Submitted: Sun, 03/01/2026 - 10:11

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
5

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I write to encourage the committee to adopt this report as is and expedite implementation as soon as possible. The safety of all road users is of paramount importance. I also encourage the committee members to advocate for expedited change at the provincial level as well.

With regards,
Aaron Maciejko

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
No

Personal information

First name
Aaron

Last name
Maciejko

Submitted: Wed, 02/25/2026 - 20:00

Public hearing participation

Identify the item and your position

Public hearing item
Reduced-Speed Neighbourhood Pilot project

Position on the proposed development
Support

How would you like to participate?

Participation options
Submit comments in writing

Comments
Please consider expanding the Reduced-Speed Neighbourhood Pilot project. Using Bedson Street in Westwood as an example, few vehicles stop at the stop signs let alone observe the 50 km speed limit. It is a very wide street so some may not realize they are speeding although some make a point of flooring it all the way to Portage. I have experienced vehicles passing my vehicle at the YWCA to beat the lights at Portage. With the new development on Allard, traffic volume will only increase making the chronic disregard for stops at intersections and speed limits more dangerous. There are a number of schools, play grounds, parks and community centres in the area that attract children as well as many pedestrians and dog walkers who must navigate this high traffic area.

Personal information

Personal information

Full name
Anne Hakansson

Submitted: Fri, 02/27/2026 - 10:37

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
Lowering residential speed limits

Support or oppose recommendations
I am opposed to the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
Dear Members of Council,

I am writing regarding the proposal to reduce residential speed limits from 50 km/h to 40 km/h or 30 km/h in certain areas of our city.

I appreciate and respect the intention behind this proposal. Public safety is an important and legitimate concern, and I recognize the responsibility Council carries in seeking to reduce serious injuries and fatalities. However, I would encourage careful consideration before implementing a blanket reduction across residential neighbourhoods.

Residential streets are shared spaces that require attentiveness, judgment, and mutual responsibility from everyone who uses them. While safety is undeniably important, it is not the only value at stake in public policy. Efficiency, proportional governance, respect for citizens' judgment, and the cumulative value of people's time also deserve consideration.

A default limit of 50 km/h has long reflected what many drivers perceive as a reasonable and manageable speed on properly designed residential roads. Broad reductions risk treating responsible drivers as inherently unsafe actors, rather than reinforcing a culture of shared responsibility between drivers, pedestrians, cyclists, and parents supervising children.

If particular streets present higher risk due to design, visibility, pedestrian density, or proximity to schools, targeted interventions may be more appropriate. Measures such as traffic calming infrastructure, improved signage, better lighting, or focused enforcement could address problem areas without imposing city-wide restrictions that may not reflect the character of every neighbourhood.

Public policy is most effective when it is proportionate, evidence-based, and aligned with reasonable human behaviour. I respectfully ask Council to carefully weigh the broader implications

of this change and to consider whether more targeted approaches might achieve safety objectives while preserving efficiency and public confidence.

Thank you for your time and for your service to our community.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
No

Personal information

First name
Ben

Last name
Weatherby

Submitted: Sun, 03/01/2026 - 15:05

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
Item # 5 - report for the Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limit

Support or oppose recommendations
I am opposed to the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I am writing to express my opposition to the recommendation of a default speed limit of 40 kph indicated in the report for the Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limit, item # 5 in the agenda.

Assuming that the province agrees to allow the default speed limit to be changed from the current 50 kph, I recommend that the city instead adopt a default speed limit of 30 kph. A default speed limit of 40 kph represents a half measure and to be honest a compromise on safety. Study after study and report after report clearly show that 30 kph is the truly safe speed. It is why we adopt it in school zones. If 30 kph is the safe speed in school zones, why would it not also be the safe speed on all residential streets where we hope to make them calmer, safer and more liveable.

This is just 1 of the many charts that illustrate the difference between 30 kph and 40 kph. (See attached)

The City of Winnipeg has a goal to reach 50 percent of trips taken by transit, bike, foot, carpool, and ride-share by 2050. To do this we need to provide Winnipeggers with safe streets to walk and bike. This especially holds true for making it possible for school age children not to require their parents to drive them to school, but also to every activity.

At this point you likely feel you have read enough, but I encourage you to read on as I

provide some direct comment on the report itself.

The 40 kph half measure recommendation is said to be both more acceptable to Winnipeggers and promote better compliance. I would argue that regardless of the chosen limit, neither will be true. Whether the default is set to 30 or 40 kph, the mayor and councillors will receive the same amount of kickback from drivers. We all know that people don't like change and regardless of the level of change, they will have their say. Why not choose safety first.

