Agenda – Council – December 16, 2021

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – December 1, 2021

Item No. 1 Speed Limit Reviews – Bison Drive, Marion Street, Youville Street, Plessis Road, Ethan Boyer Way, Hallama Drive, and Bishop Grandin Boulevard

STANDING COMMITTEE RECOMMENDATION:

On December 8, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended, and submitted the following to Council:

1. That the following actions be authorized with respect to speed limits on the following roadways:

    A. Bison Drive between the point 100 metres west of the western boundary of Barnes Street and the point 300 metres west of the western boundary of Pembina Highway: speed limit modified from 80km/h to 60km/h.

    B. Marion Street between the eastern boundary of Youville Street and the point 100 metres east of Archibald Street: speed limit modified from 60 km/h to 50 km/h.

    C. Youville Street between Marion Street and Goulet Street: speed limit modified from 60 km/h to 50 km/h.

    D. Plessis Road from 100 metres south of Camiel Sys Street and the City of Winnipeg boundary: speed limit modified from 80 km/h to 70 km/h.

    E. Ethan Boyer Way from Brady Road to Waverley Street: speed limit modified to 70 km/h.

    F. Hallama Drive for its entire length within the City of Winnipeg: speed limit modified to 60 km/h.

    G. Bishop Grandin Boulevard between Lagimodiere Boulevard and Boulevard des Hivernants: speed limit modified to 80 km/h.

2. That the Speed Limit By-law No. 63/2019 be amended as per the attached draft amending By-law (Appendix A).

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – December 1, 2021

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On December 8, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, with the following amendment:

- Add the following new Recommendation 1.B. and renumber the remaining recommendations accordingly:

  "1.B. Marion Street between the eastern boundary of Youville Street and the point 100 metres east of Archibald Street: speed limit modified from 60 km/h to 50 km/h."

and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On December 1, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendment:

- Delete Recommendation 1.B in its entirety and renumber the remaining accordingly

and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: Speed Limit Reviews: Bison Drive, Marion Street, Youville Street, Plessis Road, Ethan Boyer Way, Hallama Drive, and Bishop Grandin Boulevard

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

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	J. Berezowsky	C. Kloepfer	M. Jack

EXECUTIVE SUMMARY

On July 18, 2019, Council approved the Speed Limit By-law No. 63/2019. This By-law describes all portions of roadways within the City of Winnipeg where the speed limit is not 50 km/h. Appropriate speed limits encourage speeds that are compatible with the roadway function and surrounding environment, while considering the safety of all road users.

This report provides recommendations for modifying the speed limits on the following roadways:

- Bison Drive between a point 100 metres west of the western boundary of Barnes Street and a point 300 metres west of the western boundary of Pembina Highway.
- Marion Street between the eastern boundary of Youville Street and a point 100 metres east of the eastern boundary of Archibald Street.
- Youville Street between the northern boundary of Marion Street and southern boundary of Goulet Street.
- Plessis Road between a point 100 metres south of the southern boundary of Camiel Sys Street and the City of Winnipeg boundary.
- Ethan Boyer Way between Brady Road and Waverley Street.
- Hallama Drive for its entire length within the City of Winnipeg.
- Bishop Grandin Boulevard between Lagimodiere Boulevard and Boulevard Des Hivernants North.

RECOMMENDATIONS

1. That the following actions be authorized with respect to speed limits on the following roadways:

A. Bison Drive between the point 100 metres west of the western boundary of Barnes Street and the point 300 metres west of the western boundary of Pembina Highway: speed limit modified from 80km/h to 60km/h.

B. Marion Street between the eastern boundary of Youville Street and the point 100 metres east of Archibald Street: speed limit modified from 60 km/h to 50 km/h.

C. Youville Street between Marion Street and Goulet Street: speed limit modified from 60 km/h to 50 km/h.

D. Plessis Road from 100 metres south of Camiel Sys Street and the City of Winnipeg boundary: speed limit modified from 80 km/h to 70 km/h.

E. Ethan Boyer Way from Brady Road to Waverley Street: speed limit modified to 70 km/h.

F. Hallama Drive for its entire length within the City of Winnipeg: speed limit modified to 60 km/h.

G. Bishop Grandin Boulevard between Lagimodiere Boulevard and Boulevard des Hivernants: speed limit modified to 80 km/h.

2. That the Speed Limit By-law No. 63/2019 be amended as per the attached draft amending By-law (Appendix A).

3. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

Appropriate speed limits encourage speeds that are compatible with the roadway function and surrounding environment, while considering the safety of all road users. This report provides recommendations for modifying the speed limits on recently assessed portions of roadways.

The Highway Traffic Act provides that the default speed limit within the City is 50 km/h but that a traffic authority may fix, by by-law, a different speed limit for any geographic area, highway, or portion of a highway for which it is the responsible traffic authority. The Standing Policy Committee on Infrastructure Renewal and Public Works (SPC IRPW) is the City's traffic authority pursuant to Section 13. (d) of the City Organization By-law 7100/97.

The recommendations require a By-law amendment to the Speed Limit By-law No. 63/2019 and must be approved by Council.

IMPLICATIONS OF THE RECOMMENDATIONS

Adoption of the recommendations in this report will result in speed limits that are more appropriate to each roadway and surrounding developments, with the result that safety of motorists and pedestrians will be enhanced.

Schedule A to the Speed Limit By-law 63/2019 will be amended (see draft amending By-law attached as Appendix A to this Report).

Subsequently, appropriate speed limit signage would need to be changed. The estimated total signage related costs are $4,900 and will be funded by the Traffic Services operating budget.

HISTORY/DISCUSSION

SPEED LIMIT REVIEW PROCESS

The Winnipeg Public Service has adopted the *Manitoba Infrastructure Guide for Setting Posted Speed Limits on Manitoba Roadways* (2019) engineering speed limit study as the framework, with minor modifications, to evaluate and recommend posted speed limits.

An engineering speed limit study can help identify, review, and propose solutions for roadways where the traffic authority has concerns with the current speeds. The engineering speed limit study provides a speed limit recommendation based on the operating speed, target speed, and collision history.

Operating Speed
The operating speed is the speed at which motorists choose to travel on a given roadway. Speed choice by drivers is based on a variety of factors, including roadway and roadside characteristics, weather, traffic characteristics, vehicle characteristics and the purpose of the trip. The operating speed for a particular road section can be estimated by measuring individual speeds through a spot speed study. The following describes operating speed characteristics:

- ***50th Percentile Speed.*** The 50th percentile speed is the speed at or below 50 percent of the measured speeds in a spot speed study.
- ***85th Percentile Speed***. The 85th percentile speed is the speed at or below 85 percent of the measured speeds in a spot speed study.
- ***15 km/h pace.*** The 15 km/h pace is the 15 km/h range of speeds that encompasses the greatest percentage of measured speeds in a spot speed study.
- ***Percent in pace.*** The percent in pace is the percentage of measured speeds that fall within the 15 km/h pace.

