

Background

The City of Winnipeg (the City) conducted a speed limit review of Pembina Highway south of the La Salle River Bridge in 2017. Speed limit data was collected 700m north of Turnbull Drive, 300m north of Turnbull Drive, 200m south of Turnbull Drive, and 400m south of Perreault Avenue. Please see Figure 1 for a map of the study area.

Following the review, the Public Service recommended increasing the speed limit from a 60 km/h zone to a 70 km/h zone. The City then gathered input from the public to determine the level of support for the speed limit change before a decision is made.

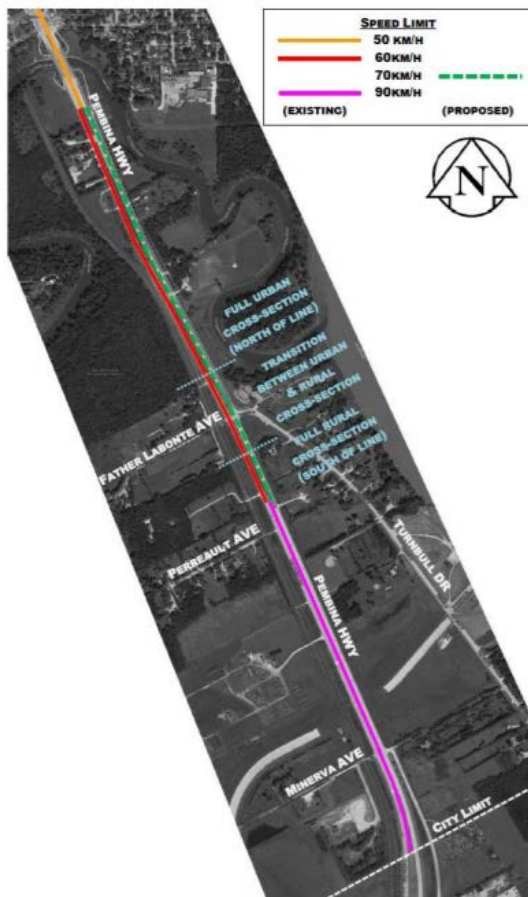


Figure 1 Study area and speed limit recommendations

Engagement

In order to gather public input and determine the level of support of nearby residents, a public information session was held on November 30, 2017 at St. Norbert Community Centre, and an online survey was available for those who were unable to attend. The survey was not scientific and did not provide statistically significant data but did provide insight into levels of support and respondent rationale.

Residents near the review area were invited through a postcard delivered to their residence. A 20 minute presentation was given to provide a summary of the speed limit review process, outcomes, and next steps. The presentation was followed by a question and answer period. Both nearby residents and those from outside the review area expressed strong support and strong opposition towards the proposed speed limit increase.

Promotion

Public engagement opportunities were promoted using the following methods:

- Bilingual postcard delivered (Appendix A) to 2,415 homes and businesses in the review area between November 17 and November 21;
- City of Winnipeg website – launched November 16;
- News release (Appendix B) – distributed November 16;
- City of Winnipeg public engagement newsletter with over 5,300 recipients – sent out November 23.

Survey Results

- 617 surveys completed (online and in person).
- 45% heard about the survey through Facebook.
- 52% strongly agreed that they understand the reason for the review.
- 74% were very supportive of the proposed speed limit change.
- 14% identified as a resident and 56% travel through the area.
- 81 of 561 (14%) of respondents identified as a resident of the area.
- 64 of 520 (12%) who provided their postal code identified a postal code with characters R3V (see Figure 2)

Date	Activity	Details
November 16 – December 7, 2017	Bilingual online survey	599 surveys completed online.
November 30, 2017	Bilingual in-person survey	18 surveys completed at the information session. See Appendix C for full survey.
November 30, 2017	Information session	Held at St. Norbert Community Centre from 6 p.m. to 8 p.m. Approximately 35 attendees.

To learn more about the Pembina Highway Speed Limit Review, please visit winnipeg.ca/Pembinaspeedlimit

What We Heard

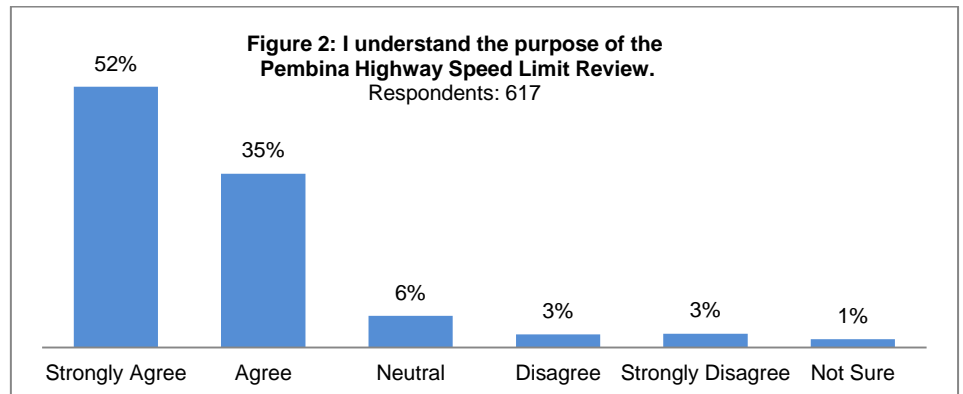
- Information session attendees' concerns included: pedestrian and cyclist safety, speed traps, farmers market conflicts, school area safety, and driver protection.
- Both those who were opposed and those who were supportive expressed concerns regarding safety.
- Several of those who live on the stretch of Pembina Highway where the speed limit increase is proposed expressed concerns about the lack of shoulder and concerns over slowing down to access their property.
- Information session attendees in support of the speed limit increase cited other similar city roads where the speed limit is currently higher than 60 km/h.
- 65% (53 of 81) of those who identified as a resident of the area were very supportive or somewhat supportive of the proposed speed limit increase.
- 32% (26 of 81) of those who identified as a resident of the area were very unsupportive or somewhat unsupportive of the proposed speed limit increase.
- There were concerns with the time of year and area covered by the speed limit review.
- Bike Winnipeg submitted a position paper stating their reasons for opposing the recommended speed limit increase (Appendix E)

Results

The following tables and graphs are intended to provide a brief visual representation and explanation of the full survey results. To view full survey results, please see Appendix D.

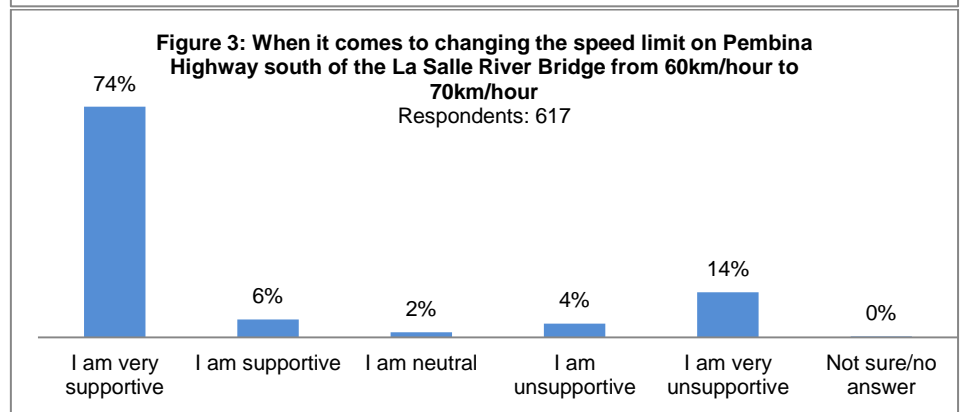
Purpose of the Review*

The vast majority of respondents understood the purpose of the Pembina Highway Speed Limit Review (87%). Only 6% of respondents indicated that they did not understand the purpose of the Review.



Level of Support*

Eighty percent (80%) of respondents support increasing the speed limit to 70 km/hour south of the La Salle River Bridge. Eighteen percent (18%) of respondents were unsupportive of a speed limit increase.



*Please note: results are not statistically relevant but are intended to provide insight into levels of support and respondent rationale.

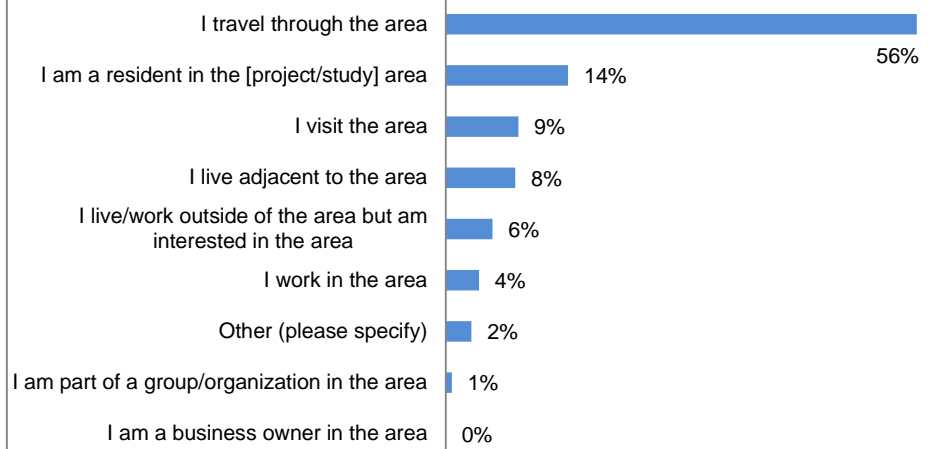
To learn more about the Pembina Highway Speed Limit Review, please visit winnipeg.ca/Pembinaspeedlimit

Interest in Review*

The majority of respondents were interested in the review because the travel through the area (56%) followed by residents in the study area (14%).

Figure 4: Please check the box that best describe you.

Respondents: 617

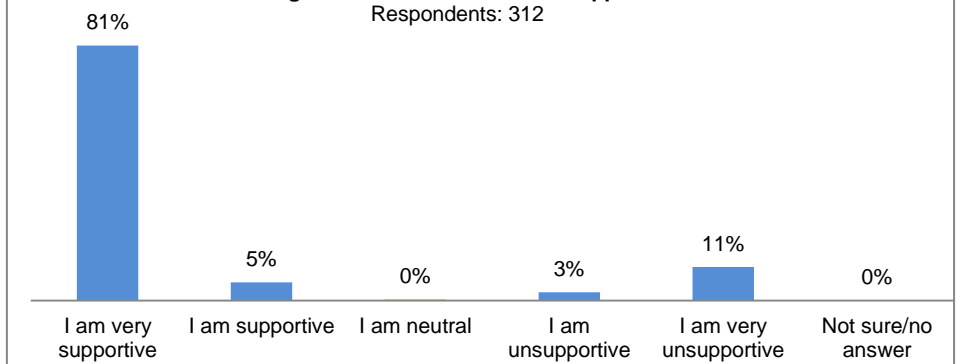


Commuter Level of Support*

Further analysis was done based on respondents' primary interest in the Review. Eighty-six percent (86%) of respondents that indicated they 'travel through the area' also supported a speed limit increase to 70 km/hour south of the La Salle River Bridge. This is slightly higher than the survey average of 80%.

Figure 5: Commuter Level of Support

Respondents: 312

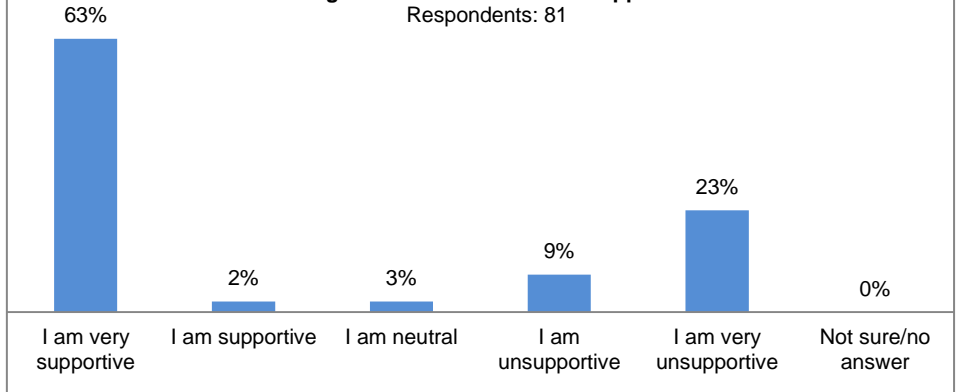


Resident Level of Support*

Further analysis was done based on respondents' primary interest in the Review. Sixty-five percent (65%) of respondents that indicated they are 'a resident in the project/ study area' also supported a speed limit increase to 70 km/hour south of the La Salle River Bridge. This is lower than the survey average of 80%.

Figure 6: Resident Level of Support

Respondents: 81



*Please note: results are not statistically relevant but are intended to provide insight into levels of support and respondent rationale.

Reasons for Support**

Respondents: 405

Respondents that supported a speed limit increase were asked to explain their support. Table 1 summarizes common reasons for supporting a speed limit increase to 70 km/hour south of the La Salle River Bridge.

Responses are listed in no particular order and are not intended to capture all responses received.

Table 1: Why do you support the increase in speed limit?
The highway design permits a higher speed limit.
Other comparable highways in Winnipeg have higher speed limits.
Many motorists already drive 70 km/hour.
There are no residences, schools, or pedestrian facilities.
There are concerns of unfair speed limit enforcement.
The current speed limit feels too slow.
Setting natural speed limits improves highway safety.
Pembina Highway is a major route.

Reasons for Opposition**

Respondents: 107

Respondents that opposed a speed limit increase were asked to explain their opposition. Table 2 summarizes common reasons for opposing a speed limit increase to 70 km/hour south of the La Salle River Bridge.

Responses are listed in no particular order and are not intended to capture all responses received.

Table 2: Why don't you support the increase in speed limit?
Higher speeds will spill over into St. Norbert and adjacent streets.
There are residences with direct access onto Pembina Highway.
Pembina Highway is part of popular cycling route connecting Cloutier Drive and Turnbull Drive and will put cyclists at risk.
There are concerns that drivers will drive faster than the posted speed limit, which is already any issue with the current speed limit.
Pedestrian safety while crossing Pembina Highway is an issue.
Higher speeds will lead to an increase in collisions.
No full shoulder forces transit and school busses, garbage and recycling trucks, and residents accessing driveways to stop in the travel lane.

**Please note: qualitative responses were summarized directly from survey respondent feedback and do not necessarily include factual information.

Next Steps

The public engagement summary will be attached to the administrative report for Standing Policy Committee on Infrastructure Renewal and Public Works (SPC-IRPW) consideration. Those who provided their contact information will be notified of the meeting date when the details are available.

If SPC-IRPW approves the Public Service's recommendation, the City would then apply to the Provincial Highway Traffic Board to change the speed limit.

Appendices

Appendix A – Postcard

Appendix B – News release

Appendix C – Survey

Appendix D – Survey feedback

Appendix E – Bike Winnipeg position paper

To learn more about the Pembina Highway Speed Limit Review, please visit winnipeg.ca/Pembinaspeedlimit

Geographic Distribution

Respondents were asked to provide the first three characters of their postal code. 14.2% of respondents were from Manitoba, outside of Winnipeg. The survey also captured 1 response from outside of Manitoba. Most responses came from postal codes R3V and R3T, near the speed limit review area.

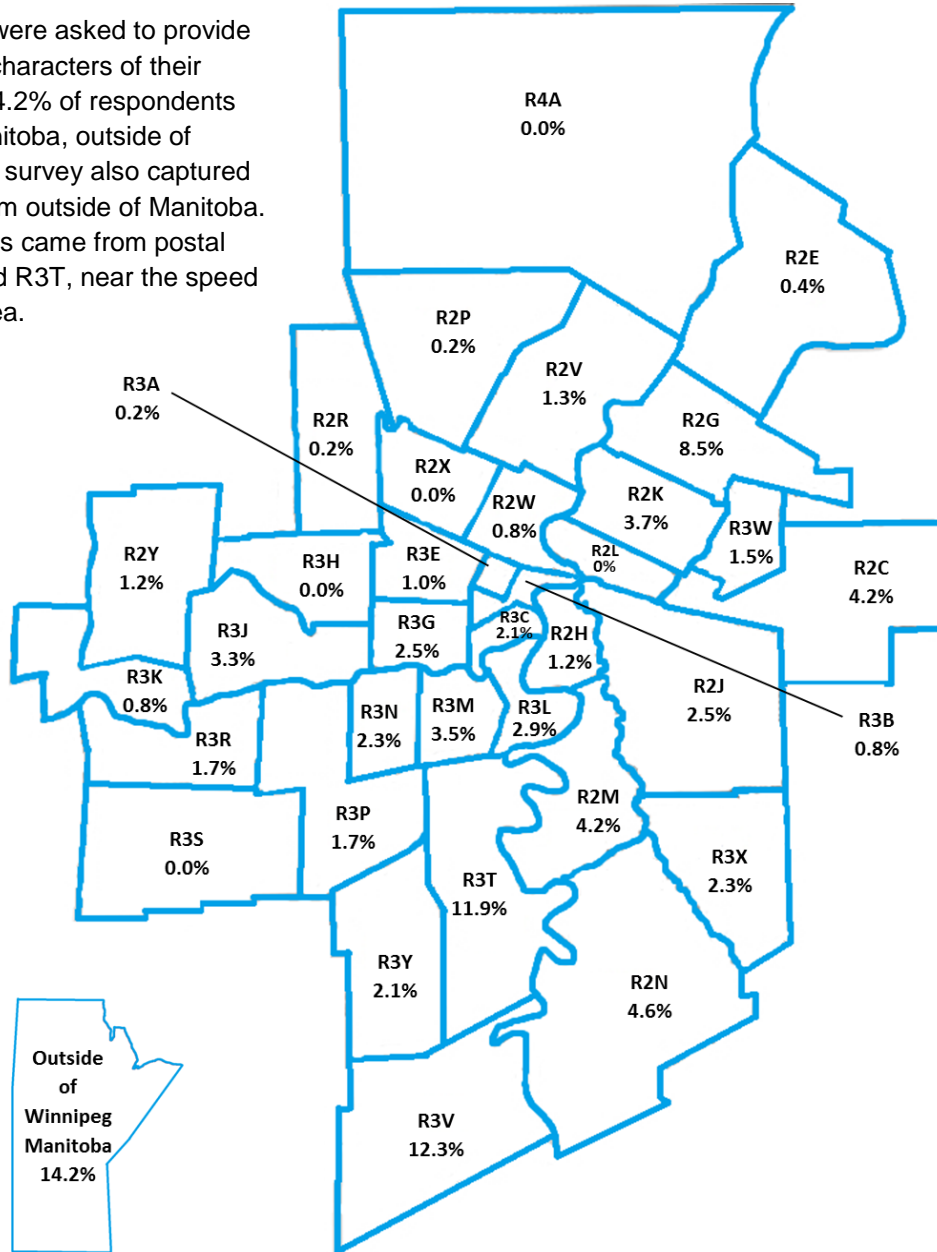


Figure 7 Study area and speed limit recommendations

To learn more about the Pembina Highway Speed Limit Review, please visit winnipeg.ca/Pembinaspeedlimit

APPENDIX A – POSTCARD



Public Information Session

Pembina Highway Speed Limit Review

Pembina Highway south of the La Salle River Bridge underwent a speed limit review in 2017. The City of Winnipeg is recommending to increase the existing speed limit from a 60 km/h zone to a 70 km/h zone.

Before a decision is made, the City is gathering input from the public to determine the level of support for a speed limit change.

Date: Thursday, November 30, 2017

Time: 6 p.m. – 8 p.m.

Location:

St. Norbert Community Centre
3450 Pembina Hwy



For more information, visit
winnipeg.ca/pembinaspeedlimit.

If you would require alternate formats, or would like French documents or interpretation at the session in order to participate, please contact City-Engage@winnipeg.ca or **204-986-7134**.

Examen de la limite de vitesse sur le chemin Pembina.

Un examen de la limite de vitesse sur le chemin Pembina au sud du pont de la rivière La Salle a été effectué en 2017. La Ville de Winnipeg recommande de faire passer la limite de vitesse de 60 à 70 km/h dans cette zone.

Avant de prendre une décision, la Ville recueille l'avis du public dans le but de déterminer le niveau de soutien pour la modification de la limite de vitesse.

Date : Jeudi, 30 novembre 2017,
de 18 h à 20 h

Endroit :

Au Centre communautaire Saint-Norbert
3450, chemin Pembina



Pour en savoir plus, rendez-vous sur
winnipeg.ca/limitedevitessepebina.

Si vous avez des questions, ou si vous avez besoin de documents en français, de formats alternatifs ou de services d'interprétation afin de rendre votre participation possible, veuillez envoyer un courriel à City-Engage@winnipeg.ca ou appeler le **204-986-7134**.

