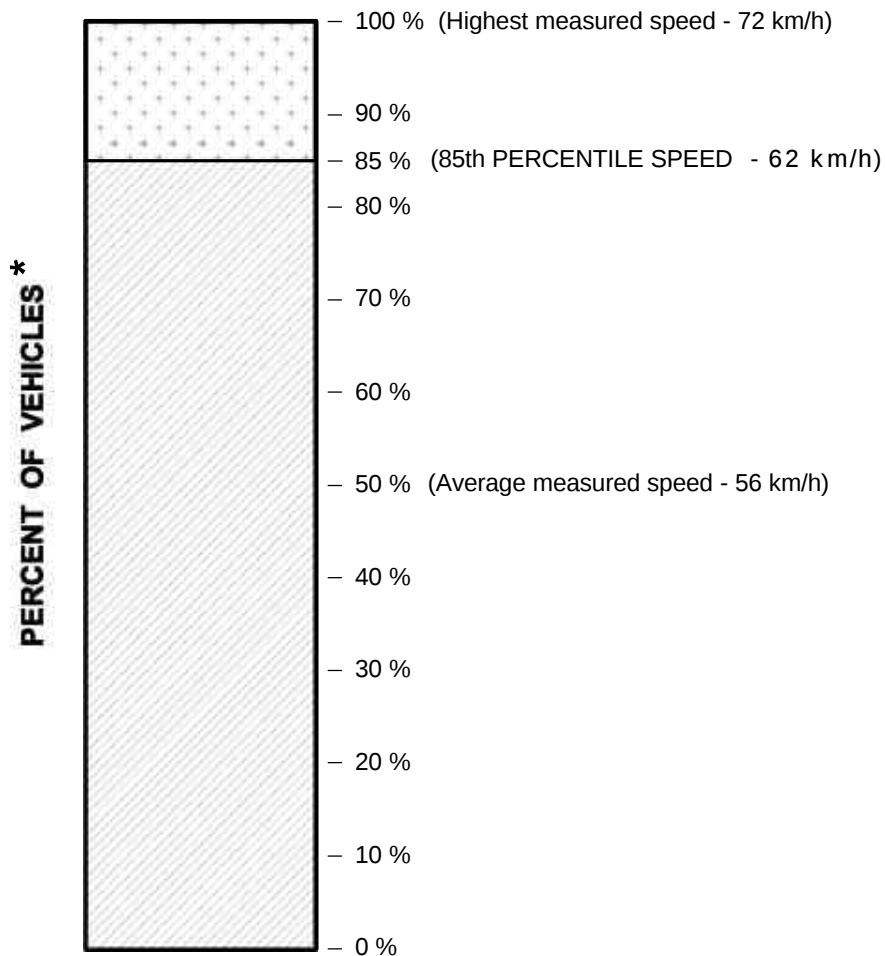
GRANT AVENUE WEST OF ELM ST.



