

Reduced-Speed Neighbourhood Pilot

Phase 1 Public Engagement Summary



Background

In March 2023, the City of Winnipeg began a one-year trial of reduced-speeds on local and collector streets in four residential neighbourhoods:

- **Bourkevale** (30 km/h)
- **Tyndall Park (South)** (30 km/h)
- **Worthington** (40 km/h)
- **Richmond West** (40 km/h)

The Reduced-Speed Neighbourhood Pilot seeks to determine whether changing the speed limit changes how fast vehicles actually travel. It is also looking at whether lowering the speed limit within a residential area affects neighbourhood livability. This pilot will make recommendations for the future of speed limits in residential areas across Winnipeg based on both technical data and public input.

Engagement

Phase 1 of public engagement occurred prior to the speed limits being changed in the pilot areas. It focused on informing pilot neighbourhood residents about the program, learning their current travel habits and opinions of their neighbourhoods, and gathering baseline data related to how Winnipeggers feel about residential speed limits and the potential for change. We collected this information prior to the pilot so that we could measure any shifts in perceptions, feelings, and opinions that occur during the pilot.

Broad baseline data on public opinion was collected by surveying a statistically significant sample of Winnipeggers.

We learned about pilot area residents, their habits, and their opinions via three methods: an online survey; community meetings; and a school travel survey that measured how kids get to school on a daily basis.

Meetings with elected officials and transportation-related stakeholders helped us further understand each area's unique experiences with speed, livability, and road safety. More details on Phase 1 public engagement opportunities can be found in Table 1.

Promotion

We delivered a notification letter to approximately 5,449 pilot area homes and apartments on January 31, 2023:

- Bourkevale: 1,129 letters
- Tyndall Park (South): 902 letters
- Worthington: 1,909 letters
- Richmond West: 1,509 letters

This letter informed residents about the pilot and asked them to take the pre-pilot survey and attend the community event. Due to limited response in Tyndall Park (South) and Worthington, we sent a reminder postcard on February 22, 2023. The response rate subsequently improved to the minimum goal of 10%.

The pilot was also promoted via:

- City of Winnipeg website – launched January 31, 2023 with 2,596 page views at time of report;
- News release – January 31 and March 3, 2023 ;
- City of Winnipeg public engagement newsletter with 5,183 recipients – January 30, 2023;
- Media coverage in Winnipeg Free Press, CBC, Global News, and CTV – January 5 – March 3, 2023;
- 15 posters displayed in schools, community centres, and businesses in each pilot neighbourhood;
- Twitter posts to more than 118,600 followers and;
- Facebook posts to more than 36,000 followers

Reduced-Speed Neighbourhood Pilot

Phase 1 Public Engagement Summary



Table 1: Public Engagement and Project Understanding Opportunities

Date	Activity	Details
Week of October 3-7, 2023 and October 17-21, 2023	School travel survey	Teachers in pilot area schools collected information for a period of five consecutive days about how students travelled to and from school that day. The “hands-up” survey took place in 36 classes across six schools: Ecole Assiniboine (early years); Bairdmore School (early years); Tyndall Park Community School (early years); Victor Mager School (early and middle years), George Waters Middle School (middle years), and Dakota Collegiate (high school).
November 28, 2022 and December 1, 2022	Councillor meetings	We held two meetings with elected officials: one with those whose wards include pilot neighbourhoods; one with all Councillors.
November 22 to December 5, 2022	City-wide Scientific Survey	We commissioned a statistically significant survey to understand broad opinion on changes to residential speed limits (representative sample of 600 adults from across Winnipeg).
December 5-8, 2022	Stakeholder meetings	We planned five in-person stakeholder meetings (one with city-wide organizations with a road-safety-related mandate and four with key organizations representing vulnerable road users in each of the pilot neighbourhoods). Due to low uptake in Richmond West, the pilot neighbourhood meeting for this area was cancelled. A total of 18 stakeholders attended the four meetings.
January 31 to March 3, 2023	Online survey of pilot neighbourhoods	We conducted a pre-pilot online survey (available only to residents of pilot areas) to understand perceptions, feelings, and opinions on safety, residential speed limits and neighbourhood livability (how their neighbourhood’s physical environment impacts their quality of life). 625 people responded: • Bourkevale: 129 respondents, 11.4% of residents • Tyndall Park (South): 92 respondents, 10.2% of residents • Worthington: 176 respondents, 9.2% of residents • Richmond West: 228 respondents, 15.1% of residents
January 31 to March 31, 2023	Q&A tool through project website	To help improve information flow and address questions related to the pilot, we added a question and answer tool to the project website. We publicly posted 56 responses.
January 31 to March 31, 2023	Time travel estimator web tool	The time travel estimator tool was used 912 times during this time.
January 31 to time of report	Inquiries through project phone number and email	A total of 106 individuals contacted us either through the project website or by project telephone number.