APPENDIX B – NEWS RELEASE



INFORMATION - COMMUNIQUÉ

For Immediate Release
Thursday, November 16, 2017

City invites St. Norbert residents to attend an information session about the Pembina Highway speed limit review

Winnipeg, MB – The City is asking residents in the St. Norbert area to attend an information session on Thursday, November 30, 2017 on the Pembina Highway speed limit review south of the La Salle River Bridge. A presentation about the speed limit review process and results will be provided, followed by a question and answer period.

Pembina Highway south of the La Salle River Bridge underwent a speed limit review in 2017. The City is recommending increasing the 60km/h zone to a 70 km/h zone, subject to public consultation and approval by the Standing Policy Committee on Infrastructure Renewal and Public Works (SPC-IRPW). If SPC-IRPW approves the public service's recommendation, the City would then apply to the Provincial Highway Traffic Board to change the speed limit on this section of Pembina Highway.

Date: Thursday, November 30, 2017

Time: 6 p.m. – 8 p.m.

Location: St. Norbert Community Centre, [3450 Pembina Hwy](#)

Format: Presentation at 6:15 p.m. followed by question and answer period.

More information

For more information or to complete a survey (available from November 16, 2017 to December 7, 2017), please visit winnipeg.ca/Pembinaspeedlimit

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Media inquiries should be directed to the City of Winnipeg Media Inquiry Line at 204-986-6000 or via email at City-MediaInquiry@winnipeg.ca.

Follow us on Facebook: facebook.com/cityofwinnipeg

Follow us on Twitter: twitter.com/cityofwinnipeg

APPENDIX C – SURVEY



Exit Survey

1. How did you hear about this information session?

- | | |
|--|--|
| <input type="checkbox"/> Postcard Invitation | <input type="checkbox"/> City of Winnipeg Website |
| <input type="checkbox"/> Facebook | <input type="checkbox"/> City of Winnipeg News Release |
| <input type="checkbox"/> Twitter | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> News Story | |

2. I understand the purpose of the Pembina Highway Speed Limit Review.

- Strongly Agree Agree Neutral Disagree Strongly Disagree

3. When it comes to changing the speed limit on Pembina Highway south of the La Salle River Bridge from 60km/hour to 70km/hour:

- I am very supportive
- I am supportive
- I am neutral
- I am unsupportive
- I am very unsupportive
- Not sure/no answer

4. Why do you support or not support the increase in speed limit?

5. Please check the box that best describes you:

- | | |
|--|--|
| <input type="checkbox"/> I am a resident in the [project/study] area | <input type="checkbox"/> I am a business owner in the area |
| <input type="checkbox"/> I work in the area | <input type="checkbox"/> I live adjacent to the area |
| <input type="checkbox"/> I travel through the area | <input type="checkbox"/> I live/work outside of the area but am interested in the area |
| <input type="checkbox"/> I visit the area | <input type="checkbox"/> I am part of a group/organization in the area |
| | <input type="checkbox"/> Other: _____ |



PEMBINA HIGHWAY SPEED LIMIT REVIEW INFORMATION SESSION

6. Please provide any additional comments, questions or feedback.

7. Are you interested in receiving future communications regarding this review?

Yes No

If you answered yes, please provide your name and email address below:

Name:

Email Address:

8. What are the first three digits of you postal code? ____ ____ ____

Thank you for attending this information session. **Your input is important to us, so please remember to hand in your exit survey at the registration desk before you leave.**

For more information, please visit: winnipeg.ca/Pembinaspeedlimit

Your personal information is being collected under the authority of 36(1)(b) of The Freedom of Information and Protection of Privacy Act. This information will be used to contact you with project updates if you wish and will not be used or disclosed for any other purposes, except as authorized by law. Your contact information will not be made public. If you have any questions about the collection or use of this information, contact the Corporate FIPPA Coordinator by mail to City Clerk's Department, Administration Building, 510 Main Street, Winnipeg MB, R3B 1B9, or by telephone at 311.



Examen de la limite de vitesse sur le chemin Pembina Séance d'information publique

1. Comment avez-vous entendu parler de cette séance d'information?

- | | |
|---|---|
| <input type="checkbox"/> Invitation par carte postale | <input type="checkbox"/> Site Web de la Ville de Winnipeg |
| <input type="checkbox"/> Facebook | <input type="checkbox"/> Communiqué de la Ville de Winnipeg |
| <input type="checkbox"/> Twitter | <input type="checkbox"/> Autre : _____ |
| <input type="checkbox"/> Coupure de presse | |

2. Je comprends l'objectif de l'examen de la limite de vitesse sur le chemin Pembina

- | | | | | |
|---|-----------------------------------|---------------------------------|---------------------------------------|---|
| <input type="checkbox"/> Tout à fait d'accord | <input type="checkbox"/> D'accord | <input type="checkbox"/> Neutre | <input type="checkbox"/> En désaccord | <input type="checkbox"/> Tout à fait en désaccord |
|---|-----------------------------------|---------------------------------|---------------------------------------|---|

3. Êtes-vous d'accord pour faire passer la limite de vitesse de 60 à 70 km/h sur le chemin Pembina, au sud du pont de la rivière La Salle?

- Tout à fait d'accord
- D'accord
- Neutre
- En désaccord
- Tout à fait en désaccord
- Pas sûr(e) — ne se prononce pas

4. Pourquoi êtes-vous pour l'augmentation de la limite de vitesse?

Pourquoi êtes-vous contre l'augmentation de la limite de vitesse?

5. Veuillez cocher toutes les cases qui s'appliquent à vous :

- | | |
|---|---|
| <input type="checkbox"/> J'habite dans cette zone [du projet ou de l'étude] | <input type="checkbox"/> Je suis chef d'entreprise dans cette zone |
| <input type="checkbox"/> Je travaille dans cette zone | <input type="checkbox"/> J'habite dans une zone adjacente |
| <input type="checkbox"/> Je passe par cette zone | <input type="checkbox"/> Cette zone m'intéresse, même si je n'y habite pas et n'y travaille pas |
| <input type="checkbox"/> Je fréquente cette zone | <input type="checkbox"/> Je fais partie d'un groupe ou d'un organisme de cette zone |
| | <input type="checkbox"/> Autre : _____ |



Examen de la limite de vitesse sur le chemin Pembina Séance d'information publique

6. Veuillez ajouter vos commentaires, vos questions ou vos rétroactions.

7. Voulez-vous recevoir de futures communications au sujet de cet examen?

Oui Non

Si vous avez répondu oui, veuillez indiquer votre nom et votre adresse courriel ci-dessous :

Nom :

Adresse courriel :

8. Quels sont les trois premiers caractères de votre code postal? ___ ___ ___

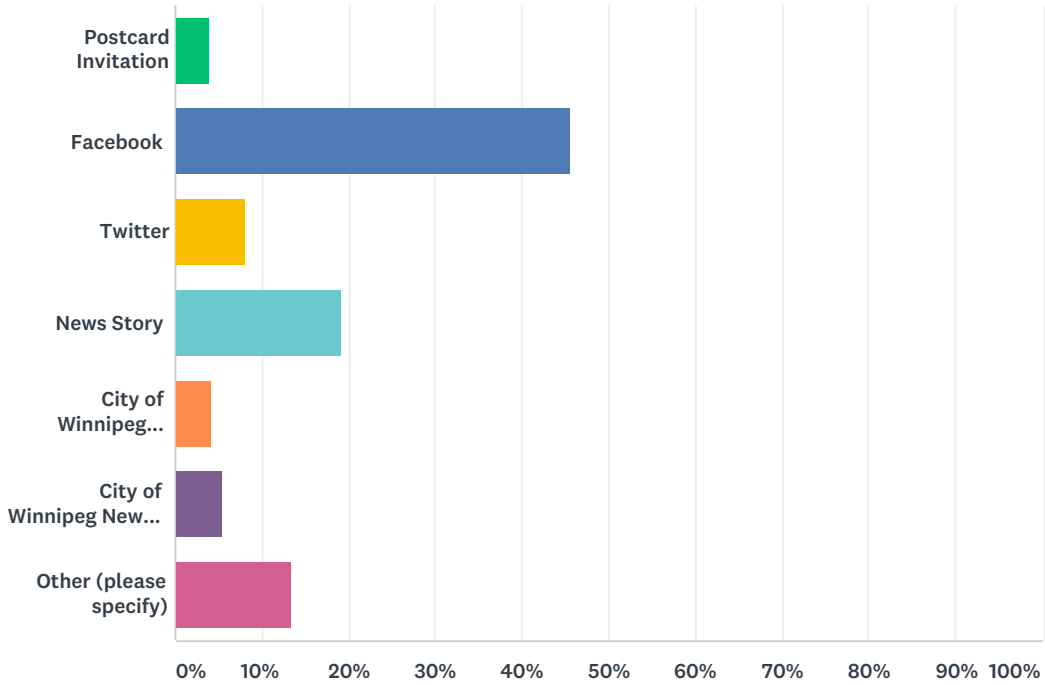
Pour en savoir, rendez-vous sur : winnipeg.ca/limiteDEVITESSEpembina.

Vos renseignements personnels sont recueillis en vertu de l'alinéa 36(1) b) de la Loi sur l'accès à l'information et la protection de la vie privée (LAIPVP). Ils seront utilisés aux fins du projet d'examen de la limite de vitesse du chemin Pembina, et ne seront ni utilisés ni divulgués à d'autres fins, sauf celles prévues par la loi. Si vous avez des questions sur la collecte de ces renseignements ou sur leur utilisation, communiquez avec le coordinateur de la LAIPVP par courrier au Bureau du greffier, Immeuble Susan A. Thompson — 510, rue Main, Winnipeg (Man.) R3B 1B9, ou par téléphone au 311.

APPENDIX D – FEEDBACK

Q1 How did you hear about this survey?

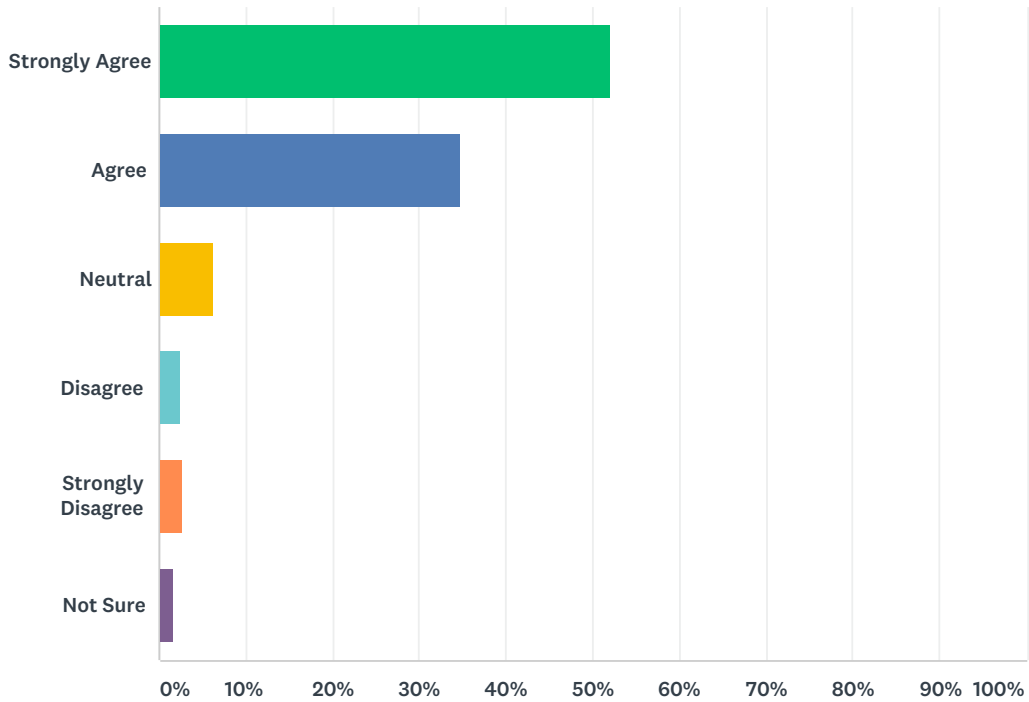
Answered: 617 Skipped: 0



ANSWER CHOICES	RESPONSES	
Postcard Invitation	4.05%	25
Facebook	45.54%	281
Twitter	8.10%	50
News Story	19.29%	119
City of Winnipeg Website	4.21%	26
City of Winnipeg News Release	5.51%	34
Other (please specify)	13.29%	82
TOTAL		617

Q2 I understand the purpose of the Pembina Highway Speed Limit Review.

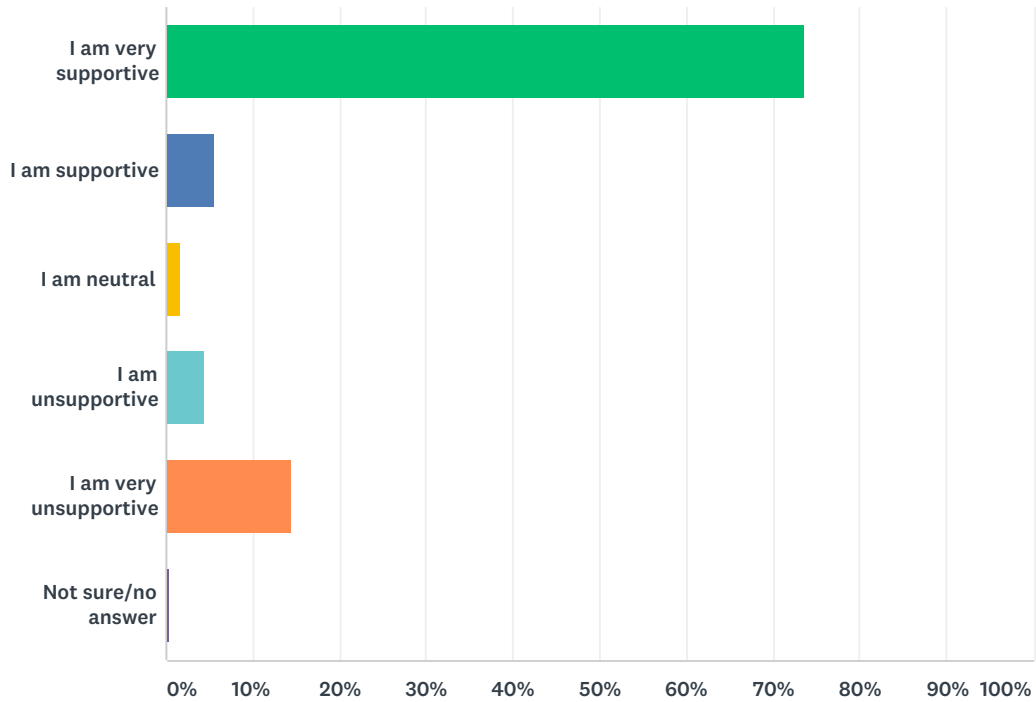
Answered: 617 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly Agree	52.03%	321
Agree	34.68%	214
Neutral	6.32%	39
Disagree	2.59%	16
Strongly Disagree	2.76%	17
Not Sure	1.62%	10
TOTAL		617

Q3 When it comes to changing the speed limit on Pembina Highway south of the La Salle River Bridge from 60km/hour to 70km/hour:

Answered: 617 Skipped: 0



ANSWER CHOICES	RESPONSES	
I am very supportive	73.58%	454
I am supportive	5.67%	35
I am neutral	1.62%	10
I am unsupportive	4.38%	27
I am very unsupportive	14.42%	89
Not sure/no answer	0.32%	2
TOTAL		617

Pembina Highway Speed Limit Review Survey

Q4 Why do you support the increase in speed limit?

Answered: 405 Skipped: 212

#	RESPONSES	DATE
1	This is a divided highway, no traffic lights, and proper lanes for turning. This has been artificially kept low for too long, not to mention the revenue received from tickets.	12/7/2017 9:13 PM
2	No one drives the speed limit anyway and I drive that road all the time and there's no reason to have it at 60. There's never anyone walking, etc. There are 70 speed limits inside the city with more traffic and pedestrians than at that stretch	12/7/2017 5:36 PM
3	It is way too slow there and takes way too long to get out of St. Norbert. There are no pedestrians or schools or anything around, but we are still putting along at 60.	12/7/2017 3:19 PM
4	Pembina is the major South exit from the City. Secondary roads can link with it at select places, but traffic flow should be paramount.	12/7/2017 2:30 PM
5	The current speed limit seems inappropriate for the area	12/7/2017 1:30 PM
6	It's a four lane highway once you cross the bridge over the La Salle River. Similar areas in the city have a limit of 80 kph.	12/7/2017 1:29 PM
7	There are hardly any cross streets in that section and don't believe increasing the speed limit poses a safety concern	12/7/2017 11:55 AM
8	If the drivers are doing that speed now without incident then why not change it.	12/7/2017 11:09 AM
9	Everyone drives 80km/h. When I am driving 60km/h, the others begin me are too close or passing me.	12/7/2017 11:07 AM
10	I drive on it everyday. It seems so slow as it basically highway.	12/7/2017 11:05 AM
11	That stretch of road feels like it should be a higher speed due to the style of it. It closely resembles higher speed routes compared with other 60km/hr zones.	12/7/2017 10:58 AM
12	The amount of pedestrian traffic is extremely limited and it is a transition to an important transportation route. The speed seems excessively slow and counterintuitive when compared to areas in the city which are more congested with higher speed limits.	12/7/2017 10:53 AM
13	It is consistent with the road type and surrounding uses, transition to the higher speed to the south.	12/7/2017 10:52 AM
14	Clear and wide roadway with no major intersections. It feels like part of the main highway already.	12/7/2017 10:52 AM
15	It is way too slow.	12/7/2017 10:37 AM
16	Bishop Grandin is way busier and it is 80km.	12/7/2017 10:37 AM
17	Current geometry promotes higher speeds. Speed limit should be set to appropriate design criteria.	12/7/2017 10:36 AM
18	It would be consistent with other "highway" roadways, i.e. Headingly, Fermor, St. Anne's Road South (single lane!)	12/7/2017 10:33 AM
19	Divided highway.	12/7/2017 10:31 AM
20	This is a rural divided highway. The low speed limit of 60 has been abused by WPS too long. Police regularly at intersections enforcing the low limit and penalizing law abiding citizens. This must stay!	12/7/2017 10:28 AM
21	85th percentile speeds are hard to change and speed differences lead to cause of accidents. Poor signage not dual signed making matters worse. Other details in the engineering study.	12/7/2017 10:26 AM
22	I do support - 100% necessary. The speed limit to 70km/hour from 60 to 70 passed the bridge but I think 50km should remain as there is a market and kids and pedestrian traffic in the area.	12/7/2017 10:19 AM
23	The speed limit should be increased to 80km/h not 70 km/h	12/7/2017 10:16 AM
24	I support the increase due to the fact that it is engineered for higher speed.	12/7/2017 10:12 AM

Pembina Highway Speed Limit Review Survey

25	This section of Pembina has very little reason to justify such a slow speed. It is more highway than street and should be used as such.	12/6/2017 11:37 AM
26	Other city streets have much higher speed limits with more traffic accessing the streets.	12/6/2017 6:18 AM
27	There is no residential houses on that stretch	12/5/2017 11:36 PM
28	I feel the speed limit to be to low for a divided highway. There are similar roads in winnipeg that have higher speeds. It would free up police to over see more busy routes where public safety is much more of a concern.	12/5/2017 4:51 PM
29	This is a 4 lane divided HIGHWAY. There are no obstacles near the roadway. It feels awkward going only 60kph in this area. TO keep the limit to 60kph amounts to an unreasonable tax grab.	12/5/2017 2:23 PM
30	It should be 90 there, but this is a good first step	12/4/2017 7:54 PM
31	That section of road does not have any businesses, and the few houses there are essentially like rural properties and far back from the road down long driveways. This is not the same as the section north of the bridge where there are lots of businesses, some houses/apartment complexes, the St Norbert CC and Farmer's Market, etc.	12/4/2017 5:45 PM
32	reflects the size and purpose of the road	12/4/2017 5:28 PM
33	Most people are doing 70 km any way .. posted speed limit is to slow .	12/4/2017 1:16 PM
34	Its too slow there for the location	12/4/2017 1:14 AM
35	This is a double lane 1 way highway with a center median dividing traffic	12/3/2017 10:03 PM
36	Because there's no real pedestrian traffic and those from out of town already believe the speed is higher there, so they blow past the locals.	12/3/2017 6:52 PM
37	I drive that stretch of road frequently going south and I have never come across any reason why it should be as slow as 60. I never see any pedestrian traffic and don't see a reason for property owners having difficulties entering the highway from their driveways.	12/3/2017 7:05 AM
38	I support raising the speed limit on this stretch of road because the current limit of 60 km/hr does not respect the reasonable speed and flow of traffic. In this case 70 km/hr is closer to the reasonable speed traffic already travels, though so far as I can tell a limit of 90 km/hr would be more reflective of the road design.	12/3/2017 1:13 AM
39	It's a double lane road with a boulevard and controlled traffic light intersections. There's no residential housing. When you are coming off the highway going north down pembina it seems very slow to go down to 60 km/h from 100 km/ especially if you are going into the perimeter back at 100 km/h (and vice versa).	12/3/2017 1:09 AM
40	It is in close proximity to a highway that is 100 km/hr. The transition to this speed would be smoother. It is an area not on a highly populated residential road as there are mostly businesses on the road.	12/2/2017 11:05 PM
41	It would help improve the flow of traffic as well align with other similar speed zones.	12/2/2017 11:02 PM
42	I don't understand why it would be 60 rather than 70-80, it's a divided highway with no major intersections.	12/2/2017 9:20 PM
43	There are no homes or public spaces extremely close to the highway that warrant having a speed limit of 60km/h.	12/2/2017 9:20 PM
44	You are past most of the residential built up area and the speed goes from 60k to 90k and a transition speed of 70k makes the most sense.	12/2/2017 8:24 PM
45	No reason to have the speed limit set to 60 Way to slow on a major traffic route out of town	12/2/2017 5:30 PM
46	There is no need for it to be that slow	12/2/2017 5:02 PM
47	It's mostly rural from the bridge on. There are no school zones, parks etc. There is no reason for having to crawl through that area.	12/2/2017 2:19 PM
48	It is far to slow in an area like that. It's a highway not a residential street.	12/2/2017 12:51 PM
49	It's not very residential and as a major route heading south out of the city it makes sense.	12/2/2017 12:35 PM
50	It is artificially low	12/2/2017 10:18 AM

