

Reduced-Speed Neighbourhood Pilot

Mid-pilot community events



Project overview

Background & what we know about speed limits and residential areas

What would changing the posted speed limits in residential neighbourhoods mean for Winnipeggers?

The Reduced-Speed Neighbourhood Pilot wants to answer that, by figuring out three things:

- Whether a lower posted speed limit means vehicles actually travel more slowly
- If and how a lower posted speed limit affects perceptions of safety, comfort, and neighbourhood liveability
- If lower posted speed limits lead people living in the area to travel more often by walking, rolling, or cycling (or other active modes)

Winnipeggers' opinions, perceptions, and feelings will help us predict the potential city-wide impact. We will use this information and traffic data and recommend the future of speed limits in residential areas.

Reduced speeds have 60 seconds or less increase on travel time

We know your opinion of reduced speed limits in residential areas has a lot to do with how you anticipate the change would affect your daily trips. But did you know travelling at reduced speeds through residential areas has little impact on the time it takes to get from starting point to destination? Try the travel time estimator tool to find out how your travel time would change if we reduced the speed limit on all local and collector streets throughout Winnipeg.



What does neighbourhood livability mean?

Livability looks at how a neighbourhood's physical environment contributes to quality of life. Here is what we heard from stakeholders when we asked them what neighbourhood livability means to them:

Ability to get around easily and quickly with convenience

When kids can walk or bike to school and through the neighbourhood.

Being physical, having the opportunity to be physical.

Seeing people out in the neighbourhood.

Connecting with neighbours.

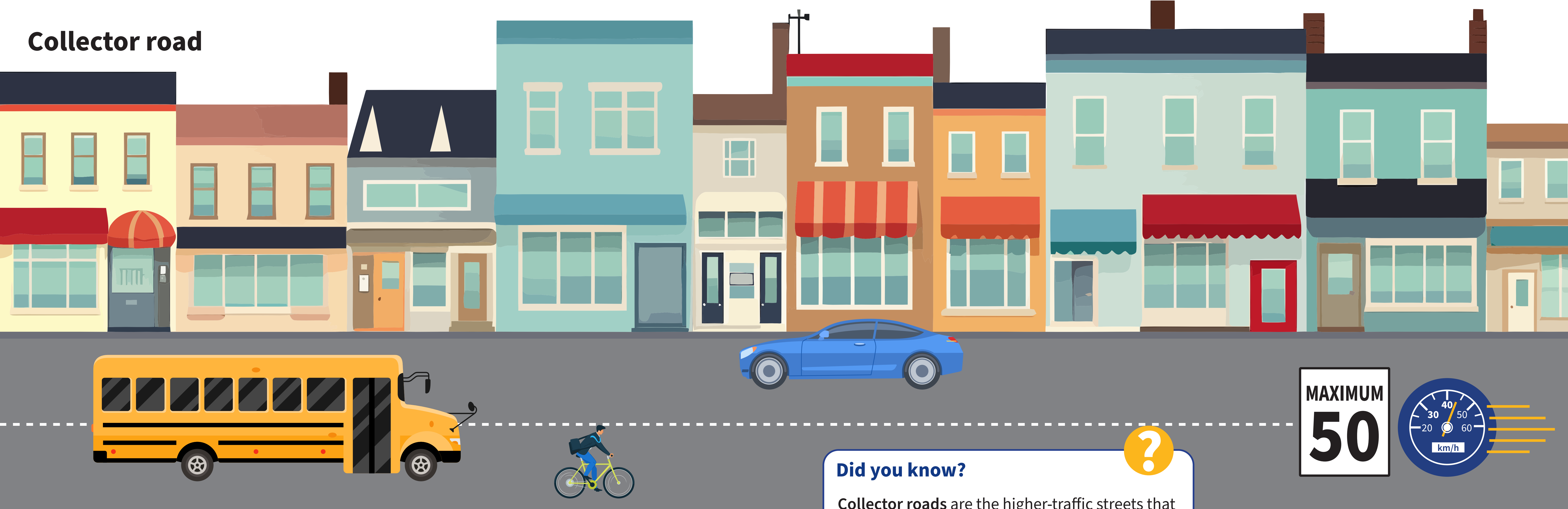


What a difference a road (type) makes

We're looking at speed limits on local and collector roads

There is another kind of street called a **regional road**. These are the major routes that connect communities and serve as city's main thoroughfares. Regional roads are not being looked at as part of the reduced-speed pilot.

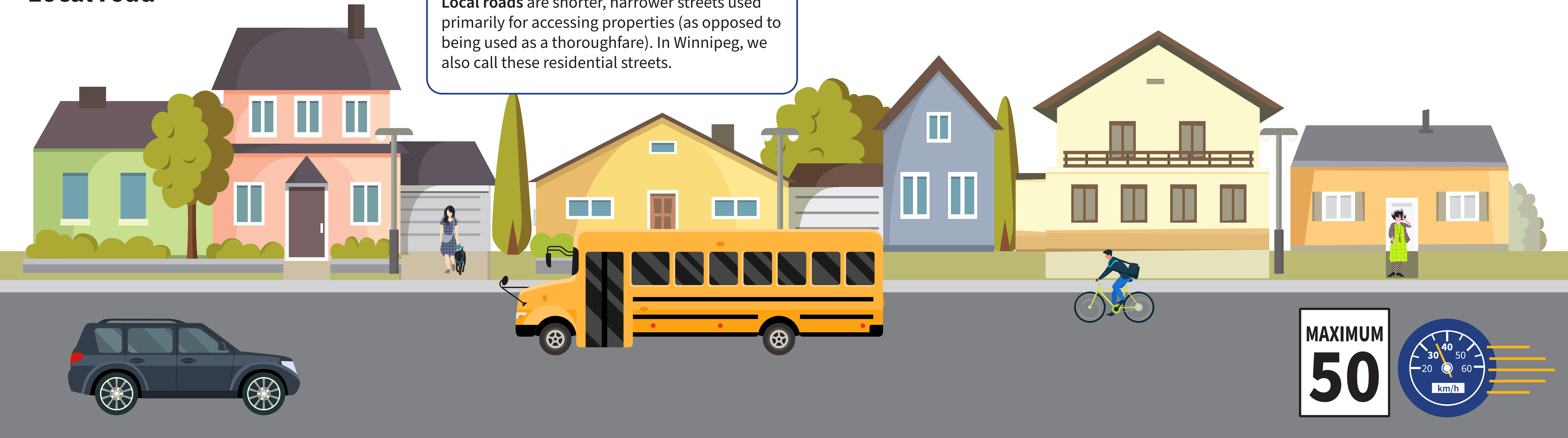
Collector road



Did you know?

Collector roads are the higher-traffic streets that lead into and out of communities. They are often the “hub” of the community and where shops and other community destinations are located.

Local road



Did you know?

Local roads are shorter, narrower streets used primarily for accessing properties (as opposed to being used as a thoroughfare). In Winnipeg, we also call these residential streets.

Lower speeds limits, slower vehicles

Traffic data showed us changing speed limits changed driver behaviour

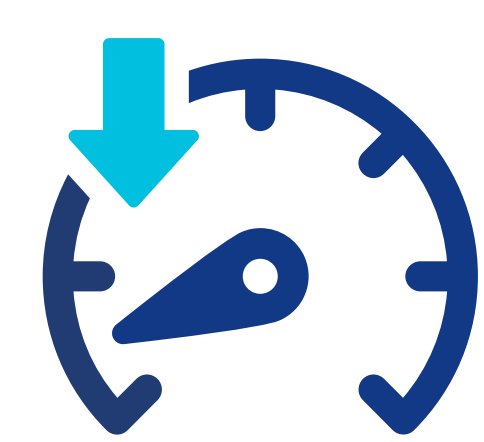
Speed data

We measured vehicle speeds at 17 locations across the four pilot neighbourhoods before and during the pilot.

Pre-pilot (50 km/h)	Neighbourhoods reduced to 30 km/h		Neighbourhoods reduced to 40 km/h	
	Local roads	Collector roads	Local roads	Collector roads
Average speed	36.0 km/h	46.2 km/h	38.4 km/h	44.7 km/h
Percentage of vehicles over 50 km/h	7.4%	32.7%	12.7%	28.2%

Mid-pilot (30 km/h and 40 km/h)	Neighbourhoods reduced to 30 km/h		Neighbourhoods reduced to 40 km/h	
	Local roads	Collector roads	Local roads	Collector roads
Average speed	29.4 km/h	35.0 km/h	36.8 km/h	41.1 km/h
Percentage of vehicles over 50 km/h	1.2%	4.9%	8.8%	13.3%

Key findings:



Local roads reduced to **30 km/h** saw a **6.6 km/h drop** in average speed



Local roads reduced to **40 km/h** saw a **1.6 km/h drop** in average speed



The number of vehicles travelling **over 50 km/h decreased by 15-25%** on collector roads with reduced speed limits



The number of vehicles exceeding the posted speed limit was **8% higher on local 30 km/h roads** versus local 40 km/h roads

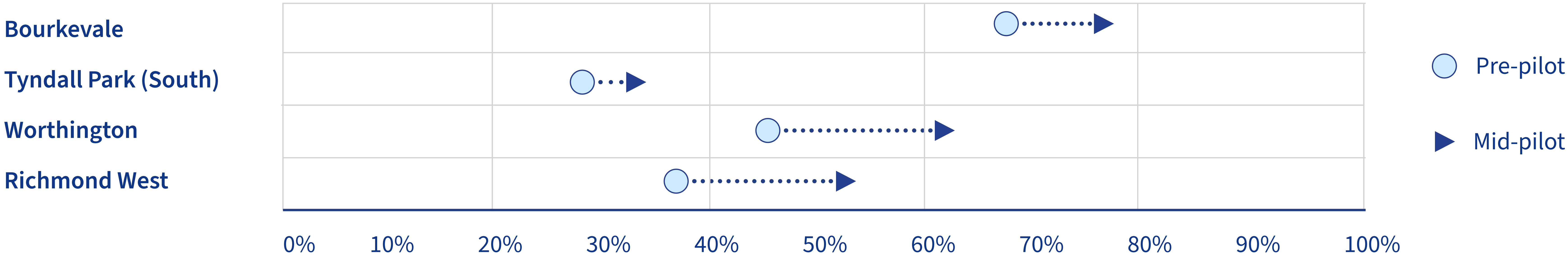
What we heard

Overview of thoughts on speed limits

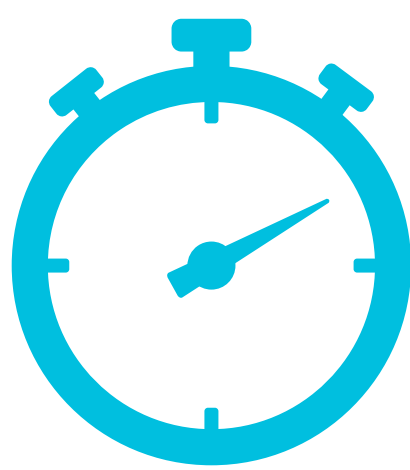
Survey data from the pilot neighbourhoods showed us that living with the lower posted speed limit increased peoples’ acceptance of the change.

