

## 2020-15 Reduced-Speed Residential Streets in Winnipeg

**Mover:** Green Action Centre

**Whereas:** The safety of vulnerable road users is a serious issue in Winnipeg, with roughly 12 pedestrians killed and 160 injured every year in Manitoba and 4 cyclists killed and 78 injured (MPI).

**Whereas:** Winnipeg is the most car-dependent of the 8 largest Canadian cities when it comes to residents living less than 5km from their workplaces choosing to drive. (Statistics Canada)

**Whereas:** Winnipeggers need better access to healthy, accessible, and safe transportation options to shift them away from relying on private cars.

**Whereas:** Car dependence is a major contributor to the current epidemic of physical inactivity and the climate crisis, both of which pose huge risks to community health and well-being:

- Safety concerns have pulled children from the streets and into cars and indoor environments, depriving them of active play opportunities they need to build community and resilience.
- Putting children at higher risk of, asthma, type-2 diabetes, high blood pressure, & depression.
- Residential vehicles are a major contributor to the climate crisis, representing the single largest source of Winnipeg's greenhouse gases emissions at 32.1% as of 2011

**Whereas:** Transportation injuries and deaths are an equity issue; vulnerable and marginalized people, including children and seniors, are disproportionately affected by unsafe streets as they are more likely than other demographics to be using non-car forms of transportation.

**Whereas:** Numerous authorities recognize the safety and health justification of lowering speed limits in residential areas:

- The World Health Organization:
  - "Setting and enforcing speed limits are two of the most effective measures in reducing road traffic injuries"
  - "...pedestrians have been shown to have a 90% chance of survival when struck by a car travelling at 30 km/h or below, but less than 50% chance of surviving an impact at 45 km/h."
  - "A safe speed on roads with possible conflicts between cars and pedestrians, cyclists or other vulnerable road users is 30 km/h."
- International Transport Forum of the OECD: "Where motorised vehicles and vulnerable road users share the same space, such as in residential areas, 30 km/h is the recommended maximum."

**Whereas:** The City of Winnipeg has the power and the obligation to reduce the danger to pedestrians, cyclists, and other vulnerable road users by setting speed limits consistent with the expected use of residential streets — low-traffic areas where children should be assumed to be playing outside, and people on bikes don't have protection from vehicles travelling at legal but deadly speeds.

---

**Whereas:** The City of Winnipeg should reinforce reduced residential speed limits with traffic calming measures that result in slower vehicle speeds, of which there is a range of fast and affordable options, including:

- Adjustable Bike Lane Curbs (already piloted in Winnipeg for McDermot and Bannatyne Ave bike lanes)
- Staggered Parking, in which the side of the street where vehicles park is changed periodically to visually narrow the roadway (as used in Toronto)
- Temporary Traffic Calming Curbs (As used in Calgary to narrow roadways and reduce pedestrian crossing distances)

**Whereas:** Lowered speed limits combined with appropriate traffic calming will accelerate progress on numerous City of Winnipeg goals, opportunities, and key directions relating to transportation:

- Transportation Master Plan: “A safe and secure transportation system in which pedestrians, cyclists and motorists co-exist is also essential. In addition, ensuring equitable access to mobility and a high quality of life for all citizens, regardless of their personal ability level, requires universal access to the transportation system.”
- Climate Action Plan: “Key directions aim to directly shift residents out of single-occupancy vehicles through sustainable transportation options with lower or no emissions (walking, cycling, public transit, carshare, and carpooling)”
- Road Safety: “We want our roads to be a safe space for all users; when data, statistics, and incident reports indicate the need for change, we do everything we practicably can to make that change.”

**Whereas:** Safe, accessible, and healthy transportation allows everyone to participate fully in community life. Reduced speeds on residential streets will increase the safety and comfort of walking, cycling, and other active modes, thereby strengthening community health, creating opportunities for social interaction and leisure, and reducing our unsustainable use of fossil fuels.

**Be it resolved that:** The City of Winnipeg support safe, accessible, and healthy transportation options through:

- A. Adopting a city-wide default residential speed limit of 30 km/h for residential roads and 40 km/h for collector roads (i.e. the connectors between residential streets and arterial roads)
- B. Developing a strategy for quick-build traffic calming to facilitate cost-effective compliance with reduced speed limits, including but not limited to expanded use of adjustable bike lane curbs, temporary traffic calming curbs, and staggered parking.
- C. Streamlining and simplifying the process for implementing permanent traffic calming measures, such as curb extensions (to shorten crossing distances and improve pedestrian visibility), raised crosswalks/intersections, and median crossing islands

**How the Resolution will be Advanced:** CCEDNet member organizations can support the reduced-speed residential streets in Winnipeg by writing and calling their city councillors endorsing safe residential speed limits through their own perspectives, and by connecting the Mover (Green Action Centre) with potential allies and supporters. Green Action Centre will assist by offering shareable

---



resources (fact sheets, precedents, etc.) to help increase general public support for city-wide default residential speed limits of 30 km/h and collector street speed limits of 40 km/h.

