

Background

The speed limit on the section of Pembina Highway from the Perimeter Highway to the La Salle River Bridge is being reviewed in 2018. Before conducting the speed study, the City of Winnipeg (the City) asked residents in the area for their input on issues within the study area that should be considered when conducting the review and analyzing results.

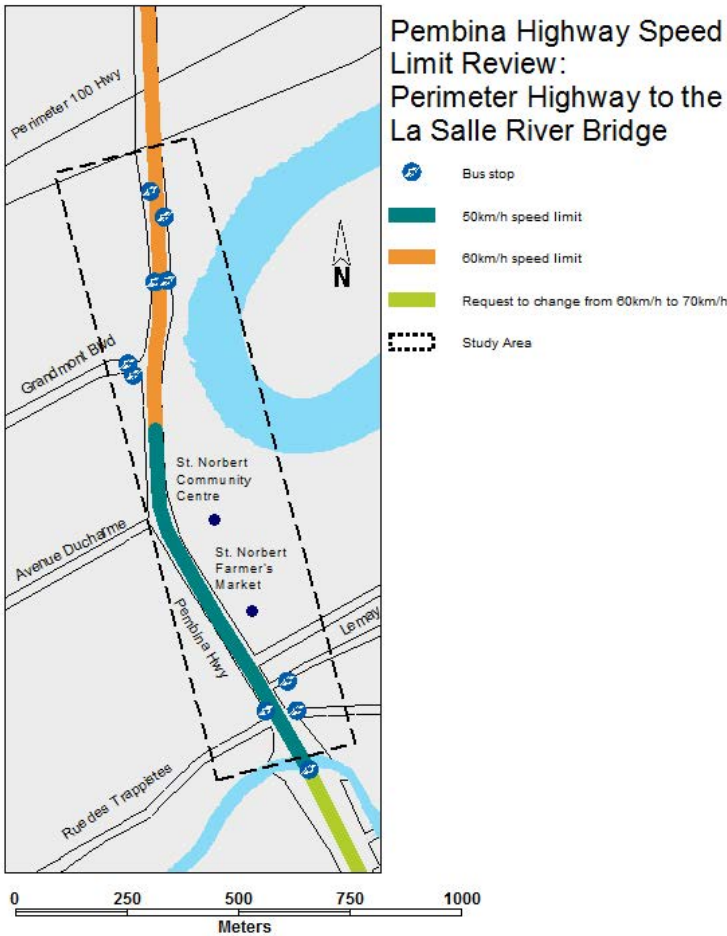


Figure 1 Study area

Engagement

Area residents received a postcard (Appendix A) inviting them to participate in the online survey (Appendix C) from April 9 to April 30, 2018. The City asked members of the community to identify areas of concern on Pembina Highway between the Perimeter Highway and the La Salle River Bridge.

Identified areas of concern will assist the project team in designing a road safety assessment. The online survey also asked respondents for information on priorities when it comes to the speed limit on Pembina Highway from the Perimeter Highway to the La Salle River Bridge.

Promotion

- The survey was promoted through a postcard (Appendix A) delivered to 2,413 residents in the R3V postal code area in order to target area residents.

Survey Results Highlights

- 259 survey respondents (258 in English and 1 in French).
- Over 90% were from postal code area R3V. See Appendix for the postal code area map.
- 86% of respondents heard about the survey through the postcard.
- Commuting and safety were the top two priorities for survey respondents.
- 430 data map markers were placed.
- Safety was highest average priority (25% of respondents chose safety as one of their top three priorities).
- 59% of respondents did not think the speed limit should be reduced in this section.
- 44% of respondents did not think the speed limit should stay the same in this section.
- 42% of respondents did not think the speed should be increased in this section.
- 42% recognized the need for the study.
- 62% said they would participate again if given the opportunity.
- 64% said they valued the opportunity to participate in a survey.

Date	Activity	Details
April 9, 2018	Webpage	Pembina speed limit review webpage updated with link to survey and background information on the study.
April 9 – April 30, 2018	Bilingual online interactive survey	259 surveys completed online.

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

Results

The following graphs and maps are intended to provide a visual representation and explanation of the full survey results. To view full survey results, please see Appendix D. Please note that results are not statistically relevant but are intended to provide insight into respondents' priorities and rationale.

Mapping offered direct insight into the concerns and issues that community members would like considered when reviewing the speed limit on this stretch of road. There were 430 data markers placed by respondents on the mapping activity, and 69 of those were outside of the study area.

Priorities and Views

Survey respondents were asked to select their top three priorities from a list of eight options. Safety was the highest ranked priority, followed by pedestrians and commuting. Comments around safety pertained to concerns over speeding in the area, and the need for enforcement.



Following prioritization, respondents were asked to provide their views on statements within three categories with a rating of one (strongly disagree) to five (strongly agree). The categories were speed, participation, and study. 'Participation' and 'study' categories asked for the participants' ratings on elements of the study and their involvement in the study. The survey statement "I value the opportunity to provide my input before the speed study begins" was the highest rated statement, with an average rating of 4.438.

The speed category asked for respondents' views on the speed in the study area. The highest average rated statement in the speed category was to change the speed limit in a section of the stretch of Pembina Highway in the study area. The lowest average rated statement was to reduce the speed limit.

Statement	Average Rating
Reduce speed limit I believe the speed limit on this stretch of Pembina should be reduced.	2.073
Increase speed limit I believe the speed limit on this stretch of Pembina Highway should be increased.	2.913
Change a section I believe a section may require a change in speed limit.	2.996
Stay the same I believe the speed limit on this stretch of Pembina Highway should stay the same.	2.723

Concerns

The concerns mapped by participants were categorized into seven themes: speeding, speed limit too high, speed limit too low, potential for collision, pedestrians, road maintenance required, and other.

- The most common theme was 'potential for collision' with 35 data points.
 - Five points were clustered at the intersection of Pembina Highway and Grandmont Boulevard.
 - Four points were clustered at the intersection of Pembina Highway and Cloutier Drive.
 - Other concerning areas with potential for collision were noted as vehicles traveling at different speeds because of turns, stop signs, or a change in the speed limit.
- Concerns about pedestrians were marked 19 times.

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

- Pedestrian concerns were marked at the intersection of Pembina Highway and Avenue Ducharme (3), and across from the Farmers' Market (8).
- Speeding, and speed limits that were considered either too high or too low were marked 13 times
 - Speeds that were too low were marked at four locations from the La Salle River Bridge to Avenue Ducharme.
 - A concern about the speed limit being too high was marked in one location, interestingly, directly adjacent to a concern about the speed being too low.
 - Participants noted concerns about speeding near the La Salle River Bridge (3) and north of Grandmont Boulevard (1).
- Road maintenance issues were raised as concerns in three locations.

Pedestrians and Cyclists

Survey respondents used the mapping tool to identify pedestrians and cyclists throughout the study area. Pedestrian markers were placed in areas that are currently used by pedestrians and areas that could require improved pedestrian infrastructure. Pedestrian points were clustered around the Farmers' Market crossing and at the La Salle River Bridge.

Markers for cyclists identified areas where there is no cycling infrastructure and expressed the need for a path or separation from motorized traffic. Comments included concerns for cyclists' safety on Pembina Hwy where there is truck traffic and speeding.

Destinations

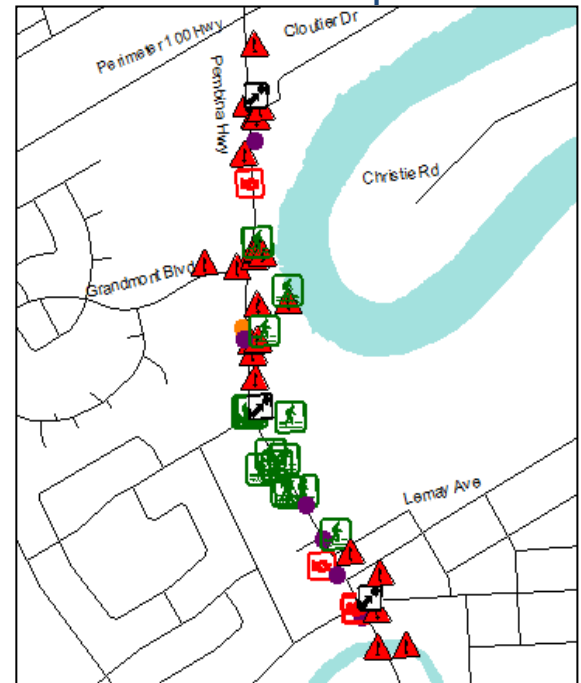
There were several destinations identified within the study area. Most destination markers were clustered around the Farmers' Market. Respondents also identified their home, schools, and shops along the corridor.







Crossings

Crossing markers were scattered along the study corridor. Clusters of crossings were identified in the Farmers' Market area and at the intersections of Grandmont Boulevard and Pembina Highway, Rue des Trappistes and Pembina Highway, and Avenue Descharme and Pembina Highway.

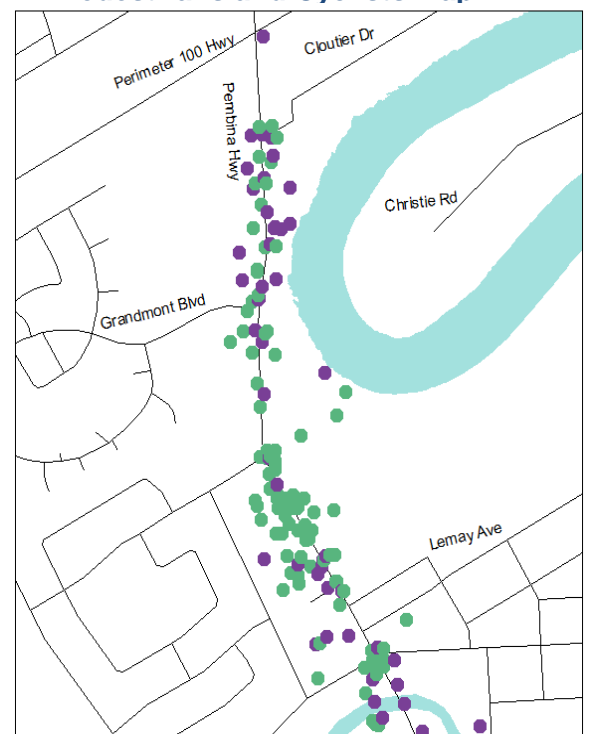
Respondents requested a traffic signal in places where pedestrian crossing signals currently exist. Dangerous crossings were identified at the Perimeter Highway and Pembina Highway, south of Cloutier Drive on Pembina Highway, at the intersection of Pembina Highway and Avenue Ducharme, and on Pembina Highway south of Grandmont Boulevard.