Reduced-Speed Neighbourhood Pilot

Phase 1 Public Engagement Summary



What we heard

Phase 1 engagement focused on gaining an understanding of two primary topics: how Winnipeggers feel about residential speed limits prior to any change; and, how speed and traffic affects the livability of a neighbourhood.

We gathered information on these topics via four channels: a statistically significant omnibus survey (looking only at thoughts on speed limits); an online survey for pilot residents; stakeholder and community meetings; and school travel surveys.

The **survey for pilot residents** helped us understand current modes of walking, rolling, and cycling in each neighbourhood, if residents find it easy to navigate their neighbourhoods, and whether reduced speeds would contribute to residents walking, cycling or rolling more in their neighbourhoods. These are all livability factors that speed has been shown to change and will allow us to measure any shifts in feelings or opinions brought on by the lowered speed limit.

Full results of the statistically significant omnibus are available in Appendix A. Full results of the online survey for pilot neighbourhood residents are available in

Appendix B. Stakeholder meeting minutes are available in Appendix C. Full results of the school travel survey are available in Appendix D.

Overview of thoughts on speed limits

Thoughts on residential speed limits were collected via the omnibus, the online survey, and stakeholder/community meetings.

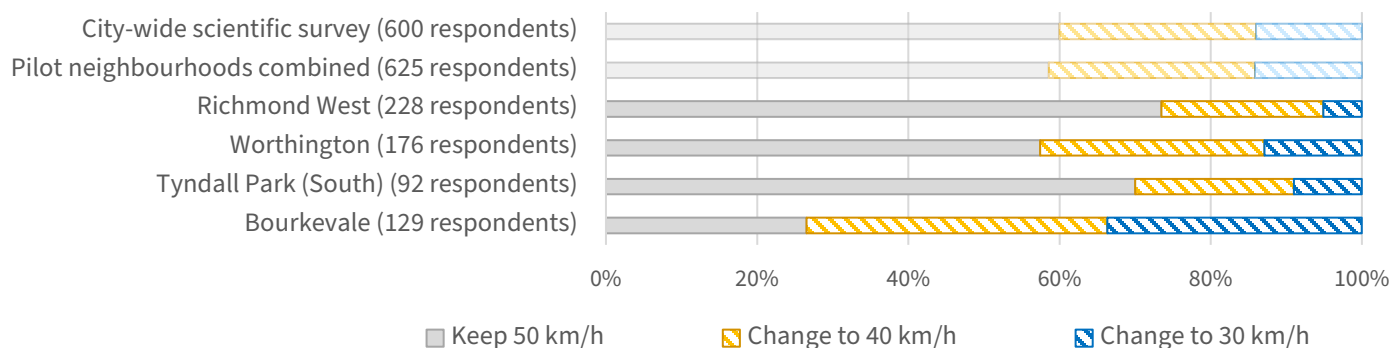
A sample of 600 Winnipeggers completed the omnibus survey: 450 randomly recruited Winnipeggers and 150 members of Probe Research's online panel.

This sample allowed us to extrapolate respondents' views to represent that of Winnipeggers at large. Based on this, we now know 60 percent of Winnipeggers want to keep residential speed limits the same and 40 percent want to lower residential speed limits

We asked the same question of respondents to the pilot area resident survey. These results were similar, with 58 percent of respondents (364 of 625) indicating they want residential speed limits to remain as-is, and 42 percent (261 of 625) indicating they want lower residential speed limits. An overview of all responses to this question is provided in Figure 1.

Figure 1: Preference for Residential Speed Limits

Some have called for the City to reduce speed limits on residential streets. What's your view on this?
Select the option that most closely describes how you feel about speed limits on residential streets.



Reduced-Speed Neighbourhood Pilot

Phase 1 Public Engagement Summary



We also asked participants what effect, if any, reducing the speed limit to 30 km/h would have.

Based on the omnibus:

- Approximately six in 10 Winnipeggers believe reducing residential speed limits to 30 km/h would have a positive effect on cyclist and pedestrian safety and on the severity of collisions
- 70 percent of respondents believe reducing the residential speed limits to 30 km/h would have a negative effect on driving times.

The online survey asked pilot area residents a slightly different question with the same sentiment: *What impact do you think lower speed limits on residential streets would have on the rate of vehicle collisions and related injuries?*

Most respondents in each neighbourhood indicated that they believe speeds will have no impact on the rate of collisions and related injuries:

- Tyndall Park: 71 percent of respondents
- Bourkevale: 36 percent of respondents
- Worthington: 52 percent of respondents
- Richmond West: 65 percent of respondents

Overview of thoughts on livability

Phase 1 sought input on livability solely from pilot area residents as to allow comparison once the pilot has been in place within their own neighbourhoods for one year. Phase 2 will explore the thoughts, opinions, and feelings of the broader population.

The **survey for pilot residents** helped us understand livability in terms of:

- How each area's residents feel about things like safety and comfort

- How each area's residents move around their neighbourhoods and why they choose the mode they do
- Whether and how residents enjoy life in each neighbourhood
- How traffic plays a role in these experiences

These are all livability factors that speed has been shown to change.

The **school travel survey** results also helped us understand livability, as walking and cycling rates typically correspond with perceptions of safety and comfort.

These surveys showed us that more students get to and from school by car than by any other mode (38 percent of participants across all neighbourhoods). Walking is also a popular mode with 34 percent of participants. Some 25 percent of participants take the bus to school, while under one percent ride their bike.

We will conduct a second school travel survey in Fall 2023 to measure whether rates changed over the period the pilot was in place.

Stakeholder meetings with organizations that represent vulnerable road users helped us build a common understanding of how residents in the communities feel transportation and speeds impact livability.

Stakeholders indicated the following aspects as transportation-related determinants of livability in their neighbourhoods:

- The opportunity to socialize outdoors and connect with neighbours
- The ability to get around, and to and from community destinations, with convenience

Reduced-Speed Neighbourhood Pilot

Phase 1 Public Engagement Summary



- Having the ability to get outdoors to explore and be physical
- Safety and comfort with being and moving around outside
- Children being able to safely ride their bike or walk to school.
- Having proper infrastructure to help slow traffic

They also told us that while reducing speeds would certainly contribute to livability, it is only one aspect of a larger picture. They pointed to supportive infrastructure and enforcement as critical co-existing components.

Key themes are captured in Table 2 along with comments on how we will consider feedback.

Further findings are summarized by pilot neighbourhood in the next section¹. These findings will be compared to a mid-pilot survey to help us extrapolate what a widespread change could do to residential neighbourhoods across Winnipeg.

Neighbourhood summaries

The next pages (6-9) provide a breakdown of the findings of the four residential neighbourhoods:

- **Bourkevale** (30 km/h)
- **Tyndall Park (South)** (30 km/h)
- **Worthington** (40 km/h)
- **Richmond West** (40 km/h)

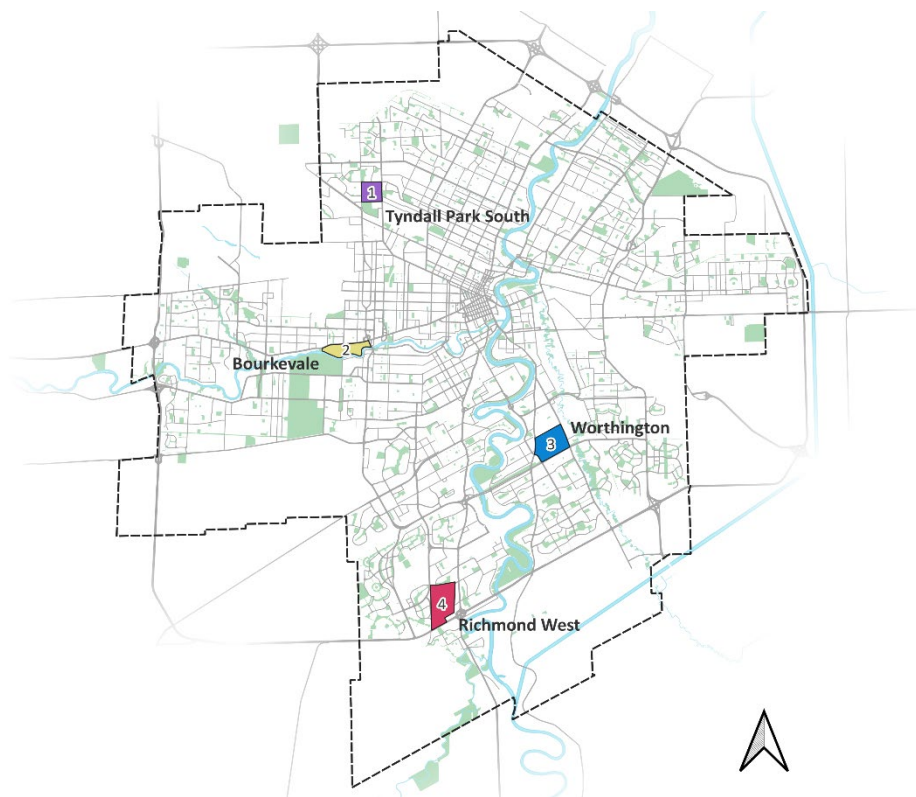


Figure 2. Overview of residential neighbourhoods.

¹ Please note, the responses in the neighbourhood sub reports do not account for multiple submissions from the same household. Respondents were asked only to indicate their neighbourhood and not street number.



Context

Bourkevale is a mature neighbourhood with a linear street network. Many of its residents are part of a campaign to lower residential speed limits citywide; pre-pilot discussions showed community members supported lower residential speed limits to a greater extent than those in other neighbourhoods. Additional factors that could contribute to levels of support for reduced speed limits include:

- The presence of established community groups that represent vulnerable road users
- The lack of sidewalk infrastructure on most streets in the neighbourhood

Online survey of pilot residents

(129 responses from a pool of 1129 addresses)

When Bourkevale residents were asked about the activities they currently pursue in their neighbourhood:

80% walk every day or a few times a week

50% cycle/roll every day or a few times a week

Although **43 percent** of Bourkevale respondents indicated it is **extremely easy** to walk in the neighbourhood, three main reasons were identified that prevent residents from walking more:



17% indicated vehicles travel too fast



12% indicated sidewalks aren't all connected or stop partway through my route



11% indicated there aren't enough sidewalks

Similar to walking, **38 percent** of Bourkevale residents find it **extremely easy to cycle or roll** in their neighbourhood. However:



17% indicated vehicles travel too fast



12% indicated the number of heavy vehicles like buses and trucks driving through the area makes them feel unsafe



10% indicated there isn't enough dedicated cycling or multiuse infrastructure

Participants were asked how concerned they are with speeding in their neighbourhood, **34 percent** of Bourkevale respondents expressed a **high concern with speeding**.

Additionally, they were asked how willing they would be to accept approximately a 60 second or less increase in daily travel time as a trade-off for lowering speed limits in their neighbourhood, **67 percent** would be **willing**.

When Bourkevale respondents were asked for their view on reducing the default speed limit on residential streets in Winnipeg:



33% believe Winnipeg should lower the default speed limit for residential streets to **30 km/h**



39% believe Winnipeg should lower the default speed limit for residential streets to **40 km/h**



26% Winnipeg should keep the default speed limit for residential streets at **50 km/h**

School travel surveys

The top three travel modes for pilot elementary schools in Bourkevale (1,318 students):



37% of students are driven to school (carpool included)



14% of students walk to school



49% of students ride the bus to school

Tyndall Park (South)



Context

Tyndall Park (South) is a newer neighbourhood with a grid network. It has fewer amenities in close proximity than other pilot areas and only one school in the area. Most respondents from Tyndall Park indicated a desire to keep residential speed limits the same. Unlike other pilot neighbourhoods such as Bourkevale, sidewalks are present along most residential streets in this neighbourhood.

Online survey of pilot residents

(92 responses from a pool of 902 addresses)

When asked about the activities they currently pursue in their neighbourhood:

53% walk every day or a few times a week

28% cycle/roll every day or a few times a week

Although **55 percent** of Tyndall Park (South) respondents indicated it is **extremely easy** to walk in the neighbourhood, respondents said three main things prevent them from walking more:



26% indicated the snow and ice make it too hard to walk in winter



11% indicated other (not specified)



8% indicated sidewalks aren't all connected or stop partway through my route

Similar to walking, **58 percent** of Tyndall Park (South) residents find it **extremely easy to cycle or roll** in their neighbourhood. However:



22% indicated snow is not cleared well enough for them to do it in the winter

12% indicated they don't like riding on the road



10% indicated there isn't enough dedicated cycling or multiuse infrastructure

Participants were asked how concerned they are with speeding in their neighbourhood; **14 percent** of Tyndall Park (South) respondents expressed a **high concern with speeding**.

Additionally, participants were asked how willing they would be to accept approximately a 60 second or less increase in daily travel time as a trade-off for lowering speed limits in their neighbourhood, **29 percent** would be **willing**.

When asked for their view on reducing the default speed limit on residential streets in Winnipeg:

MAXIMUM
30

9% believe Winnipeg should lower the default speed limit for residential streets to **30 km/h**

MAXIMUM
40

21% believe Winnipeg should lower the default speed limit for residential streets to **40 km/h**

MAXIMUM
50

70% Winnipeg should keep the default speed limit for residential streets at **50 km/h**

School travel surveys

The top three travel modes identified from participant classrooms in Tyndall Park (South) (975 students):



57% of students are driven to school (carpool included)



42% of students walk to school



1% of students take public transit to school

Worthington



Context

Worthington is a mature neighbourhood with a mix of street networks that are found in the other neighbourhoods. When compared to other plot neighbourhoods, there are many streets that differ in width and presence of sidewalks. Unlike other pilot neighbourhoods such as Bourkevale, sidewalks are present along most residential streets in this neighbourhood.

Online survey of pilot residents

(176 responses from a pool of 1909 addresses)

When asked about the activities they currently pursue in their neighbourhood:

64% walk every day or a few times a week

26% cycle/roll every day or a few times a week

Although **38 percent** of Worthington respondents indicated it is **extremely easy** to walk in the neighbourhood, three main things prevent them from walking more:



15% indicated vehicles travel too fast



15% indicated the snow and ice make it too hard to walk in winter



11% indicated there is too much traffic

Similar to walking, **32 percent** of Worthington residents find it **extremely easy to cycle or roll** in their neighbourhood. However:



12% indicated vehicles travel too fast



11% indicated snow is not cleared well enough for me to do it in winter



10% indicated they don't like riding on the road



10% indicated there is too much traffic

Participants were asked how concerned they are with speeding in their neighbourhood; **44 percent** of Worthington residents expressed a **high concern with speeding**.

Additionally, they were asked how willing they would be to accept approximately a 60 second or less increase in daily travel time as a trade-off for lowering speed limits in their neighbourhood, **46 percent** would be **willing**.

When asked for their view on reducing the default speed limit on residential streets in Winnipeg:



13% believe Winnipeg should lower the default speed limit for residential streets to **30 km/h**



30% believe Winnipeg should lower the default speed limit for residential streets to **40 km/h**



58% Winnipeg should keep the default speed limit for residential streets to **50 km/h**

School travel surveys

The top three travel modes identified from participant classrooms in Worthington (964 students):



28% of students are driven to school (carpool included)



71% of students walk to school



1% of students bike to school

Richmond West



Context

Richmond West is a newer neighbourhood with more curved road network design. There is only one school present in the area. Most survey respondents from Richmond West in the pilot area indicated a desire to keep residential speed limits the same. One possible infrastructure factor that could contribute to this opinion is that the roads this neighbourhood are designed for vehicle speeds of 30 km/h.

Online survey of pilot residents

(228 responses from a pool of 1509 addresses)

When asked about the activities they currently pursue in their neighbourhood:

56% walk every day or a few times a week

28% cycle/roll every day or a few times a week

Although **43 percent** of Richmond West respondents indicated it is **extremely easy** to walk in the neighbourhood, survey respondents said three main things prevent them from walking more:



17% indicated the snow and ice make it too hard to walk in winter



13% indicated there aren't enough sidewalks



13% indicated their destination is too far away to walk

Similar to walking, **36 percent** of Richmond West residents find it **extremely easy to cycle or roll** in their neighbourhood. However:



14% indicated snow is not cleared well enough for them to do it in winter



12% indicated there isn't enough dedicated cycling or multiuse infrastructure



9% indicated vehicles travel too fast



9% indicated there is too much traffic

Participants were asked how concerned they are with speeding in their neighbourhood, **24 percent** of Richmond West residents expressed a **high concern with speeding**. Additionally, they were asked how willing they would be to accept approximately a 60 second or less increase in daily travel time as a trade-off for lowering speed limits in their neighbourhood, **37 percent** would be **willing**.