As for compliance, it would seem that if you want more people to follow a reduced speed limit, 30 kph might be a better option. Again, from the Neighbourhood Pilot Executive Summary it indicates "Speeds dropped significantly in most areas, especially in neighbourhoods with a 30 km/h limit. Richmond West did not see much change, even after the speed limit was reduced to 40." A reduction to 40 kph does not represent a significant change and clearly will result in at best marginal compliance, which in turn means even more unsafe speeds.

In the Neighbourhood Pilot Executive Summary it indicates that "when asked if they would accept longer travel times due to the speed limit changes, most people were unwilling to deal with even a 60-second increase in travel time" and "most people in the survey said Winnipeg should keep the speed limit for residential streets at 50 km/h." Of course they did. As I indicated, people don't like change. Its clear that most people do not understand or accept that the delay to their commute is a matter of seconds and even though a trip calculator was provided on the city's website (which few people tried) Winnipeggers still regard a lower speed limit with a significant delay in their travel time. This was a failure on the part of the city to truly educate people on the real impacts and even more the benefits of slower speeds. Essentially the pilot got exactly what most anyone could have expected and it seems clear that the 40 kph recommendation is a way to try and meet people half way.

There are also some concerning/confusing items in the administrative report.
In the 40 km/h Default Speed Limit Discussion it indicates "Broader Applicability: It can be implemented across more streets immediately, offering greater safety benefits in the short term compared to a 30 km/h limit." How is that 40 kph "can be implemented across more streets immediately, offering greater safety benefits in the short term? If the default speed is reduced to 30 or 40 it could and should apply to "more streets" and as for greater safety, 30 kph is clearly safer.

In the 40 km/h Default Speed Limit Discussion it indicates "Reduced Signage Requirements: A 40 km/h default minimizes infrastructure costs; since only exceptions to the default require signage, fewer new signs would be needed across the residential network." How does this make sense? If the default is changed, regardless of the number, "only exceptions to the default require signage."

Further to this, the report indicates that designated neighbourhoods could still have a speed limit of 30 kph. If the default speed limit is reduced to 40 kph, all those “designated neighbourhoods would require the signage currently required under the HTA which would in fact increase signage requirements and create even more visual clutter.

In the 30 km/h Default Speed Discussion it indicates "A city-wide 30 km/h speed limit is less practical because it is applicable to fewer streets, specifically for collector streets where safety benefits are most needed." I assume that this assumes that the report writers feel that some collectors could be reduced to 40 kph but not 30. First off slowing speeds on wide collectors will take more than speed limits and will require some forms of traffic calming. Regardless, if these are “streets where safety benefits are most needed” then why not reduce them to the truly safe speed of 30 kph.

The report also indicates that 40 kph ensures school zones remain distinct from the 40 km/h default speed. The report indicates that compliance in school zones is not great so how is having school zones being "distinct" of any benefit? I would argue that the inconsistency between a default speed limit of 40 kph from school zones (and designated neighbourhoods and neighbourhood greenways) only further reduces drivers compliance.

Submission for a committee of council

Survival at different speeds.jpg

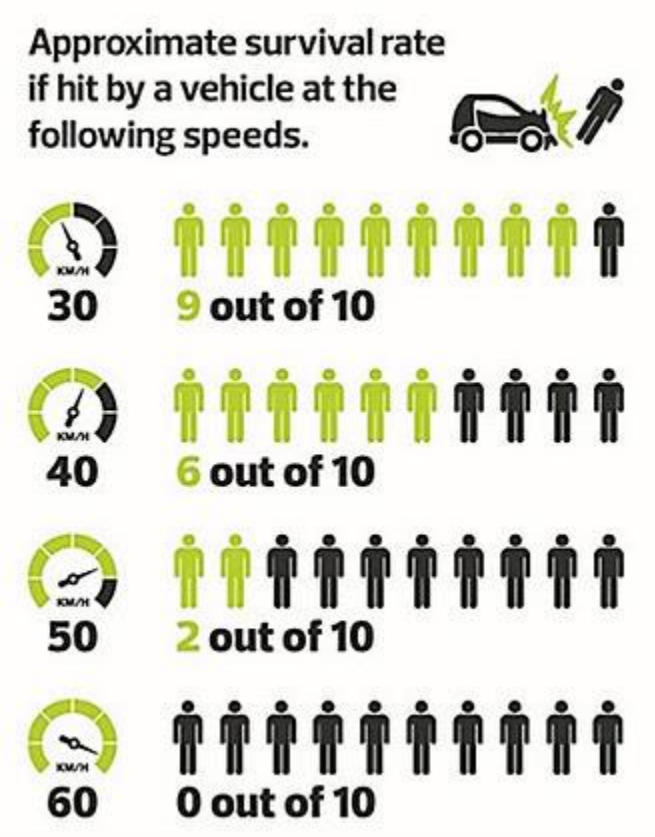
Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Dave

Last name
Elmore



Submitted: Fri, 02/27/2026 - 12:35

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
Item No. 5 – Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limits

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I support reduced speed limits on residential and feeder streets. lets save lives and improve the livability of our city. I also support other safety measures like curb bumpouts and protected bike lanes.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
No

Personal information

First name
Garth

Last name
Ward

Submitted: Thu, 02/26/2026 - 19:07

Public hearing participation

Identify the item and your position

Public hearing item
Reduced speed limits

Position on the proposed development
Opposition

How would you like to participate?