Target Speed
The target speed is the speed at which vehicles should operate on a facility in order to promote the safety and appropriate level of mobility for all road users. The following factors can influence target speed:

- pedestrian exposure
- cyclist exposure
- stakeholder input
- roadside environment
- roadside hazards
- average lane width
- presence of a median
- horizontal and vertical alignment
- roadway surface type
- number of intersections with public roads
- number of private access driveways
- on-street parking

The target speed is determined using two approaches, (1) the Transportation Association of Canada *Guidelines for Establishing Posted Speed Limits*, and (2) comparison with similar classification roadways to promote city-wide consistency and driver expectation.

Collision History
A collision history review can identify sections of roadway that are performing more poorly from a road safety perspective. A high collision frequency or rate at a location may indicate any number of operational or geometric issues and does not necessarily indicate speed as a primary contributing factor. A closer analysis of the collision types, locations, time of day, weather conditions and other factors is useful for understanding the role of speed, if any, in the collisions.

Analysis of the collision data is necessary to determine if these patterns could also be attributed to other factors, such as driver inattention or impairment, geometric conditions (alignment or sight distance) or other conditions that do not meet a driver's expectations

BISON DRIVE

The study area and current speed limits are illustrated in Figure 1. Bison Drive is a Regional Street, Full Time Truck Route, Bus Route, and Snow Route. There is an estimated traffic volume of 20,100 vehicles per day (2018 Traffic Flow Map) on this segment.

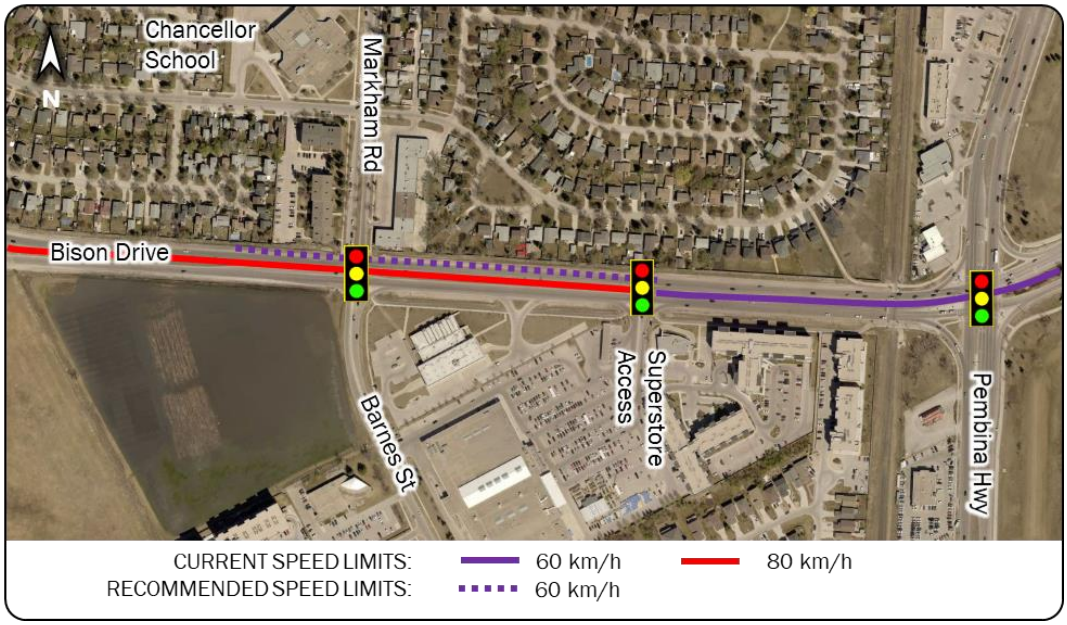


Figure 1: Bison Drive Study Area

Bison Drive Operating Speed
The current speed limit on this approximately 400-metre section of Bison Drive is 80 km/h and adherence to this speed limit can be quantified by measuring vehicle operating speeds. Table 1, below, provides a summary of the observed vehicle speeds from recent spot speed studies.

Table 1: Vehicle Operating Speed Data on Marion Street

Speed study location	Study Date	50th percentile speed (km/h)	85th percentile speed (km/h)	15 km/h pace	Percent in pace (%)
Eastbound					
100 m west of Barnes St	15.06.2021	62	71	55-69	59

150 m east of Barnes St	16.08.2021	60	68	55-69	65
Westbound					
100 m west of Barnes St	15.06.2021	67	76	60-74	66
150 m east of Barnes St	16.08.2021	62	72	60-74	56

Both 50th and 85th percentile speeds are well below 80 km/h and a lower speed limit would be appropriate. The current operating speeds would best support a 70 km/h posted speed limit.

Bison Drive Target Speed
Based on the TAC methodology, the appropriate target speed for this section of Bison Drive is 70 km/h. However, one of the guiding principles for setting speed limits is minimize changes in speed limits. It would not be ideal to introduce a short segment of 70 km/h posted speed limit resulting in the speed limit to change from 80 km/h to 70 km/h to 60 km/h on this segment of Bison Drive. Therefore, it would be preferable to use either a 60 or 80 km/h speed limit along this segment.

In determining the preferred location for the beginning and end points of speed limit zones it is desirable to locate them where there are definite changes in the roadside development such as density of access points, number and width of lanes, building density and offset, change in presence of sidewalks or adjacent active transportation facilities. These changes help to provide visual cues to motorists to support the speed limit change. It is often desirable to begin and end a speed limit to encompass an important intersection or the driveway of a major trip generator.

Along this segment of Bison Drive, the intersection at Barnes Street is the most distinct transition point where there is a clear change in the level of roadside development. West of Barnes Drive there is an open field to the south of the right-of-way, east of Barnes Drive there is development on both sides of the roadway and increased density of access points. The intersection of Barnes Street is most similar to the roadside environment along Bison Drive east to the intersection with Pembina Highway and it would be beneficial to have a consistent speed limit along this segment.

Bison Drive Collision History
The City of Winnipeg network screening results use state-of-the-art road safety methodologies to effectively estimate the safety performance of intersections and to identify higher-risk sites within the regional street network. Network screening results are summarized and reported using *level of safety service (LOSS)* which assesses the collision history of a site compared to predicted collision history from other sites with similar characteristics. Sites are categorized from LOSS I (the safest) to LOSS IV (the least safe).

The Bison Drive and Markham Road/Barnes Street intersection is categorized as LOSS III which indicates a moderate to high potential for collision reduction.