Willingness to accept a 60 second or less increase in daily travel time:

Pilot area residents’ acceptance to travel a minute longer as a trade-off for lower speed limits in their area increased since we changed the speed limit.



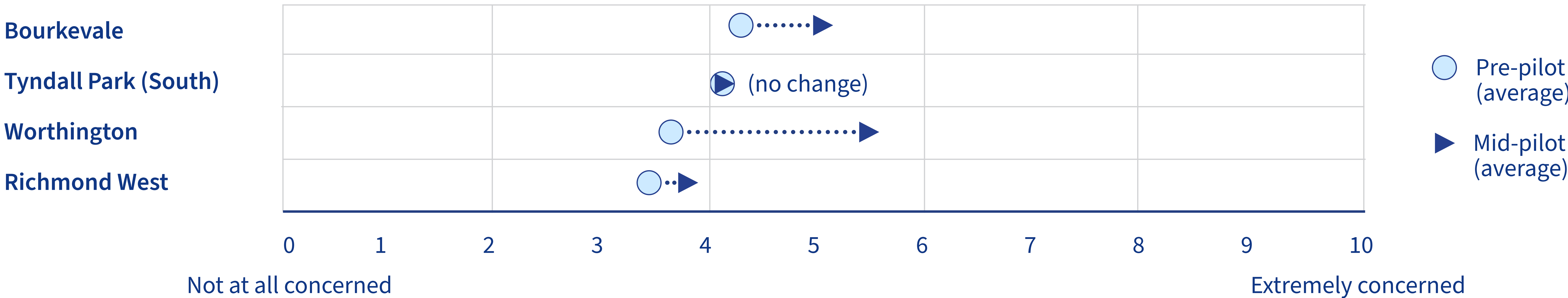
48% of Winnipeggers who took our online survey would be willing to accept the increase in travel time



72% of Winnipeggers (based on a statistically significant third-party survey) would be willing to accept the increase in travel time

Concerns regarding neighbourhood speeding:

Residents of the pilot areas became more concerned with speeding in their neighbourhood since we changed the speed limit.

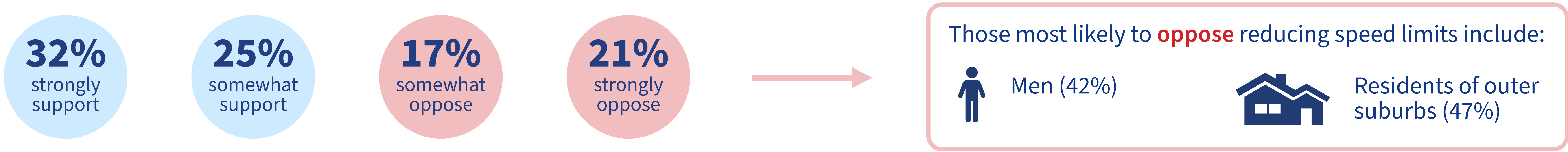


What Winnipeg thinks

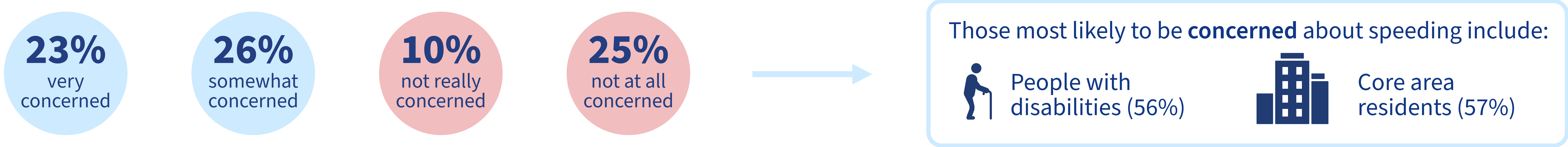
Reflections of a statistically representative sample of residents

We commissioned a citywide telephone-to-online survey in October 2023. Some 600 people 18 and over provided a statistical representation of the city as a whole

Support for reduced speed limits on residential streets:



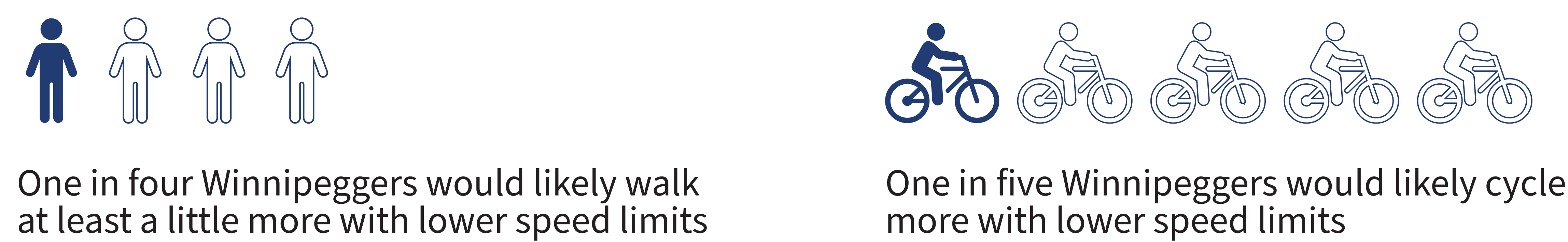
Concern about speeding in your respective neighbourhoods:



Preferred residential speed limit option:

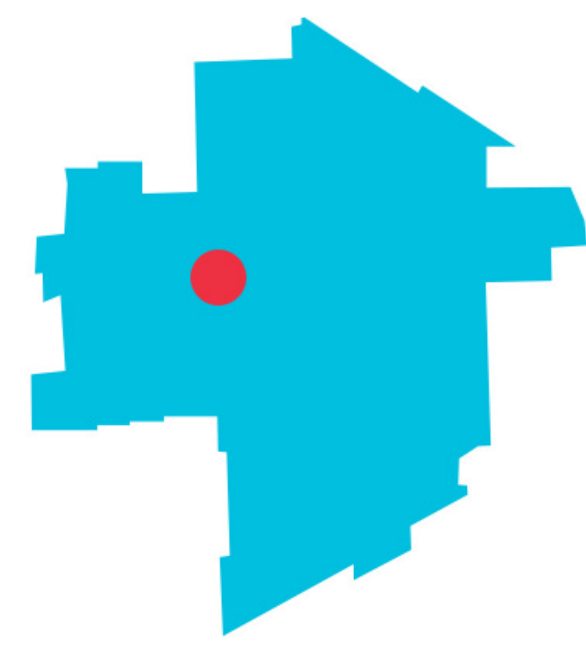


Self-predicted changes in behaviour:



Bourkevale

What we heard from residents



The speed limit was reduced to 30 km/h in Bourkevale.



Views on the reduced speed pilot from residents of Bourkevale:

I still see too many vehicles driving too fast, and a reminder or visual deterrent might be helpful.

We find most people obey the 30km speed limit in Bourkevale. It is very noticeable when you have no sidewalks and many people walk or cycle on the shared roadway.

I strongly believe that streets that do not have sidewalks should be reduced to 30 km/h.

I hope our neighborhood speed limits stay at 30 km/h. Has significantly reduced dangerous speeding of 60 km/h. I more often walk to pick up my kids from school and daycare. Assiniboine Avenue doesn't have sidewalks, feels much safer with the reduced speed.

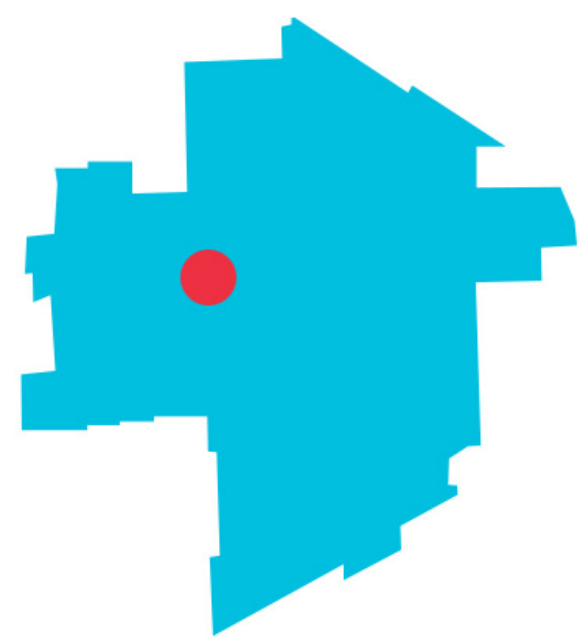
I live in the Bourkevale area and we all love the reduced speeds. Kids are out more, it's quieter and we are absolutely thrilled. We moved here because car traffic on our old street was terrible.

Just leave the speed at 50 km/h. We drive through Bourkevale 30 km/h zone and it is very hard to creep at the speed religiously.

There is not enough signage to indicate the speed limit. And who is monitoring it?

The area I live in was part of that 30 km/h pilot project. People still drove faster than 30km/h. Especially the school busses and people driving their kids to and from school and/or daycare.