Participation options
Submit comments in writing

Comments
Please consider the fact that vehicles have better brakes, better tires, automatic braking in many cars and many other technological and other advances that mean cars are much safer than they were decades ago when the speed limits were set. Please also consider the importance in allowing people to move efficiently across the city. If 40 kms./hr is safer than 50 kms/hr, then isn't 30 kms/hr even safer - and 20 kms/hr better yet? Why would we not agree to 10 kms. hr? Because we need to balance safety with efficiency/productivity and 50 kms/hr has been a good compromise in my view.

Personal information

Personal information

Full name
Jamie Brown

Submitted: Sat, 02/28/2026 - 09:16

Delegation information

Committee you want to address
Council

Agenda item you want to address (number and title)
Item No. 5 – Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limits

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
Reducing speeds are a great way to protect people and reduce pollution. I support reduced speed limits.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Jessica

Last name
Perry

Submitted: Fri, 02/27/2026 - 13:07

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
Item No. 5 – Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limits

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I am in support of the City of Winnipeg lowering speed limits across the city -- especially reducing speeds to 30km/hr in residential areas.

I live in Charleswood, where the roads are quite wide and there are no sidewalks. Pedestrians walking dogs, families walking or biking with young children, or seniors trying to get exercise, are forced to walk in the road where drivers are typically going 50-60km/hr, close-passing individuals regularly. The street is also heavily used for parking, despite generous driveways and frontage. Therefore, pedestrians are constantly having to wedge themselves between parked cars and oncoming drivers, with little passing space. It becomes dangerous and disheartening to attempt to walk in one of the most desirable areas of the City because (as usual) cars are given priority over people, and the folks who live here to enjoy the nature atmosphere are hindered because of cars.

Reducing speeds in urban areas has been widely studied for decades and the results are clear: lowering speed limits creates safer, more desirable neighbourhoods, and improves everyone's qualities of life. I conducted the City of Winnipeg neighbourhood survey to see if our stretch of road qualified for traffic calming; the response of my neighbours was unanimous: they want the street slowed down. Indeed, many lawns in my area boast 'PLEASE SLOW DOWN' signs, many provided by Evan Duncan. These signs are good for showing what people want, but do little to deter drivers in the same way a speed limit reduction would.

In the end, our street was given traffic calming priority...in 2022. The file was closed and traffic calming has not been constructed in the 4 years since it was deemed a priority street. I understand that traffic calming and the adding of speed bumps is costly; therefore a full scale speed reduction will actually reduce costs to these areas that need them the most.

Please move ahead with reducing our speed limits. Getting struck by a driver at 30km/hr is far less deadly than our currently 50km/hr, which includes an 11km/hr buffer over, making the true average

speed in 50 zones more like 60km/hr (without consequences). Individual accountability will not make our streets safer; municipal governing policy will.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Samantha

Last name
Beiko

Opposition to the City of Winnipeg's Proposal to request that the Province of Manitoba amend The Highway Traffic Act to allow the City of Winnipeg to set the default speed limit through a by-law.

I am strongly opposed to using the Reduced Speed Pilot Project in Richmond West as a basis to allow the City of Winnipeg to set its own default speed limits through by-law.

I am opposed because the tactics used in the pilot project were highly questionable, the positive impacts are muddied, the negative impacts are significantly understated, and because the clear intent of this entire exercise is to push taxation onto the City's busiest and most productive people.

In short, the pilot project showed that the City of Winnipeg can not be trusted to govern itself on the matter of setting speed limits in Winnipeg.

Questionable Tactics

There was clearly strong opposition to the Richmond West Pilot Project (the one held in my neighbourhood). This was evident at the Richmond Kings CC community meeting I attended and in the results they have posted.

I would say further that the opposition described in the results they have posted is also significantly muted due to some very questionable tactics to drive a positive result. I strongly encourage members of the committee to review the questionnaire and overall process used to generate the results they have been presented. They are not scientific in any regard. Shame.

The questionnaire itself was an exercise in faulty research methods. A first-year Quant Analysis student could spot the loaded questions, loaded answers and lack of fair options in the answer key. I asked repeatedly for a copy of the questionnaire so I could get an independent assessment of its integrity but none was ever provided to me.

Then, the presentation of the data received was again extremely loaded (spun). For example, even in the notice email sent out about this hearing, the only statistic provided is that 48 per cent of respondents were opposed. This suggests that 52 per cent were in favour but does not actually say that. In fact, elsewhere in the report it says 55 per cent oppose lowering speed limits while 44 per cent of respondents support it, but this is buried compared to the other information. Again, I would suggest that given the faulty research methods, the real level of support is far lower.

Add to this the fact I was not included in the second survey in 2023/2024 despite having been in contact with Counsellor Janice Lukes office repeatedly on this matter, having repeated conversations with the Pilot Project team, and attending and providing my contact

information at the community forum. During all interactions I was clearly opposed to this initiative and so I can only assume my exclusion was deliberate to ensure my voice was not heard.

Muddied Positive Impacts

This entire process is focused on livability and how getting hit by a car going 10 kmh slower results in much less significant health outcomes. Fine, but to me the goal should be on reducing interactions between people and vehicles altogether.

In Richmond West, the speed limits were changed on the feeder streets (Kirkbridge and Bairdmore) as well as the residential streets. I frankly don't care what they do on the residential streets here because their design already prevents speeding. It is a good design and one of the reasons we live here. On Kirkbridge and Bairdmore, there are sidewalks and feeder lanes that keep people off the road. There are occasionally people speeding significantly on these roads, however, there are laws already in place to address these kind of behaviours and changing the speed by 10 kmh won't change that.

The design of the pilot project seems designed to confuse the residential road environment with traffic behaviour on the feeder streets. This results in an erroneous argument that does more to confuse than resolve the issue. The pilot project would have been better served by focusing exclusively on residential road traffic, however, it would also be less likely to have returned the results they wanted to achieve.

Understated Negative Impacts

A great deal of focus of the report is whether people would accept a "60 second or less increase in daily travel time as a trade-off for lowering speed limits." This is a complete Red Herring argument, and deliberately misleading.

Sure, within the pilot project area, the cost may be 60 seconds or less to get from my home to Pembina Highway. But if I travel to see my parents in their Personal Care Home in north Winnipeg, I will be travelling through multiple such speed reduction zones. The net cost of multiple 60 second delays may be 10-15 minutes each direction. For a busy person like myself, the result could (and often already does) mean I do not have the time available in the evening to visit my parents that day.

Now, multiply that again by travelling to-and-from work, taking my kids to sports practice and games, grocery shopping, and you can easily see how this change could rob each citizen of Winnipeg of an hour or more each day. And for no benefit.

Some people do not have significant time constraints in their lives, so that may be fine. But for those of us with multiple responsibilities in our life, this is a significant hardship.

Backdoor Tax Increase

Finally, photo radar tickets have become an important source of revenue for the City and it is clear that this entire exercise is solely about reducing the speed limits to create a new opportunity for taxation through more photo radar tickets.

The sad irony in this initiative is that it appears to be an attempt to replace sagging photo radar revenues by changing the rules as citizens learn to comply with the existing one. This is sneaky, underhanded, and downright dishonest and we expect better from our elected officials.

In short, your first priority as Councillors should be to rein in spending in accordance with inflation. If you were good managers, this should not be a problem. An easy place to start cutting would be to eliminate pilot projects like this that cost between $400k and $800k in direct costs (depending on who you ask from the pilot project – there are no public figures available), and likely well into the millions once internal costs are factored in.

If you are not able to manage according to a budget, you should admit this. But don't make our neighbourhoods less livable by forcing us to run a photo radar gauntlet every time we want to run out to buy milk.

Forego Funds From Photo Radar

At a minimum, if you must implement this by-law at least have the decency to show you are doing it for the right reasons. The City should forego all revenues generated by photo radar (perhaps to the Province with no opportunity for replacement, or to charity) and maintain the costs as a necessary cost of compliance. Replace the revenue internally or increase taxes to pay for this initiative. Only then will we see if it truly is an initiative worth pursuing.

Summary

This entire pilot project has been extremely frustrating for me. In short, it feels as though the City is punishing me for trying to be a busy, efficient, and effective person managing multiple priorities. I don't feel like this is the message we want to send to our citizenry.

I strongly urge you to reject this request, put the speed limits back to their design speed, and put an end to these types of initiatives once and for all.

Submitted: Thu, 02/26/2026 - 16:59

Delegation information

Committee you want to address
Council

Agenda item you want to address (number and title)
5

Support or oppose recommendations
I am opposed to the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
Winnipeg does not have a speeding problem, we simply have an infrastructure problem. It's not the speed of the cars on the streets that is the issue, rather it is the lack of pedestrian routes throughout our city. I will provide two examples.

My son's best friend lives at - a 4 minute bike ride or 15 minute walk. For the entire 16 years we have lived there Jack has had to walk or bike ride on the street to get to his pal's house. We are fortunate to live in a very mature, dense and desirable neighborhood. I pay $6,000 in property taxes and have a lack of pedestrian walkways in my neighborhood .

Second example- Park Boulevard North between Corydon and Wellington Crescent. I drive this road every single weekday to work. No sidewalk. Right beside the largest public park in Winnipeg. During the winter when there are significant snow banks there is often one lane of traffic with pedestrians walking on it. I ask the council- is this a speed issue or a infrastructure issue?

I hope common sense prevails and I welcome any one of you to come for a walk down the streets of Charleswood. While we walk perhaps we can discuss the safety issue of ditches and the lack of underground land drainage....you will see them on every second street in Charleswood.

Happy to discuss - Tom Derrett

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Tom

Last name
Derrett

Submitted: Fri, 02/27/2026 - 14:52

Delegation information

Committee you want to address
Council

Agenda item you want to address (number and title)
Item No. 5 – Reduced-Speed Neighbourhood Pilot and the City’s Default Speed Limits

Support or oppose recommendations
I am opposed to the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I do support lowering speed limits in residential neighbourhoods, but I don't understand why the only option ever discussed is to go from 50 down to 30 - why can't we make it a reasonable 40km/hour applying to all residential neighbourhoods (including school zones)? 30km is extremely slow and hard to maintain, and 50 is rarely necessary on residential streets. I think you'd get a lot more support if we went to 40 at all times.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Toriann

Last name
Ashton

Submitted: Tue, 03/03/2026 - 04:41

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
Item 5 - Reduced Speed Neighbourhood Pilot and the City's Default Speed Limits

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I believe that lowering the speed limit in residential zones would be beneficial to the city by helping foster a safer environment for civilians to use alternative forms of transportation, such as cycling.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
No

Personal information

First name
Alexander

Last name
Sitko

Submitted: Mon, 03/02/2026 - 20:56

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
5. Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limit

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I am in favour of reducing the default speed limit in Winnipeg. I would prefer to see a default speed limit of 30kph, but I definitely think that 40kph is better than 50kph. I would also like to see the City of Winnipeg quickly outline a straightforward and simple process whereby neighbourhoods could apply to have 30kph residential streets. I would like to see the recommendations in this report implemented as soon as possible.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Anna

Last name
Weier

Submitted: Tue, 03/03/2026 - 05:00

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
Item No. 5 - Reduced-Speed Neighbourhood Pilot and the City's Default Speed Limits

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I strongly support lowering speed limits in residential neighbourhoods, preferably to 30km/hr. Doing so would increase safety for everyone and encourage alternate forms of transportation such as cycling (which in turn helps reduce traffic congestion!). Winnipeg must move away from car-centric planning if it wishes to grow and thrive; I strongly believe lowering speed limits will be a key factor in this.
Everyone is a pedestrian, not everyone is a driver. Prioritizing safety should ALWAYS take precedence.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
No

Personal information

First name
Katie

Last name
Brown

Submitted: Mon, 03/02/2026 - 19:05

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
Item 4 and Item 5

Support or oppose recommendations
I support the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
I am writing to you in support of the recommendations made by the Public Service in their administrative report on Item No. 4: Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project as well as some of the recommendations made by Public Service in their report on Item No. 5: Speed Neighbourhood Pilot and Default Speed Limit.

The default speed limit should be 30 on all residential streets; including Wellington.

The City should also install the temporary bike lanes and not delay their response any further; including in anticipation of a permanent solution.

The permanent solution should be expedited; but not at the expense of any interim solutions.

I do not support Lukes proposal to delay changes any further as represented in the media.

The City should ask the Province to amend the HTA in order that we may be able to change our default speed limit, but that default limit should be 30.

If there are roads which as deemed safe for 40, I would not object to them being signed for 40; but the default unposted limit should be 30 as that should be the assumed baseline drivers anticipate for consistency across all complex environments which they may encounter.

I also support changing the City of Winnipeg Policy to design roads for desired limits, and not over; which as I understand is the policy currently that the report also recommends amending.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Rodney

Last name
Kennish

Winnipeg Regional Health Authority
Caring for Health

Office régional de la santé de Winnipeg
À l'écoute de notre santé

2-490 Hargrave Street
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TÉLÉC: 204| 956-4494
www.wrha.mb.ca

March 3, 2026

Councilor Lukes- Chair
Standing Policy Committee on Public Works
City of Winnipeg
510 Main St.
Winnipeg, MB R3B 1B9

Dear Councilor Lukes and Committee,

On behalf of the Winnipeg Regional Health Authority's Population and Public Health Program, we commend the City of Winnipeg for undertaking the Reduced-Speed Neighbourhood Pilot. We are writing to express our strong support for the recommendations outlined in the administrative report. Lowering residential speed limits to 40km/hour or lower is a proven, evidence-based public health intervention that reduces collisions, prevents injuries, and creates safer, more livable communities.

Motor vehicle speed remains one of the most critical determinants of both collision risk and injury severity. The burden of speed-related injuries in Manitoba is substantial. In 2022, speed contributed to 28% of fatal collisions in Manitoba, and pedestrian deaths have remained a persistent concern, underscoring the vulnerability of road users in residential environments. Lowering neighbourhood speed limits is an evidence-based strategy shown to reduce collisions, injuries, and fatalities, particularly among pedestrians and cyclists. International and national research indicates that reducing posted limits from 50 km/h to 40 km/h leads to measurable declines in serious crashes. Studies of 40-km/h zones have demonstrated fewer fatal and severe-injury collisions, especially where vulnerable road users are present.

Furthermore, speed reduction is a proven means of enabling healthier communities. Lower limits support walking and cycling by creating environments that feel safer and more inviting, thereby helping residents incorporate more daily physical activity—an important protective factor against chronic disease.

Globally, leading jurisdictions are shifting toward lower urban speed limits—typically 30–40 km/h—based on the Safe System approach, which recognizes human vulnerability and error. The Safe System framework is clear: the human body can only tolerate limited crash forces, and speeds must be set accordingly. Speed reduction in combination with road design changes and enforcement is a comprehensive approach based on evidence and designed to have significant short- and long-term impacts on road safety.

The Winnipeg Road Safety Strategic Action Plan (RSSAP) identifies Speed as one of its five core focus areas and emphasizes the need for "slower speeds" to reduce collision severity and save lives. Lowering the default residential limit to 40 km/h directly advances the RSSAP's objectives by:

- Strengthening the Safe System approach, which calls for system-wide speed management that minimizes injury risk.
- Supporting Vision Zero goals, including the City's commitment to reduce fatal and serious injury collisions by 20% over five years.
- Enhancing safety for pedestrians and cyclists, two priority areas identified in the RSSAP alongside speed management.
- Reinforcing a culture of road safety, an explicit objective of the RSSAP that depends on consistent, predictable speed environments.
- Ensuring an equitable approach to road safety that will impact the city's most vulnerable neighbourhoods and road users

Reducing Winnipeg's default residential speed limit to 40 km/h represents a practical, evidence-based, and cost-effective measure with immediate and long-term benefits. It will reduce the severity of collisions, create safer streets for children, seniors, and people walking or cycling, and promote healthier, more active neighbourhoods. We urge you and the committee to support this change and continue demonstrating leadership in protecting the health and safety of all Winnipeggers.

Thank you for your ongoing commitment to building a safer, healthier city.

Regards,





Lisa Richards, MD MNRM MSc FRCPC
Medical Officer of Health
Population and Public Health Program
Winnipeg Regional Health Authority

Lynne Warda, MD PhD FRCPC
Medical Consultant, Injury Prevention
Population and Public Health Program
Winnipeg Regional Health Authority

For: item 4, Wellington Crescent (Academy Road to Stradbrook Avenue) - Bike Lane Pilot Project, Public Works Meeting
Wednesday, March 4, 2026, 9:30am, City Hall

I have been involved with meetings regarding planning and active travel for the Corydon Osborne area for over 20 years, and we have made very little progress. Unfortunately, changes to increase safety are usually proceeded by a fatality, such the death of a child at Daly and Pembina; this tragedy eventually resulted in the installation of lights at that intersection. Now, there has been another, foreseeable, fatality on Wellington Crescent.

During the community meetings and calls for submissions, (2011 to 2014) there were many residents who spoke out about the traffic in the area, and these concerns were ignored by the City. We were told they would be dealt with in another forum which never happened. In 2013, Bike Winnipeg made a submission, *Corydon-Osborne Neighbourhood Plan Recommendations,* and, although the community would have liked to make some amendment's to these recommendations, McMillan should have been turned into a neighbourhood greenway to aid east/west bicycle traffic north of Corydon (similar to Warsaw on the south side of Corydon). Residential traffic speeds should have been slowed to 30 km/h as per the recommendations and lives would have been saved, and injuries prevented.

Since the Corydon-Osborne Neighbourhood Plan was implemented, traffic and speeds have increased with no apparent measures to stop this trend. In 2024 – 2025, Wellington Crescent handled approximately 12,000 vehicles per weekday. Measurements from winter 2025 indicated that up to 20% of drivers (approx. 2,300 vehicles) travel 55 km/h or faster, with 1,000 vehicles traveling 60 km/h or faster. Between 2012 and 2022, there were at least 10 reported collisions between motor vehicles and pedestrians/cyclists, with a fatal collision in June 2024. It is unknown how many unreported accidents have occurred as I, myself, have had a car make physical contact with me, and never reported it.

Proposed Changes: Reduce speed to 40 km/h on Wellington Cres and 30 km/h on residential streets with a means of catching individuals who break the law. Implement protected bike lanes and create a greenway on McMillan. The suggested changes to speed limits need to be done as a priority in 2026. A reduction in traffic lanes from four to two in certain sections could potentially divert 15-20% of vehicles through the adjacent communities where speed limits may remain at 50 km/h, and this could result in more fatalities.

Attachment: Bike Winnipeg, ***Corydon-Osborne Neighbourhood Plan Recommendations*** November 12, **2013**
Excerpts from Bike Winnipeg document are below:

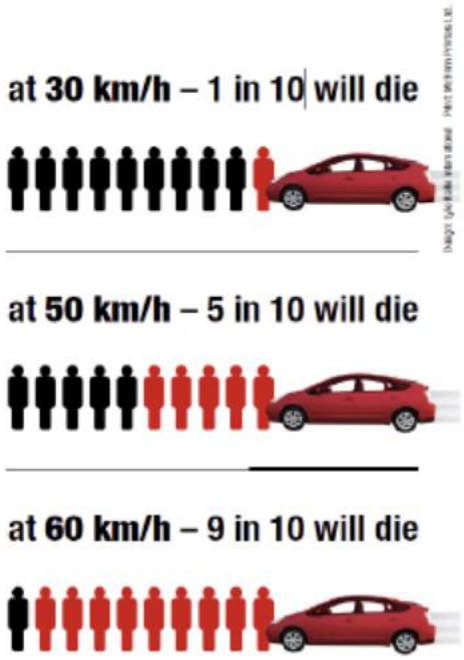
bikewinnipeg

Corydon-Osborne Neighbourhood Plan Recommendations
November 12, 2013



Residential Speed Limits

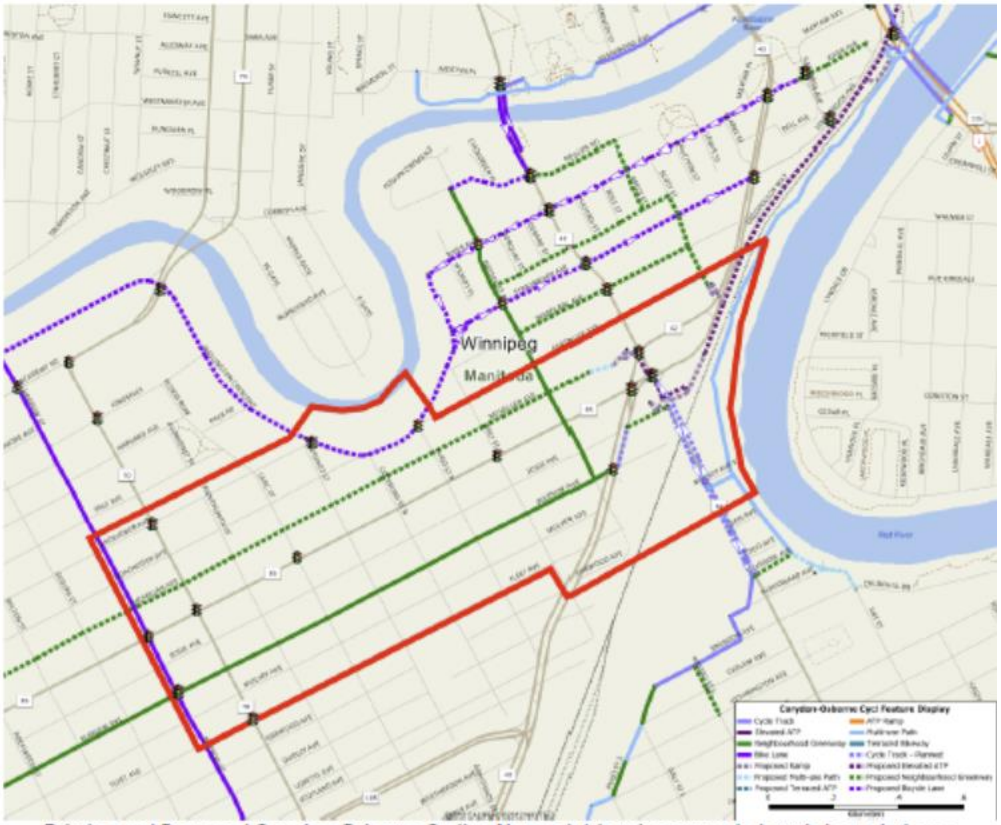
We would like to see speed limits on residential streets within the study area set to 30 km/hr., with appropriate traffic calming measures installed to reinforce that limit. Such a reduction would improve pedestrian and cyclist safety, make residential streets friendlier to pedestrians and cyclists, and reduce noise in the neighbourhood.



Cycling Network Improvements

The Proposed Cycling Network

Except for McMillan, Wardlaw, and the back lane between River and Stradbrook, all of the routes shown below are part of the City of Winnipeg's proposed AT network, and should be part of the Corydon-Osborne Neighbourhood Plan.