When asked for their view on reducing the default speed limit on residential streets in Winnipeg:



5% believe Winnipeg should lower the default speed limit for residential streets to **30 km/h**



21% believe Winnipeg should lower the default speed limit for residential streets to **40 km/h**



72% Winnipeg should keep the default speed limit for residential streets at **50 km/h**

School travel surveys

The top three travel modes identified from participant classrooms in Richmond West (1,312 students):



40% of students are driven to school (carpool included)



20% of students walk to school



40% of students ride the bus to school

Reduced-Speed Neighbourhood Pilot

Phase 1 Public Engagement Summary



Table 2: Comments from meetings, inquiries, and online survey

* Phase 1 feedback reviewed in this report will act as baseline data to measure any shifts in perceptions, feelings, and opinions that occur during the pilot. Recommendations for the future of speed limits in residential areas across Winnipeg will be based on both technical data and public input.

What we heard	Number of comments by neighbourhood on this topic	How it was considered
Vehicles travel too fast.	Bourkevale - 15 comments Tyndall Park (South) - 2 comments Worthington – 18 comments Richmond West – 14 comments	This helps the project team understand how residents feel about the current residential speed limit in their neighbourhoods.
Dedicated cycling or multiuse infrastructure is insufficient.	Bourkevale - 9 comments Tyndall Park (South) - 5 comments Worthington – 9 comments Richmond West – 19 comments	This helps the project team understand current barriers to walking, cycling, and/or wheeling more in their neighbourhoods, as these contribute to neighbourhood livability. This helped us understand that speed of motor vehicles may not be the primary reason people choose not to walk or bike within their communities.

Reduced-Speed Neighbourhood Pilot

Phase 1 Public Engagement Summary



What we heard	How it was considered
Comments from meetings and public inquiries	
Many project stakeholders were interested in learning how the pilot neighbourhoods were selected.	We provided the following information to stakeholders and posted it on the project page: <i>When planning the pilot, we knew the project had to include a mix of both newer and more mature neighbourhoods. This mix represents Winnipeg's larger make-up, which meant we could use the pilot areas to hypothesize what the reduction could mean for all neighbourhoods throughout the city. Beyond this, we wanted to ensure our pilot areas all had a mix of community amenities (like schools, community centres, parks, and other gathering places), were enclosed by a natural boundary and/or defined border, and included a good mix of both residential and collector streets.</i>
Stakeholders and participants asked for clarification on why we are testing both 30 km/h and 40 km/h.	Council directed that this study collect data for both speeds to help inform decision-making. There may not be a one-size-fits-all approach to applying speed reduction across Winnipeg and neighbourhoods may differ.
People asked questions about whether police will enforce the reduced speeds in the pilot neighbourhoods.	Police can enforce the posted speed limit on any road as resources and priorities allow; however, the goal of the pilot is to measure behaviour and whether posted speed signs alone can achieve speed reductions.
Reduced speeds need to be used in conjunction with other measures, such as infrastructure (i.e., traffic calming), to create a more attractive community, more face-to-face interaction.	This feedback from the community helped the project team to understand current perceptions of reduced speeds and its impact on community livability. This also helps to build consensus on factors that contribute to livability.

Reduced-Speed Neighbourhood Pilot

Phase 1 Public Engagement Summary



Next steps

Phase 2 will provide engagement opportunities to three primary factions of people: stakeholders and pilot residents; members of the public; and, once again, a statistically relevant sample of Winnipeggers.

It will begin in early Fall with a second school travel survey. This follow-up will assess whether kids' travel habits have changed over the course of the pilot and provide us with prompts to determine through other Phase 2 activities whether this resulted from the pilot or other factors.

Phase 2 will also allow the project team to reconnect with stakeholders and pilot area residents to collect feedback on their experience with the pilot. At this time, we will gauge whether residents have shifted or would shift their modes if speed limit changes were permanently implemented. Additionally, we will invite all Winnipeggers to share their thoughts on residential speed limits and how a widespread change may affect their lives through an online survey.

Phase 2 is planned to launch in the fall of 2023, with public events in each of the pilot neighbourhoods scheduled for early winter of 2024.

Following Phase 2 and further data collection, we will develop recommendations for the future of speed limits in residential areas across Winnipeg. The recommendations will be based on what we hear from pilot area residents, what we hear from Winnipeggers at large, vehicles speed data collected from the pilot areas, and other factors.

Appendices

Appendix A – School travel survey results

Appendix B – Pilot neighbourhoods survey results

Appendix C – Promotion

Appendix D – Omnibus survey results

Appendix C – Stakeholder records of discussion