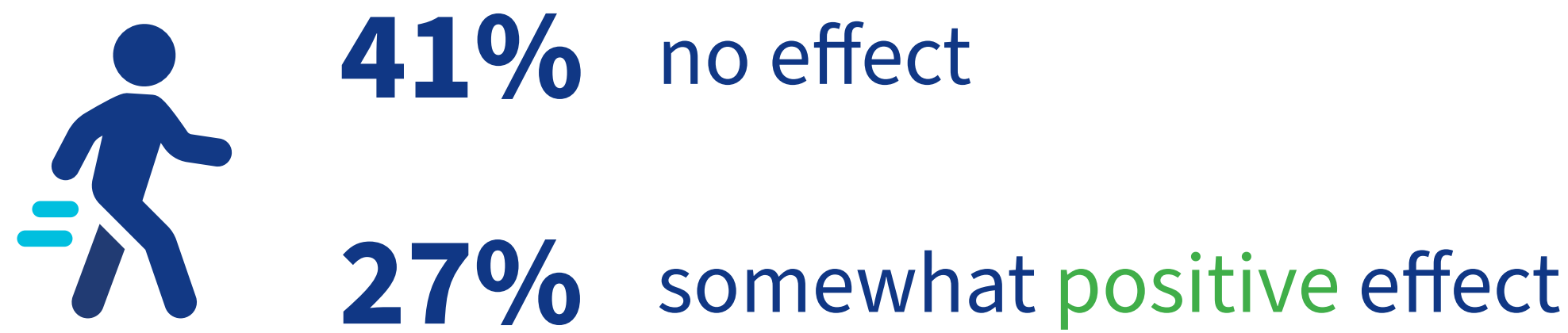




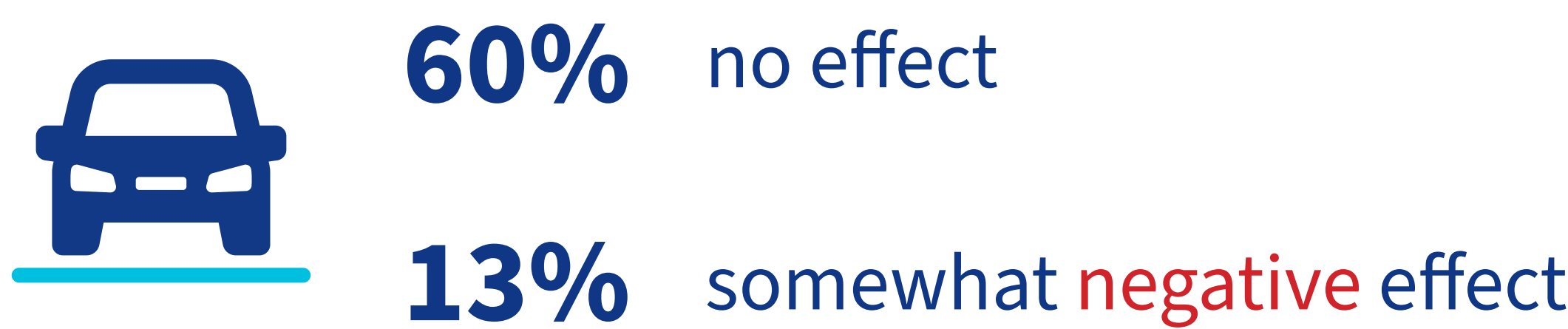
Bourkevale is a mature neighbourhood with a linear street network. Speed limits were reduced from **50 km/h** to **30 km/h** in this neighbourhood.

What you told us about how the speed limit changes affected your livability: (129 responses from a pool of 1129 addresses)

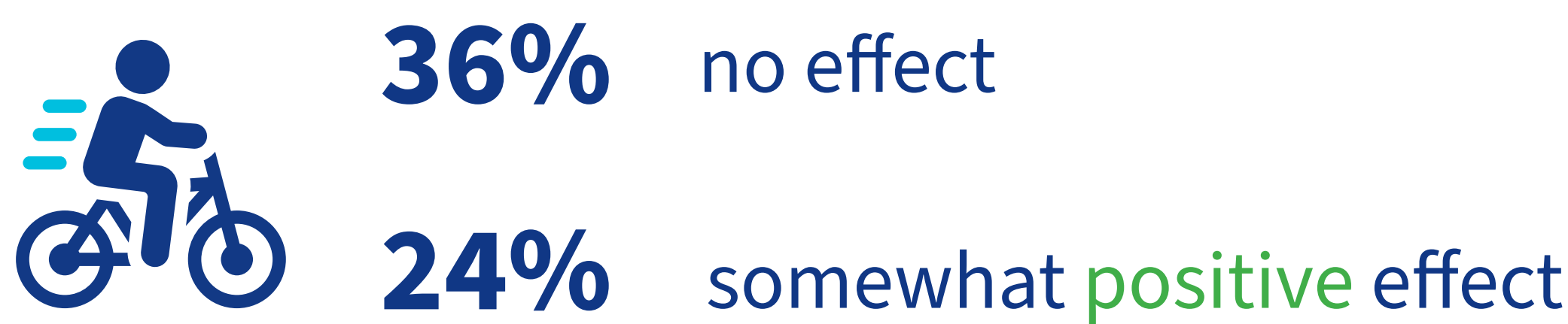
How safe you feel walking in your neighbourhood



How long it takes you to drive to work, school or to run errands



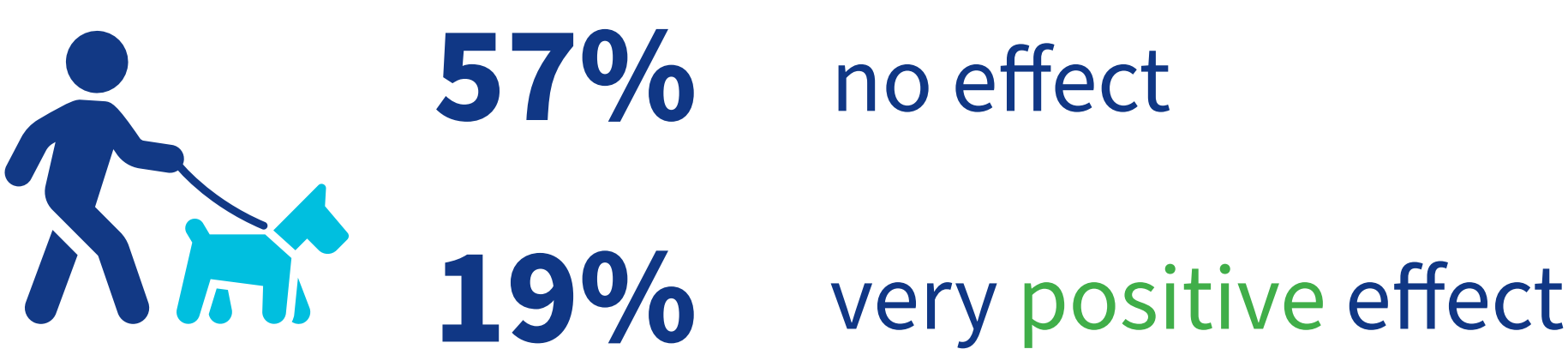
How safe you feel biking in your neighbourhood



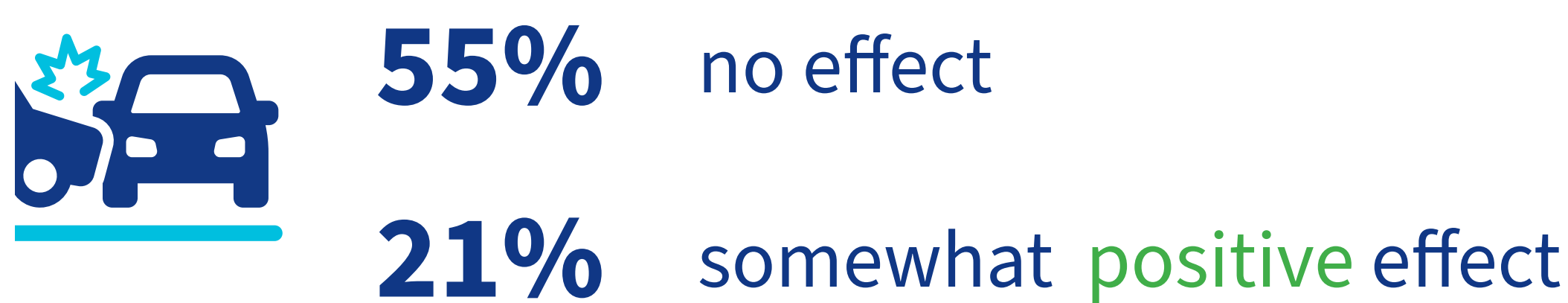
How calm and quiet your neighbourhood feels



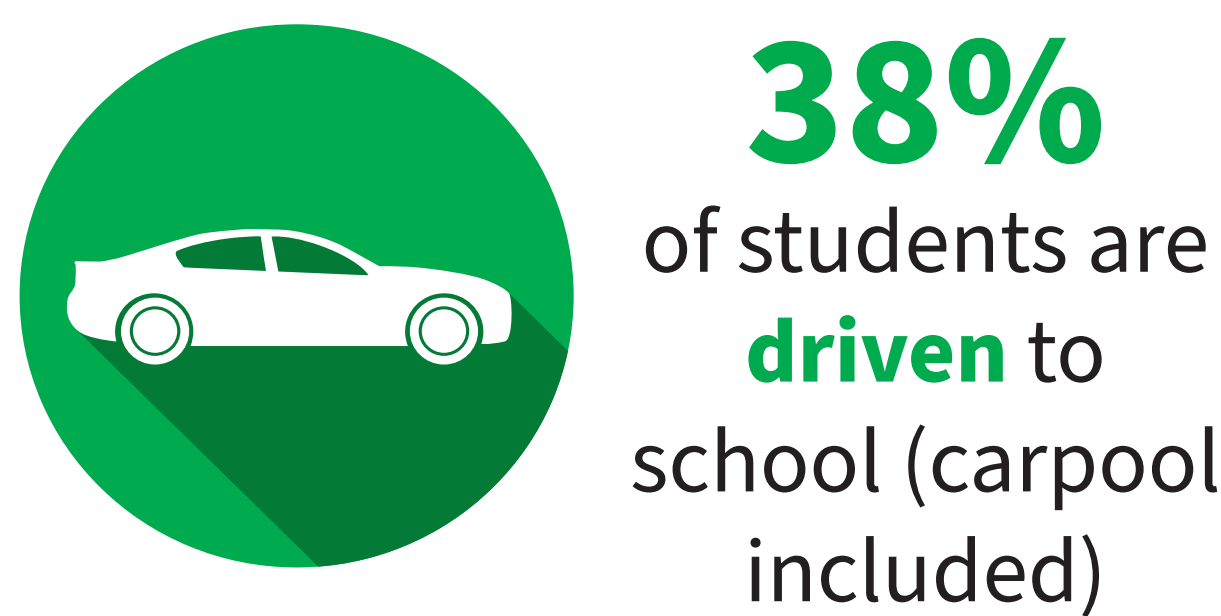
How much you just like being out and about in your neighbourhood



How worried you are about serious collisions happening in your neighbourhood



In this neighbourhood:



Tyndall Park (South)

What we heard from residents



The speed limit was reduced to 30 km/h in Tyndall Park (South).



Believe 40 km/h limit (if enforced) is better than 30 km/h limit on residential streets.

You can reduce the speed limit but the poor drivers and speeders who do not care won't change without adequate enforcement.

By imposing a 30 km/h speed limit the city has enforced tighter restrictions throughout the community than it did for school zones. This was a very bad decision as Selkirk Ave is a bus zone and the main access to Selkirk Ave in our district is from Keewatin St where the speed limit is 60 km/h.

Manitoba Avenue such as Ellington St, Tyndall Ave, Brazil St, etc., that is where I believe reducing the speed limit to 30 km/h is okay.

30 km/h speed is too slow. When driving, I change my route and avoid the 30 km/h route and use other street with 50 km/h. Manitoba Ave should stay at 50 km/h speed and the adjacent streets can be reduced to 40 km/h.

In the Tyndall Park area any speed reduction has very limited use, sidewalks are of limited use or non-existent. Shopping involves car traffic to carry the groceries, other shopping is non-existent. Recreational areas not accessible by car either.