Pembina Highway Speed Limit Review Survey

51	It is a very long stretch of highway between the city limits with few residential homes therefore believe that a 10 KM/H increase to limit poses very little danger.	12/2/2017 8:58 AM
52	Great visibility, double lanes and it's straight.	12/2/2017 8:24 AM
53	Because limits set at or closer to the ideal and safest 85th percentile speed tend to produce the fewest crashes & the smoothest traffic flow.	12/2/2017 8:11 AM
54	It's not a "densely" populated area	12/2/2017 8:03 AM
55	Speed doesn't kill, bad drivers do.	12/2/2017 1:56 AM
56	Because it is not a residential street it is a highway so it should have high way speeds.	12/1/2017 9:49 PM
57	Because 60 is too slow.	12/1/2017 9:46 PM
58	Currently it's too slow. Double lane divided street.	12/1/2017 9:41 PM
59	It is 4 lanes similar to Lag where the speed limit is 80 kph. 60 is too slow for the conditions.	12/1/2017 9:39 PM
60	just a speed trap now	12/1/2017 9:25 PM
61	traffic too heavy,need faster removal from area	12/1/2017 9:02 PM
62	It's a highway - 4 lanes	12/1/2017 9:02 PM
63	The current speed is too slow. It should actually even be increased to 80km	12/1/2017 9:00 PM
64	After the bridge, it feels like it's already highway so people tend to speed. This allows RCMP/Winnipeg Police to make that area a speeding trap although it's not in the intention of the driver to speed but the overall atmosphere of that road makes it feel like it's a highway. Therefore, increasing the speed limit would make more sense.	12/1/2017 8:59 PM
65	It's already out of town.	12/1/2017 8:58 PM
66	70	12/1/2017 8:57 PM
67	It feels painfully slow, it's a divided 4 lane highway and you naturally want to go 70	12/1/2017 8:45 PM
68	There are too many varying speed limits. 60 to 50 to 60 to 90 to 100. It's a highway not a street.	12/1/2017 7:34 PM
69	It is no longer residential or within city limits.	12/1/2017 7:28 PM
70	The speed limit there just isn't justified.	12/1/2017 7:23 PM
71	It's unnecessary to drive that slow on a highway	12/1/2017 7:22 PM
72	It's too slow right now.	12/1/2017 6:09 PM
73	It still maintains a safe speed on that section of roadway	12/1/2017 5:15 PM
74	I feel that the particular stretch of road in question can handle a much greater speed limit than 60 km/h, especially considering that it is a main route in and out of Winnipeg	12/1/2017 5:09 PM
75	It is an open road, with nothing else around to cause danger	12/1/2017 4:40 PM
76	It is a 2 lane divided highway with ditches, making it extremely unlikely a child could run out from in between parked cars. A driver would be able to see a pedestrian coming from a ways away giving him time to stop.	12/1/2017 4:39 PM
77	it only makes sense to increase the speed limit. The current limit is far too low. There is no reason for such a low limit.	12/1/2017 3:30 PM
78	It is out of any dense residential area and almost out of the city. 60kmph is too slow for that stretch of the road.	12/1/2017 3:24 PM
79	Speeds to slow on this city	12/1/2017 3:08 PM
80	It is not unsafe to go faster than 60km on that road.	12/1/2017 3:04 PM
81	To improve safety on the road. Drivers can continue watch the road, not a speedometer.	12/1/2017 2:59 PM
82	4 lane highway should be at least 80km/h	12/1/2017 2:57 PM
83	It is a highway there and is built for a faster pace of traffic flow I would like to see it set to 80kph	12/1/2017 2:56 PM

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84	Most people are already trying to go over 60km/h and with the speed set at 60 km/hr already some drivers feel the need to go 50 km/h. Increasing will hopefully force people driving 50km/h to travel with the rest of traffic instead of causing a potential accident.	12/1/2017 2:30 PM
85	It's meant for 70 to 80km. It's a divided highway I think it should be 80km. There are other areas in the city that's 80km in busier and narrower roads. I rarely go south but when I do I can't believe is only 60km. Should be 80km.	12/1/2017 2:28 PM
86	Because there does not appear to be any practical reason to have it as slow as it is right now due to the limited existing development in the immediate vicinity.	12/1/2017 2:17 PM
87	Should be 90 nevermind just 70	12/1/2017 2:14 PM
88	4 lane divided road could actually be 90	12/1/2017 2:07 PM
89	Due to is to low speed for the area	12/1/2017 1:43 PM
90	City should follow engineering rules when they pick speed limits and not people's opinions.	12/1/2017 12:58 PM
91	I like to go fast	12/1/2017 12:54 PM
92	It is a very long way at such a slow speed. This a highway for goodness sake!	12/1/2017 12:50 PM
93	Its a highway. Much like lagamodiere where it is 80	12/1/2017 12:46 PM
94	It takes too long to get down that stretch that is technically out of the city and the road is made for it, it's in the name HIGHWAY	12/1/2017 12:12 PM
95	4 lane divided hwy should safely support 70kmph	12/1/2017 12:11 PM
96	There are very few houses on the street. And most people are going at least that fast now.	12/1/2017 12:11 PM
97	Low residential density, absolutely no increase of accidents. This area is no more or less residential than the bishop grandson beltway.	12/1/2017 12:09 PM
98	Currently too slow for that area	12/1/2017 12:07 PM
99	This was brought up to a Facebook page that Jeff Browaty is also a member of. I do support Jeff in many ideas that he brings up, also in this i trust his knowledge about the subject.	12/1/2017 12:05 PM
100	You go from 60 km/h and in 100 feet you to almost 100 km/h. Seems silly to have such a huge hike in speed in such a little time span.	12/1/2017 12:02 PM
101	It is a limited access area and so many truckers and citizens utilize it	12/1/2017 11:51 AM
102	Because it's obviously a speed trap for cops. Feels like I'm crawling driving 60 km/hr down this stretch	12/1/2017 11:49 AM
103	60 is too slow for that area	12/1/2017 11:47 AM
104	Because 60 kmh is way too slow.	12/1/2017 11:17 AM
105	It's essentially a rural area, the houses are set back far enough that there shouldn't be a bunch of kids playing alongside the road like everyone seems to be concerned about. So many people speed through there anyways it's almost more dangerous to be doing 60.	12/1/2017 10:20 AM
106	To keep the flow of traffic moving,	12/1/2017 9:55 AM
107	It's far too slow for a regional street connecting to a major highway.	12/1/2017 9:52 AM
108	Its ridiculous to have a open stretch of divided highway going so slow.	12/1/2017 9:48 AM
109	Pembina in this area is a 4-lane divided roadway with good visibility, limited access points and good separation to pedestrians. If Route 90 near Polo Park is 70 km/h, why can't Pembina in this area?	12/1/2017 9:46 AM
110	Road designed for higher speeds	12/1/2017 9:40 AM
111	Double lane	12/1/2017 8:47 AM
112	The existing limit is too low, resulting in residents being unfairly targeted for enforcement.	12/1/2017 8:41 AM
113	I thick the train travel the same speed and it does not have the braking power as a car . people walking in that erea shound not be a problem. Yes raise the speed to 80k.	12/1/2017 8:41 AM
114	This is a highway type roadway, the 60km/h is way to low. It should actually be increased to 80km/h, but at least 70 km/h is a good start.	12/1/2017 8:13 AM

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115	2 lanes each way, leading to a major highway with speeds up to 110km/hr. If the majority of people are going faster already it means the majority judges the speed limit to be irrationally low.	12/1/2017 8:07 AM
116	I don't travel this route daily, maybe 6 times a year, but the area in question is a highway and most people do not adhere to this limit. There are no homes close by so I do not see the downside of this.	12/1/2017 8:05 AM
117	Vehicles go faster then 60kph already. Plus its a divided highway	12/1/2017 7:42 AM
118	Its too slow	12/1/2017 7:00 AM
119	Any time I have driven on this stretch it is akwardly slow, the 60 speed limit is frustratingly slow. Clearly if 85% of the road users are "speeding" here, the limit is too low for normal driving conditions. The low limit is probably more dangerous because faster drivers will try to pass slower drivers causing more potential for accidents.	12/1/2017 6:47 AM
120	60 to slow	12/1/2017 6:38 AM
121	divided highway	12/1/2017 6:22 AM
122	It is already a 4 lane divided highway.	12/1/2017 5:46 AM
123	The current speed is way to slow. No one currently goes the speed limit and it's time to get it increased. I would like to see 80km/h.	12/1/2017 4:51 AM
124	The HWY can support the speed increase and actually be safer by doing so.	12/1/2017 3:51 AM
125	We're all going to go at least that fast anyway and no-one has identified any rational reason why it should be as low as it currently is.	12/1/2017 2:49 AM
126	It is a dual lane divided highway in a rural area so it would be very safe to increase the speed in this area. There are very few residences and on/off side roads along this stretch which is another logical reason for the speed increase. I have never understood why the speed limit is so slow for so long south of the city. It appears to be an opportunity for a cash grab by the police so they can issue speeding tickets!	11/30/2017 11:48 PM
127	There are no houses close to the road and it is a 4 lane divided highway. Roads such as Inkster, west of Keewatin, where there are houses and schools is 80km per hour. Also, route 90 north of the St. James bridge is 70km per hour where there are traffic lights. Another is Fermor the speed limit is 70km from Osborne to Lakewood Blvd where it goes up to 80km. These roads have houses all along them.	11/30/2017 11:39 PM
128	There is no reason for it to be 60 km/hr. There is nothing on the sides of the road!	11/30/2017 8:55 PM
129	There are no business and only a few residences on that stretch. It doesn't make sense that it is the same speed as Pembina Hwy	11/30/2017 8:05 PM
130	It is too slow	11/30/2017 7:46 PM
131	The road is designed for higher speeds. Traffic is light There is little pedestrian traffic.	11/30/2017 7:45 PM
132	I don't think the surrounding homes and businesses would be put in greater danger and I think most people already go that speed or faster already.	11/30/2017 7:43 PM
133	We stuck in traffic.reach late to work.time wasted	11/30/2017 7:06 PM
134	It has been far too low since forever.	11/30/2017 6:45 PM
135	Because there is nothing surrounding the area that would warrant a 60km speed limit - no side walk close businesses along the sides. If streets that are super busy with people everywhere like Fermor can be 70km why cant this?	11/30/2017 5:09 PM
136	Because I find it is currently too slow.	11/30/2017 5:02 PM
137	The speed limit along St.Mary's Road south of the perimeter is 70km. If anything it should be 70km on Pembina Highway and 60km on St.Mary's due to it having only single lanes.	11/30/2017 11:56 AM
138	That long stretch of road has more in common with a highway and does not feel like a residential zone with homes few and far between with very long driveways. It is too long of a stretch at 60km/hr	11/30/2017 10:55 AM
139	This is a provincial trunk highway. It is a divided highway. It is a stretch that is frustrating to drivers because the speed limit is too low. There is a separate cycl	11/30/2017 6:19 AM

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140	60km is too slow for a divided road (other areas of city have higher speeds and not divided) , it's a speed trap & cash cow for city, poor "slow" perception of city at its entrance	11/29/2017 10:11 PM
141	I drive there every day and 60 seems quite slow for the area with no lights.	11/29/2017 8:52 PM
142	Non-residential area, very few cars turn off this stretch of road, seems like a good speed to transition to highway going out of Winnipeg	11/29/2017 8:46 PM
143	It's a hwy, no major houses or schools around. Increases to 100 shortly after that.	11/29/2017 8:44 PM
144	Because it is a major thoroughfare with properties reasonable distance off the roadway to increase the speed limit.	11/29/2017 8:35 PM
145	Because 60km is too slow and so is 70km! Other parts of Winnipeg has 80km and areas just outside of Winnipeg has 80km. I feel this is a money grab for the city and the only reason we don't see the police very often anymore is because people are calling foul!	11/29/2017 7:59 PM
146	The design speed of the road appears to be 100 km/h or higher as it's a four lane divided highway. Speed limits should be intuitive from the design of the roadway.	11/29/2017 3:49 PM
147	Pembina should be a major artery, and the current speed limit of 60km/hr is relatively slow.	11/28/2017 11:56 PM
148	Go faster	11/28/2017 10:41 PM
149	because they are already doing 70.	11/28/2017 10:23 PM
150	It is ridiculously slow for a divided double lane road without multiple cross roads that acts as a transition to a highway.	11/28/2017 9:01 PM
151	I was stopped once and told the reason is because it's residential. There are homes all the way down St.Marys road that are even closer and speed is 90. It feels like a big money grab.	11/28/2017 8:15 PM
152	Hwy 75 is the major link between Winnipeg and the USA. The slow section of Hwy 75 approaching Winnipeg, beginning at the bend near Minerva Ave. Is impossibly long. Excessive 'slow zones' create MORE tension between motorists and pedestrians, and promote negative image of Winnipeg. While pedestrian interests must be considered, the 'major highway between Winnipeg and the South' has been long since established. Anyone now lobbying for lower speeds in this area is doing so KNOWING in advance they are discussing one of the biggest most important highways in Manitoba. 'Coming to the nuisance' ie. Arriving in an area known for certain activity, and then attempting to claim nuisance at the known activity, iz not looked upon fondly by law.	11/28/2017 6:56 PM
153	No reason why it has to be 60km/hr. Not a residential street nor part of a true urban zone.	11/28/2017 5:41 PM
154	It's a highway	11/28/2017 5:25 PM
155	There is an obvious transition from city street to highway at the St. Norbert bridge. The highway south of the bridge is well suited to a higher speed limit (I would be supportive of an 80kph speed limit). Drivers also automatically want to speed up after the bridge because of the wide open highway conditions south of the bridge. Having a high speed would cut down on drivers speeding up into slower (60kph) traffic, and would result in fewer speeding tickets.	11/28/2017 4:34 PM
156	There is no rational reasoning (safety) for the maximum speed being limited to 60 kph in that area once crossing the bridge and transitioning to highway speeds. If anything, the limited speed likely causes safety issues for those coming into town from the south.	11/28/2017 3:39 PM
157	60 km is too slow.	11/28/2017 3:21 PM
158	Very few residences in the area.	11/28/2017 1:23 PM
159	Make no sense to have it at 60kmh. Basically in my opinion it is a set at 60 kmh to add revenue via speeding tickets, nothing more.	11/28/2017 12:58 PM
160	1) Most people go at least 70 anyways. 2) 60 is arbitrarily slow and leads to too big of a disparity between the fast and slow drivers.	11/28/2017 12:55 PM
161	Flow of traffic needs to be better	11/28/2017 9:31 AM
162	The road and surrounding area can certainly handle increase in speed. The police have used the area as a cash grab.	11/28/2017 6:07 AM
163	Smoother transition from 60 zone to adjacent zones in both directions.	11/27/2017 10:48 PM
164	Leaving the city accelerating to highway speed	11/27/2017 10:15 PM
165	It is a safer speed.	11/27/2017 10:14 PM

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166	There is no reason for the speed limit to be this low.	11/27/2017 8:46 PM
167	It feels like a natural transition for the road as it leads into Hwy 75.	11/27/2017 8:44 PM
168	The stretch is road is divided and safe	11/27/2017 8:29 PM
169	I'll get to my destination faster. Duh!	11/27/2017 4:17 PM
170	The road geometry suggests to drivers that 70 km/hr is appropriate. There are few cross-streets and too low of a speed limit in a rural area leads to speeding and cars going very different speeds on the road, which is dangerous.	11/27/2017 2:20 PM
171	Extensive research has shown that speed limits should be set at the 85th percentile of traffic speed. This has been proven to be the safest method of determining speed limits. Given how the majority of motorist increase speed once past the bridge, it would be prudent to increase the limit to reflect his.	11/27/2017 11:43 AM
172	Studies have shown that raising speed limits does not increase accidents. Traffic moving faster will hopefully reduce congestion.	11/27/2017 10:48 AM
173	On a 4 lane highway, outside of city limits there is no reason the speed limit should be only 60km/hr. It seems to also be there merely for a ticket trap where the police can take advantage of the slow limit in order to write up tickets.	11/27/2017 12:51 AM
174	At that point, the roadway entirely resembles a highway and feels entirely out of the city.	11/26/2017 10:31 PM
175	Most cars now travel at 70 km/h	11/26/2017 10:12 AM
176	Its a 4 lane wide open roadway. Drivers have a natural tendency to find the "right" and safe speed in these areas and the limit now doesn't reflect that.	11/25/2017 12:42 PM
177	It is a major highway leading south from the city with a speed limit akin to residential streets within the city. As someone who travels south of the city frequently, it is quite frustrating to have such a low speed limit heading out of the city when there are no obvious reasons or needs for such a low limit.	11/25/2017 9:07 AM
178	60 is too slow.	11/25/2017 12:53 AM
179	60 is too slow and not adequate	11/24/2017 3:09 PM
180	That is a very slow 60. Once you go over the bridge you're on your way south to the States or wherever. It looks and feels like a highway yet is the same speed limit as Gateway Road in the city. Those two roadways don't feel like they should be equal in speed limit.	11/24/2017 12:15 PM
181	I agree with this change, I don't believe that changing the limit here will impact anyone living in this area negatively. It is safe and I think it's the obvious decision to make. Thank you for making this change!	11/24/2017 5:33 AM
182	Limited turnoffs on ryour ad that higher speed still safe	11/23/2017 10:50 PM
183	Many roads in built-up areas of Winnipeg NOW have 80k speed limits and 60k in rural areas is ridiculous. Right now it is considered a speed trap money-raiser.	11/23/2017 10:37 PM
184	It is too low currently and there is not enough residential or pedestrian traffic to justify the lower speed in my opinion. I would love to see it be 80km/hr	11/23/2017 10:35 PM
185	can't really see the real need for it to be NOT at 90. Cash grab for speed trap	11/23/2017 6:16 PM
186	It's outside the city's perimeter and it's a double lane highway. Seems to be a very low risk area that can support a higher speed limit. It should be 80kph.	11/23/2017 6:07 PM
187	South of the Le Salle is very rural. Most reasonable people feel safe travelling at 70km/h (or higher) along this stretch because of the highway geometries of the roadway.	11/23/2017 4:08 PM
188	There are not that many residential driveways or road/entrance points onto Pembina in that stretch of roadway. So there is not as much reason for drivers to slow down & yield to potential vehicles turning onto the road.	11/23/2017 3:52 PM
189	Because it's already a gradual decrease from 100 km/hour to 50 km/hour as the City is being entered...	11/23/2017 3:16 PM
190	Tedious to get in and out of town; businesses are far enough from the street that it shouldn't cause too much issue.	11/23/2017 2:38 PM

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191	60 Kms is to low considering that hwy75 is actually starting and very little approaches, 4 lane with a centre meridian, any other street like that is 80 Kms.	11/23/2017 2:22 PM
192	It reflects the nature of this section of Pembina Hwy	11/23/2017 1:40 PM
193	No reason to stick to 60. Most traffic already goes much faster than 60.	11/23/2017 1:39 PM
194	It is frustrating to be stuck at 60km/h on a highway with nothing but space around it.	11/23/2017 12:48 PM
195	With the increase in automobile safeguards and features speed limits could be safely increased.	11/23/2017 12:21 PM
196	It's basically highway, helps flow of traffic	11/23/2017 12:00 PM
197	There are very few pedestrians south of the bridge.	11/23/2017 11:32 AM
198	60 is too slow for this area	11/23/2017 11:08 AM
199	The limit doesn't match the expected speed at that location.	11/23/2017 11:00 AM
200	When comparing to the speed limit of other locations such as Grant, Kenaston, Lagimodiere, a limit of 60km/hr is too low.	11/23/2017 10:38 AM
201	I don't think there are reasons for people to drive any slower in that area.	11/23/2017 10:35 AM
202	That part of Pembina is sparsely populated, with buildings far back from the road. Actually, I think that the limit should be 80 kph similar to Bishop Grandin.	11/23/2017 10:34 AM
203	People generally how that speed anyways	11/23/2017 10:33 AM
204	its a driver friendly road with limited business stores limited to no pedestal traffic	11/23/2017 10:33 AM
205	its too slow	11/23/2017 10:31 AM
206	Its a roadway at least as wide a keniston south of the new underpass where the speed limit is 80KPH	11/23/2017 10:30 AM
207	You are on your way up to 100 km/h, so why not?	11/23/2017 10:28 AM
208	it is a wide open area with plenty of visibility and the pavement is in excellent condition with no real hazard foreseeable with the increase. In fact I think it could be 80 km/hr	11/23/2017 10:28 AM
209	Generally when I drive sixty in that zone I'm passed in a hurry. It's a long stretch with not much private access and so speed limit should be increased to reflect safe driving conditions	11/22/2017 11:31 PM
210	Because it is a step in the right direction. Engineering for that stretch say it should be 80-90 per the 85 percentile.	11/21/2017 5:33 PM
211	It's a 4 lane divided road with a sidewalk down most of the east side. I see no reason it needs to be restricted to 60kph.	11/21/2017 3:40 PM
212	That section of highway is 4 lane in the middle of no where and it does not make sense to have it 60km I think 70km or even 80km would be fine.	11/21/2017 2:55 PM
213	No Point to having it @ 60kmh, Sidewalk is roughly 10 feet from the road (no one uses it)	11/21/2017 11:05 AM
214	Cause the speed is way to slow for a road way that Leeds to a highway	11/21/2017 6:23 AM
215	The speed is artificially low as are majority of speed limits in this city, it will increase traffic flow as well as reduce collisions from influx of speeds as some people may do 50-55 here.	11/21/2017 1:35 AM
216	Based on the double divided highway in both directions I believe there is no threat to public safety by increasing the speed limit. Even with the radar typically catching people heading south it is is way more of a hazard with impatient drivers darting around those of us trying to obey the limit.	11/20/2017 11:38 PM
217	It's too slow	11/20/2017 6:14 PM
218	Low to no residential area	11/20/2017 5:14 PM
219	Because the speed limit should be higher	11/20/2017 1:42 PM
220	Should be increased further. Traffic Speeds should be set at 85th percentile. Keep politicians away from making traffic decisions. Leave it to the experts.	11/20/2017 10:57 AM
221	Should have always been 70 in the first place.	11/20/2017 8:54 AM
222	Because it is artificially slow for no reason. Headingly has a very similar divided highway and it is 70. In fact it should be 80 based on the road thru headingly.	11/20/2017 6:45 AM

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223	Because the speed limit is currently artificially slow, which can result in drivers being ticketed inadvertently. There is also no developments anywhere near this area that would require a slower limit (for safety, etc).	11/20/2017 12:16 AM
224	60 is too slow and cops take advantage of that area	11/19/2017 8:41 PM
225	The current speed limit is unnecessarily slow.	11/19/2017 8:32 PM
226	That should of been higher long ago. Doesn't make any traffic sense of being 60km especially when it becomes 100 to 110 a few Kim's ahead.	11/19/2017 7:43 PM
227	Because it is a twin highway with not alot of traffic coming into the road from the sides.	11/19/2017 5:55 PM
228	the road construction, location allow for higher speeds	11/19/2017 4:28 PM
229	60 is to slow	11/19/2017 3:09 PM
230	There are places within the city that are 80km and yet this stretch if highway remains at 60??!	11/19/2017 1:10 PM
231	Improve safety and flow of traffic.	11/19/2017 1:05 PM
232	Because at such low speeds it is nothing but a money grab from hard working winnipeggers nothing else ... just like some other streets in our city!!	11/19/2017 11:21 AM
233	Increase traffic flow and safety based on engineering standards for the road type.	11/19/2017 9:06 AM
234	No current danger is being addressed by the current reduction. This is a divided rural highway, not a city street; I previously lived on an 80kph divided rural highway; there is no need for a reduction.	11/19/2017 8:30 AM
235	Because 60 km/h is way too slow for a wide open highway. There's absolutely no reason for it to be a 60 km/h zone other than for writing tickets	11/19/2017 7:13 AM
236	Speed limit too low for this section of road. Traffic flows faster than 60km/h many times. If you drive 60km/h you are frequently passed.	11/19/2017 7:06 AM
237	Being a double lane divided Highway, there is no reason to have the speed limit as low as 60. My gravel road which barely fits two cars passing is 60.	11/19/2017 5:29 AM
238	It is artificially low, created so police can enforce and issue citations.	11/18/2017 11:22 PM
239	There is no reason for the speed limit to be that slow there	11/18/2017 10:26 PM
240	It is a safe area to do 70	11/18/2017 10:22 PM
241	The area and engineering is conducive to a higher limit.	11/18/2017 10:17 PM
242	60 Kph is too low.	11/18/2017 9:26 PM
243	Cuz it is the beginning of the highway	11/18/2017 9:10 PM
244	Road design & 85th percentile rule dictates there is no reason for the limit to be as low as it currently is.	11/18/2017 8:30 PM
245	That stretch of highway is way to slow, seeing as it is a 4 lane highway. To slow also seeing that St. Mary's from the Perimeter to the floodway bridge is 80 and it goes through more business and residential areas and is only 2 lanes.	11/18/2017 7:45 PM
246	The current limit is incongruous with the road as it is. Feels like a speed trap. The natural speed is faster than the current limit	11/18/2017 7:26 PM
247	Because that road can easily accommodate a higher speed.	11/18/2017 7:17 PM
248	Safety	11/18/2017 6:44 PM
249	Tired of areas that are double divided mainly open having artificially low speed limits for a speeding trap	11/18/2017 6:38 PM
250	Use professional traffic engineers specs to determine appropriate speed limits . Not local councillors bowing to their respective constituents on an issue that is bigger than a select few . Please do Show this to the local council let for this area .	11/18/2017 1:21 PM
251	Because at that point you are out of the residential area and there is really no reason it should be 60.	11/18/2017 11:29 AM
252	People are doing 70 anyway and it doesn't make sence to have the speed drop from 90 to 60 going towards St.Norbert	11/18/2017 11:25 AM

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253	Because it MAKES SENSE! It NEVER made ANY sense at all that it was reduced for this artificial SPEED TRAP!	11/18/2017 11:23 AM
254	It is artificially and unnecessarily low. I believe it should be 80, when comparing the stretch to other 80 areas, such as bishop grandin or waverly or kenaston.	11/18/2017 11:14 AM
255	Because its makes no sense that its 60. Its a highway. Everyone in our town has always thought of it as just a speed trap for the police to make their end of month quotas, honestly. Also its dangerous to be at 60 because alot of people ignore it and try to get around the vehicles that honor it	11/18/2017 11:10 AM
256	That to me feels like the natural speed vehicles would travel safely in that area.	11/18/2017 10:17 AM
257	What is the speed limit leaving Winnipeg on the North Perimeter? 100km . I rest my case.	11/18/2017 10:01 AM
258	The side walk keeps the few pedestrians safe, and pembina is a highway at that point. Enforcement there is a money grab that does not add to safety	11/18/2017 9:59 AM
259	The houses are set off the road here and it's easy driving, no pedestrians. We travel here almost every day. It would help out commuters	11/18/2017 9:11 AM
260	There is no schools or anything which may prevent from increasing speed limit. So it is safe to do this.	11/18/2017 8:35 AM
261	It is a double lane highway. The home are far away from the road.	11/18/2017 8:23 AM
262	It seems like it makes the most sense being that it isn't an urban area and is currently confusing for some with how the signs are spaced.	11/18/2017 8:13 AM
263	I believe all roadways in this city should be reviewed and some consistency applied to the makeup of the roadway ie 4 lane vs 2 lane etc	11/18/2017 7:00 AM
264	There are no/few residences after st Norbert. The speed limit seems to stay low for an excessively long time.	11/18/2017 6:05 AM
265	There isn't a residential area there. It is very comparable to bishop grandin. Too slow. I have to set my cruise to make sure I go that speed.	11/18/2017 5:46 AM
266	Because it is a 4 lane divided highway.	11/18/2017 3:43 AM
267	Long open stretch. Two lanes each lane. 60 is too slow.	11/18/2017 1:20 AM
268	[external link provided]	11/18/2017 12:07 AM
269	Because it will make traffic flow better and safer	11/18/2017 12:05 AM
270	It makes no sense to have the speed limit drop to 60 km/h when the road is still 4 lanes.	11/17/2017 11:45 PM
271	The limit is artificially low for the area and an increase will not mean a decrease in safety for anyone.	11/17/2017 11:27 PM
272	Engineering standards and common sense. The road is twinned and capable of handling 80km/hr easily.	11/17/2017 11:05 PM
273	Speed limits should follow engineering standards and actual traffic speed measurements. They should promote safety.	11/17/2017 11:02 PM
274	Because its too low	11/17/2017 10:56 PM
275	Decided 2 lane road with no schools and no direct residential access.	11/17/2017 10:43 PM
276	There is not much on either side of the roadway.	11/17/2017 10:34 PM
277	I think the road could easily support the faster speed.	11/17/2017 8:55 PM
278	There's little development in the area, and it would be a smaller speed step down when entering the city	11/17/2017 8:50 PM
279	I support the increase in speed limit because 60km/hr is too slow for that stretch of road. A divided road of that nature should not be 60km/hr, Waverly has higher speed limit for example.	11/17/2017 8:50 PM
280	It's a highway. Should be at least 80.	11/17/2017 8:10 PM

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281	Street south of the river looks and feels like a highway, complete with wide ditches, no cross streets and little development. People drive according to surroundings (several studies have proven this, even some from the U of M here) and naturally tend to speed up after the bridge only to realize the limit is only 60. It just doesn't make good sense to have a lower speed here.	11/17/2017 7:03 PM
282	There are not many side streets on that stretch of road so there won't be many cars slowing to turn or turning onto the road to potentially cause a collision.	11/17/2017 6:24 PM
283	There's nothing down there.	11/17/2017 6:22 PM
284	This roadway is compatible to other divided roads in Winnipeg that are at even higher speed limits. (Sterling Lyon by IKEA @80) and reducing from 90 to 60 for the type of area that the road goes through is unreasonable.it seems the current limit is only a cash grab for speeding tickets not safety.	11/17/2017 6:06 PM
285	Safety	11/17/2017 6:01 PM
286	The speed has been set artificially low for decades to create traffic income in the form of fines to drivers, driving the speed the roadway was designed to accommodate considering the number of lanes and visibility.	11/17/2017 5:51 PM
287	Because 1, there are too many speed changes from the lights and it only changes by 10kms twice! (50 to 60 then again 90 to 100) it should be 50 till you leave St-Norbert, then 70kms till minerva when it should be 100kms. And 2, given that it's the highway it should have a highway speed And 3, I'm sick of seeing WINNIPEG cops outside the city waiting for people, trying to hide, trying to give tickets.	11/17/2017 4:57 PM
288	The surrounding area is not hazardous to the speed.	11/17/2017 4:51 PM
289	this is primarily a commercial and retail area with mostly truck Traffic. It needs to be a minimum of 80km/hr	11/17/2017 4:51 PM
290	It's a two lane divided highway, there's no reason for it to be 60 for as long of a stretch as it is now. The increase in population in the nearby rural towns could definitely benefit from a steadier flow of traffic as well. It should actually be higher than 70kph, Bishop is 80... and a part of waverly is 80... a two lane divided highway shouldn't be 60.	11/17/2017 4:34 PM
291	The road is built for it to be acceptable, there are no major threats that warrant a speed reduction.	11/17/2017 4:32 PM
292	The residential area is sparse. Also, many drivers ignore the speed limit and drive 70-80kmh anyway. This isn't to say we should just cater to people who choose to break the law, but it causes unsafe conditions when some people are trying to obey the limit and others are aggressively maneuvering around them. If the limit were raised, it could cut down on the disparity and allow for a smoother transition to the highway speed	11/17/2017 4:17 PM
293	There is a lack of residential and commercial properties at this location so an increase is entirely supportable.	11/17/2017 4:16 PM
294	It is not a busy area and soon leads to the highway.	11/17/2017 4:12 PM
295	Nothing there should be 80 km per he	11/17/2017 4:00 PM
296	It's a long stretch of road with a sidewalk 10 ft away from the curb. When there's not a cop posted at the trap intersection everyone is doing 70 anyway.	11/17/2017 3:53 PM
297	It's way to slow right now	11/17/2017 3:10 PM
298	Everyone goes over the 60 speed	11/17/2017 3:10 PM
299	60 is to slow.	11/17/2017 3:00 PM
300	its a highway with no traffic lights	11/17/2017 2:55 PM
301	Very rural area. The frontages are no different other highways with driveways off (HWY 59 & 15)	11/17/2017 2:52 PM
302	It's ridiculously slow. It should be 80 kph.	11/17/2017 2:45 PM
303	Long over due.	11/17/2017 1:53 PM
304	I wish it was going to 80. The traffic volumes and the type of road allow speeds much greater than 60kms/hr and for years it has been just a spot for speed traps and/or time wasted.	11/17/2017 1:47 PM

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305	This road 4 lane divided roadway, connecting a major highway. The pass and the feel of the road seem like 60 is much to low. This is not the only road way in Winnipeg that feels like it should be much faster and is enforced by WPS	11/17/2017 1:41 PM
306	It's is highway therefore should be highway speed.	11/17/2017 1:27 PM
307	Double lane highway. 70kmhr is a safe speed.	11/17/2017 1:12 PM
308	Increase throughput	11/17/2017 1:11 PM
309	I live in st. norbert and take this route a few times a week. 70km/h seems reasonable.	11/17/2017 1:11 PM
310	Because Y has a long tail and two branches	11/17/2017 1:01 PM
311	There is little to no safety risk to justify anything below 80km/h. I have never seen anything or anyone travelling that area that would justify treating this as anything less than a highway.	11/17/2017 12:57 PM
312	Because I travel this stretch of roadway everyday and I see no advantage to traveling at the slower speed of 60km/h. Raising the speed limit to 70km/h will improve the traffic flow on this stretch of roadway.	11/17/2017 12:48 PM
313	Its a divided highway and the 60km it is now is far to slow for that section and its simply a cash grab for the city to leave it at 60km. Its not safe at that speed.	11/17/2017 12:45 PM
314	60 is too low, it's not a dangerous stretch of road.	11/17/2017 12:43 PM
315	Existing limit feels way too slow. There are 2 wide lanes on each side separated by a median, should be safe enough for 70k or faster.	11/17/2017 12:42 PM
316	It is a low density area; the road is a separated highway with 2 lanes each way, making it safe to increase traffic flow; this will provide a more gradual increase to the rural highway speed limit of 90 kmph, so in general drivers will accelerate more lightly over a longer distance instead of accelerate steeply over a shorter distance, the latter of which is more dangerous and less fuel efficient.	11/17/2017 12:38 PM
317	This is a major transportation route. Other measures than traffic lights and reduced speed should be employed to ensure civilian safety in the area. Or move the highway around St. Norbert.	11/17/2017 12:36 PM
318	Currently too low, and seems to only serve as a source of revenue from all the ticket wrongly issued.	11/17/2017 12:36 PM
319	There are no obstructions to worry about (houses, businesses, etc) and when travelling on this part of the road, I find myself, at the current 60km limit, staring at my speedometer because it feels natural to start picking up highway speed after leaving the bridge.	11/17/2017 12:33 PM
320	It is a 4 lane divided highway outside of the St. Norbert commercial/residential area. This is similar to Bishop Grandin or Lagimodiere Blvd where the speed limit is 80kmk.	11/17/2017 12:23 PM
321	Because its obviously too slow and as a consequence the police have been advantaging with vigorous enforcement there for decades.	11/17/2017 12:21 PM
322	Speed limits are too low in numerous parts of the city, this area included	11/17/2017 12:16 PM
323	The speed limit is 50km through St. Norbert and once you pass through that area, there really are no businesses and very few driveways and you are already on the highway leading away from the city so the increase would make a lot of sense.	11/17/2017 12:04 PM
324	There is no reason for a major highway that connects Winnipeg to the USA to have such a low speed limit.	11/17/2017 11:55 AM
325	The new speed better matches the design and layout of the road.	11/17/2017 11:44 AM
326	because it's a divided road. It's also a highway!	11/17/2017 11:40 AM
327	The roadway and area characteristics support a natural speed greater than the current posted limit. This creates a wide disparity between drivers following the speed limit, and those driving at a speed that 'feels right', which is probably 70-80km/h. Wide speed disparities increase driver frustration, and reduce safety.	11/17/2017 11:37 AM
328	Because it is 2017....	11/17/2017 11:29 AM
329	The speed limit is way too low for that area. The number of driveways/entrances onto the highway is significantly lower than that of many other highways that have higher speed limits. (Hwy 9, Hwy 200, etc)	11/17/2017 11:26 AM

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330	Artificially lowering the speed limit increases hazardous conditions for drivers!	11/17/2017 11:23 AM
331	The speed limit is too low for the type of road. It's a divided highway with minimal residential bordering it.	11/17/2017 10:33 AM
332	The highway if engineered for even higher speed limits. The 60 Kpm limit is artificially low for such a thoroughfare.	11/17/2017 10:21 AM
333	It is artificially low and should have been raised years ago.	11/17/2017 10:18 AM
334	It's a divided highway with 2 lanes in each direction. The speed limit should be higher than 70 and absolutely no reason for it to be 60 for as long as it has been.	11/17/2017 10:17 AM
335	people are driving a higher speed limit anyway, and it would make it safer.	11/17/2017 10:13 AM
336	It's a good section of twin divided road and no reason it shouldn't be	11/17/2017 10:10 AM
337	its a divided highway and a wonderful speed trap that is over-enforced..	11/17/2017 10:07 AM
338	The speed limit is too slow and is just a cash grab for the city. It should hit 100km/ hr way sooner as well.	11/17/2017 10:00 AM
339	Because the current limit is far too low for the rural location and engineering of this road. Also tired of police exploiting this poorly signed area for revenue.	11/17/2017 9:56 AM
340	Citizens of Manitoba have had their money stolen from them long enough due to the artificially lowered speed limit in that area. It would be safer to have the limit raised.	11/17/2017 9:53 AM
341	It is a major thorough highway for transport trucks and rural citizens. The highway is four lane and divided. There is very sparse residential and no need to have artificially reduced speed limits. Engineers reports say it should be higher as per 85 percentile.	11/17/2017 9:30 AM
342	a	11/17/2017 9:28 AM
343	It's artificially low and against engineering standards.	11/17/2017 9:23 AM
344	This part of the road was clearly engineered for automobiles at speeds of 70km and more	11/17/2017 9:23 AM
345	Traffic is too slow on Pembina most drivers are only doing 40-50km/h in the already 60km/h. Hopefully this increase will help with traffic congestion.	11/17/2017 9:22 AM
346	It's painful to keep to 60km past the bridge. You're heading out on to the highway, with few residences along the way, the speed limit should be increased for sure. (Note I travel that way every day from March - July)	11/17/2017 9:20 AM
347	It's a two lane highway and there's no reason to have a speed limit of 60 for that long of a stretch	11/17/2017 9:18 AM
348	Nothing wrong with it if we can speed up the Traffic.	11/17/2017 9:17 AM
349	I don't see nothing wrong if we can speed up the Traffic.	11/17/2017 9:16 AM
350	It is an artificially low speed limit that has turned into a revenue generator for the city with excessive traffic enforcement.	11/17/2017 8:54 AM
351	The road is well built, with separator, so the speed limit is better there	11/17/2017 8:49 AM
352	Because cops make Victims of innocent people by ticketing very aggressively. There is no logical reason it should be 60. 4 lane median split is 70-80 in most case INSIDE the city. And this road is not.	11/17/2017 8:49 AM
353	60 is much to slow for that stretch of highway. It's not residential, it's a HIGHWAY	11/17/2017 8:41 AM
354	The engineering standard dictates it is set artificially low and therefore reduces safety.	11/17/2017 8:41 AM
355	The highway was built for certain specifications and it safe to increase and will allow for increased traffic flow , decreasing log jams of traffic	11/17/2017 8:35 AM
356	4 lane divided highway should notbe a 50 or 60 km zone. 85th percentile rules need to be followed for safety	11/17/2017 8:21 AM
357	I grew up in St Norbert - it should only be 50 when you get at Avenue De l'Eglise/Trappists Road intersection. It is now double lane.	11/17/2017 8:18 AM
358	Flow of traffic will be consistent and safer.	11/17/2017 8:12 AM