RESULTS OF RADAR SPEED STUDY

GRANT AVENUE

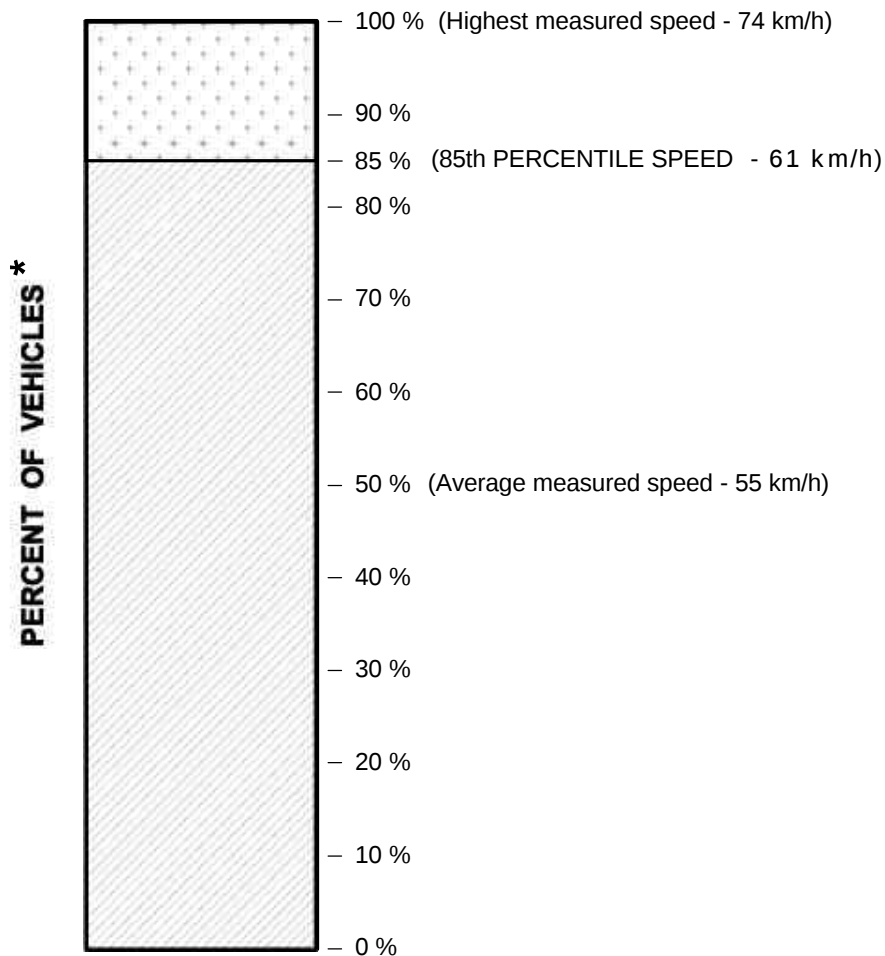
WEST OF QUEENSTON ST.



RESULTS OF RADAR SPEED STUDY

GRANT AVENUE

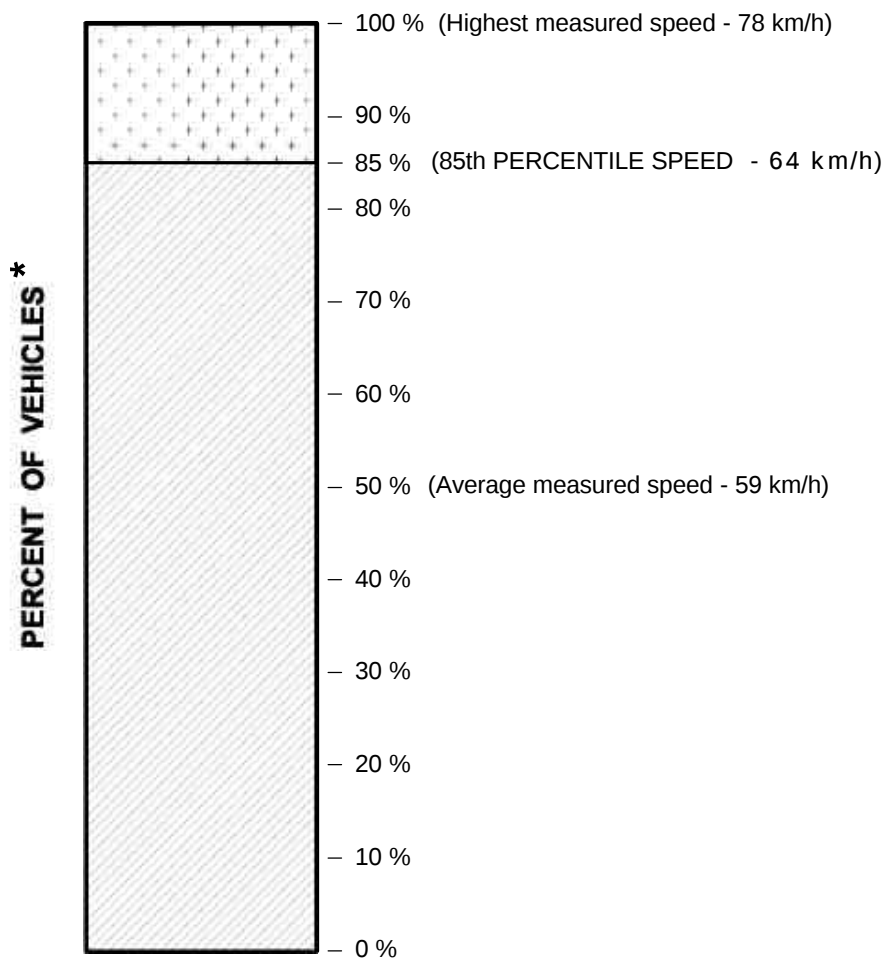
WEST OF LANARK ST.