Concerns Map



-  Speeding
-  Potential for collision
-  Speed too high
-  Road maintenance required
-  Speed too low
-  Pedestrian concern

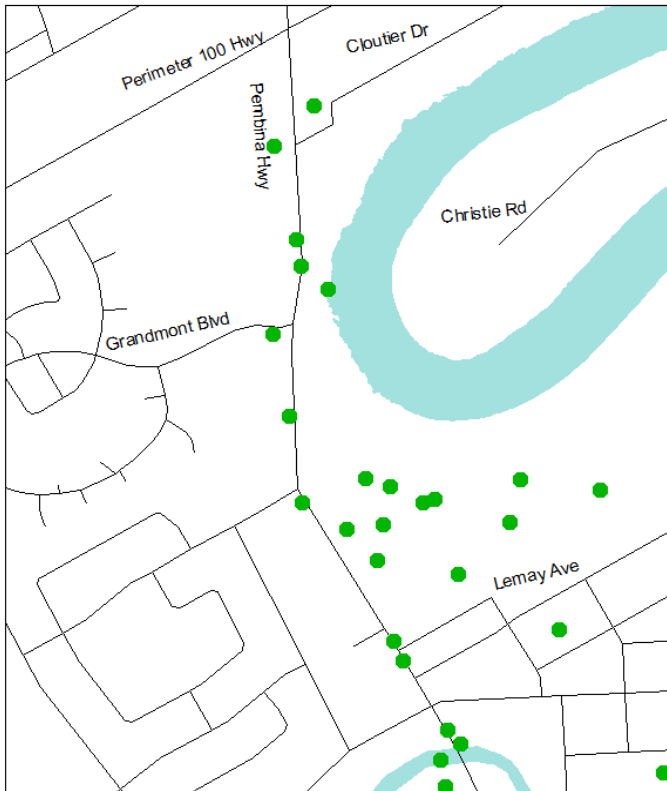
Pedestrians and Cyclists Map



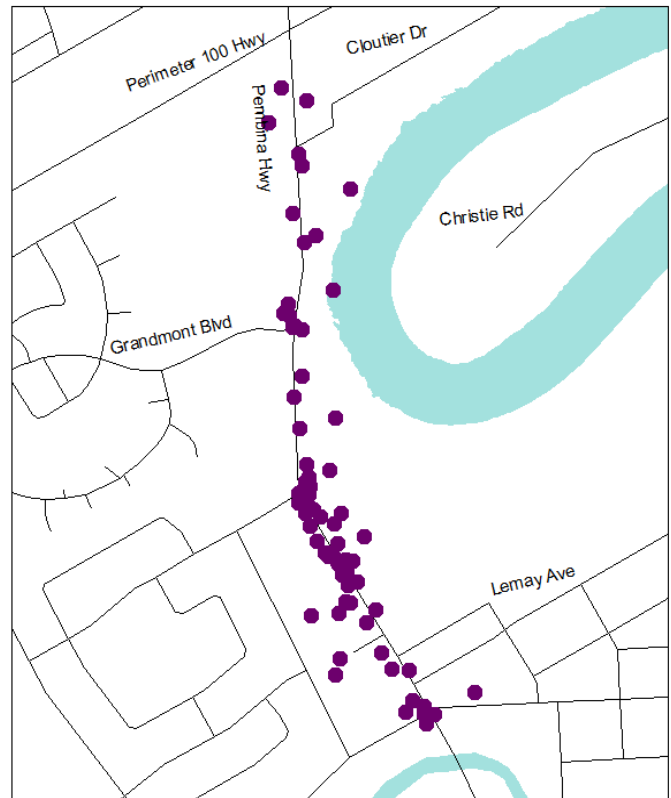
-  Pedestrians
-  Cyclists

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

Destinations Map



Crossings Map



Other

For items that did not fit into one of the categories provided, responses were marked using 'other' markers. Respondents marked the need for signage, bus stop issues, and the need for increased speed using 'other' markers.

Next Steps

In the spring of 2018, speed data was collected on the stretch of Pembina Highway from the Perimeter Highway to the La Salle River Bridge. An engineering road safety assessment will be conducted considering the collected speed data, collision history, site geometry, operational factors, and human factors. The safety of all road users will be considered.

The safety assessment will also consider the public input summarized in this report. Community concerns will be included in the report that is submitted to the Standing Policy Committee on Infrastructure Renewal and Public Works (SPC-IRPW). Stakeholders who asked for email updates will be updated when a report to SPC-IRPW is made public, which is expected to occur in late 2018.

Appendices

- Appendix A – Postcard
- Appendix B – Postal code area map
- Appendix C – Survey
- Appendix D – Survey feedback

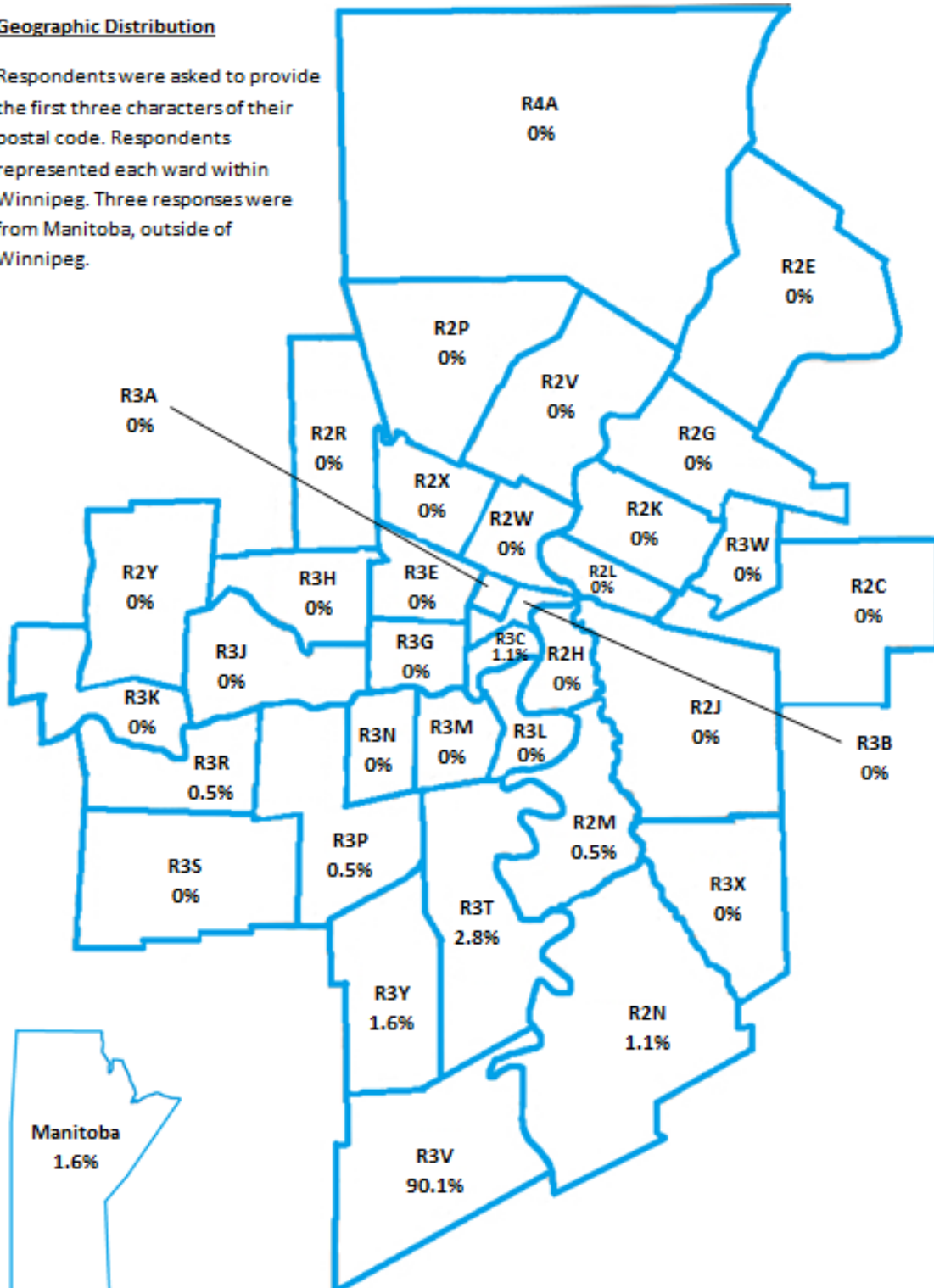
To learn more about the Pembina Highway Speed Limit Review, please visit winnipeg.ca/Pembinaspeedlimit

Appendix B – Postal code area map

Survey respondent postal code area map

Geographic Distribution

Respondents were asked to provide the first three characters of their postal code. Respondents represented each ward within Winnipeg. Three responses were from Manitoba, outside of Winnipeg.



Appendix C – Survey

Pembina Speed Limit Review MetroQuest Survey Draft

Screen 1

WELCOME

Pembina Highway Speed Limit Review

Provide your input for the Pembina Highway Speed Limit Review

The speed on Pembina Highway from the Perimeter Highway to the La Salle River Bridge will be reviewed in the spring of 2018. Before conducting the speed study, the City is asking area residents for their input on issues within the speed study area that should be considered when conducting the review and analyzing results.

The purpose of this survey is to gather your input on issues within the Pembina Highway speed study area that should be considered when conducting the review and analyzing results.

Your priorities, views, and map markers will help us to determine the parameters of the speed study and will assist with evaluating the speed study results.

Speed studies are conducted by collecting speed data and analyzing the data to determine if a change in speed is recommended and where the recommended change would apply. Data is collected using tubes for approximately one week.

Elements considered in a speed study include: collisions, adjacent land use, driveway and street intersections, road design and geometry, pedestrian and cyclists, presence of roadside hazards, and high speed to low speed transitions.

Screen 2

YOUR PRIORITIES

What are your priorities?

To help design an effective speed study, let us know which of these priorities are most important to you.

Select and rank your top three priorities.

1. Students and their routes to school

Students/school - It is important that the speed study considers nearby schools and the routes to school students use.

2. Safety of all users

Safety - Safety of all users (drivers, pedestrians, and cyclists) is important and the speed study should account for that.

Cyclists using paths, and roads

Cyclists -It is important that the speed study account for cyclists using and crossing Pembina Highway.

Pedestrians using paths and crossing

Pedestrians - It is important that the speed study account for pedestrians on the sidewalk on Pembina Highway and crossing Pembina Highway.

Getting commuters to where they are going

Commuting - The speed study should consider travel times for commuters.

Farmers' market traffic on Wednesdays and Saturdays

Farmers' market - It is important that the speed study account for increased traffic and pedestrians on Farmer's Market days.

Transit passengers and stops

Transit- The speed review should consider transit stops and how speed limits may influence Transit passengers.

Signage and other influences on speed

Signage -The speed review should take signage into account and should look into other measures that may influence speeds (such as landscaping).

Screen 3

YOUR VIEWS

Personal Views - Indicate on a scale of 1 - 5 stars how strongly you agree or disagree. 1 star = strongly disagree 2 stars = disagree 3 stars = neither agree or disagree 4 stars = agree 5 stars = strongly agree

Speed

Tells us your views on the current speed limit in the area by rating the following statements from 1 star (strongly disagree) to 5 stars (strongly agree).

Reduce speed limit I believe the speed limit on this stretch of Pembina should be reduced.	1 2 3 4 5
Increase speed limit I believe the speed limit on this stretch of Pembina Highway should be increased.	1 2 3 4 5
Change in sections I believe in some sections the speed may require a change.	1 2 3 4 5
Stay the same I believe the speed limit on this stretch of Pembina Highway should stay the same.	1 2 3 4 5

Study

Tells us your views on the speed study by rating the following statements from 1 star (strongly disagree) to 5 stars (strongly agree).