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359	I travel that stretch frequently. There is no residential directly adjacent to the road. With the large amount of traffic (especially semis), and the confusion over what the speed limit actually is in the area, it becomes unsafe with vehicles going various speeds.	11/17/2017 8:09 AM
360	I feel traffic engineers should set limits, not politicians and the engineering reports say it is currently to low. A proper speed limit is more safe and does not erode respect for traffic laws overall.	11/17/2017 8:03 AM
361	It should be increased even more to 80 to 90...it's a double lane highway	11/17/2017 7:59 AM
362	Safe to do so	11/17/2017 6:41 AM
363	As soon as you go over the bridge it's like an open highway.	11/17/2017 5:21 AM
364	The current speed limit is ridiculously slow. As the area in question is sparsely populated the proposed increase is reasonable and prudent.	11/17/2017 5:14 AM
365	Because it is a divided highway!!!!!!	11/17/2017 2:12 AM
366	60 IMS is too slow for that area	11/17/2017 12:35 AM
367	There are not many houses on the road, and the houses are from the road so I find it unnecessary that it 60km for a double lane road	11/16/2017 11:37 PM
368	Is currently too slow.	11/16/2017 9:25 PM
369	Limited residential impact, provides for better traffic flow to next speed increase	11/16/2017 9:13 PM
370	Increase traffic throughput // no additional risk.	11/16/2017 8:40 PM
371	To slow when nothing really around there but trees and a few homes.	11/16/2017 8:35 PM
372	Completely straight road with very little built up right next to it. No reason to have a speed limit as low as 60 km/h.	11/16/2017 8:30 PM
373	The road is designed to safety standards that would support such a sport.	11/16/2017 8:08 PM
374	It makes sense	11/16/2017 7:58 PM
375	Most traffic is already doing 70 through that area already. I do know that this is speeding but the traffic flow does fit with that speed. It is outside the city and leaving the city much like the strip between the perimeter and headingley is 70km/h already. I feel that it should match that area also. I have heard that the speed increase will increase accidents but considering most vehicles do this speed already i cant see there being a increase. Also the study has been done already and shows that it should be increased.	11/16/2017 7:46 PM
376	the 60KMH limit makes no sense given what is beside the road.	11/16/2017 7:41 PM
377	The limit is ridiculously low for the conditions. A reasonable person would naturally drive faster and do so safely. This coupled with the purposely deficient signage, has made this an overtime cash cow for WPS Traffic officers for far too long. It's foolishness like this that contributes to the erosion of the collective respect that the public has for both police and civic government.	11/16/2017 7:23 PM
378	I'm sure the average speed there already exceeds this recommendation. That would be an interesting data point to collect.	11/16/2017 7:20 PM
379	That section of road is already divided and is largely non-residential... raising the speed limit would make it consistent with many similar stretches of road within the City.... most drivers are already driving above that 60km posted speed limit and given the limited number of access points it should be increased to 70 km, just like the stretch of Highway #1 from the West Perimeter through Headingly.	11/16/2017 7:09 PM
380	Do we really have to ask this question? This is a highway! Homes on the side are very deep set. No major structures in proximity. Those living close by don't realize that faster flowing traffic will make the area quieter instead of having vehicles plodding along.	11/16/2017 6:54 PM
381	The hwy is double lane, low population, no school zones and the increase would be of no threat to the public.	11/16/2017 6:51 PM
382	Pedestrian walkways are further from roadway than in the area north zoned at 50 and 60km/hr. No traffic control devices after rue des Trappistes. Minimal traffic turning onto Pembina after rue des Trappistes.	11/16/2017 6:50 PM

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383	It is the major route from the south into the city and perimeter system. It is very frustrating and one must constantly look at the speedometer to maintain 50km to reach the perimeter after being able to travel at 110km for a long period of time. It's 60km a little further north on Pembina and it's 2 lanes in this area. If you want to live in a 50km area you should move off of a major traffic route.	11/16/2017 6:44 PM
384	It is not technically a residential area	11/16/2017 6:31 PM
385	There's hardly anything (houses, businesses) along that stretch of highway. There are areas inside the city (eg Route 90 north of Portage) where there are many more businesses, intersections, etc., and speed limit is 70 or 80 kmh. Traffic would flow much better. Less driver frustration. The current speed limit seems arbitrary compared with other areas of the city. We need more consistency in speed limits.	11/16/2017 6:31 PM
386	four lanes divided highway.	11/16/2017 6:28 PM
387	4 lane divided highway, should be 70km/hr or even more.	11/16/2017 6:28 PM
388	60km for a divided highway is inconsistent with other streets in Winnipeg. Kenaston for example is 80km even through busy retail areas. The highway south of the Lasalle River is rural. The speed limit should be at least 80 km.	11/16/2017 6:28 PM
389	there is very few houses and in a very short distance it is at 70	11/16/2017 6:27 PM
390	Because there is not a large amount of pedestrians in that zone	11/16/2017 6:16 PM
391	I support the increase in the speed limit because this stretch of roadway feels no different from 80 km/h zones such as Lagimodiere Blvd. Relying on signage alone to reduce speeds on a roadway designed for higher speeds is poor traffic engineering. Raising the speed limit will better conform to drivers' expectations and will (hopefully) increase compliance with the new speed limit.	11/16/2017 4:12 PM
392	Saves travel time	11/16/2017 3:05 PM
393	60kph in a spot where there is no trees or pedestrians is absurd.	11/16/2017 2:58 PM
394	I live in this area and south of the bridge I never see pedestrians, there are only a few residences, which all have driveways with unobstructed views of the roadway making entry and exit safe. The road is divided, straight, and wide open, with no visual obstructions or anything that would present a reason to travel slower. In short this is a road and space clearly designed for faster than 60 kph. I fully support this.	11/16/2017 1:54 PM
395	Little or no pedestrian traffic	11/16/2017 1:42 PM
396	There are no reasons to slow to 60. Other streets within city are faster	11/16/2017 1:20 PM
397	When coming into St Norbert it makes for a smoother and safer transition going from 90kmh to 70kmh. I travel this road slot and have seed many people break hard when entering the 60 zone. When leaving St Norbert the slower limit lasts too long in a non residential area. I live in St Norbert and strongly support this. There is not safety concerns if this is done. There are safety concerns as is though.	11/16/2017 1:13 PM
398	The risk for dangers at a 10km/hr increase are almost non-existent.	11/16/2017 12:39 PM
399	Commute through there everyday. See some local traffic from side driveways but not enough to be that slow but then I am use to entering onto 75 from a grid road where the traffic is already doing 100km/hr.	11/16/2017 12:16 PM
400	The roadway supports it	11/16/2017 12:07 PM
401	I live in St. Adolphe, MB, grew up in St. Norbert, and travel this route frequently. Simply put, after leaving the La Salle River Bridge travelling south, although still within City limits, it feels as though this stretch of Pembina Hwy and the surrounding area changes from urban to rural as soon as you are past the bridge. I feel as though many drivers increase their speed regardless after the bridge. It also currently makes it a frequent, and I would assume successful, City of Winnipeg Police speed trap just as you leave the bridge or entering the City.	11/16/2017 11:52 AM
402	Comparing it to other highways/ roads in the city , I never understood why the speed limit is so low. Even with a few houses on either side , they are far enough back it shouldn't be a safety concern.	11/16/2017 11:46 AM
403	It is double lane; no businesses; only a couple of houses on each lane direction (north/south); speed is 80 on St Mary's south of perimeter with multiple businesses, homes and only single lane; many roads inside city are 80; can still reduce speed just at or before bridge	11/16/2017 11:17 AM

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404	60 to 90 and then to 100 is too sharp of an increase in speed limit. After the bridge, the speed limit should be increased as there is no reason it should be 60 km/h.	11/16/2017 10:50 AM
405	Many drivers already travel beyond 60 km/h in this zone because it's outside of the city and a heavy truck route as drivers travel south on Highway 75. When you're coming north, having to reduce your speed from 100 to 90 to 60 in a stretch of 1 km is very drastic. The highway is wide enough and there aren't many homes close enough to the roadway to not justify the speed increase. It should actually be 80 km/h.	11/16/2017 10:48 AM

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Q5 Do you have anything else you would like to add?

Answered: 204 Skipped: 413

#	RESPONSES	DATE
1	When wil there be a review of Grant Avenue speed limits ?	12/7/2017 9:13 PM
2	I review the CoW public engagement emails regularly and complete the surveys regularly, and this is the first time I am hearing of this project/study. I think a lot of people would support this but I think there hasn't been enough public awareness of this consultation process. I do enjoy the public engagement emails though, they help me keep up to date with what is going on at City Hall. Keep up the great work.	12/7/2017 3:19 PM
3	The speed limit should be increased to 80 kph.	12/7/2017 1:29 PM
4	no	12/7/2017 11:09 AM
5	All of Pembina should be 60km/h. You have done a good study. I agree with the study. In the meeting people complain about semis but it's cars and drivers of every age who speed on Pembina.	12/7/2017 11:07 AM
6	I think it should be increased to 90.	12/7/2017 11:05 AM
7	It should have been raised to 70km or 75km or even 80km a decage ago.	12/7/2017 10:37 AM
8	I think it is important that people drive base don the space/location. That highway south of St. Norbert is OPEN space, straight stretch, with unobstructed visibility.	12/7/2017 10:33 AM
9	WPS aggressive enforcement in the area has not changed 85th percentile. Buzz strips needed to wake drivers before speed change.	12/7/2017 10:26 AM
10	Too many tourist visitors are being ticketed at 70-73km. Not very good impression for City of Winnipeg. I lived on Turnbull for 40 years and have not witnessed an accident there.	12/7/2017 10:19 AM
11	similar roadways in Winnipeg have 80km/h! such as McGillivray and Fermor. Speed zones should not be established for activities of a short duration such as school arrival/departure times. Prudent motorists drive at the speed they feel comfortable with and adjust travel speeds for activities, pedestrians, and existing traffic.	12/7/2017 10:16 AM
12	I would be in favor of raising Pembina Highway between perimeter and St. Norbert bridge to 60 Klms so that the speed be uniform from Confusion corner all the way to Highway 75. There are homes and businesses all along Pembina. One area should not be able to demand reduced speeds for a small portion of the road. Keep it at 60 until St Norbert bridge, 70 from there to Highway 75.	12/6/2017 11:37 AM
13	I've never understood why that lonely section of road had a 60 km speed limit when there are more populated areas of Winnipeg with roads that are 70 or 80 km.	12/4/2017 5:45 PM
14	no	12/4/2017 5:28 PM
15	No	12/4/2017 1:14 AM
16	I think it should be 80-90KPH max through this area	12/3/2017 10:03 PM
17	No	12/3/2017 1:13 AM
18	Get it done	12/2/2017 12:51 PM
19	It should be 80KPH	12/2/2017 10:18 AM
20	I would like to see this stretch increased to 80kms.	12/2/2017 8:24 AM
21	From the data, a posted limit of 80 would be better and safer than 70.	12/2/2017 8:11 AM
22	It shou;ld be 90kmh not 70.	12/1/2017 9:46 PM
23	Should be at least 80 km, there is nothing around!!	12/1/2017 9:25 PM
24	No	12/1/2017 9:02 PM

Pembina Highway Speed Limit Review Survey

25	I would like to see the 70 zone increase to 100km/hr. That zone is out of the residential and commercial area.	12/1/2017 8:58 PM
26	Nope.	12/1/2017 7:34 PM
27	No.	12/1/2017 7:23 PM
28	No	12/1/2017 6:09 PM
29	If the speed limit stays the same, you should at least include on our beautiful welcome to Winnipeg sign, the address where visitors should pay their speeding tickets	12/1/2017 4:39 PM
30	I would support increasing the speed limit to 80 km per hour on that stretch of Pembina Hwy. This limit would be more appropriate.	12/1/2017 3:30 PM
31	80km/h or higher is more reasonable speed limit at that part of the Highway.	12/1/2017 2:59 PM
32	You've taken enough money from motorists on this stretch. Time to move on	12/1/2017 2:57 PM
33	Make it 80km. The roads and divide highway make it very safe to allow for same.	12/1/2017 2:28 PM
34	This change is long overdue.	12/1/2017 2:17 PM
35	Why are the choices just 60 or 70? How about 90, that would be my natural safe speed.	12/1/2017 2:07 PM
36	City should follow engineering rules when they pick speed limits and not people's opinions.	12/1/2017 12:58 PM
37	I'm Ricky Bobby	12/1/2017 12:54 PM
38	I think 70 is even too slow.	12/1/2017 12:50 PM
39	I would be ok if it went higher than 80	12/1/2017 12:12 PM
40	Speed could easily be increased to 80 kph	12/1/2017 12:09 PM
41	no	12/1/2017 11:51 AM
42	Increase to 80km/h	12/1/2017 11:47 AM
43	People are concerned about pedestrians getting hit, I have lived in St. Norbert for 20 years and have yet to see people crossing the highway south of the LaSalle river bridge.	12/1/2017 11:17 AM
44	I think the limit should be raised to 80 km/h.	12/1/2017 10:20 AM
45	Please increase speed limit thank you.	12/1/2017 9:48 AM
46	It's too bad that the road cross section (i.e., curbs on either side) won't support a higher speed limit such as 80 km/h,	12/1/2017 9:46 AM
47	No	12/1/2017 9:40 AM
48	Should be 80 kms	12/1/2017 8:47 AM
49	Thank you for considering an increase in the speed limit. I do feel 80KMH would be a better limit, since the 85th percentile speed for this road is 80. Enforcement should not be targeting those who drive at speeds below the 85th percentile.	12/1/2017 8:41 AM
50	Increase to 80 km/h	12/1/2017 8:18 AM
51	I can not see this adding to accidents between pedestrians and vehicles, the limit would be back down by the time you got over the bridge coming into St.Norbert. This entire city needs to catch up with times. More speed limits around the city need to be studied such as Grant, Corydon and Route 90's 50km/h zones. They all need to be increased to 60km/h. Also another nice thing would be since we can't afford to build more infrastructure, and traffic is getting worse everyday, can the city not look at allowing no Parking on all major routes 24-7 or at least 6am till 9pm, this would allow for better traffic flow, especially for buses that would not have to dodge in and out of traffic. People needing to access commercial businesses located on Major can park on a side street and walk, the major roadways should not be considered a parking lot for their customers. Thanks you.	12/1/2017 8:13 AM
52	I think it would be even better to raise the speed limit to 80kph	12/1/2017 7:42 AM
53	Change it to 80km	12/1/2017 7:00 AM
54	No	12/1/2017 6:38 AM
55	route 90 is 70 & 80 kph more driveways & semi's	12/1/2017 6:22 AM

Pembina Highway Speed Limit Review Survey

56	80km/h would even be better than 70km/h.	12/1/2017 4:51 AM
57	The speed should actually be raised to 80KMS per/hour so that people will be less likely to speed over that anyways. It would be safe to raise the speed in this section to 80KMS per/hour before it reaches the 100KMS per/hr point so that traffic transitions much more smoothly to the higher speed..	12/1/2017 3:51 AM
58	I think it should be increased to 100 kms/hour much sooner than the current situation. Drive along any other rural stretch of highway and the speed limit is 100 kms/hour and there are far more side roads per road so why should this area be so slow? the comment that there are too many or the wrong grade of curves along this stretch seems absolutely absurd! I drive this stretch frequently and have never understood the protective speed limit granted to this area. It seems like such a speed trap!	11/30/2017 11:48 PM
59	The speed should definitely go up to 80 km per hour.	11/30/2017 11:39 PM
60	No	11/30/2017 7:43 PM
61	No	11/30/2017 7:06 PM
62	Just do it.	11/30/2017 6:40 PM
63	No	11/30/2017 11:56 AM
64	I actually believe it should be an 80km/hr zone	11/30/2017 10:55 AM
65	this is long overdue and I hope the province approves the speed limit change	11/29/2017 10:11 PM
66	Great idea Winnipeg and thank you for allowing our input.	11/29/2017 8:46 PM
67	It should be closer to standard rural speed (ie. 90km/hr), up 70km/hr is progress.	11/29/2017 8:35 PM
68	St Mary rd south of the perimeter is 80km. It is a two lane Hwy with multiple businesses and residential houses, compared to 75 Hwy, which is a four lane Hwy with a few businesses and some residential houses. I feel, that the speed limit should be 80km, not 60km or 70km on Hwy 75!!	11/29/2017 7:59 PM
69	I think 80km/hr is too fast for this street, so 70km/hr is a good compromise. The addition of dedicated bike lanes is fantastic, and would provide support for a higher speed limit. Note however that a higher speed limit but with uncoordinated traffic lights would in fact make things worse.	11/28/2017 11:56 PM
70	No	11/28/2017 10:41 PM
71	99,9% of people avoid a crash there are bad cyclist and bad drivers. Note I am a 50 km a day cyclist.	11/28/2017 10:23 PM
72	LaSalle - Turnbull may require cyclist/pedestrian protection consideration. Stronger enforcement (Red light camera?) North of LaSalle River. South of Turnbull should be 100 km/h	11/28/2017 6:56 PM
73	No	11/28/2017 5:41 PM
74	70km would mske me a legal driver agsin.	11/28/2017 3:21 PM
75	The increased speed will endanger the lives of cyclist in an already unsafe route.	11/28/2017 9:19 AM
76	If that section of road can't be changed to 70 km per hour than you should how you justify Waverley at 70 km and 80 km sections	11/28/2017 6:07 AM
77	Better signage along with flashing sign indicating you are going above the speed limit when entering Winnipeg. Also traffic lights when vehicles are trying to cross over and head southbound onto Turnbull Drive.	11/27/2017 10:48 PM
78	Coming into the city speeds should decrease so that traffic, especially trucks, semis, etc slow down to an appropriate speed. Must enforce 50 speed limit through St Norbert. Trucks and semis are particularly bad for using St Norbert as an acceleration zone. This must stop	11/27/2017 10:15 PM
79	No	11/27/2017 8:44 PM
80	I support increasing the speed limit leaving st Norbert but I would like to see it to stay as it is entering st Norbert.	11/27/2017 8:29 PM
81	I use this road on an occasional basis and am generally an active-transportation advocate. Raising speed limits is sometimes the RIGHT answer! Crowd-sourcing the question is probably not, however...	11/27/2017 2:20 PM

Pembina Highway Speed Limit Review Survey

82	Please raise more speed limits.	11/27/2017 10:48 AM
83	For the safety of the citizens living the area, a sidewalk should also be constructed.	11/27/2017 12:51 AM
84	I fully support raising the speed limit south of the La Salle River bridge and would in fact welcome a higher limit like 80 or 90.	11/26/2017 10:31 PM
85	Travelling east or north from the city, speed limits are at least 80 km an hour. Even travelling west through Headingley, speed limit is 70 km an hour but that is somewhat reasonable considering the businesses on that stretch of road. South of Saint Norbert should be no less than 80 km an hour to be on par with other roads departing the city.	11/25/2017 9:07 AM
86	Highway 210 should be lowered going through St Adolphe and a school zone should be added at the school crossing.	11/25/2017 12:53 AM
87	Even if the speed limit doesn't change, I'm still happy to see that people are looking into ways to improve transportation and not simply sticking with the status quo.	11/24/2017 12:15 PM
88	Now...I would like to ask if we could look at the speed limit of the Hwy 210 going through St.Adolphe. I truly believe that it's an accident waiting to happen. My biggest concern is many little kids have to cross this Hwy from the new development and many homes back onto this Hwy. Big semi's are cruising through our town all of the time and little kids are on there bikes trying to get across, scary to watch! The speed was once 50km and I believe it should be that again. Please, please consider what I am asking. Thank you for your time.	11/24/2017 5:33 AM
89	I think the new limit should be at least 80k	11/23/2017 10:37 PM
90	Review the traffic light strategy, more lights should be flashing yellow during non peak times. Let's improve the traffic flow throughout the city.	11/23/2017 6:07 PM
91	Make pedestrian crossings more visible to drivers	11/23/2017 2:38 PM
92	I believe it should be increased to 80 rather than 70	11/23/2017 1:40 PM
93	No	11/23/2017 10:28 AM
94	Nothing further. Regards	11/23/2017 10:28 AM
95	Consider bumping it even higher	11/22/2017 11:31 PM
96	Make sure there are CLEAR signs posted letting people know the speed limit through St Norbert is still 50km	11/21/2017 2:55 PM
97	WPS are just keeping it for a money grab. Technically it is also the only main highway that hasn't had the increase to 110kmh so i would rather see this stretch @ 80.	11/21/2017 11:05 AM
98	I think it should be raised to min 80km	11/20/2017 11:38 PM
99	It SHOULD be more than 70 even. 80 would be good. The city should listen to the engineers. Set speeds higher for the good of motorists and the environment and not to make money on speeding tickets. Proper signage should also be put there and elsewhere around the city b	11/20/2017 6:14 PM
100	Keep police away from speed traps. It is unethical and creates animosity towards police and government.	11/20/2017 10:57 AM
101	Next you can look at Provencher and other routes where traffic flows much more naturally at 60	11/20/2017 8:54 AM
102	Make it 80	11/20/2017 6:45 AM
103	No	11/19/2017 8:32 PM
104	Should be 80km. It is a highway and not residential street. Should be like lagimodiere blvd. You have more pedestrian contact there than Pembina Hwy stretch.	11/19/2017 7:43 PM
105	It should be put up to at least 80km/h. And you should review other road speeds to lift then as well	11/19/2017 5:55 PM
106	A higher speed limit won't make the section unsafe	11/19/2017 3:09 PM
107	Please raise to 70	11/19/2017 1:10 PM
108	Let qualified engineers set the speed limits not politics or political representatives. Eliminate photo radar.	11/19/2017 1:05 PM
109	Stop stealing money from the people and get with the rest of other big cities in Canada and the world. Safety number one not money in your pockets from hard working Winnipeggers!	11/19/2017 11:21 AM