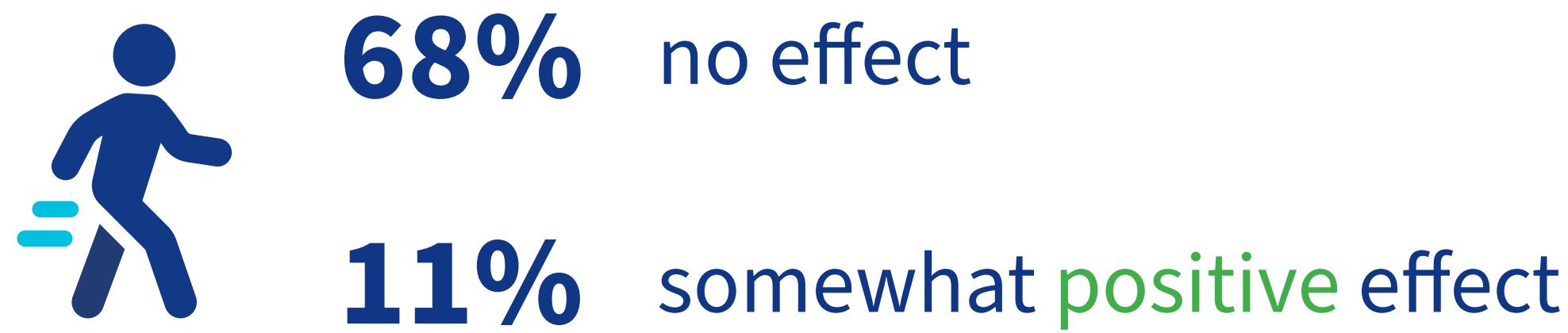
Tyndall Park (South)

Mid-pilot survey findings

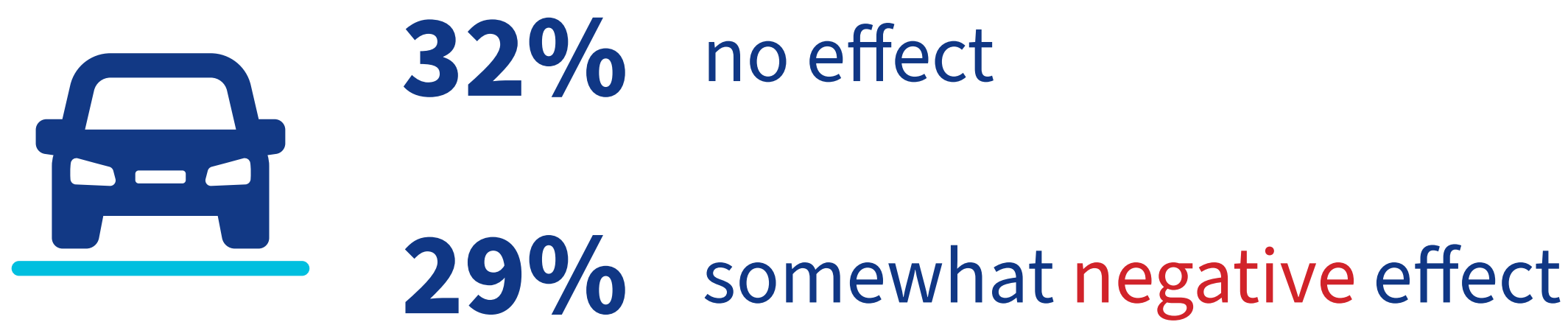
Tyndall Park (South) is a newer neighbourhood with a grid network. Speed limits were reduced from **50 km/h** to **30 km/h** in this neighbourhood.

What you told us about how the speed limit changes affected your livability: (64 responses from a pool of 902 addresses)

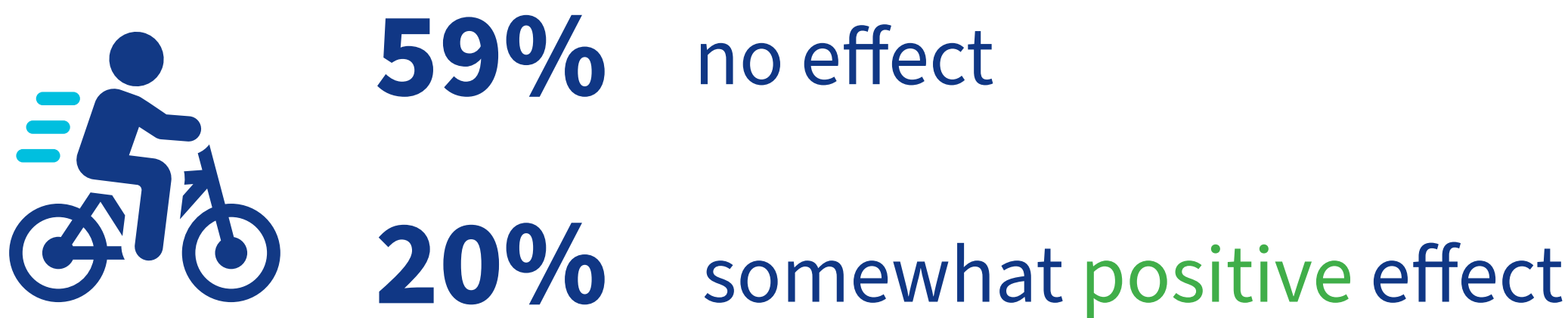
How safe you feel walking in your neighbourhood



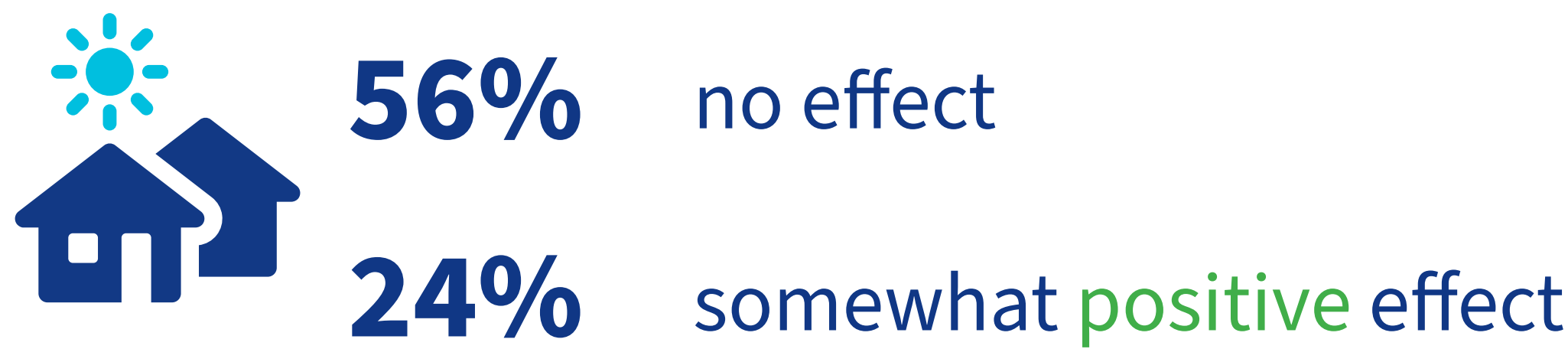
How long it takes you to drive to work, school or to run errands



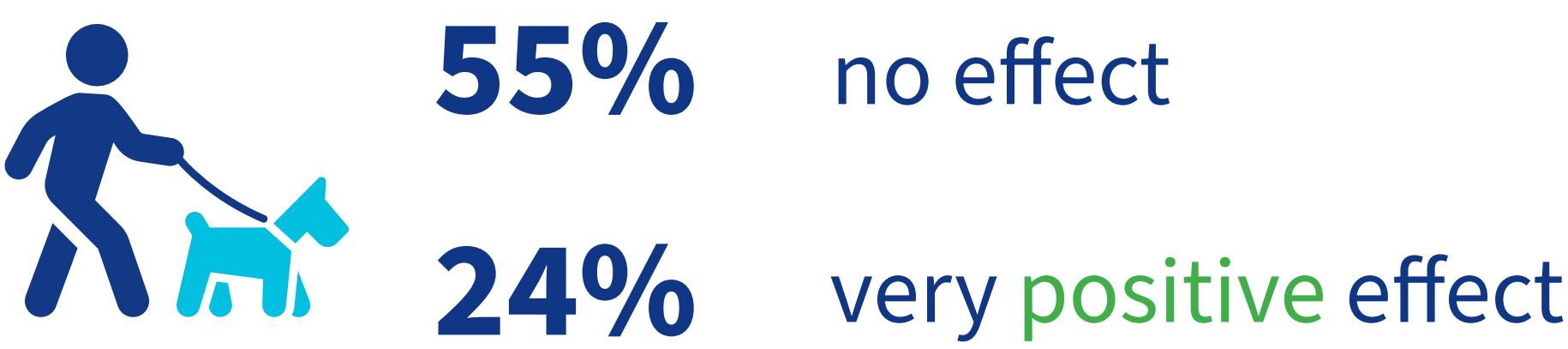
How safe you feel biking in your neighbourhood



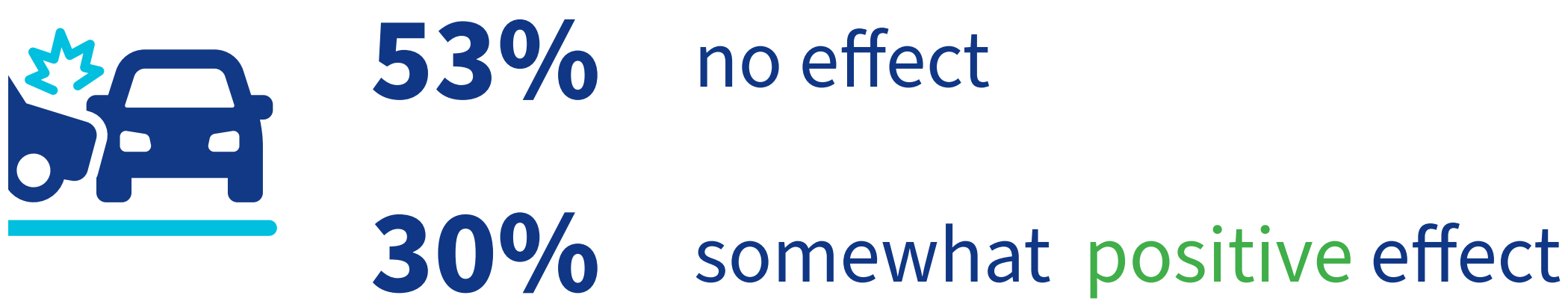
How calm and quiet your neighbourhood feels



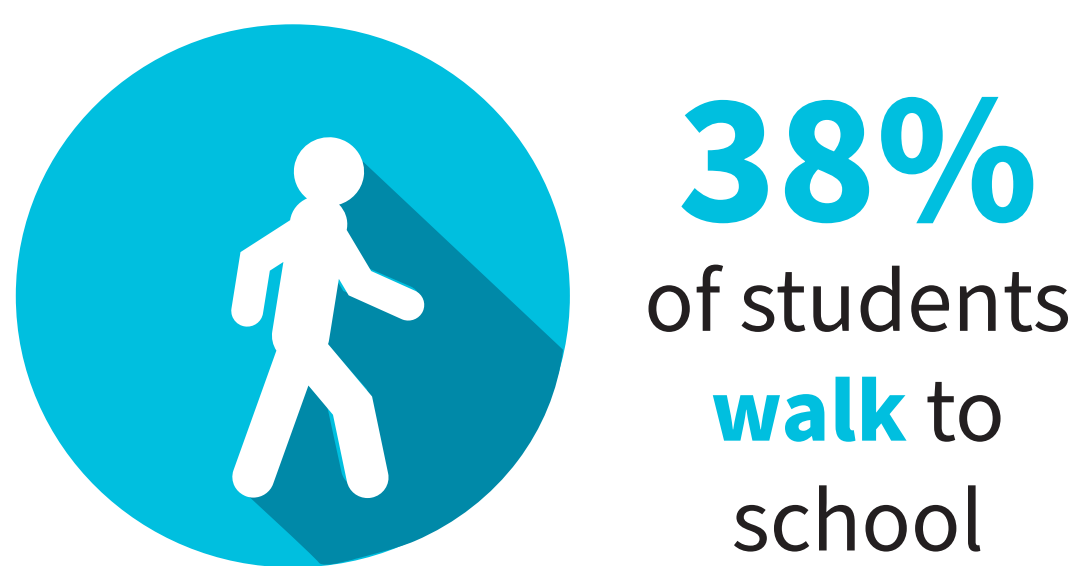
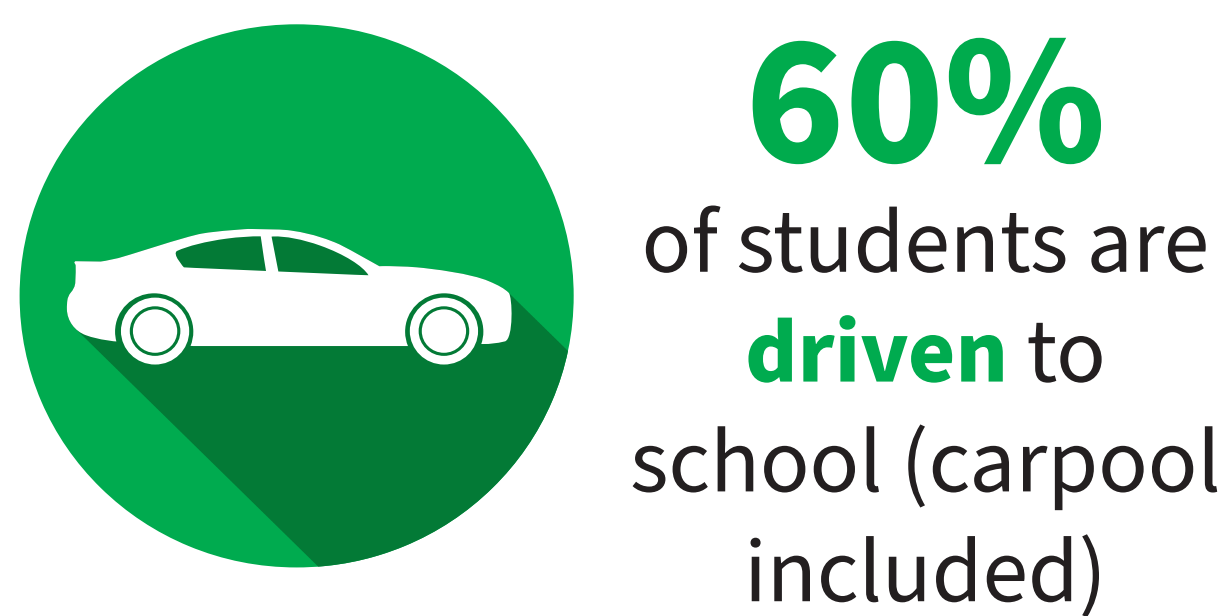
How much you just like being out and about in your neighbourhood



How worried you are about serious collisions happening in your neighbourhood

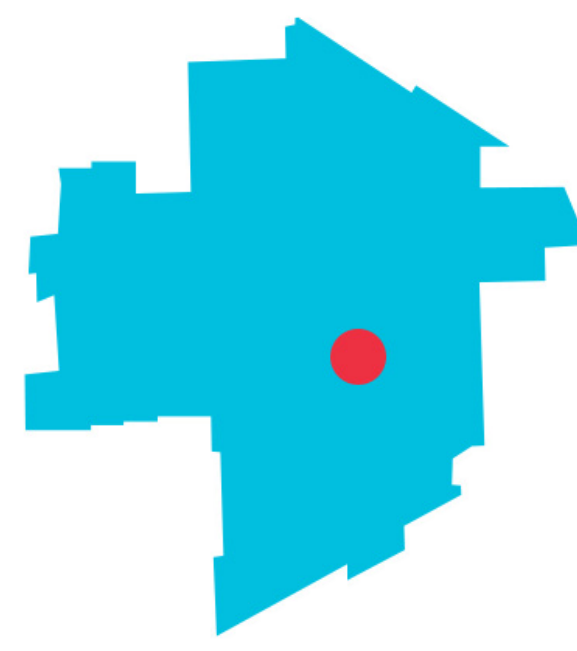


In this neighbourhood:



Worthington

What we heard from residents



The speed limit was reduced to 40 km/h in Worthington.

MAXIMUM
40

I drive, walk and cycle through the Worthington area. I have noticed the streets feel safer since the speed has been reduced to 40 km/h.

If you want to increase safety, we need more sidewalks on major roads like Hawstead. Decreasing speeds leads to people speeding to get around those going the limit to go whatever speed they want, putting more people at risk.

Lowering the speed limit has had little benefit to the speeders on Hindley Ave. They still drive the same limit (fast). I have been passed twice by drivers who refuse to drive at 40 km/h.

My experience is the Worthington neighbourhood is that the 40 km/h speed limit signs, combined with the 30 km/h school zone signs is very confusing. If the City decided to go to a default 40 km/h I would hope the signage can be cleaned up so there is only one speed limit sign not two. If you go with 40 km/h, it would be nice to make all existing 30 km/h school zones permanent 24 hours/day, 365 days/year.

40 km/h has been a really positive experience for our community. It has made living at our location much safer, especially with a young child.

Believe 40 km/h limit (if enforced) is better than 30 km/h limit on residential streets.



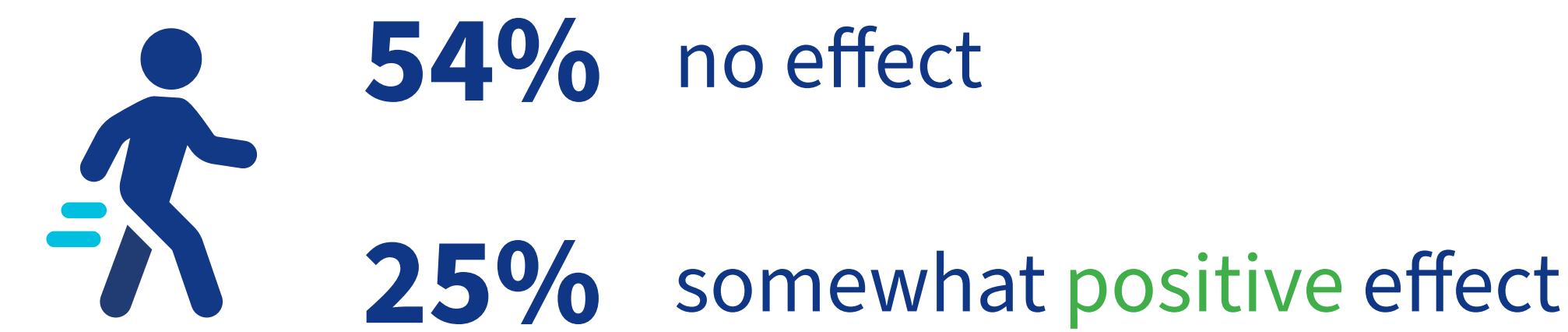


Worthington is a mature neighbourhood with a mix of street networks. Speed limits were reduced from **50 km/h** to **40 km/h** in this neighbourhood.

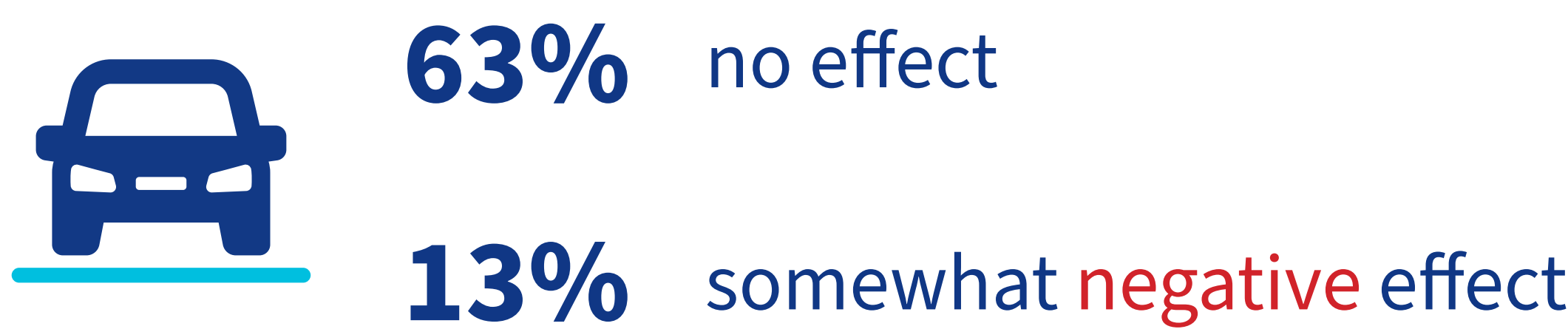
What you told us about how the speed limit changes affected your livability:

(82 responses from a pool of 1909 addresses)

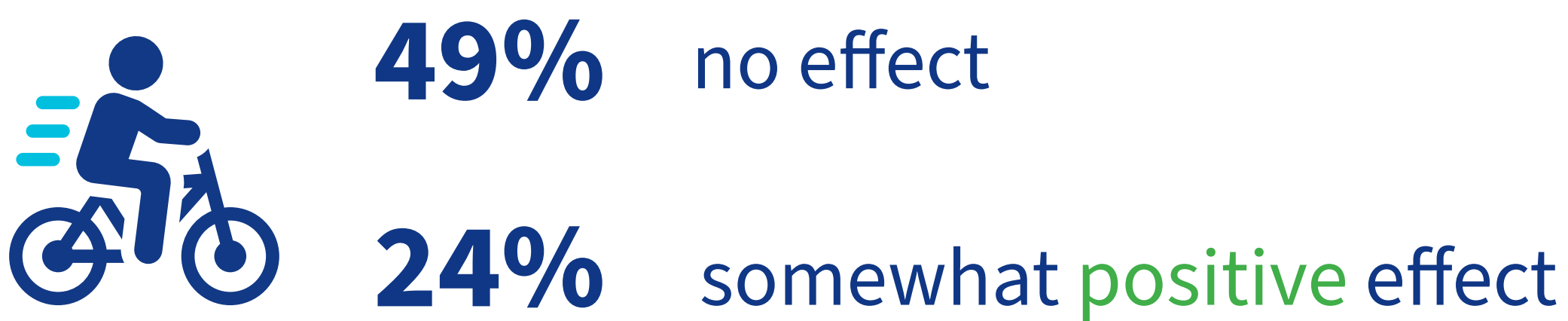
How safe you feel walking in your neighbourhood