Need I recognize the reason for a speed study in this area.	1 2 3 4 5
Results I support studying speeds to adjust to neighbourhood changes.	1 2 3 4 5
Recommendation Understanding speed study data and the recommendation is important to me.	1 2 3 4 5

Participation

Tells us your views on the information and participation opportunities provided by rating the following statements from 1 star (strongly disagree) to 5 stars (strongly agree).

Project Description I was able to find the information I was looking for on the project website in order to understand the study.	1 2 3 4 5
Survey I value the opportunity to provide my input before the speed study begins.	1 2 3 4 5
Future Participation I would participate in a survey like this again if given the opportunity	1 2 3 4 5

Screen 4

MAPPING

Issues or Concerns

Drag the markers to the map to show us issues or other things we should consider when designing and analyzing the speed study.

- Pedestrians
- Crossing
- Cyclists
- Concern/Issue
- Destination
- Other

Any other locations not on this list?

Screen 5

WRAP UP

Thank you

1. I would describe myself as:
2. A resident of the area | Someone who works in the area | A visitor to the area | A resident in an adjacent neighbourhood | Part of a group/organization interested in the review
3. Interested in email updates?

Yes | No

4. First three digits of your postal code:
5. I heard about this survey through:

Postcard | Social media | City of Winnipeg website | Councillor | Word of mouth | Other

If you selected 'yes' to receiving email updates. Please visit our email sign up to provide your contact information. Please visit winnipeg.ca/PembinaSpeedReview

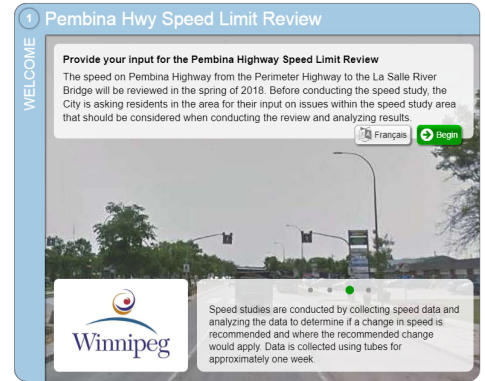
Appendix D – Survey feedback

City of Winnipeg

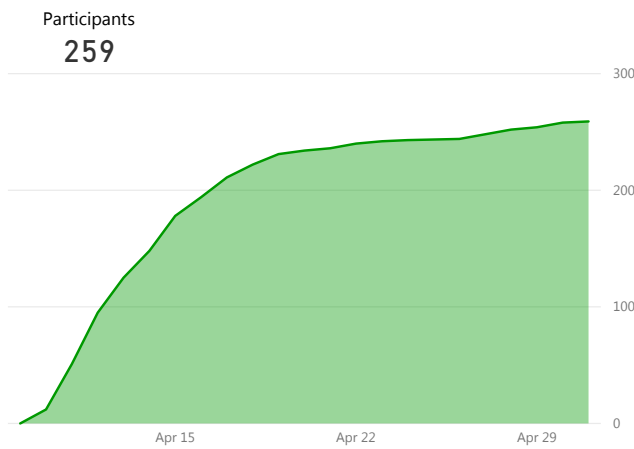
Pembina Highway Speed Limit Review

📅 Apr 08, 18 - May 01, 18

Screen 1 / Site Traffic



Total number of participants over time.



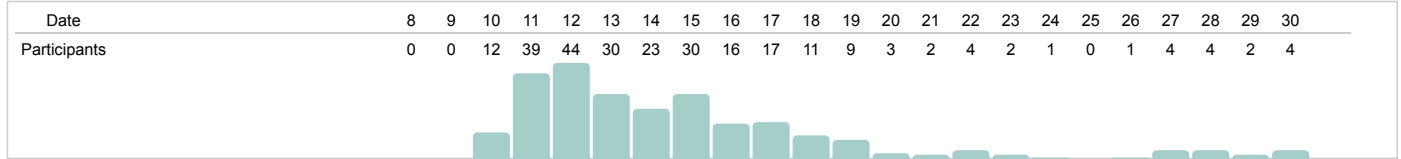
Data points for this Site:

Participants: **259**

All data points: **4129**

All comments: **151**

April 2018



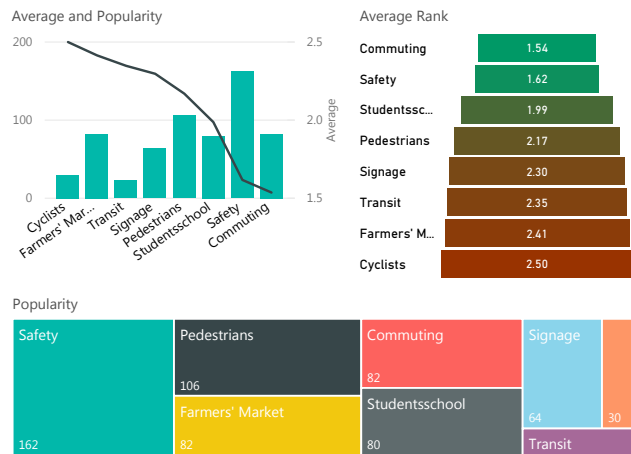
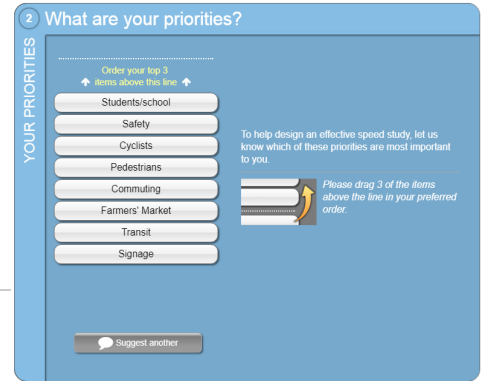
May 2018

Date	1
Participants	1

Pembina Highway Speed Limit Review

📅 Apr 08, 18 - May 01, 18

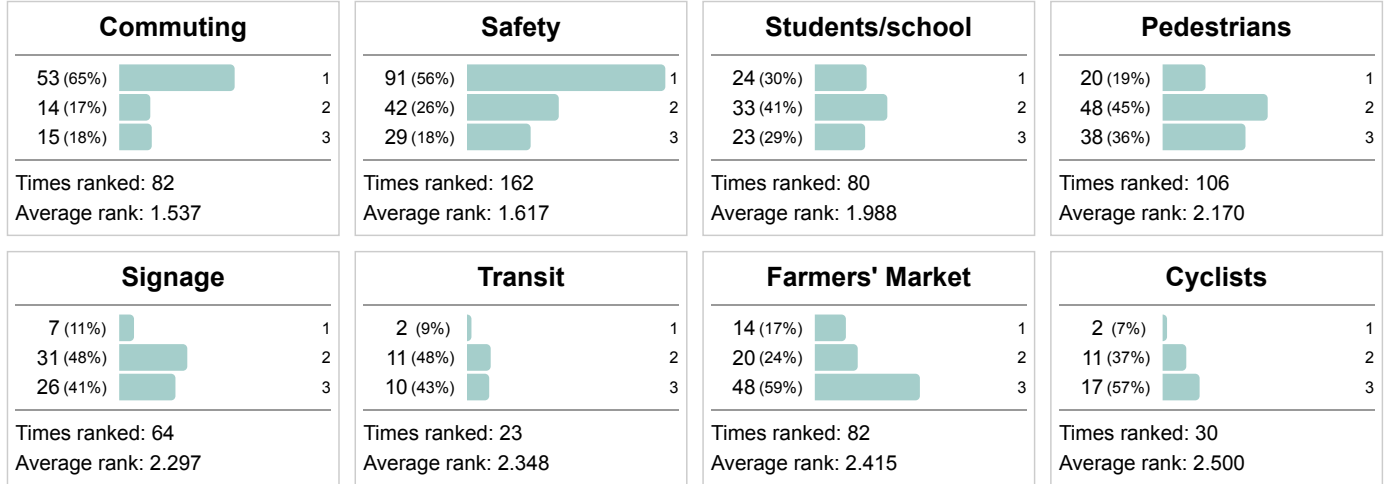
Screen 2



Data points for this Screen:

Rankings: **629** Comments: **49**

↓ Below: Each ranking item, showing how often each item was ranked in each position, ordered by average. Note that 1 is the highest rank.



Survey Screen 2 Comments

Item	Feedback
Commuting	It is a non issue. Commuters will be ok
Commuting	Currently too many distractions with heavy commercial traffic through area. Need the route 90 bypass
Commuting	Commuters from St Adolphe and other non Winnipeg. They get mad when I drive the speed limit of 50 km. They want to drive 70 km.
Commuting	Commuters from St Adolphe and other non Winnipeg are the problem. They get mad when I drive the speed limit of 50 km. They want to drive 70 km. Some people complain about the trucks, but 8 times out of 10 it's cars that try to drive 70 km in the 50 km zone
Farmers Market	St Norbert's is a residential area, that also hosts the famers market. We need to maintain a safe, walkable, friendly neighborhood. Commuters are IRRELEVANT.
Farmers Market	much pedestrian traffic
Farmers Market	The Farmer's Market is a huge problem with not enough parking for the usage. More parking is needed. The traffic is a bottle neck of confusion on Saturday from 9:00 am to 2:30 pm? It is very unsafe to cross Pembina in either direction. On foot or in a vehicle.
Farmers Market	During market times there should be no street parking or u turns allowed. Causes all kinds of traffic and safety issues. We had no street parking for a while and it was better,
Farmers Market	Not enough signage for "customers" to know where to park. Normal businesses have parking on the street side. But the Market has insisted to have the customers park in the back. I know a lot of St Norbert residence have boycotted the Market because of traffic issues
Farmers Market	The cross walk is not a good solution for the control of pedestrian or vehicle traffic at this location. Traffic light such as the one at Vincent Massy school would be better
Farmers Market	The speed limit should be lowered during the summer months to 30 like the school zones as it is very busy the Farmers' Market and splash park in full use with various daycares
Farmers Market	The Farmer's Market holds up too much traffic. The cross walk can be constant and not allow traffic to flow properly. Maybe people from the Farmer's Market might have to wait once in a while to cross the road.
Pedestrians	The speed limit allows pedestrian to cross safely when the Farmers' Market is open
Pedestrians	Any increase in speed is only going to make that stretch of road more dangerous
Pedestrians	signage for the crosswalks could be better
Pedestrians	I use a walker for going across Pembina at the lights or cross walk. The main concern is cars turning onto Pembina Highway go Through the Stops signs with total disregard for any pedestrians. I was almost run down on many occasions. More Condo construction in future will add to more unsafe walking conditions.
Pedestrians	Farmers market and community center bring children and family and trafficking. Need to reduce speed.
Pedestrians	Besides the fact we have the Farmers Market in St. Norbert every Wednesday

Survey Screen 2 Comments

	and Saturday for 4+ months there are many pedestrians (of all ages) crossing Pembina within St. Norbert due to the schools, community centre, businesses, legion and behavioural centre.
Pedestrians	Many of my comments noted in priority 1, Safety apply to this section; the two are closely related. Pedestrian education is paramount; their safety needs to be protected by clear, motorist readable signage, especially in the village of St. Norbert where many pedestrians just step out into traffic without paying too much attention to approaching vehicular traffic, particularly on Farmers' Market days.
Pedestrians	Many of my comments noted in priority 1, Safety, apply to this section; the two are closely related. Pedestrian education is paramount if people are going to mix safely with traffic; their safety needs to be better protected by clear, readable signage, especially in the village of St. Norbert where many pedestrians just step out into traffic without paying too much attention to approaching vehicular traffic, particularly on Farmers' Market days.
Safety	I have personally seen a child hit by a car at the Trappistes lights.
Safety	it is unfortunate the bike lane stops at the perimeter when so many proceed to the Farmers' Market and surrounding area
Safety	Speeding is a common occurrence through St. Norbert.
Safety	Safety in any community is #1 priority. However, Pembina is a highway and the speed should be according to other sections of same.
Safety	Semis run the stoplight many times an hour. It is deadly and something needs to be done.
Safety	A electronic radar signage should be install to tell each driver his speed to slow down ahead of crosswalk for safety on both ends of Pembina coming over the bridge heading north and before getting near the Farmers Market cross walks and lights heading south.
Safety	There is no need for a 60 km/h speed limit from the south end of the La Salle River Bridge to Turnbull Drive & Hwy 75. The speed limit on this section should be at least 70 km/h. Currently, the 60 km/h limit serves only as a police speed trap/speeding fine cash cow for the city.
Safety	Safety is important. People drive above speed all ready.
Safety	There is an extreme amount of large trucks and semis that come through St. Norbert. Bigger vehicles like that going above 50 is scary and dangerous. Already many vehicles exceed the current speed limit of 50 km.
Safety	Really like street-scaping. However the low median lights that were installed are blinding. Looks like car headlights and makes difficult to see. Should be changed.
Safety	The road at the 50 km is 3 lanes wide. That is wide enough for everyone, to drive safe at 60 km.
Safety	In some ways we are wondering why the speed limits are being reviewed. It is a residential area. We want to keep our families safe. Let's not make changes that could result in a fatality. How sad would that be?
Safety	I do not see that the present 50 km limit has any benefit regarding safety. There in my opinion appear to be any significant difference between this stretch of roadway and the rest of Pembina hwy to the north through Fort Garry

Survey Screen 2 Comments

Safety	Pedestrians need to be aware of all road users before venturing into the path of oncoming traffic, particularly at cross walks; they need to understand that all wheeled traffic cannot stop on a dime. Conversely more pedestrian cross walks on Pembina would discourage pedestrians from just stepping out into traffic in order to cross the highway.
Safety	the speed limit should remain 50 as some motorists do 60 even though it is clearly posted .
Safety	Regardless of the outcome of the study, the speed limit must be enforced by a visible police presence and / or photo radar. Eliminating the court loophole that allows violators to escape the full cost of the ticket must also be addressed
Signage	maintain speed limit at 50km
Signage	Signage is the key to a safer driving experience on Pembina, particularly when switching from lower to higher speeds. I am particularly aware of the subtle lack of speed limit signage once over the La Salle River bridge travelling south; motorists make the mistake of assuming the posted limit changes to a higher speed once over the bridge when the posted 60km/hr does continue for a little further south once over the bridge before a change is indicated. Speed limit changes need to be clearly indicated the minute they change from a lower speed to a higher one and vice versa.
Signage	Proper signage placed in visible locations for all lanes of traffic
Students school	Many many students cross Pembina Highway between Grandmont and Rue des Trappistes. The local school division does not bus children living across Pembina Highway from their school, from grade 5 on, if the total distance is under 1.6 km from their house to their school. Traffic moves very rapidly along Pembina Highway and students would be at risk as motorists often don't stop for crosswalks.
Students school	Children 10 years of age or older within walking distance of school must cross Pembina on a regular basis and almost always at the lights by the La Salle River bridge.
Students school	Need red light/speed cameras at last crosswalk before the bridge--too many close calls from those who are in a hurry trying to run over high school students using crosswalk.
Students school	No elementary kids cross Pembina. If high school students are crossing Pembina North of the bridge, they are old enough to know to wait for a green light.
Students school	Depending on distance of home from school, some SNCC students as young as 10 years old are denied bus service, forcing them to cross highway 75. 2x /day.
Suggest another	traffic flow
Suggest another	Noise
Suggest another	Traffic Light - Running Red lights
Suggest another	Moving Traffic in a Reasonable Manner
Suggest another	Noise. Many transport trucks use their engine brakes within the city limits coming from both directions in this area, both north and south. Big nuisance and very unprofessional for professional drivers.

Pembina Highway Speed Limit Review

📅 Apr 08, 18 - May 01, 18

Screen 3

3 Personal Views

YOUR VIEWS

Speed

60

Tells us your views on the current speed limit in the area by rating the following statements from 1 star (strongly disagree) to 5 stars (strongly agree).

Study

Participation

Reduce speed limit
I believe the speed limit on this stretch of Pembina should be reduced.

★ ★ ★ ★ ★
Comment

Increase speed limit
I believe the speed limit on this stretch of Pembina Highway should be increased.

★ ★ ★ ★ ★
Comment

Change a section
I believe a section may require a change in speed limit.

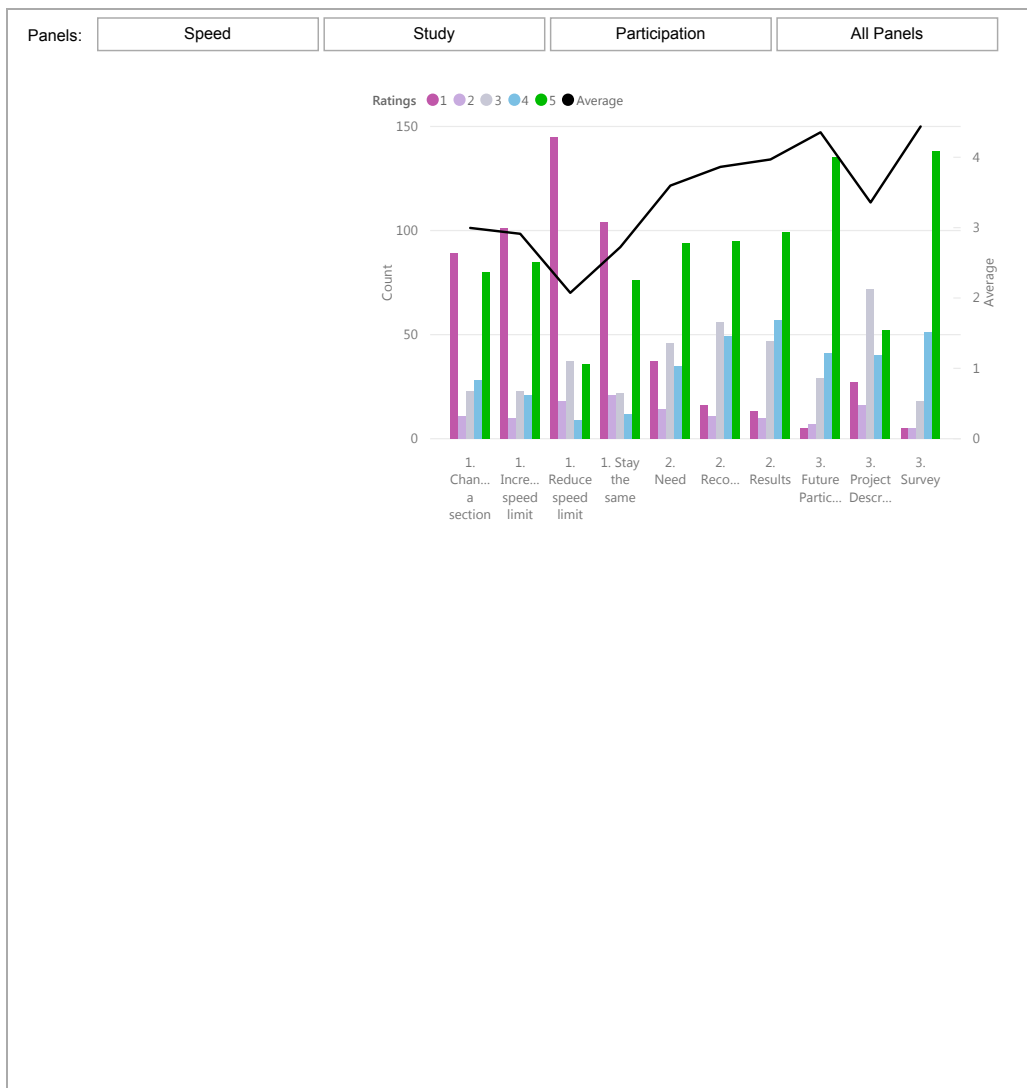
★ ★ ★ ★ ★
Comment

Stay the same
I believe the speed limit on this stretch of Pembina Highway should stay the same.

★ ★ ★ ★ ★
Comment

[Next Category](#)

Rating distributions and averages by panel.

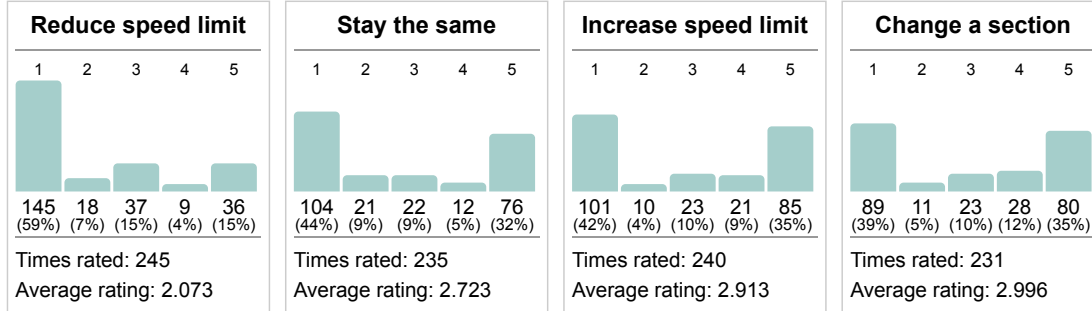


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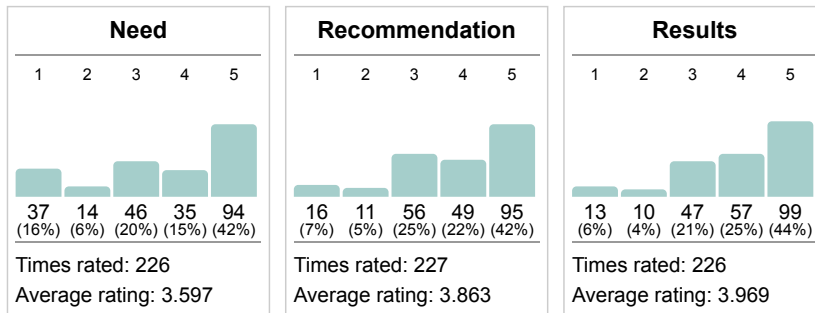
Ratings: **2271** Comments: **102**

↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

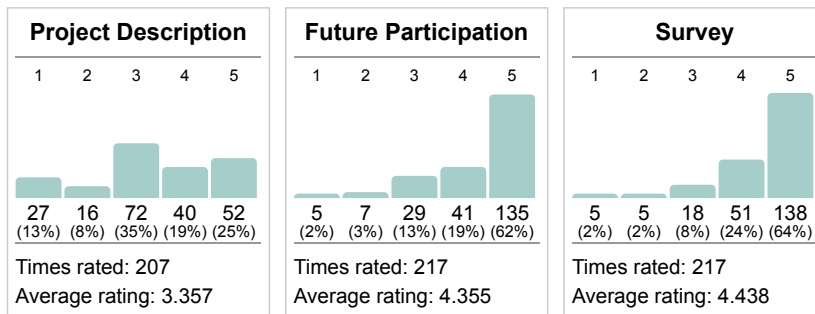
Speed



Study



Participation



Survey Screen 3 Comments

Item	Feedback
Change a section	Poorly worded question.
Change a section	Should be at LEAST 60 km/h to the River, then 80 afterward!
Change a section	All speed limits on Pembina until the town ends should be kept LOW and reduced not raised
Change a section	If the posted speed was enforced it would be fine.
Change a section	It's confusing that it's partially 60 km/hr and partially 50 km/hr and signage isn't clear enough
Change a section	Make it 50km/h all the way through St. Norbert.
Change a section	I think it probably makes sense to change to a 60 zone from 50 as most people travel 60. It is also confusing to go from 60 on before the perimeter and just past to down to 50 then up to 60 or 70 past the bridge and then up to highway speed. Why not make it 60 all the way to the highway speed
Change a section	I would like to see the 50 KM zone extended towards the Perimeter.
Change a section	need to go around
Change a section	Increase between the bridge and south on hwy 75
Change a section	They need to put a walk over bridge for farmers market. Major traffic jams when they are in season. This is a main hwy to the states. so many obstacles for drivers
Change a section	The speed limit should be increased to 70 kms per hour.
Change a section	Only around the Market Days of Operation .
Change a section	From Ducharme to Rue des Trappistes, there are 2 crosswalks and one intersection used regularly by school students crossing. This section also has lots of businesses and the Farmers' Market, and the speed could be reduced in this section to accommodate these users of the space.
Change a section	Under overpass on perimeter. Need better overpass merge lane
Change a section	The area that is now 50 kmh should be increased to 60 kmh.
Change a section	Continuity of road speed is the key; keep it at 60 km/hr prior to the village; reduce to 50 or less upon entering the village and back up to 60 upon crossing the bridge. It doesn't make any sense to increase the limit through the village.
Change a section	Reduce to 30 in St. Norbert
Change a section	from the perimeter to Ducharme
Change a section	Anything after the bridge leaving St. Norbert should be considered the 75 highway and treated as such. The pedestrian cross walk is within a safer slow speed area. The current speed limit feels very much like a speed trap when compared to other areas of the city with a similar setup.
Future Participation	why do you need a big study for a logical outcome?
Future Participation	Always, I think all decisions need to voted on. The people of Wpg need a voice not a board making decisions for us.
Future Participation	Yes it would be my pleasure to help if required
Increase speed limit	I can't see why the speed limit in St. Norbert cannot be 60 like everywhere else.
Increase speed limit	Absolutely NOT
Increase speed limit	Absolutely not
Increase speed limit	60 km
Increase speed limit	I do not feel that the speed limit should be increased. It is already high traffic,

Survey Screen 3 Comments

	with school children 10 and over expected to walk to school and cross Pembina Hwy unattended.
Increase speed limit	I think the section that is currently 50 could be 60 because most people travel that speed now in that area.
Increase speed limit	need to go around
Increase speed limit	After the set of lights at De Leglise/Trappiste should be raised to 90
Increase speed limit	After crossing the LaSalle Bridge heading South increase to 80 KPM
Increase speed limit	Too dangerous to increase speed limit in a busy residential and shopping area. There are always residents crossing Pembina Hwy.
Increase speed limit	this would make it the same as the rest of Pembina hwy where there are also schools churches and retail
Increase speed limit	I strongly disagree. I walk my dogs along the sidewalks and there are pedestrians that walk along there. There is also the farmer's market. I do not think increasing the speed limit would be safe.
Increase speed limit	Where the speed limit is 50 kmh, should be raised to 60 kmh. No different than any other major thoroughfare such as St. Mary's or St. Anne's. Consistent with other parts of the city.
Increase speed limit	Raise the speed limit to 80
Increase speed limit	The speed limit needs to remain at 50km because of the incredible amount of truck traffic through town. The province needs to get that bypass built, talking about it for 25 years is enough already.
Increase speed limit	Keep the existing speed limit particularly in the area of St. Norbert village; as long as pedestrians and vehicles are using the same stretch of roadway, pedestrian safety needs to be maintained.
Increase speed limit	It should NOT be more than 50
Need	Who is the study for?
Need	There are so many near miss accidents at Ducharme intersection and semis are honking their horns frequently.
Need	There is no need for a study, there is a need for common sense. There is no reason that the speed should be less then 80km after the bridge.
Need	Motorists coming from the perimeter highway were travelling at 100kpm, hit Pembina highway reduced to 60kpm, then reduced to a further 50 kpm (a snail pace) frustrating, but the village of St. Norbert is still an original community, with historical values and should be respected as such , and allow the motorists commuting thru St Norbert to slow down and enjoy the short ride thru some history, there is an active community centre , farmers market, historical houses . At 50kpm from the perimeter to the La Salle river it would take no more than 3-5 min. to travel thru at a safe and controlled speed, some 18 wheelers are weighing in at 60,000 lbs and DON'T stop on a dime
Need	There needs to be a study for the speed limit passed the bridge to passed Red River Drive
Need	common sense people. It's a major hwy to the USA. It's up to the people to pay attention. not change speed zones cause humans are lacking safety skills
Need	Monitor south and north traffic with radar monitors .
Need	A study need not be complex,,, there is obviously a huge amount of heavy

Survey Screen 3 Comments

	truck traffic passing through this residential area,, it requires lower speed limits and active enforcement.
Need	Suggest an open house for this discussion
Need	Better yet--reroute the semis from the Farmers' Market section of Pembina.
Project Description	no need to study this. it is simple logic.
Project Description	I never looked
Project Description	The link was on there for me when I googled it.
Project Description	My concern, as previously indicated in another comment section of this survey, was the need to increase to 70 km/h the speed limit from the south end of the La Salle River Bridge to Turnbull Drive/Hwy 75. Yet this survey is considering input on the speed limit only from the Perimeter Hwy to the north end of the La Salle River Bridge. I approve of the current speed limits in that section of Pembina Hwy.
Project Description	Didn't see the website information.
Recommendation	this should not require a study. it is simple, go around or reduce speeds
Recommendation	When it is apparent that a speed study tells us something like "the traffic pressure on Kenaston through River heights is absurd because we've built Kenaston all the way to the Perimeter and built tons of infill housing that use that street, no I really don't care, because EVERYONE has known this for decades. If you are building in an area like St Norbert which was originally planned to not have any multi-story buildings, no, too bad, leave well enough alone. If you are planning a significant change to an area like closing Waverly at the perimeter and that diverts traffic onto Pembina, yes I want to hear about it.
Recommendation	How will results be shared prior to a decision being made
Recommendation	No waste of time money
Recommendation	Get professional traffic engineer's study report to help save life's and stop some vehicles unsafe turning left and going through stop signs .
Reduce speed limit	Absolutely. No speeds above 50 should be allowed from the bridge northward and in my opinion the speed limit south of the bridge must also remain low to avoid slide throughs and accidents at the light. Keep our community safe for our community
Reduce speed limit	I have witnessed one loaded semi flip over on its side as a result of moving too fast exiting the perimeter
Reduce speed limit	Unbelievable that this city continues to allow trucks in such huge numbers to travel that stretch. Someone will have to lose their life before something is done.
Reduce speed limit	The posted 50kmh limit is completely ignored. If it was respected there would be no need to reduce it any further.
Reduce speed limit	My assumption here about speed reduction is that the current speed is 50
Reduce speed limit	the semi trucks are ruining the roads, need an alternate route for these trucks. if not reduce speed greatly. farmers market is a growing event two days a week in summer. as is, traffic is too fast as condos and apartments are increasing.
Reduce speed limit	Its a hwy. People need to be more alert do not reduce

Survey Screen 3 Comments

Reduce speed limit	No Absolutely Not. Winnipeg needs to be a forward looking city and get with the future. Cars are much safer then the crap they made 30 years ago. Also Winnipeg needs to improve signage for pedestrains and provide for bicycle paths and proper sideways and cross walks. Reducing the speed limit is the incorrect choice in today competitive world.
Reduce speed limit	The speed around the Farmer's Market reduced to 50 Km when the Market is operating for 4 blocks in each direction .
Reduce speed limit	Because of the semi truck traffic on Hwy 75 through this community the speed limit should be reduced to 50km max
Reduce speed limit	50 would be okay to reduce it to, but I have not noticed any impact with the speed limit as 60.
Reduce speed limit	Leave it at 50
Reduce speed limit	Schools/farmers market/daycare/merging traffic/condos
Reduce speed limit	The speed limit should be 60 kmh from the perimeter till the La Salle Bridge.
Reduce speed limit	Raise the speed limit
Reduce speed limit	User education is the key here!
Reduce speed limit	It should NOT be more than 50
Results	It depends how the study is designed and used. Knowledge is good but only if usefully collected
Results	If there is significant new construction in an area leading to greater traffic volumes, then a study is useful but for a street that has not changed in 50 years like say Cambridge in River Heights, a study is wasteful.
Results	It should not just be about speed it is about signage, parking, traffic lights, etc.
Results	its a waste of money.. what happened to common sense..
Results	The speed bumps that the city put in my neighborhood are ridiculous. They do nothing for public safety on kilkeny. Makes me want to move to another province or country.
Results	Some change is necessary!
Results	Need the study. Speeding infraction noted.
Results	Yes, do a study but please keep the tax payer in mind,,, this should not be a 12 month ,, 100k + study.
Results	Again an open house would be beneficial.
Results	the farmers Market limits traffic flow when it is on.
Stay the same	It just needs to be enforced.
Stay the same	50km/h should be enforced.
Stay the same	need to go around
Stay the same	It's important the speed limit remain the same. 1. Increasing it to 60 means 65 for most motorists. 2. The enormous truck traffic will not be diverted for several years. Seeing the big trucks going 60-65 kph is scary. 3. When the truck traffic does eventually divert, It's important St. Norbert residents FINALLY ENJOY normal car traffic at reduced speed. 4. The planned year round market

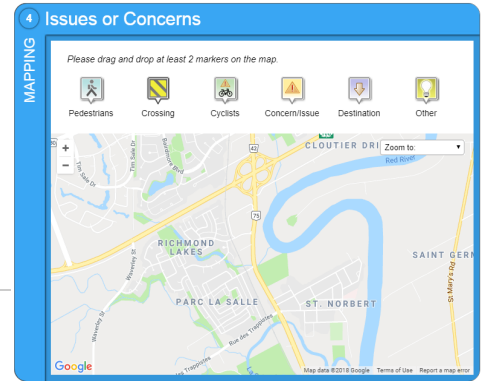
Survey Screen 3 Comments

	deserves reduced speed.
Stay the same	Like I said earlier the speed should be increased to 90 at the bridge (its a main hwy to the states) People need to be more aware.
Stay the same	If all the vehicles stop at stop signage and are careful turning left into merging traffic .
Stay the same	Need more monitoring as car and trucks come speeding from highways. Tendency to stay at higher speed.
Stay the same	The speed limit of 50km should stay the same. I have been suggesting for years oversized signage to indicate the limit. At the last analysis, it showed that the actual average speed on this road was close to 60 anyways, with the concern being if it is increased to 60, then people will be travelling at 70 km.
Stay the same	I do not think it should be as is. increase the 50 kmh to 60 kmh.
Stay the same	motorist tend to speed through St. Norbert . it is posted 50 most do 60. if it is increased to 60 they will now do 65 or 70
Stay the same	60km all the way through St. Norbert, then increase to 80km as soon as you cross the bridge at the south end of St. Norbert.
Survey	people who live along this stretch, do not want vehicles speeding through. P.s, there is also a community centre and a day care here.
Survey	I think all changes they do should be done by survey online, majority rules
Survey	The city needs to stop doing the tax grab on Pembina Highway where they park the speed van in a school zone where the speed is reduced to 50 kms. If the city was interested in actually enforcing good civil behaviour and safety they would pull over people for dangerous driving and enforce the speed limits in regular zones and on regular streets. The city needs to reduce its expenses instead of generating revenue through these ridiculous speed tax grabs. The city also needs to fix the potholes. These are the worst streets in North America for riding a motorcycle safely.
Survey	Thanks for the opportunity to express my opinions.

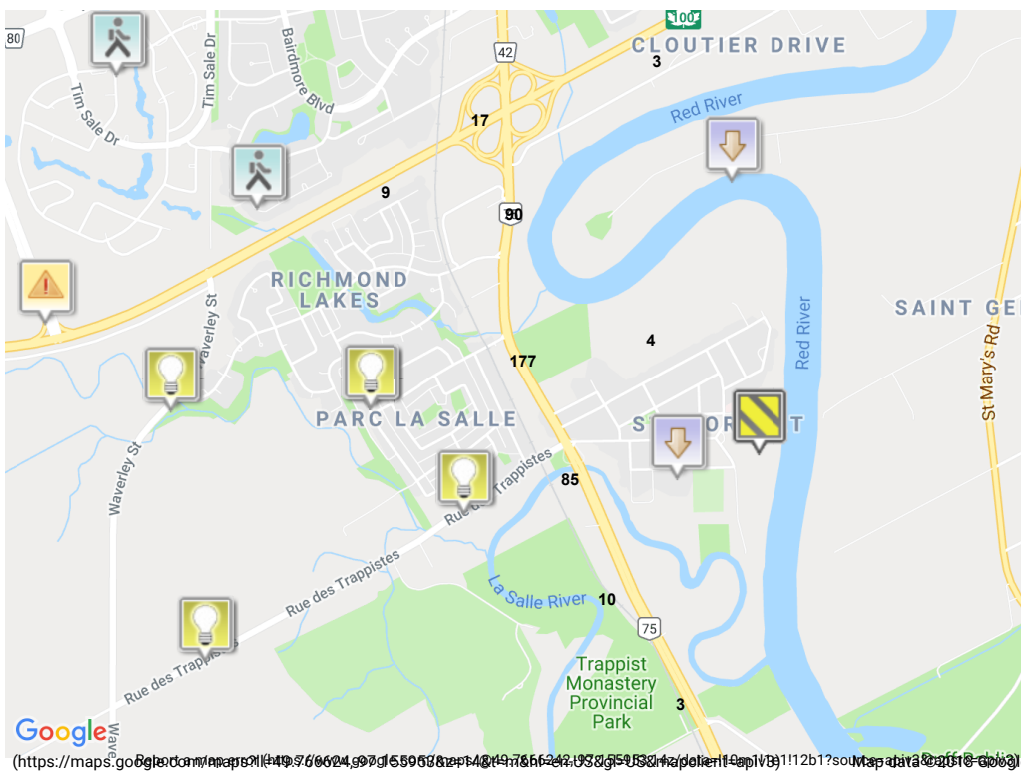
Pembina Highway Speed Limit Review

Apr 08, 18 - May 01, 18

Screen 4



A map showing the distribution of map markers by type.



Data points for this Screen:

Markers: **430**

Marker attributes: **1290**

Marker comments: **254**

↓ Below: Each marker type, showing how many markers have been dropped, plus any additional input through dropdowns.

Other	Destination	Cyclists	Crossing	ConcernIssue	Pedestrians
Markers: 25	Markers: 36	Markers: 54	Markers: 85	Markers: 104	Markers: 126
Comments: 23	Comments: 17	Comments: 26	Comments: 35	Comments: 92	Comments: 61

Survey Screen 4 Comments

Item	Comment
ConcernIssue	The number of semis who run red lights at this intersection is frightening. Their minds are plainly already half way to the US.
ConcernIssue	IT'S TOO SLOW HERE!!!!!!!!!!!!!!
ConcernIssue	IT'S ALSO TOO SLOW HERE!!!!
ConcernIssue	A traffic light at the intersection of Ducharme and Pembina instead of a pedestrian crossing. I believe. There has been a couple of issues with pedestrians getting hit near this intersection.
ConcernIssue	Pembina hwy northbound by St. Norbert community club goes from 3 traffic lanes to 2 traffic lanes with NO signage
ConcernIssue	People go TOO fast through residential areas.
ConcernIssue	pedestrians not using the crosswalk, especially on weekends at farmers market.
ConcernIssue	I walk frequently with my grandchildren and it is very scary due to so many large semis and other commercial vehicles travelling on that stretch of road.
ConcernIssue	Please do not allow terrace to be built until the heavy truck traffic is redirected elsewhere
ConcernIssue	We live on Cloutier Drive and have come very close to being rear ended many times by people who are heading for the perimeter highway. Many people seem to not know that there is a street before the ramp to the perimeter and you are taking a risk if you have to stop for pedestrians who are crossing at that intersection. Perhaps better signage would be helpful and a reduction to 50 KMH from 60 Kmh.
ConcernIssue	Semi trailers are coming off of this exit way too fast
ConcernIssue	new condo driveways cause sudden slow downs/stops.
ConcernIssue	new condo driveways cause sudden slow downs/stops.
ConcernIssue	new condo driveways cause sudden slow downs/stops.
ConcernIssue	Merge lane is not long enough causing hard braking to be required upon entry to turn off. Very dangerous in winter when the bridge is slippery
ConcernIssue	Huge dips and hole in road causing damage to suspensions on vehicles
ConcernIssue	Large holes causing damage to suspensions
ConcernIssue	The heavy traffic cars 1/2 tons busses and especially The 18 wheelers travelling through this short area of Pembina all day long , and the commuting traffic from out side of Winnipeg, travelling thru ST Norbert, student crossing Pembina in order to get to school or the community center and back home again, I know the all hope that the motorists see the flashing yellow lights at the crosswalks but at a higher rate of speed would the be able to stop in time? TOTAL TIME thru ST Norbert @ 50 kpm 3 min.
ConcernIssue	That is all it takes to help save a life
ConcernIssue	Take away shrubs obstructing view of oncoming traffic
ConcernIssue	People drive too fast on this part of Pembina, both north and southbound.
ConcernIssue	Pedestrians cannot see drivers turning west because of how far back the sidewalk is, and because of the high speed at which drivers are still driving in this section of Pembina.
ConcernIssue	High speeds from vehicles coming off the clover leaf turn off make this a hazardous interaction.
ConcernIssue	crossing Ducharme and Pembina Hwy nobody wants to stop and continually run

Survey Screen 4 Comments

	through that stop sign. it is a danger to all that cross that stretch of road. its a death trap at that corner
ConcernIssue	Close off the Grandmont (North) entrance to the Co-op gas station and move the bus stop that is RIGHT off Pembina. Too many close calls from cars turning in the yield and slamming on brakes for stopped vehicles.
ConcernIssue	Speed Limit
ConcernIssue	Speed Limit
ConcernIssue	Speeding at this intersection
ConcernIssue	Speeding
ConcernIssue	Many vehicles run the stop light at speeds far above 60 kph I've never seen any enforcement EVER
ConcernIssue	Cars actually speed up to faster than 60 kph when they go under the bridge. My neighbourhood is abused by speeders
ConcernIssue	Speed limits beyond the bridge should not be 60 there have never been any accidents beyond the bridge.
ConcernIssue	Same as other comment
ConcernIssue	the concern is clearly the traffic and the foot traffic as it relates to the farmers market.
ConcernIssue	Lots of pedestrian traffic during market days or other events at community centre
ConcernIssue	motorists travel too fast!
ConcernIssue	Residents from nearby condos must make u-turn here to travel northbound on Pembina. Relocate median break to align with condo or add left turning lane on southbound side
ConcernIssue	Maintain 50km/hr here
ConcernIssue	Vehicles turning left onto Pembina from Grandmont often do not allow for pedestrians to cross Pembina safely enough.
ConcernIssue	Pedestrian overpass needed to stop traffic disruption from farmers market--is there any portable/drawbridge varieties available for this use?
ConcernIssue	Make north & southbound lanes reflect SAME speed limit. NOT 90kmph & 60 kmph
ConcernIssue	Coming over the bridge going south there is no prepare to stop sign so big trucks have no clue that they will have to stop .
ConcernIssue	this intersection is very dangerous with large vehicle traffic arriving at the lights at high speeds and not being able to stop for red lights.
ConcernIssue	Median lighting
ConcernIssue	Need traffic sensors. Sometime wait a very ling time for light change when no traffic. Maybe a priority turn for golf course. Need more visible or better pedestrian crossing visibility. Lots of kids cross here are have concerns as there are many near missess. May be crossing against light due to light issues. . .
ConcernIssue	There is a light at Pembina and Grandmont and then the speed reduces from 60 to 50. The whole stretch should be 50. I have witnessed numerous times semis running those lights going more than 60. If they ever hit someone it will be disastrous. Cars also speed through that light because often they are coming off the highway going faster than 60. Very dangerous zone.
ConcernIssue	There are two crosswalks on Pembina Hwy from the Grandmont light to Des Trappistes. These also concern me as speed is often more than the 50 posted. Semis should not be going through residential areas where there are lots of kids using these crosswalks.