Pembina Highway Speed Limit Review Survey

110	Many many places need increased limits.	11/19/2017 9:06 AM
111	The November 30 meeting is nothing more than a blatant attempt to subvert the normal process for correcting the 60 kph mistake made years ago. Once again a silly group of citizens pushes a politician to support bad engineering decisions, and to ignore good engineering (to increase the limit.)	11/19/2017 8:30 AM
112	No	11/19/2017 7:13 AM
113	Speed limits should not be decided politically they are better left to traffic engineers who understand road safety designs.	11/19/2017 7:06 AM
114	The recommend speed limit of 90 should seriously be considered for this stretch.	11/19/2017 5:29 AM
115	Raise it to 70 all the way to bishop grandin	11/18/2017 10:25 PM
116	WPS & MPI have been cashing in on this stretch of misengineered roadway & many others. This needs to stop, raising the speed limit on this stretch is a step in the right direction.	11/18/2017 8:30 PM
117	Yes, Stop using WPS as tax collectors and do something about the ongoing real crime happening in the city .	11/18/2017 1:21 PM
118	It should be higher than 70	11/18/2017 11:29 AM
119	The speed there should be set HIGHER EVEN; to 80 kph at LEAST. We all paid TAXPAYERS dollars to construct that highway and it is well-constructed and the speed has been ARTIFICIALLY reduced for NO GOOD REASON at all!	11/18/2017 11:23 AM
120	Yes, road 210 should be at 60 (not 70) from road 200 to the dike in town (its a small stretch along of the new development-lots of our kids cross there daily)	11/18/2017 11:10 AM
121	No.	11/18/2017 10:17 AM
122	Lets have more RoundABOUTS and Bicycle curbs on Pembina south so we are down to 1 lane! AGAIN look at north Main Street. No flow problems. 4 lanes. No bicycle lanes. NO PROBLEMS. This is not rocket science!	11/18/2017 10:01 AM
123	You should consider increasing the limit to 80- 70 is an unusual speed limit	11/18/2017 9:59 AM
124	I think it's a cash grab for police right now at 60. And I believe it could be 80. It can't be less safe than Bishop Grandin.	11/18/2017 9:11 AM
125	I think speed limit can be increased to 80 kmh	11/18/2017 8:35 AM
126	Yes this is not the process we should be using to make decisions. We elect a city council to govern our municipality not lobby groups or handfuls of people, or attending meetings where all kinds of emotional ideas are heard. We have city planners and an democratic election process that worked for decades but now it seems to have gone out the window	11/18/2017 7:00 AM
127	Police sit there a few times a week. It's a cash grab spot. I understand a speed limit is a law. However it's so slow there. Right off the highway. If it was a high pedestrian area i would be for leaving it at 60. But it in not.	11/18/2017 5:46 AM
128	50 km through st.norbert is ridiculous and should be increased to 60km like the rest of Pembina hwy.	11/18/2017 3:43 AM
129	Roads that are more enclosed are 80km/h	11/18/2017 1:20 AM
130	The traffic department of the WPS is seen as a group of tax collectors, not going after criminals but rather for the low-hanging fruit of poorly addressed situations like Pembina Hwy.	11/18/2017 12:07 AM
131	This is only one of a number of winnipeg streets that need speed limit increase	11/18/2017 12:05 AM
132	No.	11/17/2017 11:45 PM
133	It should be 90, not 70.	11/17/2017 10:56 PM
134	I think this should be 80 km/hr.	11/17/2017 10:43 PM
135	I'd prefer 80km/h to split the difference between the existing 60km/h and 100km/h zones.	11/17/2017 8:50 PM
136	The speed limit should never have been dropped to 60km/hr in the first place. Call it what you want but it became a revenue generating cash grab by the way of increased police speed traps by arbitrarily lowering it.	11/17/2017 8:50 PM

Pembina Highway Speed Limit Review Survey

137	I fully support and wish to see the increase to 70 kmh.	11/17/2017 7:03 PM
138	I would suggest it is increase to 80kph that allows a similar speed to similar road types (sterling Lyon).	11/17/2017 6:06 PM
139	Would like to know what speed the road was engineered for	11/17/2017 6:01 PM
140	Get someone in streets and transportation who will make our roadways adhere to accepted engineering standards instead of creating speed traps and red light traps. Oh yeah, fix Bishop Grandin and River Rd so the amber light is lengthened to accommodate the higher speed limits.	11/17/2017 5:51 PM
141	Get rid of coast cars. What's the point? These should be used for undercover work ONLY. NOT to prey on unsuspecting citizens who aren't a danger to anyone just to collect revenue. Police are to keep the peace, keel us safe and help us in a state of emergency, but it's hard to find help when all our police officers are hiding trying to catch innocent people as soon as they slip up.	11/17/2017 4:57 PM
142	There are many areas of the city that warrant a speed increase, and those that warrant a speed reduction. I support both when they are reasonable.	11/17/2017 4:32 PM
143	The only concern I can see would be that there's no sidewalk and little shoulder room on the South-bound side of the road to accommodate pedestrians or bicycles so increasing the limit could put those people in more danger.	11/17/2017 4:17 PM
144	Should go to 80 km per hr	11/17/2017 4:00 PM
145	It should be set to at least 80 km/h before it jumps to 90-100.	11/17/2017 3:53 PM
146	Increase should be to at least 80 if not higher	11/17/2017 3:10 PM
147	60 seems slow for this area	11/17/2017 3:10 PM
148	70 is also slow	11/17/2017 3:00 PM
149	it should be 80 like other major routes in the city	11/17/2017 2:55 PM
150	Should be 80 or 90 in my opinion	11/17/2017 2:52 PM
151	Up it to 80 kms/hr.	11/17/2017 1:47 PM
152	Stop wasting time and money on useless consultants studies and surveys. Everyone in Winnipeg knows the limit has been far too open for 49 years.	11/17/2017 1:27 PM
153	N/A	11/17/2017 1:12 PM
154	Reduce max speed on residential streets to 40 kph and increase school limit to 40 kph	11/17/2017 1:11 PM
155	The city need to focus more on the science instead of emotional claims as to why speed limits should be lower. Increase the speed limits and stop relying on photo enforcement to catch the people who drive dangerously everywhere the cameras aren't.	11/17/2017 12:57 PM
156	Yes. Please raise the speed limit to 70km/hr.	11/17/2017 12:48 PM
157	There are many other areas that should be reviewed too.	11/17/2017 12:43 PM
158	hurry up	11/17/2017 12:42 PM
159	More interchanges, less traffic lights on perimeter and roads around Winnipeg (leading to/from Winnipeg). Headingley and Highway 59 North should not have speed reductions for communities that chose to build up next to a highway.	11/17/2017 12:36 PM
160	Reinstall all the speed limit signs that have been removed, and make the speed limit clear on all roadways. A perfect example would be the Slaw Rebchuk bridge where there are no speed limit signs whatsoever. Being a 4 lane roadway divided by a barrier, one would think the limit would be sixty KPH, but since there are no signs, I assume the limit to be fifty KPH.	11/17/2017 12:36 PM
161	Make the speed limit proper and end this abuse of the motoring public.	11/17/2017 12:21 PM
162	Frankly, 70km/h is even low for this stretch.	11/17/2017 11:55 AM
163	why wasn't this done sooner? Why not 80?	11/17/2017 11:40 AM
164	As a cyclist I would like to see the narrow paved shoulder improved along with the speed limit change.	11/17/2017 11:37 AM
165	Instead of increasing the speed limit to 70, the speed limit should be changed to 80.	11/17/2017 11:26 AM

Pembina Highway Speed Limit Review Survey

166	Increase the speed limit and improve the flow of traffic in other problem areas!!!	11/17/2017 11:23 AM
167	I would like to see better standards for construction zone signing and the end of photo radar. Photo radar has nothing to do with safety and in fact I believe leads to higher collision rates. Variable yellow light timing would be a good idea.	11/17/2017 10:21 AM
168	Please look into other artificially low speed limit like Provencher, Grant, Hespler etc..	11/17/2017 10:18 AM
169	Need to consider a higher speed limit. 80 km/h would be a more appropriate speed limit.	11/17/2017 10:17 AM
170	With a higher speed limit, more police will be available to set up speed traps in more dangerous areas, or even go back to what they were doing years ago "To Serve and Protect" the people in the community.	11/17/2017 10:13 AM
171	The 90 km zone should be removed and be 100 km/hr way before that.	11/17/2017 10:00 AM
172	It should probably be raised to 80 rather than 70, like most highway entries to small towns in this province.	11/17/2017 9:53 AM
173	This seems to be aggressively, and intentionally targeted by WPS for speed enforcement. Will free up WPS manpower towards more serious and violent crimes.	11/17/2017 9:30 AM
174	a	11/17/2017 9:28 AM
175	Pembina becomes a 50km/h zone at one point. It should be 60-70km/h the whole way.	11/17/2017 9:22 AM
176	Maybe more patrol is necessary	11/17/2017 9:18 AM
177	Other areas of the city need to be addressed also. Panet Rd at King's School is just one that is being targeted by an overly aggressive photo radar operator. He has been known to leave his location and actively pursue citizens that have honked at him in acknowledgment.	11/17/2017 8:54 AM
178	Nop	11/17/2017 8:49 AM
179	Reign in your cops. Sell their helicopter and armoured anti mine all terrain terror-mobile. Stop letting them turn into an occupying domestic terrorist organization.	11/17/2017 8:49 AM
180	I drive this route daily, the increase is much needed and long over due.	11/17/2017 8:41 AM
181	Please continue to review all artificially low speed limits through Winnipeg.	11/17/2017 8:41 AM
182	Traffic safety and flow are enhanced with properly engineered speed limits.	11/17/2017 8:03 AM
183	There shouldnot be a study for a 10km increase.	11/17/2017 7:59 AM
184	I am disappointed that the review does not include the area of St. Norbert where the current speed limit is 50 km/hr. This speed limit cannot be justified when comparing the conditions to those that exist in various sections of Pembina Highway between Osborne and the section of 50 km/hr speed limit in St. Norbert as well as the major streets where conditions are comparable and where 60 km/hr speed limits are in effect.	11/17/2017 5:14 AM
185	No	11/17/2017 12:35 AM
186	No.	11/16/2017 9:25 PM
187	It should be 80 in my opinion.	11/16/2017 8:35 PM
188	This needs to happen!!	11/16/2017 8:08 PM
189	Nothing	11/16/2017 7:46 PM
190	Glad to see the city making use of online surveys. Lets talk about the 30KMH limit in school zones for a minute. Is there any data on the number of vehicle pedestrian accidents in these zones (and in the times applicable) in the years previous to the implementation? Any data for the same thing in the time AFTER implementation? I think we would have got more benefit to reducing the speed limit on ALL residential streets to 40KMH all the time.	11/16/2017 7:41 PM
191	It's about time this was done.	11/16/2017 7:23 PM
192	I can't wait for self driving cars to make human drivers obsolete. The world will truly be a better place. Let's get a single lane of the entire traffic system dedicated to those vehicles as soon as possible and get humans out of the drivers seat.	11/16/2017 7:20 PM

Pembina Highway Speed Limit Review Survey

193	There are numerous traffic issues that the City will be having to deal with in upcoming years... the congestion in this City on many roads (eg. Kenaston, Pembina, Portage, etc) regardless of the time of day is becoming increasingly problematic.... there is definitely a need to begin implementing solutions (ie: freeways, expanded lanes, etc) instead of just talking or deferring the matter to a committee to "study the issue"... we need a more progressive and proactive approach....	11/16/2017 7:09 PM
194	Just don't go and add another flipping light! By passing these towns so that traffic continues to flow is the way to go.	11/16/2017 6:54 PM
195	Based on the quality and condition of the Hwy, the speed limit should be increased to 80 km/hr.	11/16/2017 6:51 PM
196	No	11/16/2017 6:50 PM
197	No	11/16/2017 6:31 PM
198	Increase the speed to 80Km	11/16/2017 6:28 PM
199	no	11/16/2017 6:27 PM
200	This is a main highway coming from the USA, it is not very welcoming, by having such low speed in a lesser residential area like this area has. It feels senseless	11/16/2017 6:16 PM
201	No	11/16/2017 1:20 PM
202	No other comments.	11/16/2017 11:52 AM
203	No	11/16/2017 11:46 AM
204	N/A	11/16/2017 10:48 AM

Pembina Highway Speed Limit Review Survey

Q6 Why don't you support the increase in speed limit?

Answered: 107 Skipped: 510

#	RESPONSES	DATE
1	IT is very dangerous for cyclists	12/7/2017 1:45 PM
2	I am unsupportive of the speed limit change as there are 4 accesses immediately south of the La Salle River bridge where residents have to slow down to access their driveways. The increase in the speed limit (to 70km/h from 76 metres just south of the La Salle river bridge) would create a larger differential in speed (and increase the possibility of conflicts) between other road users heading southbound past the intersection of Pembina Highway & rue des Trappistes and accelerating out of the 50km/h zone. As there are no shoulders (just barrier curbs), residents cannot get out of the traffic stream and must slow down (in the winter almost a complete stop) in the travel lane to gain access to their driveways. Transit buses, school buses, garbage trucks, recycling trucks all have to stop in the travel lane to carry out their business for the residents along this section of Pembina Highway. Also, as there is no residential water system in the area, water delivery trucks have to gain access to the residences. For some (due to space limitations/constraints), the delivery trucks have to either stop on Pembina Highway and back into the driveways to deliver water or have to drive into the driveway and back out onto the highway which also increases the risk of conflicts. Another potential for conflict in this area (and in which the severity of crashes would increase dramatically if the speed was raised) is the median opening located approximately 210 metres south of the La Salle Rive Bridge. This median opening is one of the busiest along this section of highway (especially during the days when the Farmers Market is open) as it is the first opportunity to make a U-turn to return back into St. Norbert. As there is no left turn bay, drivers have to slow down in the passing lane to execute this manoeuvre. As there is a lot of vehicular activity (AADT >1200veh/day with a large percentage of commercial trucks) on this section of highway it would be prudent to maintain the existing speed limit in this area. As indicated at the public information session, there is currently a low collision rate along this section of highway. This is more than likely reflective of the proper speed limit that it is currently set as. Why would the City of Winnipeg want to risk changing (by increasing the speed limit) this collision rate/record. (i.e. Don't change something that is working, especially when it comes to safety).	12/7/2017 12:41 PM
3	This route is heavily travelled by bicyclists riding between Cloutier Drive and Red River Drive/Turnbull. There is no shoulder or cycle-path suitable for cycling; the gutter is poorly maintained and poorly cleaned, so it is difficult/impossible to: 1) avoid causing inconvenience to vehicles, and 2) avoid danger from vehicles. Further, south-bound bicyclists must cross four lanes of Hwy 75 traffic to make the left turn onto Red River/Turnbull. A higher speed limit will exacerbate a situation that is already difficult and dangerous.	12/7/2017 12:32 PM
4	prior to the left-hand turn onto Turnbull Drive, that area feels more residential then Highway in nature with many cyclists using that portion of road to access Turnbull Drive, crossing both lanes from right to left in the process. The road condition in that area is poor, making that transition difficult. Increased vehicle speeds in that area will only make this more dangerous.	12/7/2017 12:04 PM
5	The decision to increase the speed limit to 70 km/hr will have negative effect on people cycling south of the Bridge, and on the neighbourhoods immediately north of the bridge as speeds are unlikely to decrease before arrival at these neighbourhoods. Connections south of the bridge include the St. Norbert Heritage Park, and Turnbull Drive, which links people to Duff Roblin Provincial Park and the Floodway AT Trail.	12/7/2017 11:43 AM
6	I and many others ride bicycles on Pembina Highway south to Turnbull/Red River Drive. There is a strip of pavement next to the curb in both directions. The condition of the pavement is not good: cracks, holes and maintenance is often poor: debris,; gravel. making riding on that strip hazardous. High speed vehicles including heavy trucks make riding even more hazardous. A cyclist traveling south cyclist must cross two lanes of traffic to make a left turn onto Turnbull/Red River Drive, then cross 2 lanes of northbound traffic. Higher vehicle speeds would make that more hazardous than it is now. The multi-use path on the east side of the road is not a reasonable option for cyclists who travel at higher speeds because: potential conflicts with pedestrians; poor surface drainage on the path; access and egress to the path to roadway not well designed or developed.	12/7/2017 11:35 AM

Pembina Highway Speed Limit Review Survey

7	Do not support changes that (a) encourage an auto-dependent lifestyle and (b) increase emissions.	12/7/2017 10:58 AM
8	As a nearby resident, I cross that highway every day and increasing the speed limit only makes it dangerous.	12/7/2017 10:35 AM
9	The limit of 70 will be too low. A review of the whole section up to the 110 km limit should be done. Too slow resembles a "speed trap". There is no practical reason to be afraid to increase the limit to 80 (south bound) then 100 before 110 limit on the highway.	12/7/2017 10:34 AM
10	What would be the reason for the increase? The 700m North of Turnbull Drive southbound, your study reports a 79km/hour average. There is no shoulder and therefore if there is a deer, ice, someone distracted, or lack of consideration for the residents paying city taxes (without amenities) with animals and children. There are paths on the west side used often and all year by cyclists. With a lack of parking.	12/7/2017 10:30 AM
11	Increased truck traffic for CentrePort. 6 or 7 schools (buses and children). Daycares/SNCC for children. Year round farmers market (up to 10,000 people)	12/7/2017 10:25 AM
12	Too many people speed through St. Norbert instead of going 60km/h they'll be going 70. I know the limit is supposed to be 50km.	12/7/2017 10:20 AM
13	Too much pedestrian traffic; difficult for residents to exit driveways already; no study done on farmers' market days, increased traffic flow due to exiting traffic.	12/7/2017 10:14 AM
14	Although I do support the increase in the speed limit to 70km/h, I do not support the location of the speed increase in the southbound direction. It should be located approximately 335m south of the end of the La Salle River Bridge.	12/7/2017 10:08 AM
15	There are still residents living there and the floodway turnoff. Once you raise it to 70 people will do 80	12/4/2017 7:26 PM
16	Traffic is travelling far too fast through St. Norbert now. This will only make it worse.	12/4/2017 4:53 PM
17	Speed limit should be held at 50 - the way it is currently. No need for speed in this type of area where there are homes, schools, markets, etc. to which the public attends. Raising the speed limit brings a liability question to the safety of those folks living in this area.	12/4/2017 3:40 PM
18	Vehicles already speed through St Norbert where the speed limit is 50 kph (and should be). 70 kph makes it more difficult to reach the posted speed limit. It is natural to expect a gradual decrease in speed arriving in a community.	12/4/2017 3:33 PM
19	It was lowered to allow traffic to reduce their speed to 50 km/h through St. Norbert. I find the argument that most people travel 70 to be a great reason to keep the speed at 60. If you raise it to 70, it is likely to result in people travelling 80 . Our children cross Pembina Highway to attend schools. The Farmers Market has many shoppers crossing Pembina from both sides. Residents need to be safe!	12/4/2017 2:57 PM
20	This section of Pembina Hwy is heavily used by cyclists. It's part of a popular route that includes Cloutier Drive, Kilkenny Drive, and Kings Drive to the north, and Turnbull Drive and Red River Drive to the south.	12/3/2017 10:28 PM
21	Pedestrian crossing will be made much more difficult	12/1/2017 1:10 PM
22	It will endanger pedestrians crossing Pembina at Trappiste Road. Vehicles (especially big trucks) don't slow down as is. This will increase the danger. There should be school patrols at this intersection for children's safety.	12/1/2017 5:26 AM
23	Increased speed will decrease traffic safety. The speed limit should stay as is.	12/1/2017 12:02 AM
24	I cycle along that route daily and see kids cycle as well -	11/30/2017 9:46 PM
25	This is a popular cycling route and an increase in the speed limit will increase the risk of serious and life threatening collisions.	11/30/2017 9:40 PM
26	I think it is better to have motorists from the south gradually decrease their speed as they come in to St. Norbert. Too many are crossing the bridge at over 50 kmh as it is and I think this will make it worse.	11/30/2017 8:44 PM
27	I support saving lives over slight, hypothetical decreases in travel time. No road deaths are "acceptable". This shouldn't even be a question in 2017.	11/30/2017 7:34 PM
28	Kids bike along pembina. Drivers will continue at faster speed through populated area.	11/30/2017 6:59 PM