RESULTS OF RADAR SPEED STUDY

KENASTON BOULEVARD

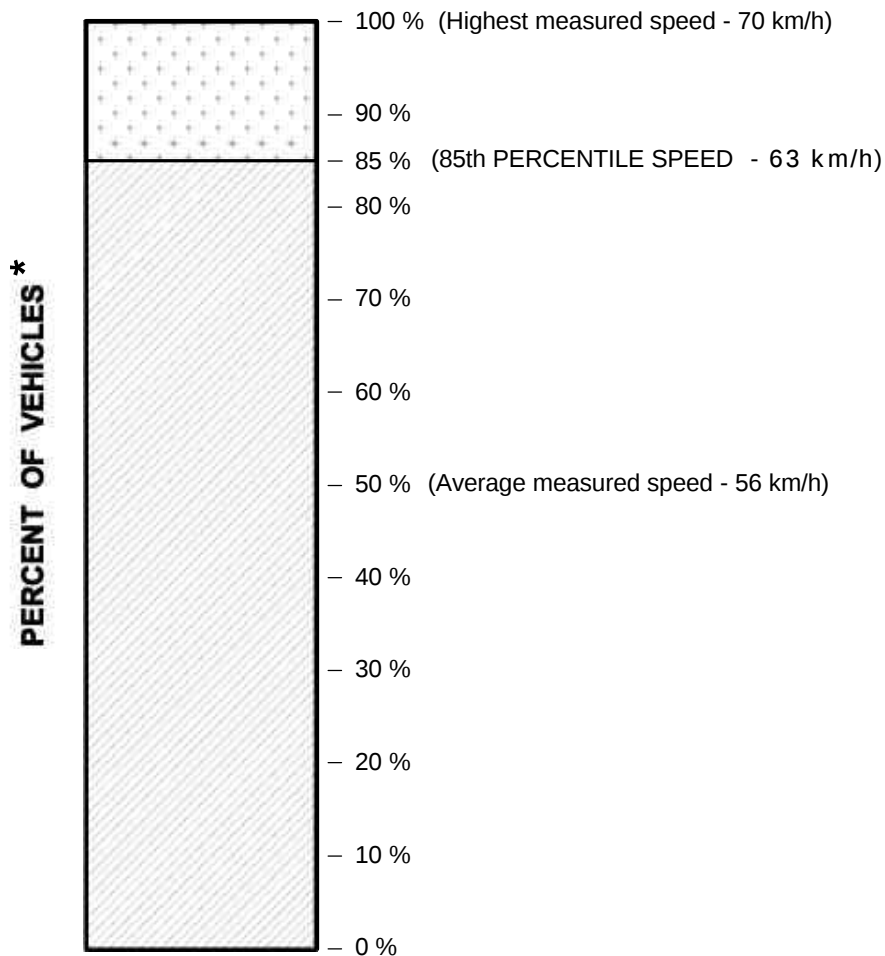
NORTH OF GRANT AVE.