Bison Drive Summary
Based on the assessed target speed and the operating speeds, a 70 km/h posted speed limit would be ideal for this segment. However, it is not ideal to introduce a short segment (400 metres) of 70 km/h posted speed limit and it is preferable to use either a 60 or 80 km/h speed limit along this segment to minimize the number of speed zone changes.

There are adult crossing guards in place at the Bison Drive and Barnes Street intersection during school arrival and departure times and there are also planned transit stop improvements along Bison Drive. Higher volumes of pedestrians support lower speed limits. It is recommended that the existing 60 km/h speed limit on Bison Drive be extended westerly to a point 100 metres west of Barnes Street. There is an estimated cost of $1,200 to install the necessary signage to implement this speed limit change.

MARION STREET AND YOUVILLE STREET

The study area and current speed limits are illustrated in Figure 2. Marion Street is a Regional Street, Full Time Truck Route, Bus Route, and Snow Route. There is an estimated traffic volume of 37,000 vehicles per day (2018 Traffic Flow Map) on this segment.

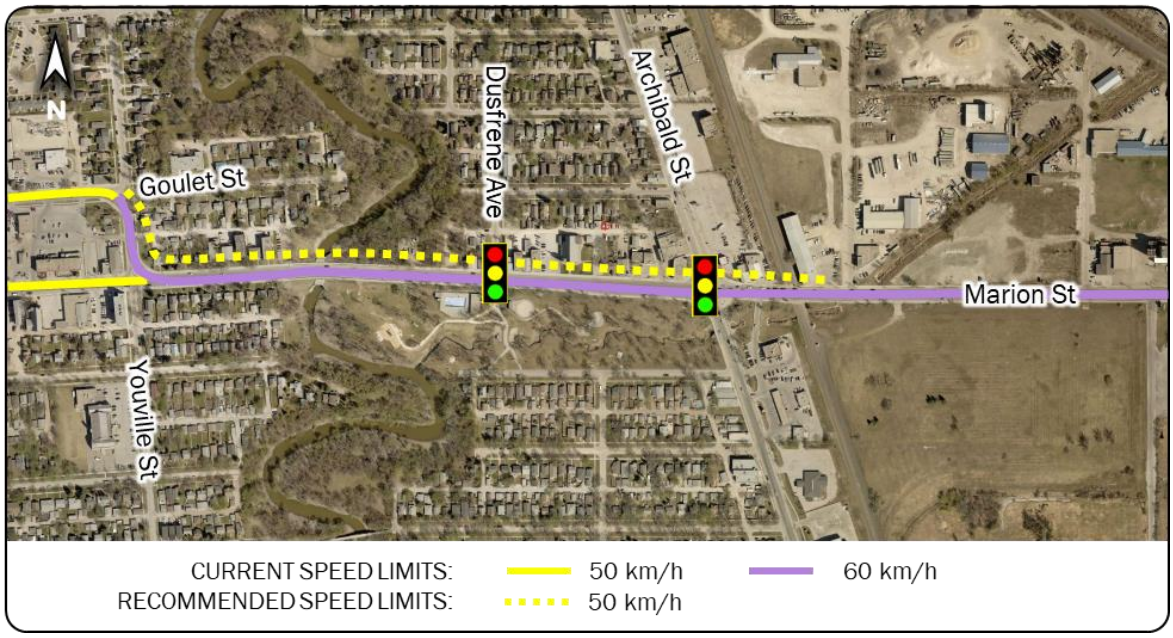


Figure 2: Marion Street and Youville Street Study Area

Marion Street and Youville Street Operating Speed

The current speed limit on this approximately 750 metre section of Marion Street is 60 km/h and adherence to this speed limit can be quantified by measuring vehicle operating speeds. Table 2, below, provides a summary of the observed vehicle speeds from recent spot speed studies.

Table 2: Vehicle Operating Speed Data on Marion Street

Speed study location	Study Date	50th percentile speed (km/h)	85th percentile speed (km/h)	15 km/h pace	Percent in pace (%)
Eastbound					
150 m west of Dufresne	17.05.2017	55	61	50-64	79
150 m west of Archibald	26.04.2021	50	58	45-59	70
Archibald Street	24.07.2020	41	53	---	---

Westbound					
150 m west of Dufresne	01.06.2017	54	62	49-63	77
150 m west of Archibald	26.04.2021	56	62	50-64	75
Archibald Street	24.07.2020	42	54	---	---

West of Archibald Street the 50th percentile operating speeds are in the low to mid 50s and the 85th percentile speed is in the high 50s to low 60s. Through the Archibald Street intersection, the speed profiles are already very appropriate for a 50 km/h speed limit.

Marion Street and Youville Street Target Speed
Based on the TAC methodology, the appropriate target speed for this section of Marion Street is 50 km/h. In determining the preferred location for the beginning and end points of speed limit zones it is desirable to locate them where there are definite changes in the roadside development such as density of access points, number and width of lanes, building density and offset, change in presence of sidewalks or adjacent active transportation facilities. These changes help to provide visual cues to motorists to support the speed limit change. It is often desirable to begin and end a speed limit to encompass an important intersection or the driveway of a major trip generator.

Along this segment of Marion there are three distinct roadside environments: (1) west of Youville Street there is high building density and a dense urban environment, (2) east of Archibald Street there is industrial land use with sparse building and access density, (3) between Youville Street and Archibald Street the roadside development is less dense than west of Youville Street but denser than east of Archibald Street. The intersections of Marion Street / Youville Street and Marion Street / Archibald Street both provide transition points where there is a clear change in the level of roadside development.

Marion Street and Youville Street Collision History
The Marion Street and Youville Street intersection is categorized as LOSS III, which indicates a moderate to high potential for collision reduction. The Marion Street and Archibald Street intersection is categorized as LOSS IV, which indicates a high potential for collision reduction.

The City retained an independent consultant specializing in road safety to complete an in-service road safety review (ISRSR) at the intersection of Marion Street and Archibald Street and also along the entire Marion Street corridor as part of the Moving on Marion study. An ISRSR is an in-depth engineering study of the safety of an existing facility to identify key risk factors and opportunities to improve safety for all users. One of the recommendations is to lower the speed limit on Marion Street to 50 km/h through the Archibald Street intersection to improve safety of vulnerable road users crossing, reduce rear-end collision severity, reduce right angle collision severity, and improve the safety of westbound-left and eastbound-left permissive turn movements.

Marion Street and Youville Street Summary
It is recommended that the existing 50 km/h speed limit on Marion Street be extended easterly to a point 100 metres east of Archibald Street. It is recommended that the existing 60 km/h speed limit on Youville Street between Marion Street and Goulet Street be modified to 50 km/h. There is an estimated cost of $1,100 to install the necessary signage to implement these speed limit changes.

PLESSIS ROAD

The study area and current speed limits are illustrated in Figure 3. Plessis Road is a Regional Street, Full Time Truck Route, and Snow Route. There is an estimated traffic volume of 13,600 vehicles per day (2018 Traffic Flow Map) on this segment.

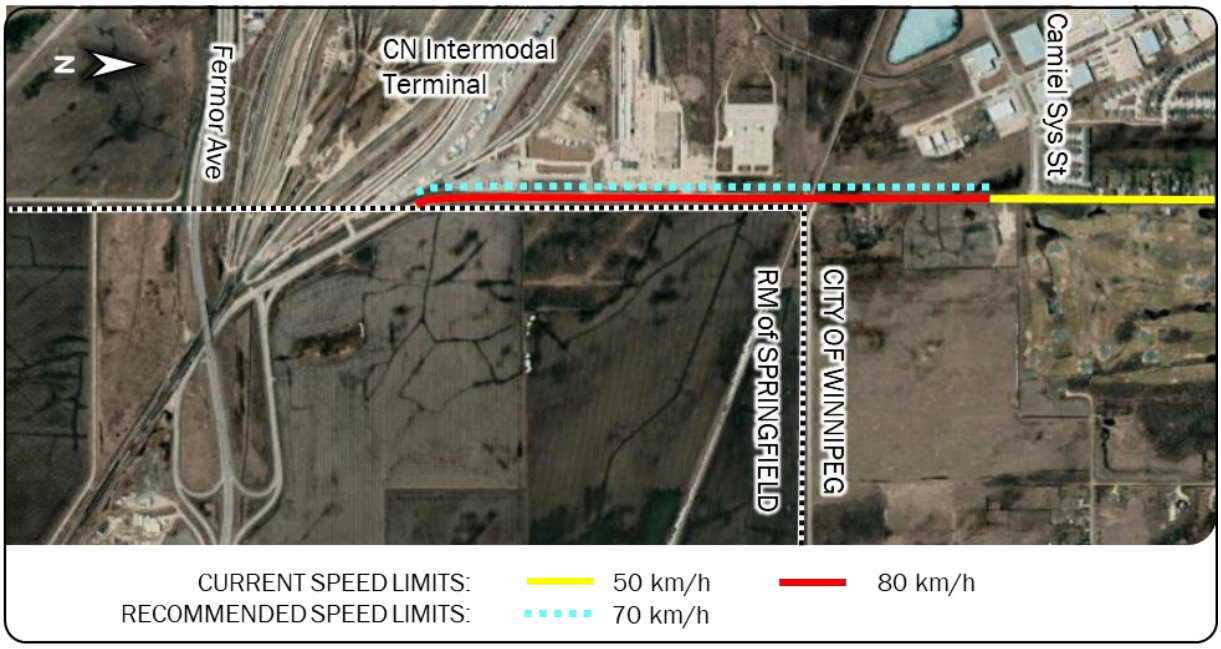


Figure 3: Plessis Road Study Area

Plessis Road Operating Speed

The speed limit on this approximately 1.66 kilometre section of Plessis Road is 80 km/h and adherence to this speed limit can be quantified by measuring vehicle operating speeds. Table 3, below, provides a summary of the observed vehicle speeds from recent spot speed studies.

Table 3: Vehicle Operating Speed Data on Plessis Road

Speed study location	Study Date	50th percentile speed (km/h)	85th percentile speed (km/h)	15 km/h pace	Percent in pace (%)
Northbound					
1000 m south of St. Boniface Rd	25.03.2021	62	69	55-69	74
150 m south of Camiel Sys St	07.04.2021	52	59	46-60	73
Southbound					
1000 m south of St. Boniface Rd	25.03.2021	72	81	65-79	63
150 m south of Camiel Sys St	07.04.2021	57	62	50-64	88

Operating speeds at three of the four locations support a reduction in the current 80 km/h posted speed limit.

Plessis Road Target Speed
Based on the TAC methodology, the appropriate target speed for this section of Plessis Road is 70 km/h.

Plessis Road Collision History
Although the intersection of the CN Intermodal Terminal has significant truck traffic turning volumes, it is a private driveway access and is therefore not in the City network screening database. There are no other major intersections along this segment of Plessis Road that collision history data is available for.

Plessis Road Summary
It is recommended that the speed limit on Plessis Road between 100 metres south of Camiel Sys Street and the City of Winnipeg boundary be modified from 80 km/h to 70 km/h. There is an estimated cost of $1,100 to install the necessary signage to implement these speed limit changes.

ETHAN BOYER WAY

Ethan Boyer Way (Figure 4, below) is a new Service Road constructed by Manitoba Infrastructure and opened in the fall of 2020 between Waverley Street and Brady Road to provide access to the Brady Road Landfill and 4R Depot. Based on discussions prior to construction between the City of Winnipeg and Manitoba Infrastructure, the roadway was designed for (and then speed limit signage posted for) 70 km/h.

However, the 70 km/h speed limit has not yet been updated in the Speed Limit By-law No. 63/2019 and Ethan Boyer Way therefore has a 50 km/h speed limit by default. It is recommended that the speed limit on Ethan Boyer Way be enacted through by-law as 70 km/h to match the existing posted speed limit signage. There is no cost associated to implement this as the necessary signage is already in place.



Figure 4: Ethan Boyer Way Study Area

HALLAMA DRIVE

Hallama Drive is a two-lane, undivided, local road with a rural cross-section (Figure 5, below). The majority of Hallama Drive provides access for residents in the community of Grande Pointe within the Rural Municipality of Ritchot. On October 21, 2020, the Rural Municipality of Ritchot (the RM) enacted By-law No. 12-2020 which regulates the portion of Hallama Drive within Grande Pointe at 60 km/h.

The approximately 1.45 kilometre segment of Hallama Drive within the City of Winnipeg is not modified in Speed Limit By-law No. 63/2019 and therefore has a 50 km/h speed limit by default. As best as possible, roadway systems should promote consistent speeds and minimize changes in posted speed limits. It is recommended that the speed limit on Hallama Drive be enacted through by-law as 60 km/h to match the speed limit within the RM. There is an estimated cost of $1,500 to install the necessary signage to implement these speed limit changes.

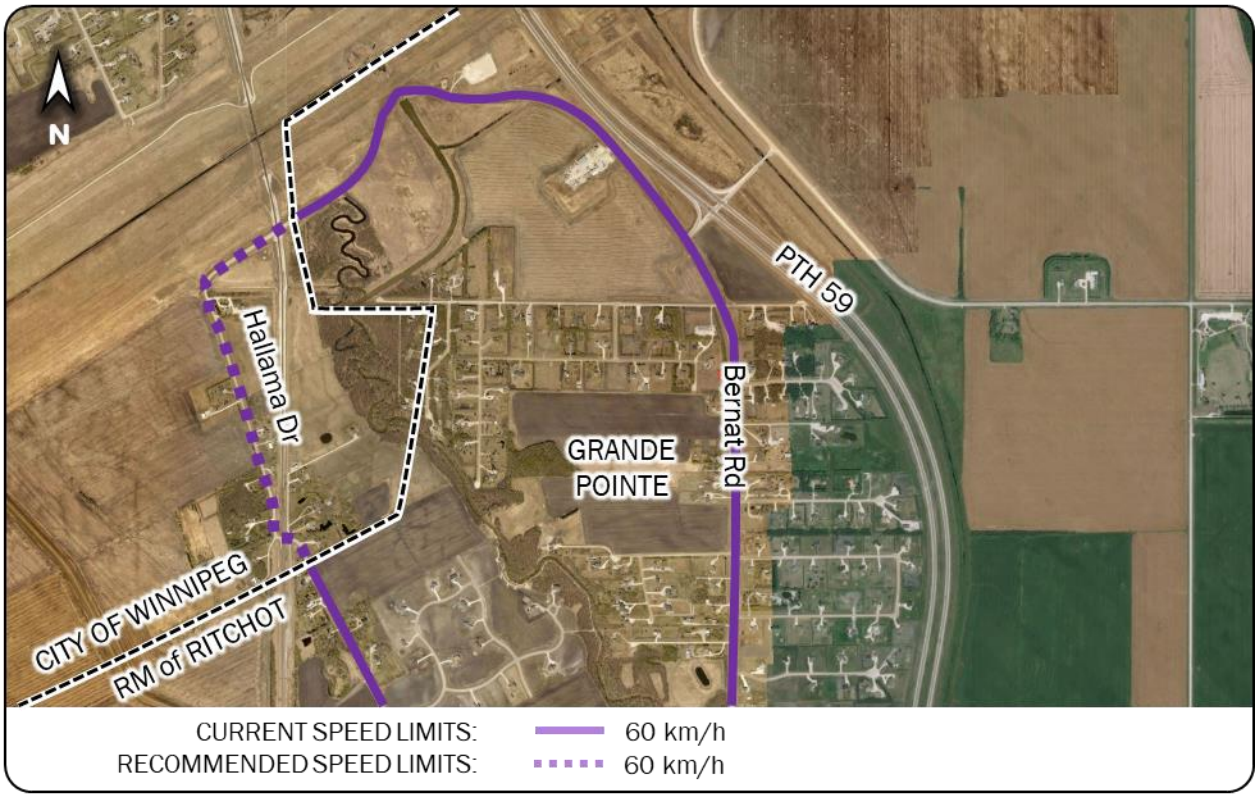


Figure 5: Hallama Drive Study Area

BISHOP GRANDIN BOULEVARD

Construction of two lanes of Bishop Grandin Boulevard between Lagimodiere Boulevard and Boulevard Des Hivernants North is scheduled to begin in fall 2021 (Figure 6, below). Additional information is available in the report *Intersection Improvements at Route 165 and Lagimodiere Boulevard with tie into Extension of Route 165 from Lagimodiere Boulevard to Boulevard Des Hivernants North* which was presented at the July 7, 2021, meeting of the SPC IRPW.

It is recommended that the speed limit on this new section of Bishop Grandin Boulevard be enacted through by-law as 80 km/h to match the existing speed limit on Bishop Grandin Boulevard west of Lagimodiere Boulevard. Necessary signage will be installed as part of the construction project.

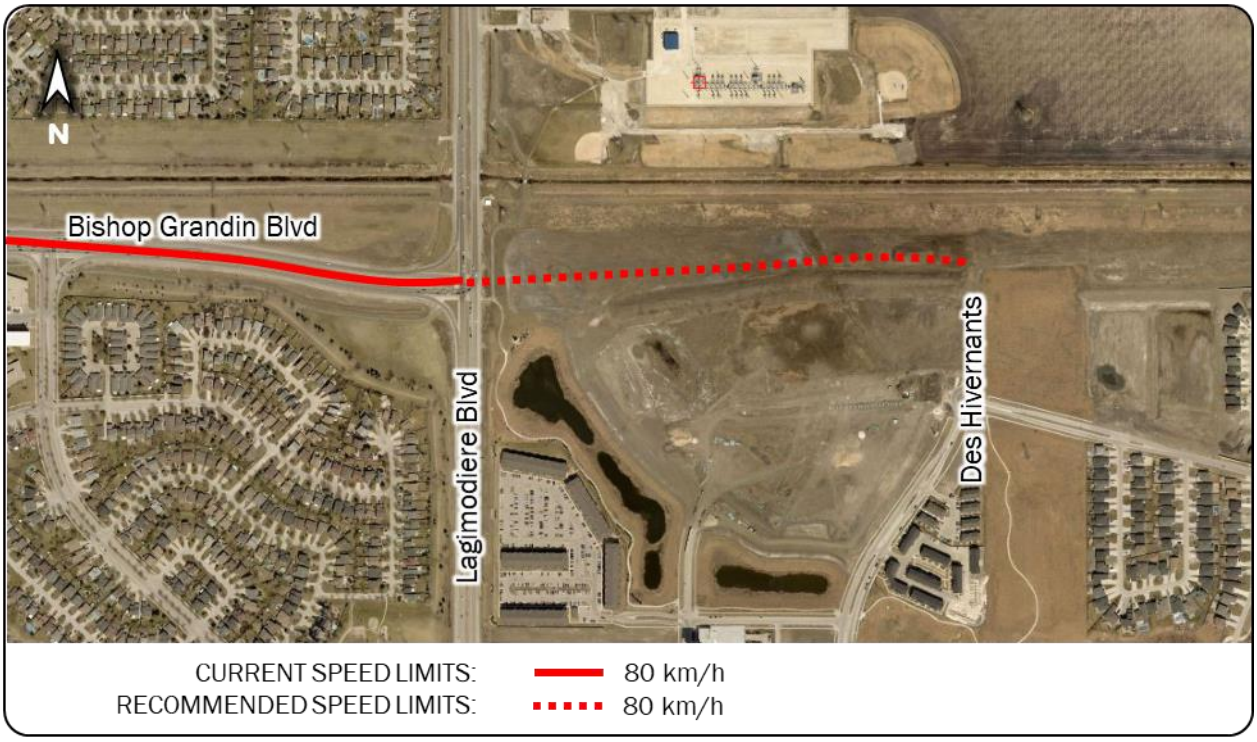


Figure 6: Bishop Grandin Boulevard Study Area

FINANCIAL IMPACT

Financial Impact Statement

Date: October 29, 2021

Project Name:

First Year of Program

2021

Speed Limit Reviews: Bison Drive, Marion Street, Youville Street, Plessis Road, Ethan Boyer Way, Hallama Drive, and Bishop Grandin Boulevard

	2021	2022	2023	2024	2025
Capital					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal					
Debt - External					
Grants (Enter Description Here)					
Reserves, Equity, Surplus					
Other - Enter Description Here					
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 4,900				
Less: Incremental Revenue/Recovery					
Net Cost/(Benefit)	$ 4,900	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	4,900				
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Direct costs represent the labour and materials costs to remove existing speed limit signs, and manufacture and install new speed limit signs. Cost will be charged to the 2021 Public Works Department - Traffic Services Branch operating budget.

