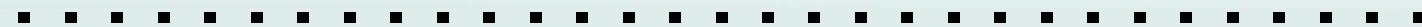


Traffic and Transportation Modernization in Manitoba



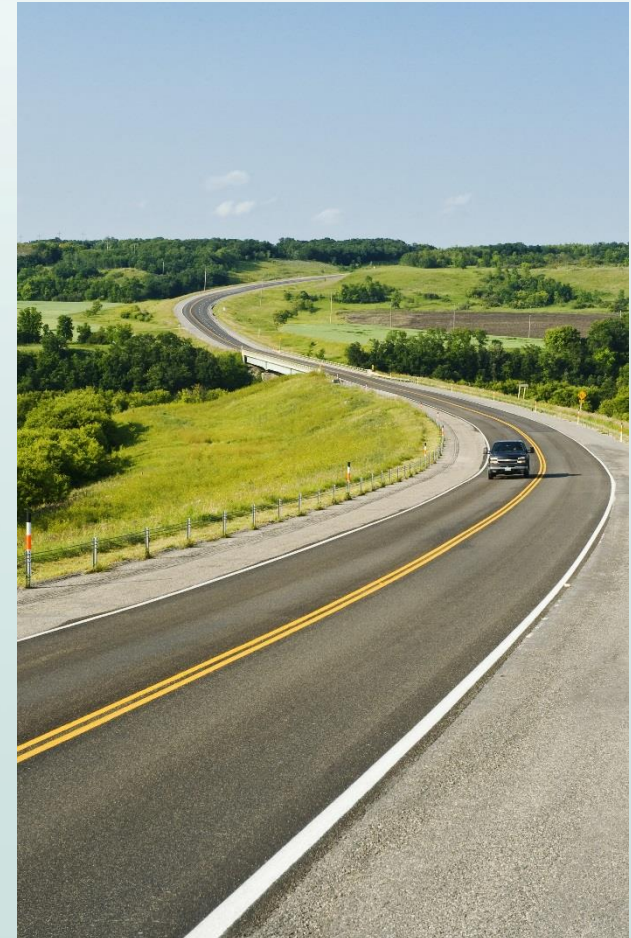
Speed Limits and Key Changes for
Municipalities

Presented by Manitoba Infrastructure
AMM Convention, November 28, 2018



Outline

- What is TTMA and why?
- Impacts on development permits for provincial roadways and speed limits
- New processes and guides
- Key dates
- More information
- Questions



What is the TTMA?

- The Traffic and Transportation Modernization Act (TTMA) is legislation passed on June 4, 2018 by Manitoba Government.
 - Repeals two existing acts
 - *The Highways and Transportation Infrastructure Act*
 - *The Highways Protection Act*
 - Creates a new act
 - *The Transportation Infrastructure Act*
 - Amends other existing acts
 - *The Highway Traffic Act, The Drivers and Vehicles Act, The Provincial Railways Act, The Manitoba Public Insurance Corporation Act*

Why is TTMA needed?

The goals of TTMA are to:

- Reduce red tape and eliminate duplication
- Gives municipalities more say
- Streamline processes



Traffic and Transportation Impacts

- A significant change is the elimination of the Highway Traffic Board and Motor Transport Board.
- Areas of traffic and transportation impacted include:
 - Municipal and provincial speed limits
 - Provincial roadway development permits
 - Vehicle equipment requirements
 - Vehicle registration classifications
 - Charter bus industry
 - Short-line railways

Give Municipalities More Say

- Currently, the Highway Traffic Board must review requests for changes to the maximum speed limit on all Manitoba roads.
- Changes under TTMA give municipalities authority to set speed limits on their roads under by-laws.
- The Minister of Infrastructure will be responsible for setting speed limits on provincial roadways.
 - This includes provincial highways through cities and towns.

Reduce Red Tape and Eliminate Duplication

- Currently, the Highway Traffic Board issues permits for buildings, advertising signs and accesses along provincial trunk highways.
- Manitoba Infrastructure issues permits for the same things along provincial roads.
- This is a duplication of service and has created red tape. The board must also hold public hearings before making decisions.

Impact on Development Permits & Speed Limits

By dissolving the Highway Traffic Board (HTB), TTMA will create the following changes:

	Before TTMA	After TTMA
Development permits on provincial roadways	Manitoba Infrastructure reviewed applications on provincial roads; HTB reviewed applications on provincial trunk highways	Manitoba Infrastructure will review all applications
Provincial roadway speed limits	All speed limit changes were reviewed by the HTB.	Manitoba Infrastructure will review speed limit change requests on all provincial roadways
Municipal and First Nation road speed limits	All speed limit change requests were reviewed by the HTB.	Local governments can change speed limits

Online Resources Available to Facilitate TTMA Changes

- **Development Permits**
 - Guide outlining requirements for provincial roadway development permits
 - New online application form and approval process
- **Speed Limits**
 - Guide for local governments to determine speed limits
 - Guide for developing a speed limit by-law
 - Speed limit by-law template
 - New online application and approval process for provincial roadway speed limit change requests

Guide Highlights:



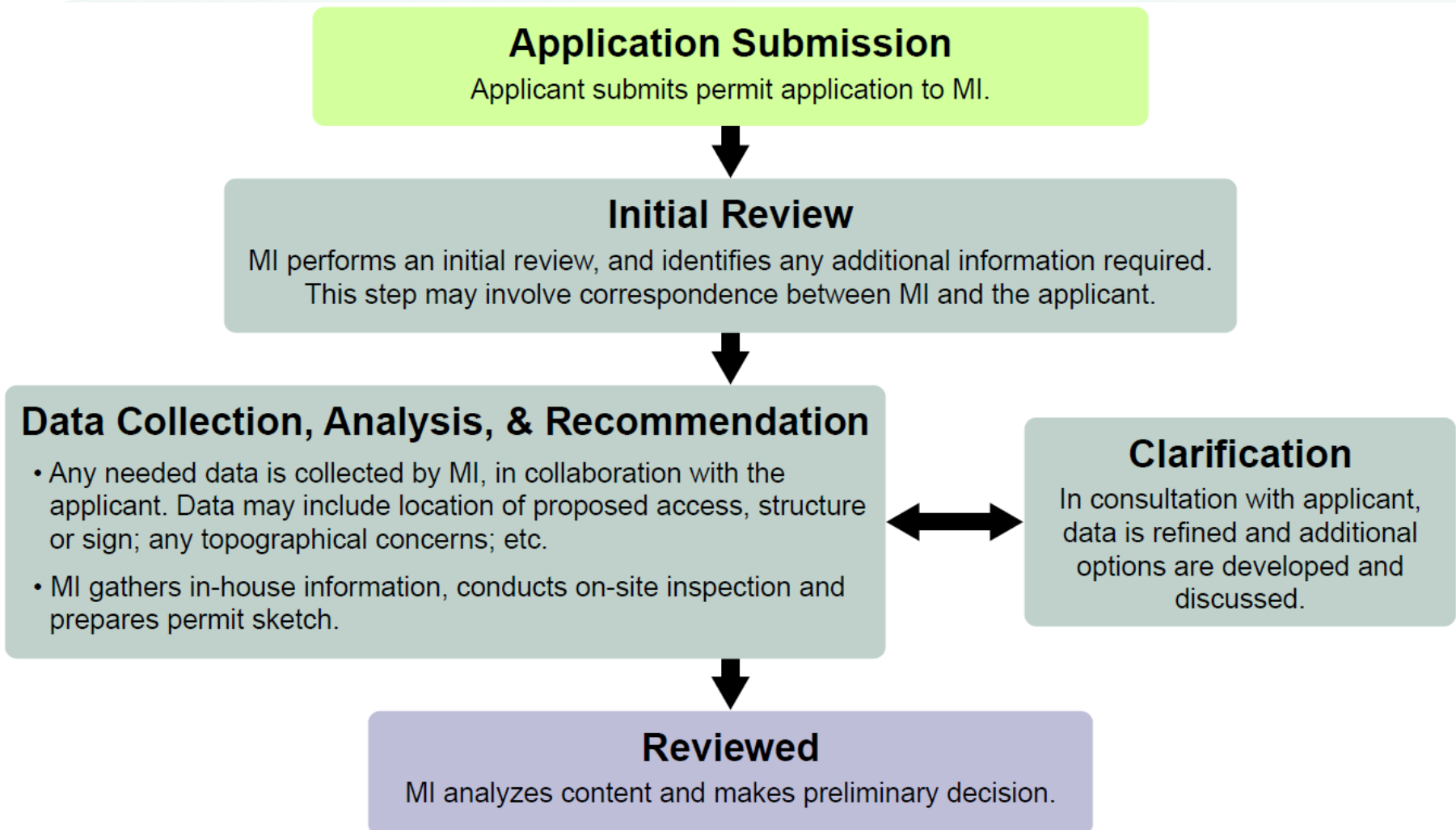
When and Why are Highway Development Permits Required?