RESULTS OF RADAR SPEED STUDY

KENASTON BOULEVARD

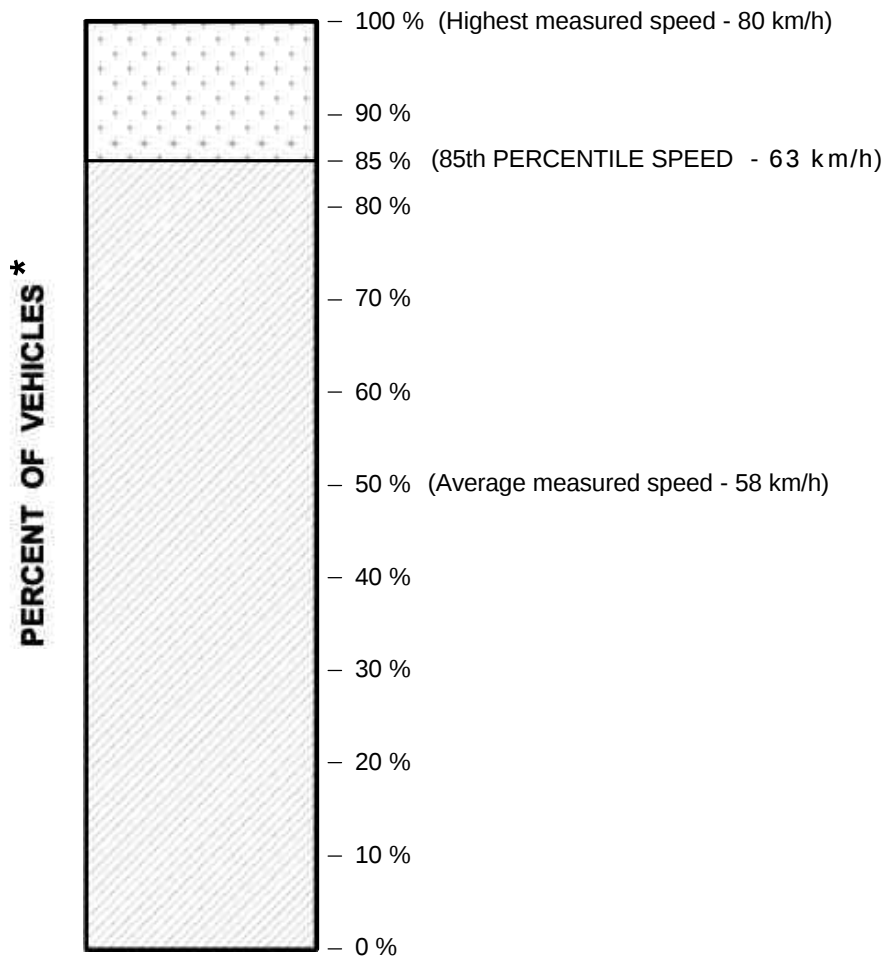
AT LOCKSTON AVE.



RESULTS OF RADAR SPEED STUDY

KENASTON BOULEVARD

AT WILLOW AVE.



Financial Impact StatementDate: **January 9, 2003****Project Name:****First Year of Program****Speed Limit on Grant Avenue and On Kenaston Boulevard**

	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
<u>Capital</u>					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
Additional Capital Budget Required	\$ -	\$ -	\$ -	\$ -	\$ -
<u>Funding Sources:</u>					
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	\$ -				
<u>Current Expenditures/Revenues</u>					
Direct Costs					
Less: Incremental Revenue/Recovery					
Net Cost/(Benefit)	\$ -	\$ -	\$ -	\$ -	\$ -
Less: Existing Budget Amounts					
Net Budget Adjustment Required	\$ -	\$ -	\$ -	\$ -	\$ -
<u>Additional Comments:</u>					

Approved by Divisional Accountant
Trainee: