

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –
January 13, 2022**

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On September 15, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to conduct a traffic study to determine if a 30 km school zone is warranted along Augusta Drive leading to Arthur A. Leach School, and report back in 150 days.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 2, 2021, the Assiniboia Community Committee passed the following motion:

WHEREAS the school catchment areas in southwest Winnipeg are broad and wide;

AND WHEREAS many students west of Waverley Street are driven to Arthur A. Leach school;

AND WHEREAS many drivers use the shortest route to reach Arthur A. Leach School and travel on Augusta Drive;

AND WHEREAS there is no sidewalk on Augusta Drive for students to use to reach Arthur A. Leach School at Chancellor Drive;

THEREFORE BE IT RESOLVED that the Winnipeg Public Service be directed to conduct a traffic study to determine if a 30 km school zone is warranted along Augusta Drive leading to Arthur A Leach School.

ADMINISTRATIVE REPORT

Title: Traffic Study on Augusta Drive (Waverley West Ward)

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

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

EXECUTIVE SUMMARY

A review was conducted on Augusta Drive west of Chancellor Drive to determine if a 30 km/h reduced speed school zone could be installed. Augusta Drive does not meet the requirements set out in the Manitoba School Zone Regulation for the installation of reduced speed school zones, and therefore, no changes are recommended at this time. A School Area sign is currently installed on Augusta Drive to notify motorists of the potential presence of school-aged children.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On September 15, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred with the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to conduct a traffic study to determine if a 30 km/h school zone is warranted along Augusta Drive leading to Arthur A. Leach School, and report back within 150 days.

IMPLICATIONS OF THE RECOMMENDATIONS

As this report is for information only, there are no implications.

HISTORY/DISCUSSION

Augusta Drive is a two-lane, undivided, residential local street. Parking is permitted on the north side of the street. There are no sidewalks on Augusta Drive, so pedestrians, cyclists, and motorists share the roadway. As shown in Figure 1, below, Augusta Drive intersects at the east end with Chancellor Drive, which is a two-lane, undivided residential collector street. Chancellor Drive borders the property of Arthur A. Leach Junior High which accommodates around 544 students between grades five and nine.



Figure 1: Study Area [Image: iView 2021]

The speed limit on Augusta Drive is 50 km/h. As shown in Figure 2, there is a School Area sign on Augusta Drive facing eastbound traffic, approximately 75 metres west of Chancellor Drive to advise motorists of the potential presence of school-aged children.



Figure 2: School Area sign facing eastbound traffic on Augusta Drive, west of Chancellor Drive [Image taken October, 2021]

REQUIREMENTS FOR INSTALLING REDUCED SPEED SCHOOL ZONES

The Manitoba Reduced Speed School Zone Regulation (136/2013) enables traffic authorities, such as the City of Winnipeg, to enact a by-law to establish reduced maximum permitted speeds within reduced speed school zones. On June 3, 2014, City Council enacted the Reduced Speed School Zone By-law (76/2014) and approved the following criteria for reduced speed school zones as policy:

- A. The street must not be a Regional Street (i.e., listed in Schedule E of the Streets By-Law);
- B. The street layout must be able to accommodate the signs and sign spacing as required by the Reduced-Speed School Zones Regulation, Manitoba Regulation 136/2013;
- C. The school for which the reduced speed limit is being proposed must include Grade 6 or lower.

Section 4(4) of the Manitoba Reduced Speed School Zone Regulation states the following:

4(4) The by-law must not designate a portion of a highway as a reduced-speed school zone unless:

- (a) at least some length of the highway within the reduced-speed school zone **abuts the school property**; and
- (b) the designated portion is within 150 m of the boundary of that property.

The streets abutting the property of Arthur A. Leach Junior High are Chancellor Drive and Markham Road. Both of these streets have 30 km/h reduced speed school zones.

Augusta Drive does not abut the school property and therefore does not meet the regulatory requirements for installing a reduced speed school zone.

FINANCIAL IMPACT

Financial Impact Statement

Date: [December 16, 2021](#)

Project Name:

Traffic Study on Augusta Drive (Waverley West Ward)

COMMENTS:

There is no financial impact associated with the recommendation of this report.

"signed by J. Ruby, CPA, CA"

J. Ruby CPA, CA

Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: N/A

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; and
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

N/A

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

N/A

SUBMITTED BY

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Division: Transportation
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Date: December 16, 2021