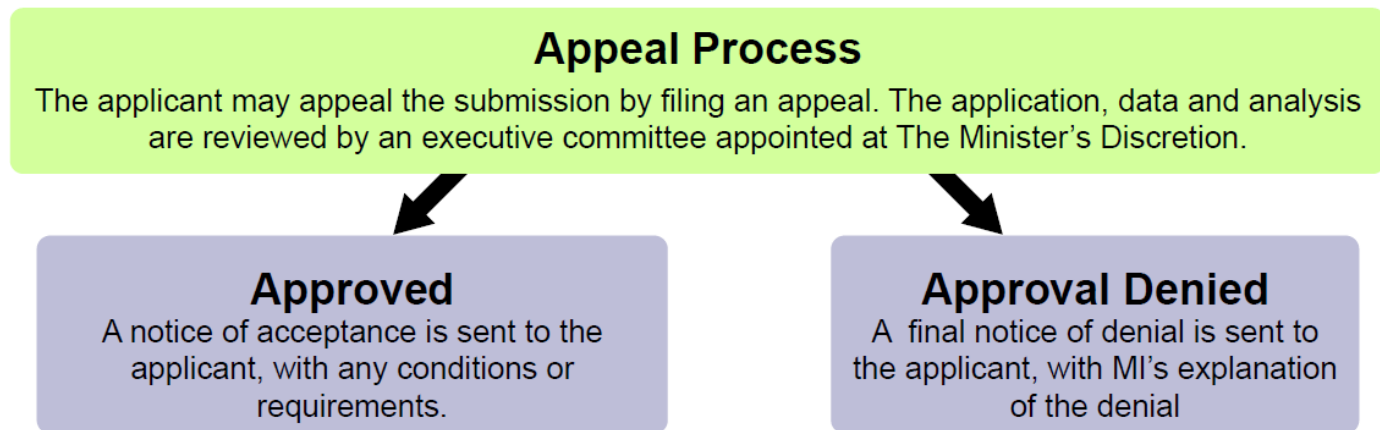
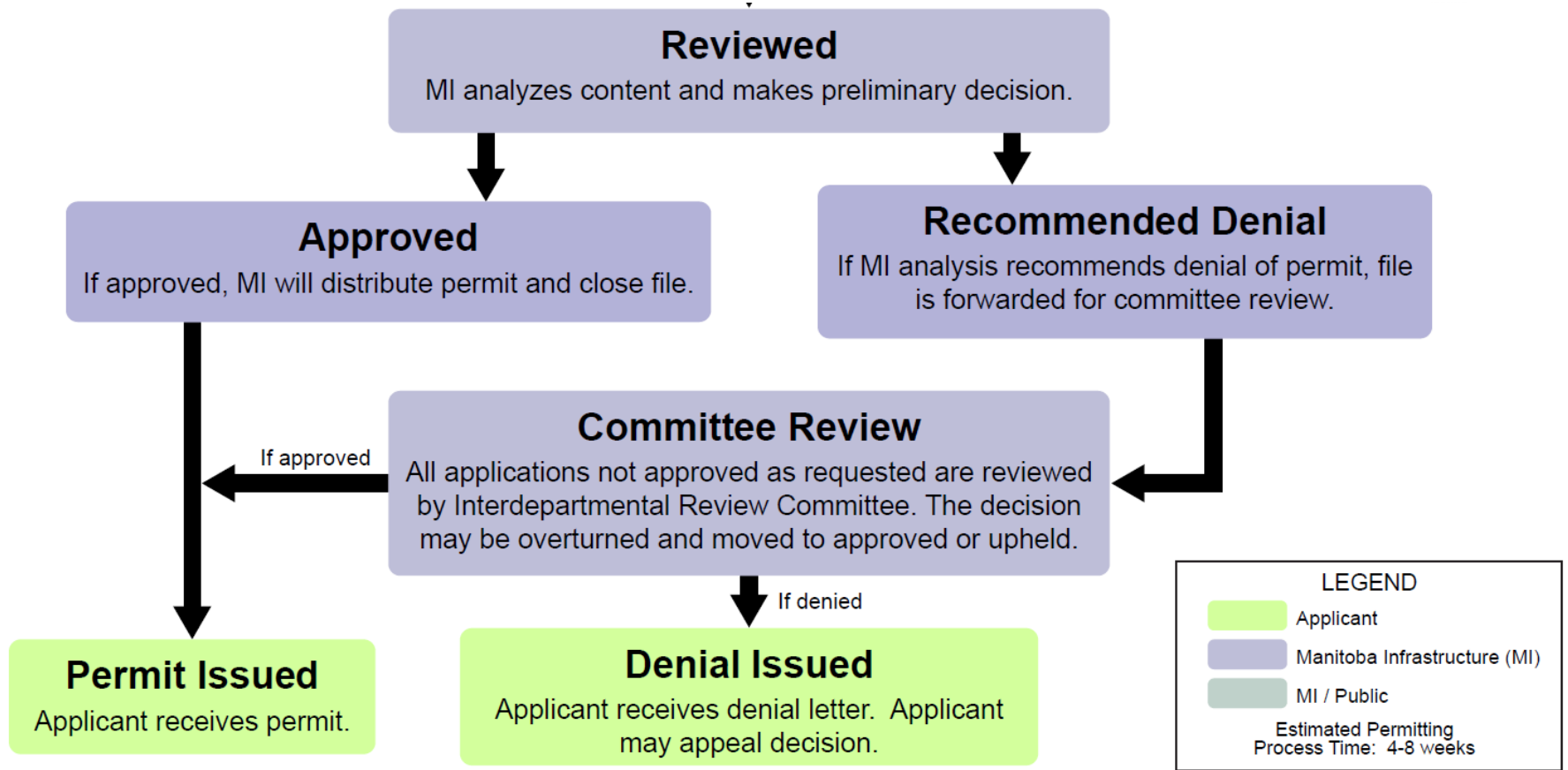
Permits are required from Manitoba Infrastructure for any of the following purposes:

