

OPEN STREETS (ENHANCED SUNDAY/ HOLIDAY BIKE ROUTES)

November 2020

Background

In an effort to assist with social distancing requirements during the COVID-19 pandemic, the City of Winnipeg (City) enhanced its four annual Sunday/Holiday Bicycle Routes to 10 routes in effect seven days a week, limiting motor vehicle traffic to one block on these routes between 8 a.m. to 8 p.m. The Enhanced Sunday/Holiday Bicycle Routes are referred to as Open Streets.

The City collected data and public input to help inform recommendations on the potential implementation of Open Streets in the future for Council's consideration.

Engagement

In recognizing that Open Streets are not experienced the same way by all users, the City wanted to hear from residents that live along Open Streets, residents that live on adjacent streets, and those who use the routes to better understand their experience. An online survey was promoted broadly and directly to residents along the ten Open Streets as an opportunity to provide feedback for the project team to consider when making recommendations on the future of Open Streets.

In total, the survey received 5,436 responses. Of those surveys, 55 were completed in French. Full survey results are available in the appendices available on the project web page under the Documents tab.

The online survey asked respondents to identify their connection to the Open Street and data was analyzed using these categories:

- Someone who lives on the Open Street
- Someone who lives adjacent to an Open Street
- An Open Street user

Data analysis

Respondents who identified as living on the Open Street were asked to provide their street address, and these addresses

were compared with the addresses within the boundaries of each of the ten Open Streets to provide the results for on-street residents. Multiple responses were accepted from a single address, to respect the different experiences of separate occupants. Multiple responses were often no more than two, and up to eight responses from a single multi-unit address. Some respondents identified as living on an Open Street but provided an address outside of the Open Street limits. In these cases, their responses were grouped with the adjacent residents' responses. In calculating the residential street response rate multiple submission from a single address only counted that address a single time.

Response rates:

Street	Response rate
LYNDALE DRIVE – CROMWELL STREET TO GAUVIN STREET	54% (60 addresses out of 110)
SCOTIA STREET – ANDERSON AVENUE (AT ST. CROSS STREET) TO ARMSTRONG AVENUE	32% (94 addresses out of 296)
WELLINGTON CRESCENT – ACADEMY ROAD (AT WELLINGTON CRESCENT) TO GUELPH STREET	46% (76 addresses out of 166)
WOLSELEY AVENUE – RAGLAN ROAD TO MARYLAND STREET	48% (66 addresses out of 136)
CHURCHILL DRIVE – HAY STREET TO JUBILEE AVENUE	46% (50 addresses out of 109)
EGERTON ROAD – BANK AVENUE TO MORIER AVENUE	38% (40 addresses out of 105)
KILDONAN DRIVE – HELMSDALE AVENUE TO ROSSMERE CRESCENT & LARCHDALE CRESCENT TO IRVING PLACE	48% (49 addresses out of 102)
KILKENNY DRIVE – BURGESS AVENUE TO PATRICIA AVENUE AND KINGS DRIVE	30% (40 addresses out of 134)
ROVER AVENUE – HALLET STREET TO STEPHENS STREET	0% (0 addresses out of seven)
VIALOUX DRIVE- ALCREST DRIVE TO WEXFORD STREET	33% (25 addresses out of 76)

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The lowest response rate came from residents on Rover Avenue, which has the shortest distance of all the Open Streets and only seven residential properties. Only 126 respondents reflected on their experience using the section of Rover Street which was converted to an Open Street.

The analysis of the pedestrian, cyclist, and motorist experience reflects all respondents (on-street residents, adjacent residents, and users) who indicated that they “often” used the Open Street in this way. Respondents could indicate they “often” used the street in multiple ways.

Promotion

Public engagement opportunities were promoted using the following methods:

- [Engage Winnipeg](#) website – [August 17- September 7, 2020 – 8,600 total page visits];
- News release - [August 17, 2020 and September 3, 2020];
- Postcard delivered to Open Street residents – [1,151 via direct mail + 1,660 via letter carrier routes];
- “Tell us what you think” stickers added to all on-street signage;
- Facebook posts with 29,700 followers - [posts August 17, August 19, August 23, August 28, September 2, September 5, and September 6];
- Twitter posts with 98,800 followers - [posts August 17, August 19, August 23, August 28, September 2, September 5, and September 6], and;
- City of Winnipeg public engagement newsletter with over 2,280 recipients - [August 20 and September 3, 2020].