"signed by J. Ruby, CPA, CA"
J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services (as to legal issues)

OURWINNIPEG POLICY ALIGNMENT

The Sustainable Transportation Direction Strategy developed as part of OurWinnipeg forms the policy framework for the Transportation Master Plan (TMP). Sustainable Transportation identified a vision and five Key Strategic Goals which are critical to achieving a balanced and sustainable transportation system for Winnipeg. These goals form the basis for the TMP and the directions and strategies contained within it:

1. A transportation system that is dynamically integrated with land use;
2. A transportation system that supports active, accessible and healthy lifestyle options;
3. A safe, efficient and equitable transportation system for people, goods and services;
4. Transportation infrastructure that is well maintained
5. A transportation system that is financially sustainable

The recommendations within this report are consistent with the Key Strategic Goals.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

There is a linkage between making Winnipeg's transportation network safer and more efficient with Key Directions 3.1 "Increase Use and Efficiency of Public Transit Systems", 3.4 "Increase Active Transportation Rates", and 3.5 "Reduce Traffic Congestion".

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: K. Patmore, M.Sc., P.Eng., Regional Traffic Engineer
Date: October 29, 2021

Attachments: Appendix A: Draft By-law Amendment

THE CITY OF WINNIPEG

BY-LAW NO. /2021

A By-law of THE CITY OF WINNIPEG to amend the Speed Limit By-law No. 63/2019

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

Schedule A of Speed Limit By-law replaced

1 Schedule A to the Speed Limit By-law No. 63/2019 is replaced with Schedule A to this By-law.

DONE AND PASSED this ___ day of _____, 2021.

_____
Mayor

_____
City Clerk

Approved as to Content:

_____
Director of Public Works

Legally Reviewed and Certified as to Form:

_____
for Director of Legal Services
and City Solicitor

DRAFT

Schedule A to By-law No. _____

Street	From	To	Speed Limit (km/h)
Balgona Road	Eastern boundary of Pipeline Road	Western boundary of McPhillips Street	60
Bishop Grandin Boulevard	Western boundary of Des Hivernants Boulevard	Eastern boundary of Kenaston Boulevard	80
Bison Drive	Eastern boundary of Waverley Street	100 m West of the Western boundary of Barnes Street	80
Bison Drive	100 m West of the Western boundary of Barnes Street	Western boundary of Pembina Highway also known as Route 42	60
Border Street	Northern boundary of Saskatchewan Avenue	Southern boundary of Notre Dame Avenue	60
Brady Road	Southern boundary of Fleetwood Road	Southern boundary of the City of Winnipeg	70
Brady Road	Southern boundary of McGillivray Boulevard	Southern boundary of Fleetwood Road	60
Brookside Boulevard	Northern boundary of the City of Winnipeg	250 m North of the Northern boundary of Jefferson Avenue	90
Brookside Boulevard	Northern boundary of Notre Dame Avenue	City of Winnipeg Boundary	60
Cadboro Road	1.5 km West of the Western boundary of Waverley Street (end)	Western boundary of Waverley Street	60
Chancellor-Matheson Road	300 m East of the Eastern boundary of Pembina Highway	Western boundary of University Crescent	70
Chancellor-Matheson Road	Eastern boundary of Pembina Highway also known as Route 42 or the straight production thereof	continuing in an Easterly direction a distance of 305 m	60
Charleswood Road	Southern boundary of Wilkes Avenue	Southern boundary of the City of Winnipeg	60

DRAFT

Street	From	To	Speed Limit (km/h)
Dakota Street	Eastern boundary of St. Mary's Road also known as Route 52	Northern boundaries of Paddington Road/Southglen Boulevard	60
Dawson Road	Western boundary of Lagimodiere Boulevard also known as Route 20	Southern boundary of Plinquet Street	60
Dublin Avenue	eastern boundary of King Edward Street also known as Route 90	Western boundary of Notre Dame Avenue	60
Dugald Road	100 m East of the Eastern boundary of McFadden Avenue	Eastern boundary of P.T.H. No. 101	80
Dugald Road	Eastern boundary of Lagimodiere Boulevard	400 m West of the Western boundary of Plessis Road	70
Dugald Road	400 m East of the Eastern boundary of Plessis Road	100 m East of the Eastern boundary of McFadden Avenue	70
Dunkirk Drive also known as Route 62	Northern boundary of Glenview Avenue	Western boundary of St. Mary's Road also known as Route 52	60
Emes Road	Western boundary of McPhillips Street	1.12 km West of the Western boundary of McPhillips Street	60
Empress Street	Southern boundary of Saskatchewan Avenue	Northern boundary of Portage Avenue	60
Empress Street East	Southern boundary of Jack Blick Avenue	Northern boundary of Portage Avenue	60
Erin Street	Northern boundary of Portage Avenue	Southern boundary of Notre Dame Avenue	60
Ethan Boyer Way	Brady Road	Waverley Street	70
Eugenie Street	Eastern Boundary of St. Mary’s Road	Western boundary of Youville Street	30
Fermor Avenue (TransCanada Highway)	150 m East of the Eastern boundary of Lakewood Boulevard/Autumnwood Drive	Eastern boundary of the City of Winnipeg	80
Fermor Avenue (TransCanada Highway)	Eastern boundary of Dunkirk Drive	150 m East of the Eastern boundary of Lakewood Boulevard/Autumnwood Drive	70