Survey Screen 4 Comments

ConcernIssue	High speed and semis
ConcernIssue	Please don't open up to pedestrian traffic
ConcernIssue	Speed limit unreasonably low
ConcernIssue	The 50 km is too slow
ConcernIssue	Winnipeggers don't know how to merge. They should NOT stop while try to merge on Pembina. Most residents of Grandmont and Parc La Salle don't let people merge. They don't move to the left lane. There is not enough signage about merging
ConcernIssue	The speed should be 70 km. Commuters from outside the city drive 80 km and not the posted 60 km
ConcernIssue	Safety of all crossing Pembina Hwy.
ConcernIssue	the police department uses this road to catch people speeding. In this area it is still 60km/h and the driver will have cleared the residential area. the speed limit needs to be increased to stop the police from exploiting this issue.
ConcernIssue	more speed limit postings would be helpful to remind drivers of the reduced speed limit this far out of the city.
ConcernIssue	This year the addition of crossing guards was a positive,, that was very much needed! I hope that continues. ,, the farmers market is a great addition to the community, but it presents traffic hazards every Saturday. I believe there should be more "paid parking" and a ban on roadside curb parking on Pembina for the blocks north and south of the market "TOO DANGEROUS, Parallel parking along one of Manitoba's busiest commercial highways. "
ConcernIssue	100km is too fast from Hwy 330 to est of bridge. There is far too much congestion of traffic, suggest 80 kph
ConcernIssue	A lot of pedestrian traffic, 2 schools and community centre and daycare. Trucks coming off the Perimeter Hwy are not slowing down.
ConcernIssue	speed limit quickly drops to 50kmhr
ConcernIssue	speed limit drops to 50km/hr and is no more residential than Pembina north
ConcernIssue	I know the limit has already been increased after the bridge. However, as there is no turning lane into Perreault, it is always dangerous for these residents when turning onto their street. Most cars are speeding by this time, and many do not move over when we have our signal lights on. There has already been a few accidents here.
ConcernIssue	Poor right hand collection and yield for a major intersection in southbound direction. Very dangerous. Complicated by the park entrance. Overall danger spot. Best solution without budget worry, cloverleaf.
ConcernIssue	Poor right hand collection and yield for a major intersection in southbound direction. Very dangerous. Complicated by the park entrance. Overall danger spot. Best solution without budget worry, cloverleaf.
ConcernIssue	Dangerous left hand turns on high speed roads between Hwy 59 and St. Anne's Rd. Needs yield spots for both turning north and south. Or proper service roads accessible from Hwy. 59 or St. Anne's Rd. Very dangerous.
ConcernIssue	Dangerous left hand turns on high speed roads between Hwy 59 and St. Anne's Rd. Needs yield spots for both turning north and south. Or proper service roads accessible from Hwy. 59 or St. Anne's Rd. Very dangerous.
ConcernIssue	Dangerous road crossings similar to the St. Anne's Rd. crossings. They either need proper yield lanes or make it that you cannot cross at these places. Have entrances and exits on major thoroughfares such as McGillvray and Hwy. 3 connected by service

Survey Screen 4 Comments

	roads. Trucks trying to cross without proper room. Dangerous.
ConcernIssue	Cops sitting on Tax dollar OT to nab people who are leaving the city with no real hazards and with terrible signage. The other problem with Silly Hall is that police don't put up the speed limits they only enforce them. Then the city puts up the speed limits and don't pick where police sit sort of talk I've been hearing over the years. it's 2018 you guys can figure this out and communicate along with traffic engineers. How there isn't a photo radar station set up there, not enough safety (revenue) to justify?
ConcernIssue	Lots of people turning for softball on Waverley
ConcernIssue	This intersection is a fucking gong show
ConcernIssue	there should be sidewalks on both sides of the road from the highway to the bridge
ConcernIssue	Not enough merge lane for trucks coming off perimeter
ConcernIssue	Farmers market pedestrian traffic
ConcernIssue	When walking south, the southbound cars turning right onto Ducharme are not visible to pedestrians due to the location of the crossing area and the bushes/shrubbery on the side of the road.
ConcernIssue	Too many cars turning left into the CO-OP station. Too many close calls with pedestrians.
ConcernIssue	WAY too many transport trucks in both directions all throughout St. Norbert.
ConcernIssue	Poor road condition.
ConcernIssue	The smooth traffic flow south is impeded by vehicles turning north in order to enter the Renaissance Condos; a safe dedicated curb-cut or lane for these vehicles would improve this safety situation immensely
ConcernIssue	Major traffic congestion in the area due to Farmers Market and pedestrian crosswalks. Through traffic grinds to a stop every Saturday. Major problem for through traffic.
ConcernIssue	I really thought this review was pertaining to the speed limit south of the La Salle bridge. I believe the speed limit there should be increased. Once you cross the bridge you are literally on a highway where the speed should be 80kms to start until it reaches a 100K. Although I've never received a ticket for speeding there I believe it is unfair to those who have. I think the current speeds between the perimeter and the bridge, i.e. 60km, then down to 50km in the village, make sense.
ConcernIssue	River bank is too close to Pembina. Bank is collapsing.
ConcernIssue	Vehicles coming off the bypass need a better merging lane.
ConcernIssue	Warning light for northbound vehicles to stop at lights. Have observed vehicles halfway through intersection before realizing they should have stopped.
ConcernIssue	Better bike paths
ConcernIssue	When the traffic lights at the St Norbert Bridges are green, many drivers ignore the 50Km limit sign and speed into St Norbert at 60Km/h or faster. Some ignore the 60Km limit by the Heritage Park.
ConcernIssue	When the traffic lights at Pembina and De Vos are green, many south-bound drivers, already travelling at 60Km/h, actually speed up and are at 70Km/h by other south side of the underpass - even though there is no increase in speed limit. Likewise, traffic coming off the perimeter and heading south tends to accelerate beyond the posted limit.
ConcernIssue	Too many U turns to beer store.
ConcernIssue	Semis Coming off the highway or perimeter too fast

Survey Screen 4 Comments

Concern/Issue	Lots of pedestrians during Farmers market
Concern/Issue	Photo radar location to keep traffic entering area at posted speed
Concern/Issue	Off ramp from Perimeter to south bound Pembina is unsafe and does not allow for proper merging and subsequent turn offs into residential and commercial areas.
Crossing	Should have crossing guards during entire market operating hours. Pedestrians do not follow rules and traffic can be backed up. Works much better when crossing guards are in place.
Crossing	Crossings must be monitored by individuals with flags/vests even with signage and crossings in place: advanced warnings to motorists recommended?
Crossing	Four schools and countless day care centers, a doctor office, it is just to dangerous at 50km be worse any higher
Crossing	Pedestrians crossing street without care to get to Farmer's Market
Crossing	Pedestrian crossings are satisfactory except for Saturday morning because of the market. Increasing the speed limit will make this area more dangerous.
Crossing	Another crossing?
Crossing	perhaps better marked crossways. We already have 2 crosswalks but I noticed that vehicles run the crosswalk while pedestrians are trying to cross.
Crossing	There should not be trees obstructing view of oncoming traffic. Traffic travelling south, turning east have a hard time seeing oncoming northbound traffic due to shrubs on boulevard..
Crossing	The crossing at the Farmer's market on Saturday mornings needs to be considered.
Crossing	Main crossing used by school children. Busing to the French Immersion School is not provided to most children on this side of St Norbert after the age of 10.
Crossing	School, Day care, community center, splash pad, park and farmers market crossing
Crossing	It is frequent to see vehicles speed or run this light. Vehicles are coming off the perimeter highway at high speeds and often do not stop for this light.
Crossing	Pedestrian crossing closer to the perimeter since only one walkway under the overpass.
Crossing	Crossing at this spot is very dangerous all winter and even in the summer months with heavy traffic flows year round .
Crossing	Maintain 50km/hr speed limit
Crossing	Dangerous--need red light/speed cameras
Crossing	pedestrian bridge
Crossing	Cross walk at this location does not work due to the volume of pedestrian and vehicle traffic when the market is in operation. A traffic control light such as the one at Vincent massy school would work better
Crossing	I believe there is a crosswalk in this area.
Crossing	by the Farmers Market
Crossing	It is so very inappropriate for there to be a pedestrian crossing on a main and twinned highway. Dreadfully antiquated roadways.
Crossing	keep the flashing lights for pedestrian crossing
Crossing	There are pedestrians and cyclist that cross the merge lanes on the cloverleaf. On the west side there is no sidewalk for pedestrians and this is dangerous. They should be made to cross on the east side of Pembina
Crossing	Can be quite treacherous to cross here
Crossing	Crossing to cloudier trail

Survey Screen 4 Comments

Crossing	Remove the cross walk
Crossing	being able to cross the road safely is a high priority
Crossing	need a pedestrian crossing here for bus stop
Crossing	tough for pedestrians to cross at this intersection
Crossing	Super busy crossing when farmers market is open
Crossing	Consider changing pedestrian crossing to traffic lights for cross-traffic
Crossing	Sidewalk just ends south bound Pembina after La Salle Bridge
Crossing	A walkway over the highway would elevate a lot of congestion on market days.
Crossing	students crossing the road where the walk symbol isn't long enough already and vehicles speed there already
Crossing	elevated cross walk. would make things a lot safer for everyone during busy Saturday farmers market.
Cyclists	Cyclists don't follow rules of the road, but expect to use road with out vehicles using extreme caution
Cyclists	Need a lane for cyclists
Cyclists	No bike paths in this area = hazard for pedestrians and dangerous for bikes on this stretch of road.
Cyclists	no bike lanes
Cyclists	cycle trail ends at the perimeter A widening of the sidewalk and dedication of a section to bicycles would address pedestrian and bicycle safety.
Cyclists	Need a safe lane to cross under the perimeter overpass.
Cyclists	Need bike lane from the La sale bridge to the perimeter.
Cyclists	the need a bike path for all cyclists ,the heavy traffic on Pembina Highway makes it total UNSAFE for any cyclists regardless of age
Cyclists	sidewalk has tree hanging overhead so that cyclist have to duck so as not to get hit
Cyclists	Due to the width and amount of large vehicles on the road in this section, a bike lane would be great!
Cyclists	Create cycling lanes for weekend farmers market visitors
Cyclists	no lanes
Cyclists	When I moved from south dale stop cycling because of truck and cars. Worried about safety.
Cyclists	There is room to have the separators for cyclist. This is a popular road for cycling groups from around Winnipeg. This is 2 lanes with a painted line for cyclists. But we need those sticks that are removed during winter.
Cyclists	Hard to go southbound on a bike when traffic is heavier.
Cyclists	there needs to be a safe route for cyclists; right now, we fight with the traffic including large trucks, for space on the road
Cyclists	no lane for cyclists
Cyclists	Desperately need a bike path. With all the truck traffic through here it is very dangerous for cyclists
Cyclists	bike trail should start at the bridge and go to the perimeter to join up with the path under the perimeter
Cyclists	Cyclist pathways would improve the safety of riders
Cyclists	Lots of cyclists ride through St. Norbert in groups and solo on rides south of town. Families also with kids ride the area a lot as well.