Existing and Proposed Corydon-Osborne Cycling Network (showing expanded study boundaries as proposed by Bike Winnipeg)

Short Term Connectivity Solutions from 2013

McMillan Neighbourhood Greenway

Given width restrictions and demand for parking on Corydon, we would like to see McMillan turned into a neighbourhood greenway to aid east/west bicycle traffic north of Corydon (similar to Warsaw on the south side of Corydon). We think that McMillan could serve this function very well with minimal cost or impact to parking by utilizing traffic diverters and turned stop signs to provide continuous flow to cyclists.

To provide cyclists with a direct and comfortable route along McMillan, the number of stops along McMillan would need to be greatly reduced. Ideally, the number of stops along McMillan would be reduced to less than or equal to the number of stops along Corydon or Warsaw. Traffic diverters could provide potential pocket park sites, a neighbourhood feature that produced quite a lot of support in previous neighbourhood consultations. Cockburn @ McMillan would be an excellent location for such a diverter, particularly as this intersection is roughly midway between Nassau and Stafford and already has Benson Park in its northwest corner.

Submitted: Tue, 03/03/2026 - 11:38

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
5

Support or oppose recommendations
I am opposed to the recommendations

Register as a delegation_checkbox
Register as a delegation

Register as a delegation
Via zoom

Submit comments in writing checkbox
Submit comments in writing

Comments
Do any of you realize that this is part of a monstrous bait and switch con?
If anyone cared about preventing injury, they would focus on the education of the vulnerable. The city refuses. Why is that?
We have far too many folks who step into traffic without making the required safe observation.
New city rules encourage that dangerous behaviour.
We ignore the safety issues with impaired people crossing streets.
In other jurisdictions, police remove the impaired from sidewalks and other public space, as the only way to keep them safe. Stepping in front of a moving vehicle traumatizes the driver, often for life. What drives city hall to be so obviously out of touch?
When someone is injured on St Annes or Main St, out come the calls to slow traffic in the quietest streets. Has no one else noticed how dishonest that switch is? Regulating the parkers near schools can prevent actual injuries in that zone. The DSZ 30 cannot be as useful as a 1 minute stop limit.

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
David

Last name
Grant

Submitted: Tue, 03/03/2026 - 11:54

Delegation information

Committee you want to address
Standing Policy Committee on Public Works

Agenda item you want to address (number and title)
Item No. 5 Reduced-Speed Neighborhood Pilot and the City’s Default Speed Limit

Support or oppose recommendations
I am opposed to the recommendations

Submit comments in writing checkbox
Submit comments in writing

Comments
There is no good reason to reduce speed limits. Auto accident rates (& why is the "expert" etc. not using them?) show that everyone, including pedestrians & cyclists have never been safer. Stats Can (& every other source I can think of) shows great reductions in accidents over nearly the last 50 years in 2 studies (are more) covering from 1979 to 2004 & again from 2001 to 2023. (both were over 50% iirc) U.S. stats go back even further, 110 years, & show a 95% reduction in injuries. Both countries had huge increases in vehicles & miles driven. In many cases, speed limits were much higher. U.S. Dept. of Transport found "Lowering speed limits below the 50th percentile does not reduce accidents, but does significantly increase driver violations of the speed limit. Conversely, raising the posted speed limits did not increase speeds or accidents."

The cause of most car/pedestrian accidents are pedestrians (80-90% UK & Florida) Pretty well the same for cyclist/car. (cyclists cause "vast majority" Stats Can.

Vince Harden

Wpg. Mb

Public engagement (optional)

I consent to being contacted to participate in potential public engagement related to this matter.
Yes

Personal information

First name
Vince

Last name
Harden

Item 5 – Reduced-Speed Neighbourhood Pilot & City's Default Speed Limit

Delegate – Kelly Ryback

Item 5 – Reduced-Speed
Neighbourhood Pilot & City's Default Speed Limit
Delegate – Kelly Ryback

Class 5 Estimate - $525,000 + $43,315 = $568,315

Class 5 Estimate is +60%/-40%

Factor Inflation – Top End = $1 Million

Item 5 – Reduced-Speed
Neighbourhood Pilot & City's Default Speed Limit
Delegate – Kelly Ryback

$100K for Awareness & Education Campaigns

Mayor Stated Requires a Robust Conversation

Must certainly be better than the engagement for the Housing Accelerator Fund and the new Transit Network

Item 5 – Reduced-Speed Neighbourhood Pilot & City's Default Speed Limit Delegate – Kelly Ryback

Proposed Speed Changes St. James-Assiniboia (40 km/hr in light)



Item 5 – Reduced-Speed
Neighbourhood Pilot & City's Default Speed Limit
Delegate – Kelly Ryback

Proposed Speed Changes St. James-Assiniboia (40 km/hr in light)
Transit Routes in RED in 40 km/hr zones