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29	Dangerous to the many road cyclist who are heading to/from Turnbull Drive. Increase in car speed to 10kph makes a huge difference to cyclists.	11/30/2017 12:41 PM
30	Dangerous, too many pedestrians and cyclists between the bridge and Turnbull Drive. People generally go faster than the speed limit as it is. 60km is plenty fast enough.	11/30/2017 2:47 AM
31	It will endanger our family and others who must turn from Turnbull Drive onto Pembina Highway and vice versa. The Turnbull Pembina corner is poorly designed leaving or entering Pembina Highway, especially during slippery winter conditions. The speed of traffic through St. Norbert is likely to increase and thereby put at risk school children, visitors to the large summer farmers market, and others who cross Pembina Highway in St. Norbert.	11/29/2017 3:34 PM
32	The speed should not be increased at all but if it is it should not happen until after Turnbull Dr as there is no other routes for cyclists to access Turnbull.	11/29/2017 9:04 AM
33	Why increase speed? Why was the current speed set? What has changed? I have seen no explanation.	11/29/2017 8:50 AM
34	60 is fast enough. There are many driveways and intersections south of the bridge	11/29/2017 7:32 AM
35	High speed limits ensure any development that occurs will be pedestrian unfriendly.	11/28/2017 11:54 PM
36	Because it's unsafe.	11/28/2017 11:52 PM
37	Dangerous on the highway as it is with the drivers, adding a speed limit increase would increase accidents	11/28/2017 6:29 PM
38	I don't support any increases of vehicle speed in an adjacency to any urban settlement or user of walking, cycling, and accessible facilities.	11/28/2017 4:49 PM
39	I cycle down there 3 seasons a year and have no problems increasing it once cars pass Turnbull Drive.	11/28/2017 4:47 PM
40	Cyclists accessing Turnbull drive	11/28/2017 2:19 PM
41	If the speed limit is increased from 60 km/hr to 70 km/hr without increasing the speed limit in St. Norbert from 50 km/hr, then this only seems like a speed trap to me. Also, this section is used by A LOT of cyclists in order to get to Turnbull drive. It becomes a huge safety issue.	11/28/2017 11:44 AM
42	Increased speed differential between cyclists and motorists on a popular bike route increases injury risk for cyclists.	11/28/2017 11:39 AM
43	Pembina is the only connector for cyclists going from the city to Turnbull Drive. Increasing the speed limit would make it unsafe.	11/28/2017 8:03 AM
44	Lots of cyclists use this route and the higher speeds pose a risk. Safety benefits outweigh the few seconds that would be gained by motorists.	11/27/2017 11:19 PM
45	It's unnecessary - 60 kph is fast enough for that stretch of road. Many people probably already travel that stretch at 70 kph - if the limit is increased they will simply drive faster. That stretch of Pembina is commonly used by cyclists and would be less safe for them with a higher speed limit.	11/27/2017 8:27 PM
46	It is commonly used by cyclists. Higher speed limits will put cyclists more at risk	11/27/2017 8:04 PM
47	That is a common road bike ride. It is difficult with traffic moving at 60km/hr in that zone to cross over to reach Turnbull Dr on the east side of Pembina.	11/27/2017 7:30 PM
48	The stretch of pembina hwy from st norbert to turnbull drive is used frequently by cyclists like myself. We usually need to ride on the highway itself, since the shoulder/gutter is too small and usually has a significant amount of debris on it so that it is only possible to ride with traffic on the road. If the speed limit is increased then it only become more dangerous for us cyclists to use this road to access turnbull drive.	11/27/2017 7:19 PM
49	Unsafe and not needed. People cycle there too from St Norbert part to the perimeter is a often used cycling route for road cycling. Let's share the road safely.	11/27/2017 6:50 PM
50	That is a popular route for cyclists and at 60km/hr it is already dangerous. Upping the limit north of Turnbull is a very bad idea	11/27/2017 6:44 PM
51	As a regular cyclist, that is part of my route as well as many other cyclist friends of mine. For the safety and support of bike transportation I don't support this.	11/27/2017 6:13 PM

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52	The speed limit could change south of Turnbull Drive. It would be unsafe for cyclists to change it at the bridge, since they have to cross two lanes of traffic to get to Turnbull; a higher speed for the traffic would make that manoeuvre very difficult. This is a route used very frequently by cyclists, singly and in sizeable groups.	11/27/2017 5:45 PM
53	Too dangerous for that stretch of roadway	11/27/2017 5:41 PM
54	La Salle Bridge to Turnbull drive has high curbs and is heavily used by road ride bicycles. Although there is a narrow sidewalk on the east side it is not wide enough to be an active transport route so is not suitable for most (many) road cyclists.	11/27/2017 5:08 PM
55	This is an area where I cycle frequently in the summer. It is dangerous enough with a 60kmh speed limit. Increasing the speed limit will only make it more dangerous.	11/27/2017 4:44 PM
56	I do support the increase but only south of Turnbull Dr. The report externalizes the safety risk the speed increase poses to summer cycling groups who regularly use the first segment of the route to access Turnbull Dr.	11/27/2017 4:15 PM
57	Cycling traffic. Riders use this stretch of road to get to Turnbull drive	11/27/2017 4:07 PM
58	I cycle from Winnipeg to Turnbull Drive. I'd support increasing the limit south of Turnbull drive.	11/27/2017 3:55 PM
59	Cyclists on the road are already highly at risk as is. Build a bike path, then raise the speed limit. Let's focus on more infrastructure that will make both cyclists and motorists happy.	11/27/2017 2:50 PM
60	Dangerous for bicycles	11/27/2017 2:27 PM
61	As an avid road cyclist, and Father of an avid road cyclist this section of Pembina highway is difficult enough to get to safely to access Turnbull drive without increasing the maximum speed allowable. This small change on this small section of road would have such an insignificant positive affect on vehicular traffic with tremendous detrimental affect on cycling traffic that any reward is outweighed by the tremendous risk associated with vehicular/cycling collision. Further cycling support is needed for infrastructure that encourages active transportation. Without effective and proper separate bike lanes, making the existing conditions worse for cyclists is unnecessary.	11/27/2017 2:23 PM
62	Need better shoulder for cyclists.	11/27/2017 2:00 PM
63	I am Concerned about the speed limit increase and The effect of safety on cyclist. A faster speed limit with mean lower reaction times for drivers would be more dangerous for cyclists who use that road on a regular basis . If the lower speed limit can prevent one cycling accident it is worth keeping the limit in place.	11/27/2017 1:41 PM
64	There are a lot of cyclists that cycle up to Turnbil drive.	11/27/2017 1:29 PM
65	Increasing the speed limit would make it more dangerous for cyclists to turn onto Turnbull Drive.	11/27/2017 1:23 PM
66	This stretch of road is a popular route with cyclists, particularly those moving at 25+ kmh. Cycle paths on this stretch are inadequate for those speeds. An increase in speed would likely increase the chance of injury or death.	11/27/2017 1:18 PM
67	4 major Cycling/Active Transport routes in the area involve turns, roadway entry and confusion. High speeds create less reaction time and great probability of fatality. St Norbert trails (SW of bridge) Trumbull dr is a MAJOR road cyclist route, HWY 247 is a major gravel riding/commuter route to La Barriere park and La Salle, riding to the Speedway for bike events (direct on 75 or chicane on gravel) is common.	11/27/2017 1:14 PM
68	Because as a road cyclist this becomes even more threatening to my (our) safety. Regular use of this roadway by cyclists means speed should be kept lower. The province has issued the Road to Zero report- setting the goal of zero fatalities on the roads of Manitoba. Although there are some gorgeous bike paths close to Pembina, for those of us riding at 30+km/hour they are not an option because it is unsafe for us and other users of the paths. With the amount of distracted driving and aggressive people operating vehicles, I think this increase in speed is a disaster waiting to happen.	11/27/2017 1:06 PM
69	I cycle along that stretch of road. People already speed and increasing the speed limit will result in more cars driving at a high rate of speed past cyclists.	11/27/2017 12:20 PM
70	Cars will begin to speed up before the bridge making cycling over the bridge unsafe with shared roadway between cyclists and cars over the bridge. Many cyclists use this route to access country cycling routes to St Adolph and St. Agathe via Turnbull drive to Red River Dr. and speed limits should only increase after that intersection.	11/27/2017 11:56 AM

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71	This is part of a major Cycling route from Turnbull Dr to St Norbert. The multi use path is to rough and narrow to support a group of cyclists, or even one at any speed more than 20kph. Cyclist on 75 are going 25 to 45kph. Secondly, 60 kph better prepares drivers for the speed going through St Norbert past the very busy Farmers Market area. This is a heavy pedestrian area.	11/27/2017 11:28 AM
72	I don't understand the reasoning behind increasing speed for what known benefit to traffic flow/population as well as cyclists that use the cycling path nearby.	11/27/2017 11:14 AM
73	Cycling between St Norbert and Turnbull Drive is very common. Many cyclists typically use Pembina Highway to get between city streets (e.g., Coutier Dr/Kilkenney/King's Dr.) and lower volume rural roads (Coucherane Road, Red River Drive and St Mary's (PTH 200)). As it stands, motor vehicle traffic does not obey the posted speed limit between the Lasalle bridge and Minerva -- increasing the speed limit will only lead to more traffic travelling dangerously fast on this segment of road. I strongly suggest leaving the speed limit at 60 km/h until Turnbull Dr or Minerva.	11/27/2017 11:12 AM
74	That section of pembina hwy is heavily used by cyclists. The higher traffic speeds along with the current poor road conditions would create a greater Hazzard for cyclists.	11/27/2017 10:53 AM
75	Unsafe for cyclists	11/27/2017 10:45 AM
76	I am a driver but also a cyclist and a pedestrian. I moved away from Toronto where pedestrians and cyclists are being killed by cars at an alarming rate. Increasing speed limits within the city when we are trying to encourage alternate modes of environmentally-friendly modes of transportation is a really bad idea.	11/27/2017 10:42 AM
77	We have too many streets as it is with changing speed limits depending on where you are on that street. Route 90 being one of the worst examples of this. The main reason though is, I don't see it making any significant difference at all to motorists but it could have a very significant difference to cyclists who use that route. If the speed limit is raised to 70, then motorists will have a tendency for their actual speeds to drift upwards from there (between 70-80) making it even less safe for cyclists traversing the same road.	11/27/2017 10:40 AM
78	There's a lot of traffic that turns left onto turnball drive. Increasing the limit before turnball drive will increase risk of collisions. There is also a lot of bicycle traffic which has no option other than pembina to get to turnball drive from cloutier drive. Increasing the speed limit will make moving from the right lane to the turning lane much more dangerous. Also, motor vehicles very often do not safely pass cyclists once the bridge is crossed. Increasing the speed limit before turnball will make it more dangerous.	11/27/2017 10:39 AM
79	The stretch of Pembina from the perimeter to Turnbull Dr is a major route for cyclists who want to ride south along the west side of the Red River. A speed limit increase would put cyclists at an even higher risk.	11/27/2017 10:37 AM
80	I cycle out that way quite often. Most vehicles are already doing 70km, with an increase they'll be doing 80km.	11/27/2017 10:34 AM
81	That's a well used cycling route to get to Turnbull drive, cyclists turn off there. Increase the speedlimit sure, but do it south of Turnbull drive or add a usable southbound bikelane much like the northbound side.	11/27/2017 10:32 AM
82	I am a member of several Winnipeg cycling clubs. A very popular road riding route with Winnipeg cyclists is Red River Drive. In order to access this road, cyclists must execute a left hand turn southbound on Pembina Hwy just south of the La Salle bridge (Turnbull Dr). Increasing the speed limit between the bridge and Turnbull Dr. is a serious safety concern for cyclists. Please note that the cycling pathway on the east side of Pembina Hwy from St. Norbert to Turnbull Drive is an excellent pathway for slower moving cycling traffic but it is NOT appropriate (or safe) for faster moving cyclists travelling 30-40 kph average speed.	11/27/2017 10:17 AM
83	Because there are many pedestrians who have to cross that highway without a proper crossing, and increasing the speed limit becomes more dangerous, not to mention the Transcanada trail runs along that stretch of highway.	11/26/2017 12:11 PM
84	I think the reason it has been suggested is because people are tired of the speed trap that the police run there. This speed trap does not increase safety, but does increase disrespect of police.	11/25/2017 10:20 PM
85	Local residents on and near Pembina Highway require it's use as a residential access, and increasing the speed limit will make it more difficult and dangerous for those residents to navigate, especially as pedestrians. Furthermore, there is a large amount of wildlife living in the la Salle forest, and I fear increasing the speed limit will also increase the already too-high number of roadkill animals.	11/25/2017 5:01 PM

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86	As someone who frequently crosses Pembina Highway in that area, increasing the speed limit would limit and make it harder for me to visit friends who live in the area, and in general travel in the area.	11/25/2017 10:54 AM
87	Increased speed = increased force ($f=m*a$), so braking distance would be increased leading to less safe roads for people and wildlife. It would also use more fuel causing more pollution.	11/23/2017 6:10 PM
88	Cars go too fast already and don't abide by the present speed limit. The limit is 60 and they go 70. If you increase it to 70, they will be going 80. When will we learn that speed kills and that taking a few extra minutes to breathe never hurt anyone.	11/23/2017 5:47 PM
89	Again it seems like we are promoting speed verses safety and environment. This is a stretch that again satisfies commuters, so they don't get speeding tickets. Let's be realistic,as it would let drivers travel at 79 km. Before getting a speeding ticket instead of the now 69 km. Why are you encouraging bad behaviour, when promotions always tell people to change their behaviour and for gods sake SAFETY. Sounds like the transition is from 50 km's to 70 km's which is pretty drastic. For a 70 km speed you would need a better road shoulder. Why change it now when there are plans to divert the traffic to Route 90? Not sure who makes these decisions and where they get there data to make these decisions, but remember this area is still City of Winnipeg up to Minerva Ave. and I hope you would support the residents of Winnipeg.	11/23/2017 2:24 PM
90	What's the point? There are homes there and it's harder for them to slow down if everyone is speeding up.	11/23/2017 12:29 PM
91	What's wrong with the speed limit as it is now? -- as it has been for a long time	11/23/2017 11:36 AM
92	Cars and trucks already do 70 here. A speed limit increase means they will do 80 or more. There is lots of wildlife and turning traffic in this area. Keep it 60.	11/23/2017 11:09 AM
93	There is a bypass being built in the coming years that will absorb traffic that wishes to speed through. Especially with this pending, it seems odd to consider this increase to the speed limit - it appears not needed. This neighbourhood - St Norbert - is transitioning toward more pedestrian friendly development. Approving a speed limit increase would work at cross-purposes with this goal.	11/23/2017 11:02 AM
94	Any increase in speed limits increases the chance of death if a driver hits a pedestrian.	11/23/2017 10:27 AM
95	Vehicles are already speeding faster than the 60 & 50km posted when entering St.Norbert. I do nit mind 70 km/hr until Heritage Park or half way in between.	11/22/2017 11:52 AM
96	The stretch of highway in question is within city limits and for traffic heading Northbound, is directly connected to a busy community with lots of foot traffic, one of Winnipeg's busiest farmer's markets that brings an abundant influx of foot traffic to the neighborhood twice a week for 3 out of our 4 seasons, and is a family focused living and recreation destination with a school, community center, legion, bar, stores, restaurants and residences all along Pembina Hwy / HWY 75, just seconds away from this proposed speed increase. It makes no sense to encourage higher speeds approaching this neighborhood as people are already failing to reduce their speeds to the Max 50 km/hr speed limit that is absolutely appropriate. This is a 100% safety issue for me and many of the residents in our neighborhood who are frustrated at this proposed change.	11/20/2017 12:30 PM
97	Lot of people walking in the area	11/20/2017 10:26 AM
98	Noise. Adjacent speed limit of 50 km north of bridge. Visibility of pedestrians (kids) crossing Pembina north of bridge.	11/18/2017 10:26 PM
99	for pedestrian safety	11/18/2017 5:01 AM
100	As an active walker and cyclist in this area, and given that this stretch of Pembina Hwy is within city limits, I feel this stretch should remain at 60km for public safety. Additionally, it is an appropriate ramp down in speed on entering St. Norbert proper where many children cross the highway daily to get to school.	11/17/2017 9:37 PM
101	Increase noise, not safe	11/17/2017 4:49 PM
102	Cars take too long to reduce speed to 50 as it is....	11/17/2017 4:23 PM
103	Drivers will just continue to drive over the speed limit even at 70 km	11/17/2017 8:42 AM
104	It is a pointless gesture. In that stretch raising it 10 kph is meaningless. Just raise it to 90/100 kph and move on to more meaningful issues	11/17/2017 8:23 AM

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105	It is not necessary and a small increase in speed will not make a great impact on travel times through the area. In fact this increase will save a completely negligible amount of time.	11/16/2017 6:01 PM
106	People tend to push speed maximums as "minimum", so realistically we are looking at many driving over 70. This increases the danger to people and animals.	11/16/2017 12:45 PM
107	I do not support the increased speed limit as that section of Pembina Highway is a popular cycling route [external link provided] for cyclists accessing Turnbull Drive. Until such point that separated AT infrastructure exists between Turnbull Drive and the La Salle River Bridge the speed limit should be kept at 60 km/h as to not increase the risk facing cyclists.	11/16/2017 10:52 AM

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Q7 Do you have anything else you would like to add?