How long it takes you to drive to work, school or to run errands



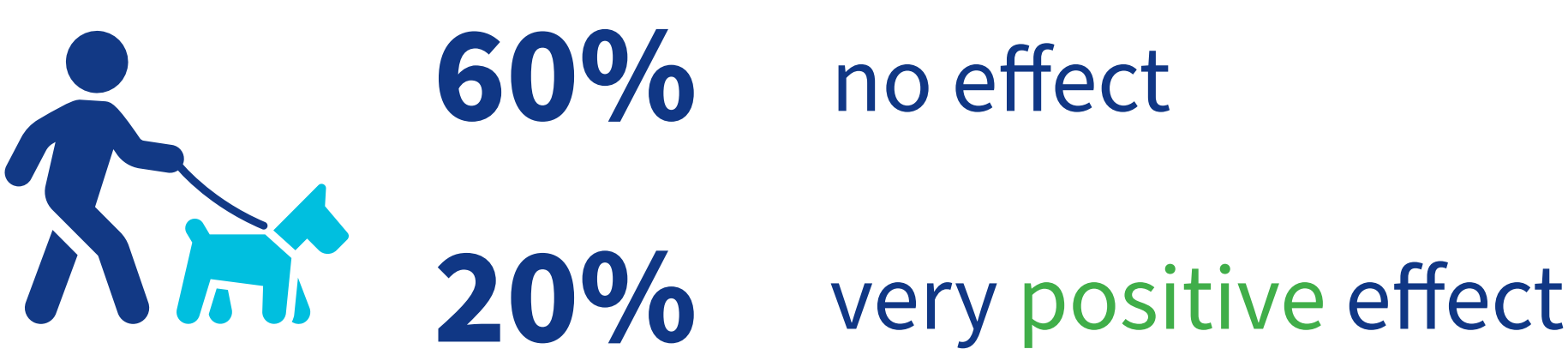
How safe you feel biking in your neighbourhood



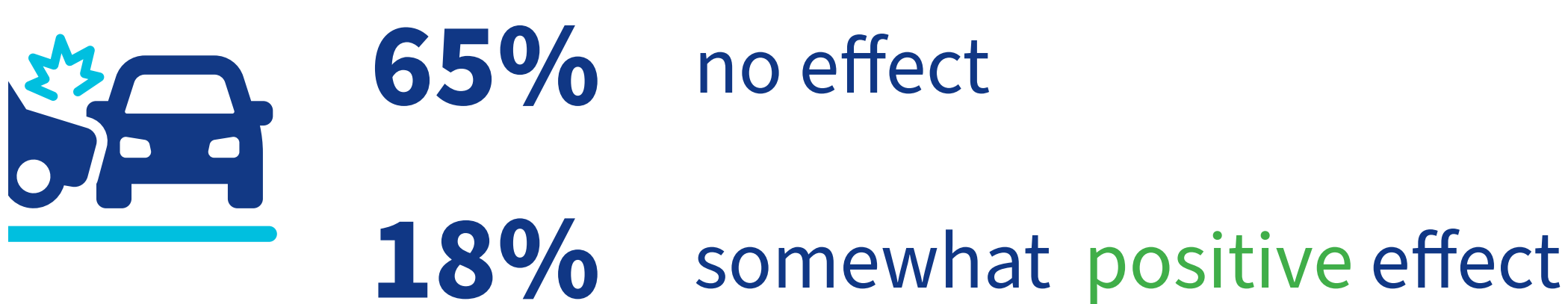
How calm and quiet your neighbourhood feels



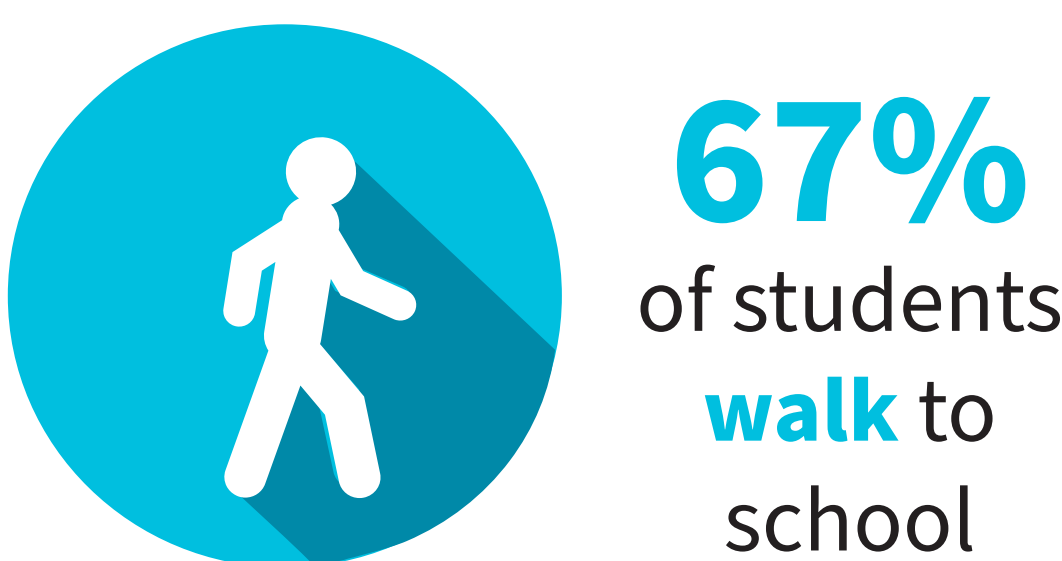
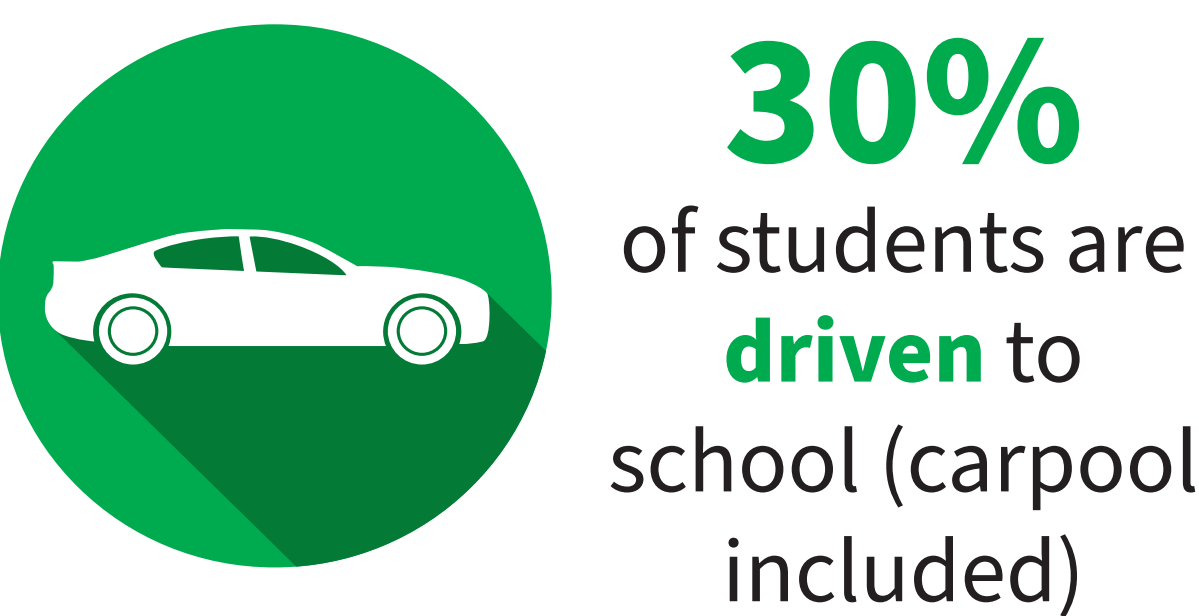
How much you just like being out and about in your neighbourhood



How worried you are about serious collisions happening in your neighbourhood

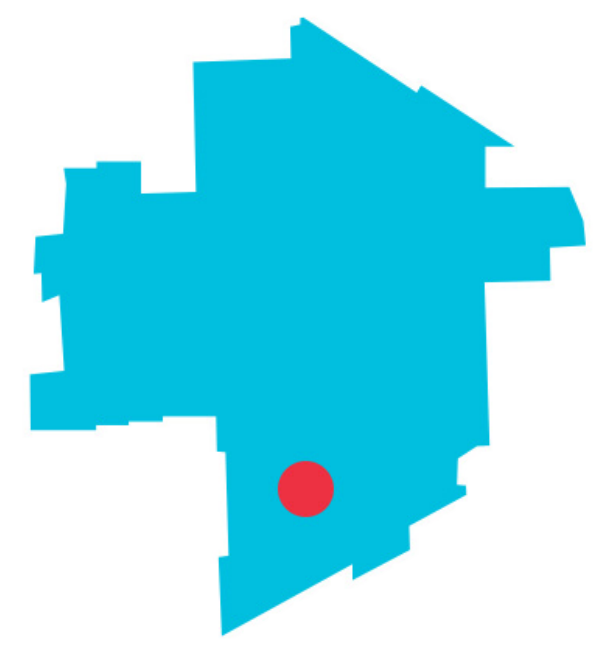


In this neighbourhood:



Richmond West

What we heard from residents



The speed limit was reduced to 40 km/h in Richmond West.

MAXIMUM
40

Very few people followed the speed limit. I feel it made people more aggressive when driving. Also the city buses rarely went 40 km/h.

I did not see much benefit from having the reduced speed limit in our area. The main problem in our area was the lack of a sidewalk on Hawstead Road.

I have noticed that a lot of drivers ignore the 40 km/h limit on Kirkbridge and also on Bairdmore.