Key Findings

Open Street Users

- 5,436 Winnipeggers responded to the survey. Overall, Open Street users indicated 65% had a very positive experience (3,547 respondents), 14% had a positive experience (780 respondents), 5% neutral experience (254 respondents), 8% had a negative experience (452

respondents), and 8% had a very negative experience (403 respondents).

- The streets that were rated more positively than the average were:
 1. Egerton Road - 91% (75% very positive and 16% positive)
 2. Wolseley Avenue - 89% (74% very positive and 15% positive)
 3. Rover Avenue - 87% (72% very positive and 15% positive)
 4. Kildonan Drive - 86% (72% very positive and 14% positive)
 5. Scotia Street - 85% (67% very positive and 18% positive)
 6. Wellington Crescent - 83% (70% very positive and 13% positive)
 7. Vialoux Drive - 83% (69% very positive and 14% positive)
- The group with the highest overall level of positive experience were those who often used Open Streets as a cyclist; 95% (82% very positive and 13% positive) said they had a positive experience. The cyclists with a positive experience noted their top three reasons for liking the Open Streets were:
 1. It felt safer to use the street (2,040 respondents)
 2. Increased pedestrian and cycling activity on the street (1,895 respondents)
 3. Less traffic on the street (1,134 respondents)
- The group with the highest overall level of negative experience were those who often used Open Streets as a motorist, which were 49% negative (25% very negative and 24% negative). The motorists with a negative experience noted the top three reasons for disliking the Open Streets were:
 1. I couldn't drive more than one block (458 respondents)
 2. Increases in vehicle traffic on surrounding streets (342 respondents)
 3. Pedestrians/cyclists did not observe the rules (335 respondents).

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Open Street Residents

- 721 Open Street residents responded to the survey. The experience of Open Street residents across all streets indicated that 58% had very positive experience (412 respondents), 16% had a positive experience (117 respondents), 8% had a neutral experience (56 respondents), 8% had a negative experience (59 respondents), and 10% had a very negative experience (73 respondents). Open street residents who reported a positive experience noted their top three reasons for liking the Open Streets were:
 1. Increased pedestrian and cycling activity on the street (410 respondents)
 2. Less traffic on the street (396 respondents)
 3. It felt safer to use the street (392 respondents)
- The Open Street residents reporting a negative experience indicated their top three reasons for disliking the Open Streets were:
 1. Pedestrians/cyclists did not observe the rules (79 respondents)
 2. Difficulty accessing my property by vehicle (78 respondents)
 3. I couldn't drive more than one block (64 respondents).
- The streets that were rated more positively with open street residents than the average were:
 1. Egerton Road (97% (75% very positive and 22% positive)
 2. Wolseley Avenue (87% (68% very positive and 19 % positive)
 3. Wellington Crescent (75% (58% very positive and 17% positive)

Future of Open Streets

- Respondents were asked if they had any suggestions for improvements to Open Streets(see Appendix D – Improving Open Streets Qualitative Analysis). The top suggestions were to: improve signage (536 comments), better enforcement of the rules (496 comments), remove/discontinue Open Streets(253 comments), improve education on proper use (247 comments), add more Open Streets(241 comments), improve open street connections (228 comments), and improve barricades (220 comments).
- The online survey asked all respondents three questions about the timing for implementation of Open Streets.
 - The most preferred time of year was April 1 to October 31, followed by March 1 to December 1 to coincide with the Snow Route Parking Ban.
 - The most preferred time of day was to continue 8 a.m. – 8 p.m., followed by an expanded timeframe but not overnight.
 - The most preferred days of the week were seven days a week, followed by weekend and holidays only.

Next Steps

Findings of this report will be presented at a meeting of the Standing Policy Committee on November 10, 2020. Public Works will present initial findings from the public feedback program, as well as some key lessons learned by the Public Service. Generally, the response to the Open Streets Pilot was positive and suggests further pilot programs be implemented along with further technical analysis prior to recommending a

permanent program. If the recommendations are approved, a subsequent report will be presented in February 2021 with recommendations for the future of the Open Streets concept.

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Appendices – Appendices can be found at engage.winnipeg.ca

Appendix A – Promotion

Appendix B – Chart: Street by street analysis

Appendix C – Overall and street by street analysis

Appendix D – Improving Open Streets Qualitative Analysis

Appendix E- Survey results: English

Appendix F – Survey results: French