- Development occurring within the controlled area of a provincial highway
- Municipal roads and/or trails accessing a provincial highway
- Private accesses on provincial highways
- Trails or utilities within controlled areas
- Signs within controlled areas

By managing access, the life of highways can be extended, acceptable levels of public safety maintained and traffic congestion reduced

Development Permits Process





Speed Limits on Municipal Roads

- Local authorities and municipalities will be responsible for setting speed limits on municipal roads
- Speed limits must be set out in by-laws
- Local authorities will have to follow a regulation that sets out parameters for setting speed limits to ensure speed limits are enforceable

Guide Highlights: How to Set Appropriate and Credible Posted Speed Limits for All Road Users

- Principles to consider when municipalities set speed limits:
 - Reduce speeds while maintaining reasonable mobility
 - Permit the right speed on the right road
 - Promote consistency in speed between road users
 - Minimize changes in speed limits

Speed Limit By-laws

- Municipalities have 6 months to develop speed by-laws after TTMA comes into force
 - If a municipality does not make a by-law, Minister of Infrastructure may designate municipality, or part, as a restricted speed area, i.e. 50 km/h
 - If restricted speed area not established, speed limit defaults to 90 km/h

Speed Limit By-laws

- Speed limits currently set out under the Highway Traffic Board's Highway Speed Regulation may be continued under a by-law
 - Municipalities may use existing descriptions to develop by-laws setting speed limits on their roads
- Municipal speed limit by-laws will not require provincial approval
- Municipalities will have the authority to design their own processes for requesting a speed limit change on municipal roads

Speed Limit Change Request Process on Declared Highways

- Manitoba Infrastructure has developed a process to review requests for speed limit changes on declared provincial highways
- A new online request form will be accessible to municipalities through Manitoba Municipalities Online

Speed Limit Change Request Process on Declared Highways

Application Submission
A local government submits an application to MI.

Initial Review
MI performs an initial review, and identifies any additional information required. This step may involve correspondence between MI and the applicant.

Data Collection, Analysis, & Recommendation

- Any needed data is collected by MI, in collaboration with the applicant. Data may include operating speeds, road user types and volumes, collision history, and site context and conditions.
- MI analyzes data to identify appropriate speed limits for the location.
- Based on the data and analysis, an initial recommendation is provided by the delegated official.

Clarification
In consultation with applicant, data is refined and additional options are developed and discussed.

Reviewed
All applications not approved as requested are reviewed by Interdepartmental Review Committee. The decision may be overturned and moved to approved or upheld.

Approved
A notice of acceptance is sent to the applicant, with any conditions or requirements.

Change Denied
A notice of denial is sent to the applicant, with MI's reasons for concern. The notice will offer the appeal process.

LEGEND

- Public
- Manitoba Infrastructure (MI)
- MI / Public

Estimated Speed Limit Review Process Time 2 – 12 months, depending upon the need for seasonal data.

Speed Limit Change Request Process on Declared Highways

Appeal Process

The local government may appeal the submission by filing an appeal. The application, data and analysis are reviewed by an executive committee appointed at The Minister's Discretion.

Approved

A notice of acceptance is sent to the applicant, with any conditions or requirements.

Approval Denied

A final notice of denial is sent to the applicant, with MI's explanation of the denial

When do the changes come into effect?

- TTMA and associated regulations are anticipated to come into force in early 2019
 - Municipalities have 6 months after TTMA comes into force to develop speed limit by-laws
- Manitoba Infrastructure consulted with key stakeholders to develop proposed regulations
- New website on Traffic and Transportation Modernization launched November 23, 2018

More Information

For the latest information and updates
visit Manitoba Infrastructure's website:

www.gov.mb.ca/mit/ttm

csi@gov.mb.ca