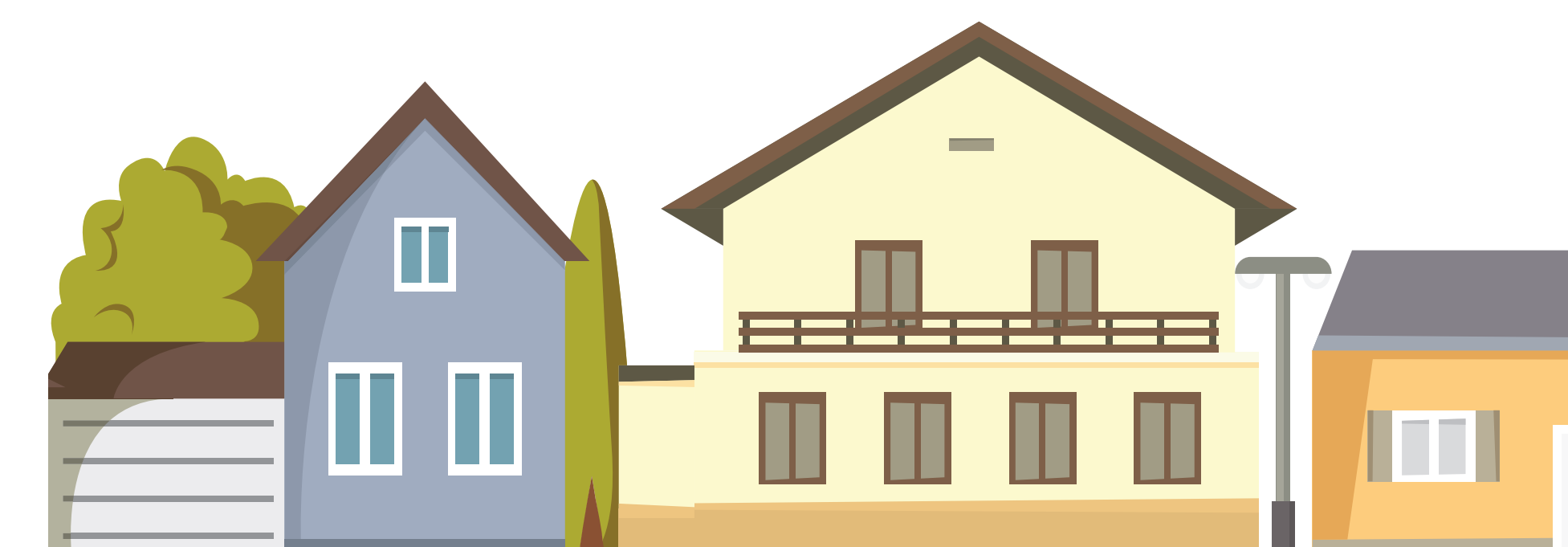
Vehicles continue to race and excessively speed on Bairdmore Blvd, primarily in the early evening. Lowering the speed limit without increased enforcement is a waste of time.

Bairdmore - is 3 lanes wide with broad sweeping curves, it invites speeding regardless of a sign on the side of the road.

Since the decreased speed was introduced, I spend more time looking at my speedometer and pay less attention to the road making it more hazardous to drive in Richmond West.

The issue is not the speed limit but the driving habits of poor drivers, and street design. No one in my neighbourhood ever said they felt 'safer' on a sidewalk because the speed limit was 40 km/h.

If you want to increase safety, we need more sidewalks on major roads like Hawstead.



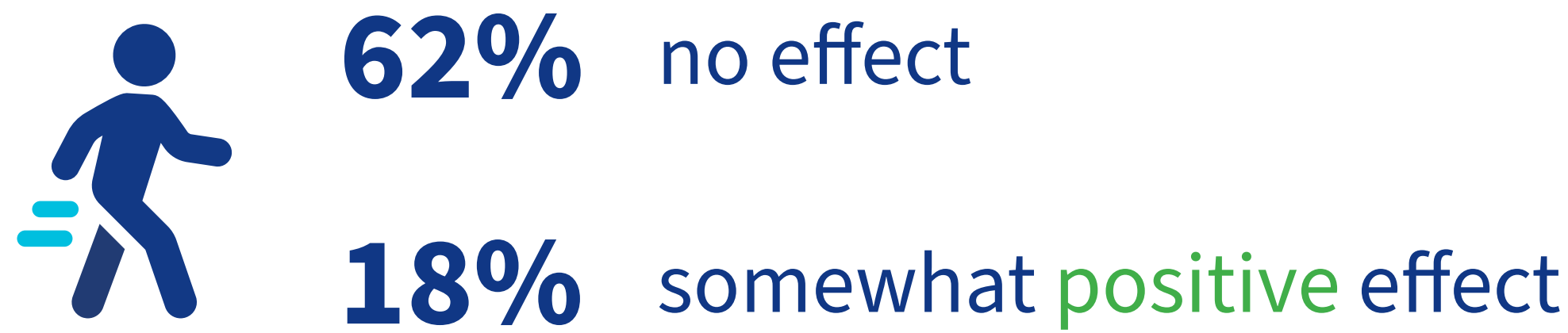


Richmond West is a newer neighbourhood with more curved road network design. Speed limits were reduced from **50 km/h** to **40 km/h** in this neighbourhood.

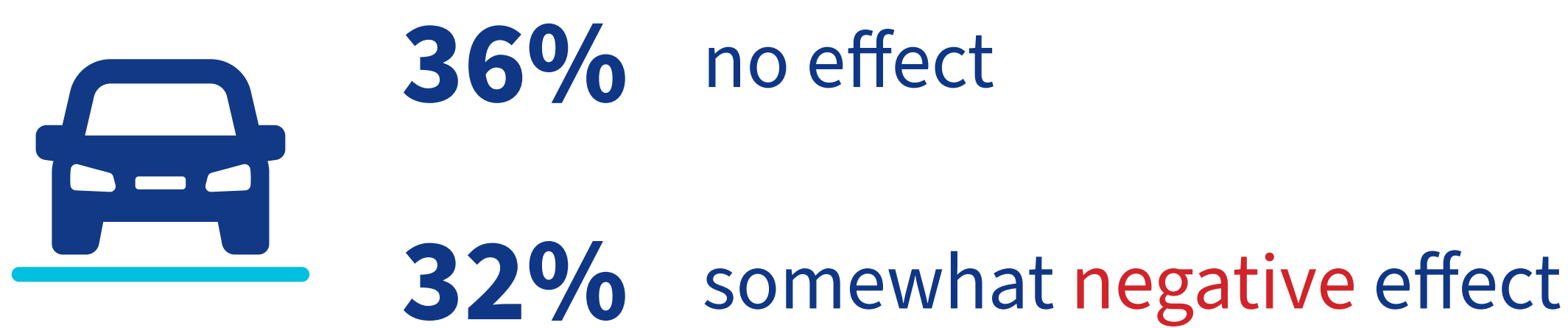
What you told us about how the speed limit changes affected your livability:

(297 responses from a pool of 1509 addresses)

How safe you feel walking in your neighbourhood



How long it takes you to drive to work, school or to run errands



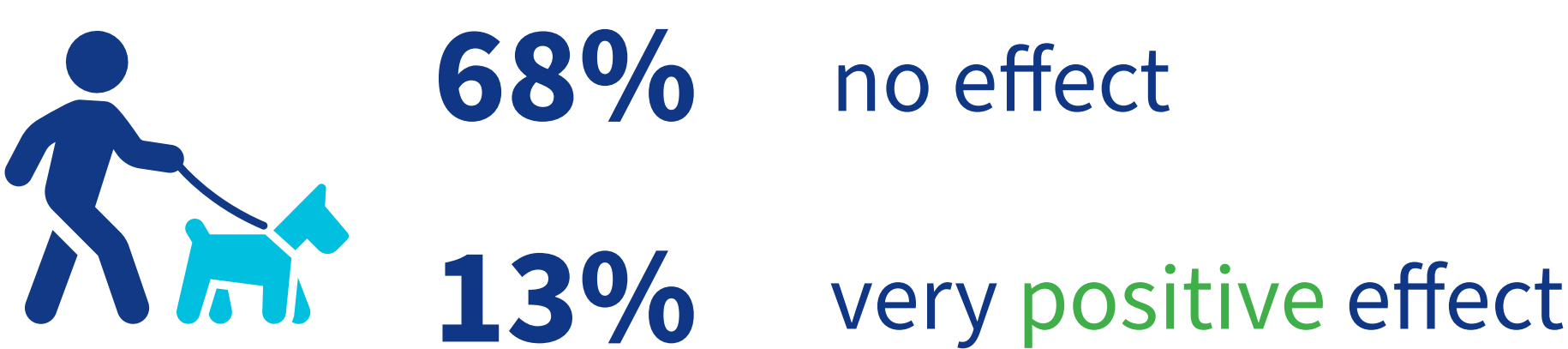
How safe you feel biking in your neighbourhood



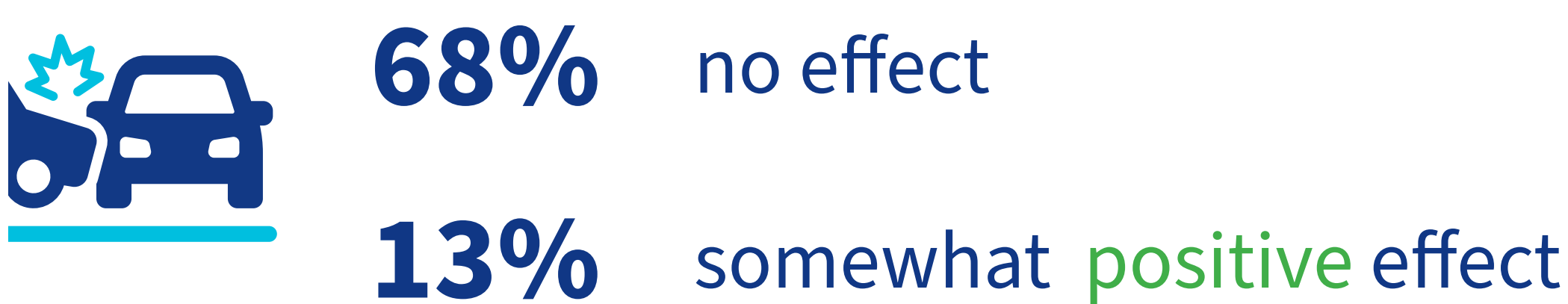
How calm and quiet your neighbourhood feels