Answered: 61 Skipped: 556

#	RESPONSES	DATE
1	Repair the road so it is safer for cyclists	12/7/2017 1:45 PM
2	If the City is successful in getting the Speed Limit changed to 70km/h, can the speed zone in the southbound direction be shifted 325 metres south of the south end of the La Salle River bridge (i.e. south of the first four accesses)?	12/7/2017 12:41 PM
3	Please consider a bike lane of some type of cycle accommodation on Pembina Hwy between Cloutier and Red River/Turnbull.	12/7/2017 12:32 PM
4	I recommend the speed limit increase the implemented south of the Father Labonte / Turnbull Drive intersection.	12/7/2017 12:04 PM
5	This increase in traffic speeds goes against the recommendations of the provincial Road to Zero report, which calls for a Safe Systems Approach to our roadway system. In particular, the Road to Zero report states that: "Safe speeds should suit the function and level of safety of the road. Setting speed limits is based on injury minimization within the Safe Systems Approach. This means speed limits are set according to collision types that are likely to occur, the impact forces that result from collisions, and the human body's tolerance to withstand crash forces."	12/7/2017 11:43 AM
6	Red River Drive is a very popular road cycling destination. The bicycle connection from Cloutier Drive is not great as there are no designated bicycle lanes or facilities. The vehicle speed should not increase until after the intersection with Turnbull/Red River Drive	12/7/2017 11:35 AM
7	If you are only interested in stats and not the people who live in the area then why even bother with this mess of a meeting?	12/7/2017 10:30 AM
8	Extend the 50km/h further south both ways.	12/7/2017 10:25 AM
9	There are too many children walking and riding buses to and from the schools that have to cross Pembina. Keep it slow!	12/7/2017 10:20 AM
10	I will provide additional comments online.	12/7/2017 10:08 AM
11	The fact that the speed limit is 60 and people are travelling at 70 means if you raise it speeds will increase even more. This is not a cash grab. Follow the rules there are no tickets. Raising the speed limit really won't get people to their destinations much faster however it will put students and residents of our neighborhood at risk.	12/4/2017 4:53 PM
12	Turnbull Drive (a residential street with children and no sidewalks or shoulders) should be reduced from 60 kph to 50 kph.	12/4/2017 3:33 PM
13	I would ask for consideration of a red light/speeding camera at De L'eglise and Pembina set to the town limit of 50 km. It sounds like it would deter speeding and name the city dome money on the backs of those who are already continuously breaking the law!	12/4/2017 2:57 PM
14	People are in too much of a hurry. The extra few seconds that it takes to travel the distance at 60 km doesn't make anyone late. Leave 2 minutes earlier. Slow down and smell the roses. You can't smell them once you're dead.	12/1/2017 5:26 AM
15	Increasing current speed-limit enforcement would be a positive change. Too many drivers heading south out of the city begin increasing their speed at the last set of lights north of the overpass, few reduce speed to 50 km/hr in St. Norbert, and continue increasing speed at the LaSalle R. bridge. Not good, especially on St. Norbert Farmers' Market days.	12/1/2017 12:02 AM
16	Bad idea to increase speed limit 1 children take bus there daily	11/30/2017 9:46 PM
17	I would support an increase in the speed limit only south of the intersection with Turnbull Drive.	11/30/2017 9:40 PM
18	Construct a decent cycling path (wide) to Turnbull drive before you increase the speed limit after the bridge.	11/30/2017 12:41 PM

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19	bufferd bike lanes should be extended to turnbul Drive. Far to many cyclists ride through here. Many are serious riders in groups or alone headed out to St Adolph or farther. Also families cycling to the museum.	11/30/2017 2:47 AM
20	One of the rationales used in your report for increasing the speed limit was that it would better fit existing traffic speeds, which often exceed the posted speed limit. That is a backward approach that rewards illegal speeding. A better rationale would be to further reduce speed limits to ensure public safety.	11/29/2017 3:34 PM
21	The speed of pembina should not be dictated by a sign on the side of the road. The speed should be dictated by the design of the road. If those two do not match, like in this case, we should be redesigning the road to meet the design guidelines of what 60kmph looks like. This can apply to a multitude of roads in the city. Please, please do better. Design cities for your children, which inevitably helps every person. Please.	11/28/2017 4:49 PM
22	The cycling path is awesome! Keep them coming!	11/28/2017 4:47 PM
23	In the prior tab, I am not 'strongly unsupportive', which is a neutral position. I am strongly opposed.	11/28/2017 11:39 AM
24	The 60 km per hour zone is not very long. Easy for a vehicle to make up those few seconds of delay.	11/27/2017 11:19 PM
25	In addition to safety concerns, it is more environmentally responsible to keep speed limits lower.	11/27/2017 8:27 PM
26	Increase it after Turnbull Dr but not before. It is a difficult stretch of road to safely ride a road bike with four lanes of traffic and heavy truck traffic.	11/27/2017 7:30 PM
27	If a bike lane is added (sperated or not) then I would be fine with the increased speed limit.	11/27/2017 7:19 PM
28	The bike path on the east side is basically useless unless you are a very casual cyclist	11/27/2017 6:44 PM
29	Winnipeg has many roadblocks to improving active transportation as is. If we increase this speed limit, we are adding another issue that needs to be resolved and we are discouraging cyclists instead of moving forward and encouraging them.	11/27/2017 6:13 PM
30	Planners should note that traffic already tends to exceed the posted 60 kph. Increasing the limit would lead to even greater speeds.	11/27/2017 5:45 PM
31	Adding sidewalks or bike paths in the area to keep a separation between vulnerable users and motorists would be a welcome change.	11/27/2017 4:44 PM
32	Cycling groups are often treated very hostile by drivers due to the speed differential between road users. Increasing the speed before Turnbull Rd increases the risk to vulnerable road users substantially. The extra few seconds it takes for someone driving 60km/h (usually going closer to 70km/h) compared proposed posted 70 km/h (Closer to 80 km/h) to get to Turnbull Rd is not substantial and should not warrant the increased risk it would pose to vulnerable road users. Increase the posted speed south Turnbull Dr. would be fairer & safer for all road users.	11/27/2017 4:15 PM
33	There is almost a multi-use path from Turnbull Dr (north) to Cloutier Drive. Along the east side of Hwy75. With a little bit of work it could go from the unusable state that it is today, to being a safe alternative to using the highway.	11/27/2017 3:55 PM
34	Please don't make any more bike lanes like the ones on Pembina that go up to the bus stop. There are so many reasons why these aren't working: pedestrians waiting for the bus that are oblivious to cyclists travelling 30-40km/h, bus stop shelters that open onto the bike lane, poor signage, sharp corners into the ramps, ramps that are traps for debris and snow (and are portly kept in winter). Cycling lanes please both motorists and cyclists! Cyclists don't want to be in traffic, putting their lives at risk. Motorists don't want cyclists in the way (or to be responsible for the death of a cyclist). Cyclists are just motorists that want a healthier, more environmentally friendly way of getting around. It's not hard! The lanes on the roads are very wide! make the lanes a little more narrow and add a bike lane on the side! Easy peasy.	11/27/2017 2:50 PM
35	Area of concern is as far south as intersection with Turnbull Drive	11/27/2017 2:27 PM
36	If you have to raise the speed limit do it after Turnbill drive.	11/27/2017 1:29 PM
37	Starting the increased speed limit after Turnbull drive would involve much less risk.	11/27/2017 1:18 PM
38	Insert the WHO chart on probability of fatality of vulnerable road users and speed.	11/27/2017 1:14 PM
39	Drivers usually drive +10 over the speed limit, meaning they will be going up to 80km/hour should this increase be implemented. Roads need to be safe for all users, and the City needs to do more to protect vulnerable road users such as cyclists.	11/27/2017 1:06 PM

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40	If there was a wide paved shoulder or a wide multi use pathway along that stretch of road than cyclists wouldn't have an issue. But right now this increase jepordizes my safety.	11/27/2017 12:20 PM
41	Well, while we are talking about cycling....Did you know that a road bike can travel 30-40 km an hour? How do you expect a cyclist travelling that fast to navigate the Pembina hiway bike lanes that cross through a bus shack on every block? How about some real cycling infrastructure in the city? Why is there no bike lane down Henderson hiway? I should be able to access safe cycling routes from all corners of the city.	11/27/2017 11:56 AM
42	We want to see St Norbert more Walkable, not more Drivable. Or maybe you think 70kph is a good speed to go through Morris?	11/27/2017 11:28 AM
43	There is currently no other viable option for the cyclists. The sidewalk /bike path on the east side of pembina is in terrible condition and unsafe for cyclists travelling 30-40kph	11/27/2017 10:53 AM
44	If the speed limit is 60, people go 70 so if it is increased to 70 people will drive 80. Not good!	11/27/2017 10:45 AM
45	Let's work on a holistic transportation system for Winnipeg —let's not just become another city devoted to the car and putting its citizens at risk.	11/27/2017 10:42 AM
46	Increase the speed limit starting south of turnball drive instead.	11/27/2017 10:39 AM
47	Any speed limit change should only be implemented south of Turnbull Dr, if any change is made at all.	11/27/2017 10:37 AM
48	Don't wait for someone to get hurt or injured to make these changes, protect the cyclists who use this route and add a bike path south bound.	11/27/2017 10:32 AM
49	An easy compromise would be to consider changing he speed limit further south, past the Turnbull Dr. intersection.	11/27/2017 10:17 AM
50	The City should have a standard protocol for reducing highway speeds down to city speeds for all inbound highways, including this one. Apply the same protocol to all of them. Be consistent.	11/25/2017 10:20 PM
51	For years there have been issues around speeding along Pembina Highway south of the la Salle bridge: perhaps clearer signage ought to be considered, whether the speed is increased or not?	11/25/2017 5:01 PM
52	Why do people have to be in such a big rush? We need to take time to 'smell the roses"	11/23/2017 5:47 PM
53	I have been living on Perreault Ave for 27 years. Here are other issues: - there has been 2 rear end collisions by Perreault Ave. that I know about. - the level of traffic noise has drastically increased over the years. I think you need to have concerns about noise. - deer collision is a problem - there are numerous private drive ways off the highway. - there are bicyclers running that stretch all the time - you would need to have a proper road shoulder.	11/23/2017 2:24 PM
54	no	11/23/2017 12:29 PM
55	I don't know the reason to change it to a higher speed	11/23/2017 11:36 AM
56	No	11/23/2017 11:09 AM
57	I think the speed limit is fine as it. We don't need to be encouraging people to drive any faster	11/23/2017 10:27 AM
58	For drivers coming off of the highway heading North, it is not visually clear that the well established community of St. Norbert is about to pop up just over the St. Norbert Bridges. As this busy suburb is located "before" the perimeter, it is deceiving to many that they have entered the city limits. Equally as a major truck route, increased speeds will have a larger impact on the wear and conditions of our roads. This simply makes no sense. There are so many better ways that I would love to see our tax dollars being focused and spent. This entire debate feels like a waste of valuable resources.	11/20/2017 12:30 PM
59	Travelling north, Maintaining traffic to 60 in advance of 50 km zone thru St Norbert is advised because many vehicles are already exceeding the speed limit, and increasing it to 70 is not likely to reduce the trend. Speeders will be travelling over 70, and will reduce to 50 on the bridge. There is limited visibility at the lights north of bridge, and frequently kids are crossing at these lights to attend school.	11/18/2017 10:26 PM
60	I am encouraged by these types of reviews. There are many locations throughout Winnipeg that need to have the speed limit reviewed. Most notably Grant Avenue 50 kph zone.	11/17/2017 8:23 AM
61	Thank you for providing the opportunity to comment.	11/16/2017 10:52 AM

Pembina Highway Speed Limit Review Survey

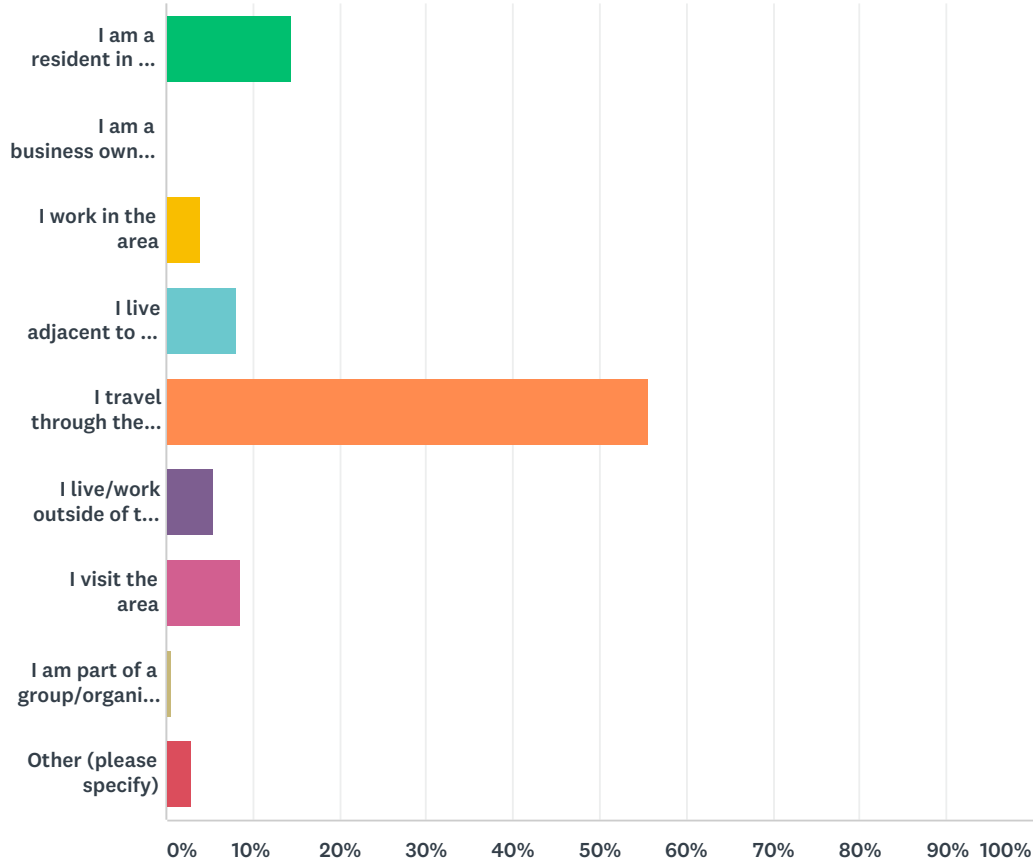
Q8 Do you have anything else you would like to add?

Answered: 5 Skipped: 612

#	RESPONSES	DATE
1	No	11/30/2017 5:48 AM
2	Stop raising bus fair and then cutting bus routes.	11/29/2017 10:36 AM
3	I voted neutral, as I'm rarely in the area - primarily for Farmer's Markets in the summer, or the occasional hockey game at the arena. I believe the residents' preferences should carry the most weight. My personal opinion is that the speed limit should be increased after Turnbull Dr instead of the bridge for the sake of vulnerable road users.	11/28/2017 11:02 AM
4	I'm not opposed to speed limit increases, but I do wonder about the risk to people biking in the community. Pedestrians have the sidewalk but there is nothing for bikes.	11/23/2017 6:39 PM
5	Everybody goes over the speed limit in that area as it is not sure if raising the limit will change anything. It's kinda nice having that buffer zone for people to eventually slow down to 50 when heading northbound. I see lots of school kids crossing pembina and fear the increased speed may create a dangerous situation. Keep it the way it is it's still gonna be a speed trap regardless of the speed limits it's just the nature of the beast.	11/18/2017 12:03 PM

Q9 Please check the box that best describe you:

Answered: 561 Skipped: 56



ANSWER CHOICES	RESPONSES	
I am a resident in the [project/study] area	14.44%	81
I am a business owner in the area	0.00%	0
I work in the area	3.92%	22
I live adjacent to the area	8.20%	46
I travel through the area	55.61%	312
I live/work outside of the area but am interested in the area	5.53%	31
I visit the area	8.56%	48
I am part of a group/organization in the area	0.71%	4
Other (please specify)	3.03%	17
TOTAL		561

APPENDIX E – BIKE WINNIPEG POSITION PAPER



**MORE PEOPLE BIKING
MORE OFTEN**

December 7, 2017

Re Pembina Highway Speed Limit Review

Bike Winnipeg is opposed to the proposed speed limit change on Pembina Highway south of the La Salle River Bridges from 60km to 70 km/hr. Our reasons for opposing the speed increase are outlined below, along with discussion on the hazards we feel that the proposed speed increase will produce and counter measures we feel could be used to better manage speed and increase safety on this strip of Pembina Highway.

1. The most likely result of raising speed limits based on 85th percentile speeds is to raise the 85th percentile speed.
2. Rising speed limits tend to increase speeds, and the increased speeds tend to spill over into adjacent road segments and roadways.
3. Despite the reasonable assumption that the proposed speed increase will spill over into sections of Pembina Highway north of the La Salle Bridge, no analysis of collisions or speeds on road segments north of the La Salle River Bridge have been undertaken as part of this report.
4. Despite research showing the effectiveness of various counter measures to reduce speed (including 85th percentile speeds), the report fails to analyse any counter measures that might be used to reduce speeds to the desired, safer speed.
 - a. Counter measures such as speed feedback signs, landscaping, and pavement legends have been shown to reduce speeds in a consistent, cost effective manner.
5. The proximity to St. Norbert suggests slower speeds are desirable, not higher speeds. Spillover effects of the proposed speed limit increase could have unintended consequences for vulnerable road users north of the La Salle Bridges.
 - a. The Rue des Trappistes/Avenue de l'Église intersection is just 250m north of the proposed speed limit change (70 km/hr down to 50 km/hr)
 - b. The Pedestrian Corridor at St. Norbert Farmers Market is less than 550 m north of the proposed speed limit change (70 km/hr down to 50 km/hr).
 - i. Crossing 3 lanes of traffic in each direction, this pedestrian corridor already represents a safety concern.
6. Connections to Turnbull Drive
 - a. St. Norbert Heritage Park
 - b. Floodway Trail
7. Connections to Transit
8. Existing speeding in Urban Road Cross Section
9. Plans for a St. Norbert By-Pass
10. Future plans for additional residential development in Precinct L

Setting Speed Limits Based on 85th Percentile Speed is Not Evidence Based

Using the 85th percentile speed to rationalize an increased speed is a poor argument for a higher speed. It produces a circular argument that raised speed limits to match observed speeds only to see observed speed rise with the increase speed limit. At the same time, it ignores the very real safety issues associated with higher speeds, particularly with respect to vulnerable users such as people on foot and bike.

In its 2017 report, [Safety Study: Reducing Speeding - Related Crashes Involving Passenger Vehicles](#), the National Transportation Safety Board states the following with respect to using the 85th percentile to set speed limits:

“Using the 85th percentile speed to set speed limits on road segments may have unintended consequences. Raising the speed limit to match the 85th percentile speed may lead to higher operating speeds, and hence a higher 85th percentile speed. This generates an undesirable cycle of speed escalation and reduced safety (Donnell and others 2009). As a 2016 Insurance Institute for Highway Safety (IIHS) report stated, “The 85th percentile speed is not a stationary point. It is, rather, a moving target that increases when speed limits are raised” (Farmer 2016)”. –pg. 24

“The NTSB concludes that unintended consequences of the reliance on using the 85th percentile speed for changing speed limits in speed zones include higher operating speeds and new, higher 85th percentile speeds in the speed zones, and an increase in operating speeds outside the speed zones.” Pg. 28

“The safe system approach calls for road designers to move from the conventional design (in which the posted speed limit is determined by the anticipated operating speed) to a proactive urban street design approach (in which the posted speed limit is determined by a target speed based on a desired safety result).” Pg.28

“The Manual on Uniform Traffic Control Devices guidance for setting speed limits in speed zones is based on the 85th percentile speed, but there is not strong evidence that, within a given traffic flow, the 85th percentile speed equates to the speed with the lowest crash involvement rate on all road types.” Pg. 54

In effect, the proposed speed limit change puts a preference for reduced speeding infractions above a preference for safety. We find that unacceptable.

Speed Limits should be Set Using the Safe Systems Approach Recommended by the Manitoba Road Safety Plan: Road to Zero

On September 29th, 2017, the Province of Manitoba released its Road Safety strategy, [Manitoba Road Safety Plan 2017-2020: Road to Zero](#), which embraces the Safe Systems Approach. The safe system approach calls for road designers to move from the conventional design (in which the posted speed limit is determined by the anticipated operating speed) to a proactive urban street design approach (in which the posted speed limit is determined by a target speed based on a desired safety result).

As this report states,

“Safe speeds should suit the function and level of safety on the road. Setting speed limits is based on injury minimization within the Safe Systems Approach. This means speed limits are set according to collision types that are likely to occur, the impact forces that result from collisions, and the human body’s tolerance to withstand crash forces.” Pg. 15, Manitoba Road Safety Plan 2017-2020: Road to Zero

The Report Fails to Consider Spillover Effects North of the La Salle Bridges

When speed limits increase one segment of road, research shows that it will likely increase on adjacent road segments and roadways as well.

Counter Measures Proven to Reduce Speeds Have Been Ignored

Although speed management counter measures such as speed feedback signs, landscaping, and pavement legends have been shown to reduce speeds in a consistent, cost effective manner, the report from the city administration fails to consider any counter measures as a means to reduce overserved speeds on Pembina Highway to safe, desirable speeds. We see this as a major failing of the report, and view the lack of consideration of countermeasures on its own as a reason to reject the report and its recommendations.

Needs of People on Foot, Bike or Transit Ignored

Finally, we would like to point out that the needs of people on foot, on bike, or using transit seem to have been ignored by the report. No where do we see any mention of the need of transit users to cross Pembina Highway. For instance, transit stops are located approximately 300 metres south of the La Salle River Bridges. To avoid crossing Pembina Highway at this location, a person would have to travel 2 x 300m = 600m, far beyond the 400 m maximum set out in Winnipeg Transit Guidelines.

400 m is the greatest distance that any pedestrian should have to walk from their home or work to the nearest bus stop. [Winnipeg Transit’s Sustainable Transit Design Guidelines](#) Pg. 18

For those people wishing to bike on Pembina provides access to important destinations (St. Norbert Provincial Heritage Park and Turnbull Road, part of the city's proposed bike network linking in to the Floodway crossing of the Red River and the Floodway pathway) Turnbull Drive is often accessed via Pembina Highway.

Pembina Highway leading to Turnbull Drive has limited cycling facilities: a strip of pavement next to the curb in both directions. The condition of the pavement is not good: cracks, holes and maintenance is often poor with debris and gravel making riding on that strip hazardous.

The multi-use path on the east side of the road is not a reasonable option for people biking to destinations on or off of Turnbull Drive, especially for those who may travel at higher speeds because of potential conflicts with pedestrians and poor surface drainage on the path. Furthermore, access and egress to the path to roadway not well designed or developed.