DRAFT

Street	From	To	Speed Limit (km/h)
Forbes Road	Eastern boundary of St. Mary's Road	Western boundary of St. Anne's Road	60
Fraser Road	Eastern boundary of St. Mary's Road	Northern boundary of the Red River Floodway	60
Gateway Road	Northern boundary of Nottingham Avenue	Northern boundary of Glenway Avenue	60
Grant Avenue	100 m West of the Western boundary of Shaftesbury Boulevard	100 m East of the Western boundary of Chalfont Road	70
Grant Avenue	Western boundary of Pembina Highway	Eastern boundary of Stafford Street	60
Grant Avenue	Western boundary of Kenaston Boulevard	100 m West of the Western boundary of Shaftesbury Boulevard	60
Grant Avenue	100 m East of the Western boundary of Chalfont Road	Eastern boundary of Roblin Boulevard	60
Grassie Boulevard	Eastern boundary of Lagimodiere Boulevard also known as Route 20 or the straight production thereof	Western boundary of Plessis Road or the straight production thereof	60
Gunn Road	Eastern boundary of Plessis Road	Western boundary of Hewitson Road	60
Hallama Drive	Southern boundary of City of Winnipeg	Eastern boundary of City of Winnipeg	60
Henderson Highway / Disraeli Freeway	Eastern boundary of Main Street	Northern boundary of the City of Winnipeg	60
Howe Avenue	Eastern boundary of Liberty Street	Western boundary of Loudoun Road	60
Inkster Boulevard	Western boundary of Keewatin Street	Western boundary of Brookside Boulevard	70
Inkster Boulevard	100 m West of the Western boundary of Shaftesbury Boulevard	100 m East of the Western boundary of Chalfont Road	70
Inkster Boulevard	Western boundary of Lansdowne Avenue	Western boundary of Keewatin Street	60
Jefferson Avenue	Western boundary of King Edward Street	Eastern boundary of Brookside Boulevard	60
Keewatin Street/Dr. Jose Rizal Way	Northern boundary of Notre Dame Avenue	Southern boundary of Jefferson Avenue	60

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Street	From	To	Speed Limit (km/h)
Kenaston Boulevard	Southern boundary of Taylor Avenue	Northern boundary of P.T.H. No. 100	80
Kenaston Boulevard	Southern boundary of Grant Avenue	Southern boundary of Taylor Avenue	60
King Edward Street	Northern boundary of Jefferson Avenue	Northern boundary of the City of Winnipeg	70
King Edward Street	125 m North of the Northern boundary of Garton Avenue (northern boundary of Haggart Avenue)	Northern boundary of Jefferson Avenue	60
Lagimodiere Boulevard Northbound	100 m South of the Southern boundary of Warde Avenue (northern limit of John Bruce Road, north of River Lot 122, Parish of St. Boniface)	100 m South of the Southern boundary of Regent Avenue	80
Lagimodiere Boulevard Northbound	Southern boundary of Almey Avenue	Southern limit of River Lot 120, Parish of St. Paul (approximately 100 m North of the Southern boundary of Knowles Avenue)	80
Lagimodiere Boulevard Southbound	Southern limit of River Lot 120, Parish of St. Paul (approximately 100 m North of the Southern boundary of Knowles Avenue)	100 m North of the Northern boundary of Almey Avenue	80
Lagimodiere Boulevard Southbound	Northern boundary of Regent Avenue	100 m South of the Southern boundary of Warde Avenue	80
Lagimodiere Boulevard Northbound	100 m South of the Southern boundary of Regent Avenue	Southern boundary of Almey Avenue	70
Lagimodiere Boulevard Southbound	100 m North of the Northern boundary of Almey Avenue	Northern boundary of Regent Avenue	70
Lee Boulevard	1.4 km West of the Western boundary of Waverley Street (end)	Western boundary of Waverley Street	60
Leila Avenue	Western boundary of Main Street	Eastern boundary of Pipeline Road	60

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Street	From	To	Speed Limit (km/h)
Liberty Street	Southern boundary of Wilkes Avenue	1.7 km South of the Southern boundary of Wilkes Avenue	60
Loudoun Road	Southern boundary of Wilkes Avenue	Southern boundary of the City of Winnipeg	60
Machray Avenue	Western boundary of Fife Street	Western boundary of Main Street	30
Main Street	Northern boundary of Fernbank Avenue	Northern boundary of the City of Winnipeg	70
Main Street also known as Route 52	Southern boundary of the portion of Manitoba Avenue which lies East of Main Street or its production	Northern boundary of Fernbank Avenue	60
Marion Street also known as Route 115	100 m East of the Eastern boundary of Archibald Street	Western boundary of Lagimodiere Boulevard	60
McCreary Road	Southern boundary of Wilkes Avenue	Southern boundary of the City of Winnipeg	60
McGillivray Boulevard	200 m East of the Eastern boundaries of Dovercourt Drive and Lindenwoods Drive West	200 m West of the Western boundary of Beaumont Street	80
McGillivray Boulevard	200 m East of the Eastern boundaries of Dovercourt Drive and Lindenwoods Drive West	South-West Boundary of the City of Winnipeg	70
McGillivray Boulevard	200 m West of the Western boundary of Beaumont Street	Western boundary of Pembina Highway	60
McPhillips Street	173 m North of the point where the Northern boundary of Balgona Avenue or the production thereof	Northern boundary of the City of Winnipeg	90
McPhillips Street	175 m North of the Northern boundary of Swailes Avenue	173 m North of the point where the Northern boundary of Balgona Avenue or the production thereof	80
McPhillips Street also known as Route 180	Northern boundary of Notre Dame Avenue also known as Route 57	Northern boundary of Notre Dame Avenue also known as Route 57	60

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Street	From	To	Speed Limit (km/h)
Mission Street	Western boundary of Rue Archibald	Western boundary of Panet Road	60
Mollard Road	Eastern boundary of Pipeline Road	Western boundary of the City of Winnipeg	60
Moray Street also known as Route 96	Southern boundary of Portage Avenue	Northern boundary of Grant Avenue	80
Moray Street	Northern boundary of Ness Avenue	Southern boundary of Saskatchewan Avenue	60
Murdock Road	Northern boundary of St. Boniface Road	Southern boundary of Nicklin Street	90
Murray Avenue	Eastern boundary of McPhillips Street	Eastern boundary of the C.P.R. Winnipeg Beach Subdivision right-of-way	70
Murray Park	Western boundary of Moray Street	Eastern boundary of Sturgeon Road	60
Ness Avenue	St. James Street	Eastern boundary of Sturgeon Road	60
Notre Dame Avenue	Western boundary of Brookside Boulevard	Eastern boundary of Hargrave Street	60
Osborne Street and Dunkirk Drive	Southern boundary of Clare Avenue	Northern boundary of Glenview Avenue or the production thereof	70
Panet Road	Northern boundary of Marion Street also known as Route 115	236 m South of the Southern boundary of Nairn Avenue also known as Route 37	60
Partridge Avenue	Western boundary of Main Street also known as Route 52	Southern boundary of Leila Avenue	60
Pembina Highway	Southern boundary of the City of Winnipeg	300 m South of centre point of Turnbull Drive	90
Pembina Highway also known as Route 42	76 m South of the Southern boundary of the La Salle River Bridge	305 m South of the centre line of the intersection of Pembina Highway and Turnbull Drive	70
Pembina Highway and Donald Street also known as Route 42	152 m North of the Northern boundary of Ducharme Avenue	Southern boundary of River Avenue	60
Pipeline Road	170 m north of the northern boundary of Templeton Avenue	P.T.H. No. 101	70
Plessis Road	100 m South of the Southern boundary of Camiel Sys Street	City of Winnipeg Boundary	70