Survey Screen 4 Comments

Cyclists	If speed limit is increased I think buffered bike lanes should run through St. Norbert.
Cyclists	This area I has a single track bike path called the St. Norbert loop. It's quite developed and popular and is groomed for fat bikes in winter. This generates a lot of bicycle traffic on Pembina.
Cyclists	Cyclist lane or path similar to North bound traffic
Cyclists	Cyclist lane or path similar to North bound traffic
Cyclists	I would like to see cyclist lanes put in to assure better safety for children.
Destination	Clear signage including to US
Destination	Speed needs to be increased in this area. There are no homes or business for a long stretch where the speed is regulated to an extremely slow 60 km where 100 would be smarter.
Destination	Transit services in this area should be improved
Destination	all areas south of perimeter to LaSalle bridge
Destination	Areas of Pembina further north have more vehicle and pedestrian traffic but the speed limit is higher. I want to get to my destination and I don't understand why I have to slow down in St. Norbert.
Destination	More restaurants or shops in St. Norbert to encourage visitors and shoppers
Destination	Farmer's Market
Destination	ESNI and CSNC
Destination	Ecole Noel Ritchot
Destination	BHF - children and adults crossing from residences to community services
Destination	This is my destination
Destination	The farmers market needs more signs for parking. The customers should be given information papers that they should park in the paid parking areas, not in the residential area.
Destination	School
Destination	There should be priority given to an alternate route around St. Norbert. It is very unappealing for business traffic to be slowed to pedestrian levels. Business traffic and pedestrians should be separated.
Destination	assure that big rigs don't gear down instead of using brakes causing a lot of noise.
Destination	home
Destination	Farmers market
Other	A raised rampway crossing to the Market is an idea though I know it would take up a great deal of space even with a spiral ramp leading on and off it. The Market now has crossing guards at busy times but still the extent of the back up of traffic is dangerous on busy Saturdays
Other	As a major route for traffic entering our Province we should be encouraging tem by making travel less frustrating. 60 KMs is just too slow in an area with so little development.
Other	signage
Other	Bus stop and park are not wheel chair accessible in winter
Other	traffic on Pembina Hwy is increasing. The number of big trucks are unbelievable. noise pollution is very obvious. Air pollution - who knows. it's not pleasant going for a walk on Pembina. You get the feeling of not having control when a big vehicle drives by.
Other	this area could have the speed increased also once your cross the bridge going south

Survey Screen 4 Comments

Other	I hate these speed bumps. They wreck my car.
Other	The speed limit going out of St Norbert is too low.
Other	I don't like having the farmers market in St Norbert. The traffic is annoying.
Other	City of Winnipeg starts here. Please move the traffic gates to this location to allow residents of Perreault Ave access to homes by use of Pembina hwy during storms and highway closures. In case of emergency during highway closure emergency services cannot access City of Winnipeg addresses here.
Other	Improve the quality of Rue des Trappiste & Waverley as students are regularly bussed to LaSalle and St.Norbert for classes and it would improve the safety of the children & residents.
Other	There should be lanes for drivers to turn right on from LaSalle bridge to the provincial park that is a forest "monastere des trappiste". there should be parking at the father Labonte Ave
Other	increase speed limit
Other	Many new condos--traffic merging, pedestrians
Other	Remove cross walks and build Pedestrian overpass
Other	Increase speed limit from 50km-60 throughout St. Norbert and increase to 100 after park.
Other	speed should be increased after La Salle bridge from 60 to 70
Other	There are a lot of people traveling this road that do not follow the speed limit (50km/hr)
Other	If more condos are to be built on the north side of the highway on the corner of Grandemont and Pembina traffic lights may need to be introduced to allow the safe entry of traffic into the north and south bound lanes of Pembina.
Other	From this point south, increase speed limited from 60km to 80km.
Other	Speed limit too low.
Other	Should be a stop sign coming out of the alley.
Other	No u-turn is needed
Pedestrians	Very high volume of pedestrians in this area, particularly during peak Farmer's Market season, safety must be high priority!
Pedestrians	Especially on Saturday's, must continue to have crosswalk patrols to keep pedestrian traffic and vehicle traffic moving
Pedestrians	Driver's don't stop at red lights now, any faster they will just blow through the intersection
Pedestrians	Continue to have pedestrian cross walks to take care of folks crossing between one side and the Farmer's market.
Pedestrians	There are many pedestrians, including school kids, walking along and crossing Pembina Highway. As noted, I have personally seen a child hit by a car crossing at the lights at Trappistes. Note that many children from the west of Pembina attend school on the east side.
Pedestrians	crosswalks should have Red flashing lights, not yellow plus red flashing lights should also be visible on the side post
Pedestrians	students
Pedestrians	people do not use the crosswalk to get to market
Pedestrians	This city needs to protect these pedestrians now
Pedestrians	safety for pedestrian during the time of the St. Norbert Market should be considered.

Survey Screen 4 Comments

	other times I believe that the speed limit is correct at this time.
Pedestrians	Farmers market volumes
Pedestrians	there is a pedestrian crossing and there are also pedestrian concerns on farmers market days. People just walk out from the market without concern for the traffic. It is dangerous and not always because of the drivers
Pedestrians	the whole area will be full of pedestrians, as more apts. and condos go up
Pedestrians	farmers market
Pedestrians	Pedestrians crossing during peak farmer's market hours back up traffic immensely on Pembina Highway.
Pedestrians	Due to overgrown tree coverage in the spring and summer, it can be very hard for drivers in the yield lane to see pedestrians trying to cross, and vice versa
Pedestrians	given the amount of foot traffic an the location of the St. community splash pad- designed for kids, there is concern about hwy crossing and the lack of safety cross walks provide.
Pedestrians	Ducharme to the school has no sidewalk for kids
Pedestrians	Sidewalk inadequate and parking lot near subway has no barrier to sidewalk
Pedestrians	The Bus Stops at Pembina and Cloutier but there is no way to properly cross the street at that location. End result poor public safety. Fixing these types of issues is important. Slowly the speed down does not fix a city with poor signage, and lack of pedestrian crossings.
Pedestrians	crossing the hwy. is worrisome. Your never sure if drivers are paying attention.
Pedestrians	Dangerous to cross with a walker . Some people in our apartment have been hit by vehicles and died one month later . No one stops at the stop signs and the snow banks is very danger to see oncoming vehicles. Harder to walker with a walker . Adding a lot more apartments and condos will increase the problem even more dangerous for slow pedestrians in future .
Pedestrians	students crossing to ESNI and CSNC
Pedestrians	Market goers crossing
Pedestrians	Daycare and community centre users crossing, including children going to the splash pad.
Pedestrians	Walkers
Pedestrians	Very busy intersection for pedestrians - particularly students - and many vehicles heading into St. Norbert over the bridge fail to slow down enough or be aware of the fact it is technically a school crossing.
Pedestrians	Too many motorists running red lights and speeding--could be minimized by speed/red light cameras--preferably before someone is killed
Pedestrians	Farmer's market & 3 schools traffic east to west Norbert pedestrian corridors& splash park and community club fields foot traffic
Pedestrians	A pedestrian bridge should be constructed over Pembina Highway.
Pedestrians	Pedestrian crossing
Pedestrians	Many children have to cross at this intersection to get to school. My own son was almost hit by a semi that didn't stop for a red light.
Pedestrians	there are two pedestrian crosswalks in this stretch. With the crossings being controlled by pedestrians during farmers market hours it makes it difficult for traffic to go through. the last season was a bit better because there were crossing guards there operating the walk when enough people arrived at the crossing. This could be

Survey Screen 4 Comments

	further improved by installing traffic lights for pedestrian crossing, similar to the ones on Pembina hwy near Vincent Massie school near McGillvary blvd
Pedestrians	There are school kids that cross right here and no crossing guards just the actual traffic lights
Pedestrians	There's the farmers market, cc and splash park right her
Pedestrians	Need to continue to have pedestrian traffic control staff during market times
Pedestrians	crosswalk at Cloutier Drive
Pedestrians	Crossing Pembina Hwy going to arena/farmers market.
Pedestrians	Kids crossing Pembina Hwy on the way to school
Pedestrians	I routinely see cars and semi trucks coming though the light at very high rates of speed. Traffic camera would be great.
Pedestrians	People crossing to go to the Farmer's Market
Pedestrians	I walk my dogs along here and wall to the farmers market. An increase in speed here would not make me feel safe.
Pedestrians	pedestrian crossing for shoppers
Pedestrians	crosswalk
Pedestrians	crosswalk
Pedestrians	crosswalk
Pedestrians	Farmers market
Pedestrians	School / students
Pedestrians	There are many pedestrians running across Pembina in front of 3271 Pembina - they are getting to their bus stop. They should have a safer way to cross.
Pedestrians	Farmers Market
Pedestrians	it's important to be safe when walking in this area
Pedestrians	lots of pedestrians on Saturdays
Pedestrians	better signage alerting drivers there is a pedestrian crossing here
Pedestrians	there should be a timed pedestrian cross walk for the farmers market days
Pedestrians	Lots of small kids using the water park.
Pedestrians	Often don't feel safe crossing Pembina on this stretch, in particular at the crosswalks where, oftentimes (not on market days), vehicles do not stop.
Pedestrians	Don't feel safe crossing at existing crosswalks (on non market days) because a number of vehicles do not stop.
Pedestrians	The crossing at Grandmont and LeMaire is also not always 100% safe for pedestrians.
Pedestrians	I am please that the Farmers Market now uses coring guards - at least in the morning, the busiest time, to control pedestrians using the crossings. However, there are those pedestrians who believe it is their God-given right to cross anywhere, despite heavy traffic.
Pedestrians	the cars are always running the red lights which makes it difficult for pedestrians to cross safely already upping the speed limit could make it more harrowing especially for young students who have to cross there.

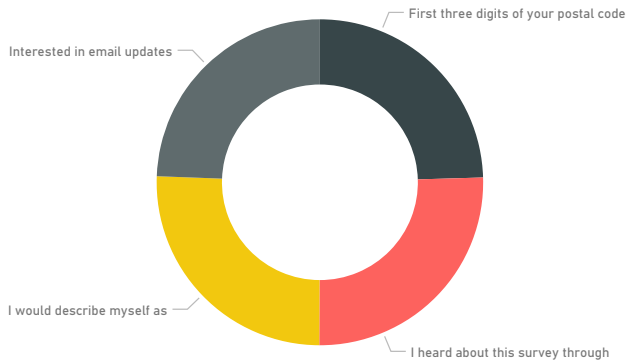
Pembina Highway Speed Limit Review

📅 Apr 08, 18 - May 01, 18

Screen 5

The screenshot shows a survey interface with a blue header and a 'WRAP UP' label on the left. The main content area is divided into three sections: 'Final Questions (Optional)', 'Thank you!', and a privacy notice. The 'Final Questions' section contains three dropdown menus: 'I would describe myself as:', 'Interested in email updates?', and 'First three digits of your postal code:'. Below these are 'Submit Final Questions' and 'Stop' buttons. The 'Thank you!' section includes a message about email updates and a link to 'winipeg.ca/PembinaSpeedReview'. The privacy notice at the bottom explains that personal information is collected under the authority of the Freedom of Information and Protection of Privacy Act.

The number of times each question was answered.



Data points for this Screen:

Reponses: **799**

↓ Below: Wrap Up questions showing answer breakdowns.

I heard about this survey through	
175	Postcard
13	Other
11	Word of mouth
3	City of Winnipeg website
1	Councillor
<hr/>	
203	Total

I would describe myself as	
184	A resident of the area
6	A resident in an adjacent neighbourhood
4	A visitor to the area
4	Someone who works in the area
3	Part of a group interested in the study
2	Other
<hr/>	
203	Total

Interested in email updates	
108	No
86	Yes
<hr/>	
194	Total

First three digits of your postal code
<i>Please see Appendix B.</i>