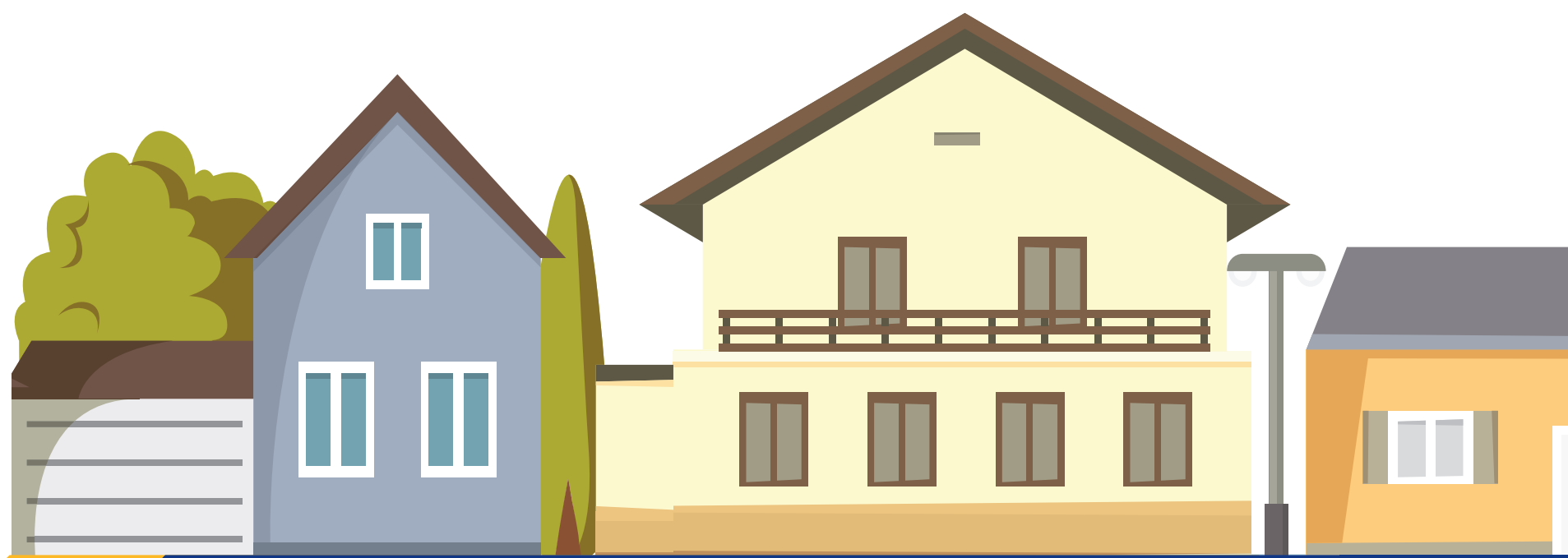
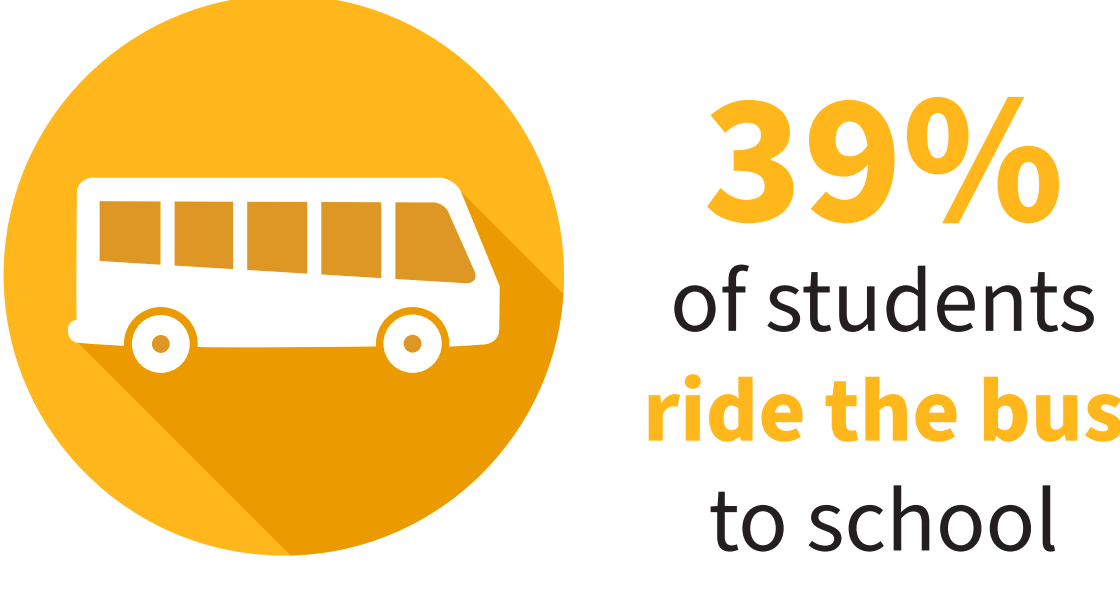
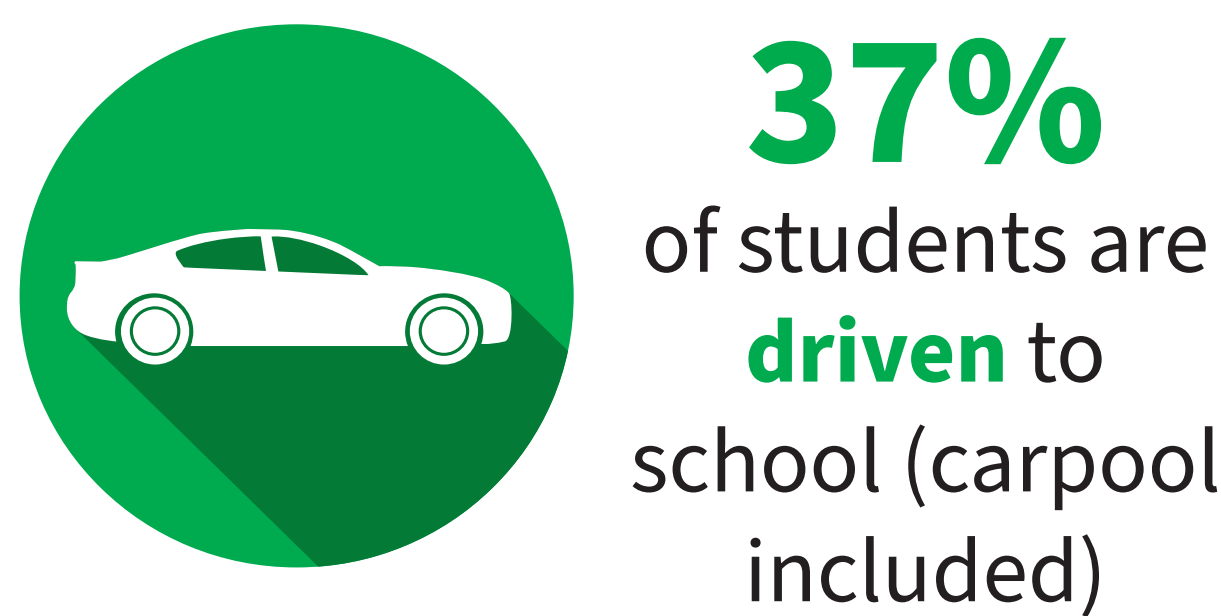
How much you just like being out and about in your neighbourhood



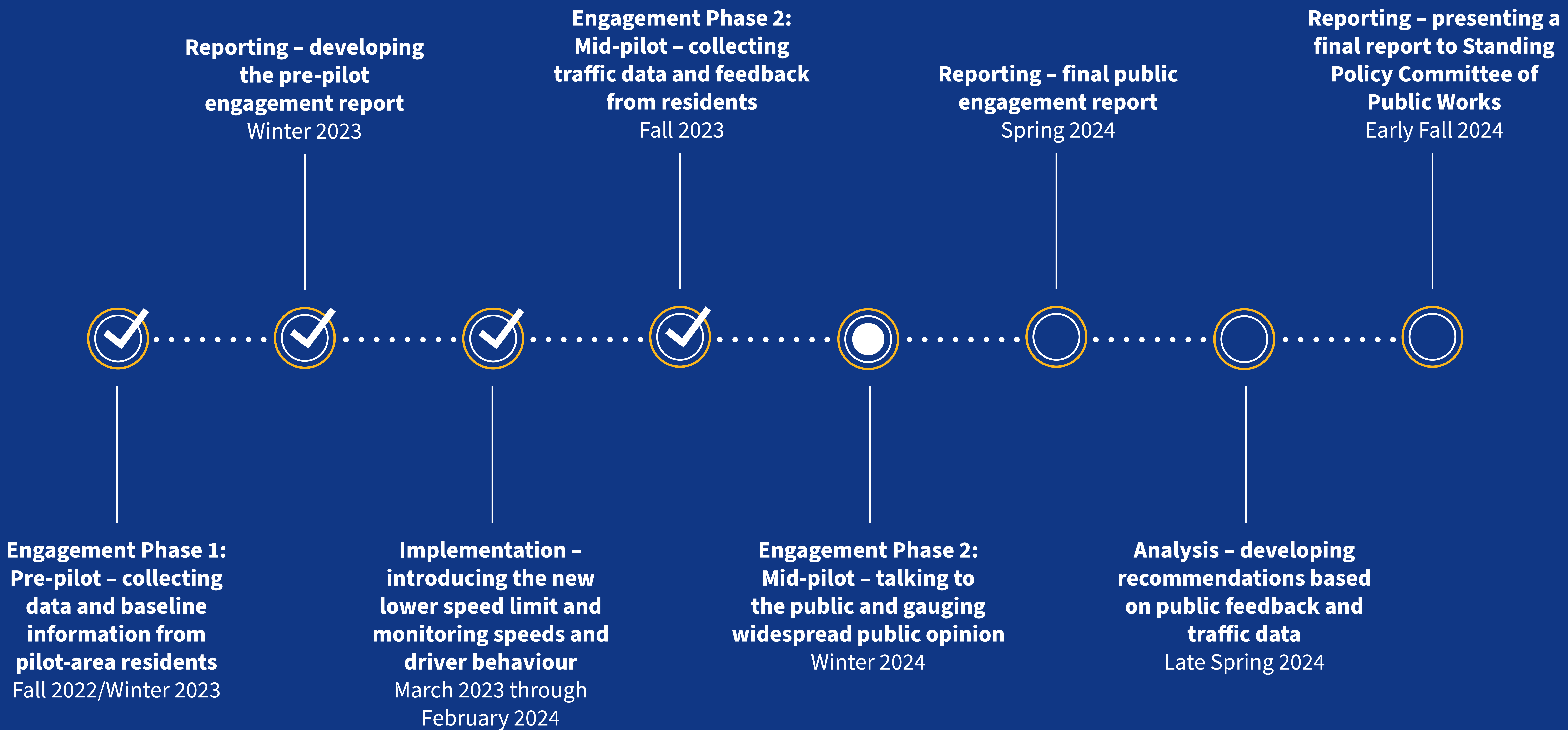
How worried you are about serious collisions happening in your neighbourhood



In this neighbourhood:



Project timeline



What's next?

Metrics and scenarios

Next steps

- Next, we will further analyze traffic data and what we heard.
- We will then develop a series of potential scenarios for the future of speed limits in residential area. We will evaluate each scenario using the same criteria and determine which scenario makes the most sense for the future.
- We will present the recommended scenario to the Standing Policy Committee of Public Works with a high-level city-wide implementation plan and a cost estimate in Fall 2024.

Stay informed



Visit the project website & subscribe for project updates
winnipeg.ca/reducedspeedneighbourhoods



Questions?
204-986-2582



Contact the project team
reducedspeedneighbourhoods@winnipeg.ca

Thank you for attending the Reduced-Speed Neighbourhood Pilot community event and participating in today's conversation.