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Street	From	To	Speed Limit (km/h)
Plessis Road	Northern boundary of Kildare Avenue	Northern boundary of Grassie Boulevard	60
Portage Avenue	50 m West of the centre line of St. Charles Street	Centre line of P.T.H. No. 100 / 101	70
Portage Avenue	Western boundary of Borrowman Place	50 m West of the centre line of St. Charles Street	60
Powers Street	Northern boundary of Dufferin Avenue	Southern boundary of Partridge Avenue	30
Prairie Grove Road	Eastern boundary of St. Anne's Road	Western boundary of P.T.H. No. 59	70
Raleigh Street	Northern boundary of Chalmers Avenue	Northern boundary of the City of Winnipeg	60
Redonda Street	280 m North of the Northern boundary of Paulley Drive	Northern boundary of Gunn Road	60
Roblin Boulevard	Western boundary of the City of Winnipeg	150m West of the Western boundary of Dale Boulevard	70
Roblin Boulevard also known in parts as Route 105	150 m West of the Western boundary of Dale Boulevard	Eastern boundary of Haney Street	60
Route 17, also known as Chief Peguis Trail	Eastern boundary of Main Street	Western boundary of Lagimodiere Boulevard	80
Route 37 comprised of portions of Nairn Avenue and Regent Avenue	Eastern boundary of Watt Street	100 m West of the Western boundary of Plessis Road	60
Route 52 comprised in part of St. Mary's Road, Main/Norwood Bridges and Main Street	Southern boundary of Cromwell Street	100 m South of the Southern boundary of Broadway	60
Route 90 comprised in part of Oak Point Highway and Brookside Boulevard	Southern boundary of Egesz Street South	250 m North of the Nothern Boundary of Jefferson Avenue	80
Route 90 comprised in part of Oak Point Highway, King Edward Street, Century Street, King Edward Street East, St. James Bridge and Portage Underpass	Southern boundary of Egesz Street South	Northern boundary of Academy Road	70
Route 95 comprised of portions of Roblin Boulevard and Corydon Avenue	The most Easterly boundary of Wexford Street	30 m East of the Eastern boundary of Kelvin Boulevard	60
Rue Archibald / Watt Street	Southern boundary of Nairn Avenue	Northern boundary of Cottonwood Road	60

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Street	From	To	Speed Limit (km/h)
Rue des Trappistes	30 m West of the Western boundary of Rue du Monastere	Eastern boundary of Waverley Street	80
Rue Des Trappistes St	Eastern boundary of Waverley Street	Eastern boundary of Brady Road	70
St. Anne's Road also known as Route 150	Southern boundary of St. Mary's Road	350 m South of the southern boundary of Aldgate Road	60
St. James Street	Northern boundary of Portage Avenue	Southern boundary of Notre Dame Avenue	60
St. Mary's Road	250 m South of the Southern boundary of P.T.H. No. 100	125 m South of the Southern boundary of Chrypko Drive	80
St. Mary's Road	Northern boundaries of Horace/Cromwell Streets	250 m south of the southern boundary of P.T.H. No. 100	60
Saskatchewan Avenue	P.T.H. No. 101	Western boundary of Wihuri Road	60
Scurfield Boulevard	Eastern boundary of Kenaston Boulevard	Western boundary of Waverley Street	60
Shaftesbury Boulevard	100 m South of the Southern boundary of Grant Avenue	Northern boundary of Wilkes Avenue	60
Silver Avenue	Western boundary of Hamilton Avenue	Eastern boundary of Sturgeon Road	60
Sterling Lyon Parkway	Western boundary of Victor Lewis Drive	Eastern boundary of McCreary Road/Shaftesbury Boulevard	80
Sturgeon Access	Northern boundary of Sturgeon Road	Southern boundary of CentrePort Canada Way	80
Sturgeon Road	Northern boundary of Saskatchewan Avenue	Northern boundary of Four Mile Road (Selkirk Avenue)	80
Sturgeon Road	Northern boundary of Silver Avenue	Northern boundary of Saskatchewan Avenue	70
Sturgeon Road	Northern boundary of Portage Avenue also known as Route 85	Northern boundary of Silver Avenue	60
Taylor Avenue	100 m west of the western boundary of Harrow Street	Western boundary of Kenaston Boulevard	60

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Street	From	To	Speed Limit (km/h)
Turnbull Drive	Eastern boundary of P.T.H. No. 75	Southern boundary of R.L. 70 in the Parish of St. Norbert (southern boundary of the City of Winnipeg)	60
Wall Street	Northern boundary of Portage Avenue	Southern boundary of Notre Dame Avenue	60
Warde Avenue	Eastern boundary of St. Mary's Road	Western boundary of St. Anne's Road	60
Warsaw Avenue	Western boundary pf Thurso Street	Western boundary of Pembina Highway	30
Waverley Street	200 m South of the Southern boundary of McGillivray Boulevard	Southern boundary of Bison Drive or its production Westerly	80
Waverley Street	Southern boundary of P.T.H. No. 100	Southern boundary of the City of Winnipeg	80
Waverley Street	Southern boundary of Taylor Avenue	200 m South of the Southern boundary of McGillivray Boulevard	70
Waverley Street	Southern boundary of Bison Drive	340 m North of the Northern boundary of Sandusky Drive	70
Waverley Street	340 m North of the northern boundary of Sandusky Drive	Eastern boundary of Kenaston Boulevard	60
Weston Street	Northern boundary of Notre Dame Avenue	Southern boundary of Logan Avenue	60
Wilkes Avenue	500 m West of the Western boundary of Liberty Street	Centre line of P.T.H. No. 109	60
Wilkes Avenue	Western boundary of Kenaston Boulevard	500 m West of the point where the Western boundary of Liberty Street	80
Wilkes Avenue including the contiguous sections of Sterling Lyon Parkway	Western boundary of Waverley Street	Western boundary of Victor Lewis Drive/Sterling Lyon Parkway	70
Wilkes Avenue	Western boundary of Victor Lewis Drive/Sterling Lyon Parkway	Eastern boundary of Kenaston Boulevard	60