

Background

The Reduced-Speed Neighbourhood Pilot wants to determine what lower speed limits in residential neighbourhoods would mean for Winnipeggers. It will look at:

- If lower posted speed limits mean vehicles actually travel slower
- If lower posted speed limits impact perceptions of safety, comfort, and neighbourhood livability
- If lower posted speed limits lead people to walk, roll, or cycle (or other active modes) more often

We will use both what we heard from Winnipeggers and traffic data to predict the potential city-wide impact.

Engagement

We first engaged community members before we lowered speed limits in the pilot areas. See [Phase 1 Public Engagement Summary](#).

We reconnected with them after the pilot was in place for a few months and asked them to complete a second survey and join a community event in their area. We wanted to:

- Understand their experiences with the pilot
- Gauge whether residents have changed or would change how they get around
- Learn about any changes in their feelings and opinions

It was important for us to also understand how people who live outside the pilot areas feel about the topic.

To do this, we conducted:

- An opt-in online survey open to all Winnipeggers
- A statistically significant survey of Winnipeggers

More details on Phase 2 public engagement opportunities can be found in Table 1.

Data analysis

Pilot area residents received a survey link by mail. We asked participants to identify their neighborhood.

Any duplicate responses from the same IP address were removed from analysis. For example, 60 duplicate surveys from the same Richmond West IP address were excluded. The phase 2 results in this report are slightly different from the [initial snapshot](#) shared at the community events in early 2024. This is because the information was developed before additional surveys were requested through reminder postcards in areas with low response rates. Ultimately, the overall trend in public sentiment was the same.

Promotion

On October 17, 2023, we delivered a letter to approximately 5,449 properties in the pilot areas:

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

The letter invited people to take the a survey and advertised an upcoming community event in their neighbourhood.

We did not initially receive many responses from Tyndall Park (South) or Worthington. To help, we sent a reminder postcard in early November.

All pilot area properties also received a reminder about the community event on January 12, 2024.

The city-wide survey was open to all Winnipeggers. We promoted it, as well as community events in each of the pilot neighbourhoods, via:

- City of Winnipeg website – launched October 17, 2023 with 13,600 + page views as of March 2024
- News release – October 18, 2023
- City of Winnipeg public engagement newsletter with 5,300 + recipients – October 19, November 2, 2023, January 4, and 18, 2024

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- Canstar and La Liberté newspaper ads – October 18, 2023 and January 17, 2024
 - Digital displays in 37 City libraries, leisure centres, pools and arenas – October 17 – November 7, 2023
 - X posts to more than 124,600 followers
 - Facebook posts to more than 39,000 followers
- Promotional materials are available in Appendix H.

Table 1: Public Engagement and project understanding opportunities in Phase 2

Date	Activity	Details
Week of June 5-9, 2023, June 12-16, 2023, and June 19-23, 2023	School travel survey	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).
October 11 to November 11, 2023	City-wide statistical survey	600 respondents
October 17 to November 7, 2023	Online survey of pilot neighbourhoods	616 respondents: <ul style="list-style-type: none"> • Bourkevale: 130 respondents, 11.5% of residents • Tyndall Park (South): 89 respondents, 9.9% of residents • Worthington: 102 respondents, 5.3% of residents • Richmond West: 295 respondents, 19.5% of residents
October 17 to November 7, 2023	Online city-wide opt-in survey	3,955 responses
January 22, 2024	Stakeholder meeting	Six attendees representing six organizations
January 29 to February 1, 2024	Community events	Over 180 attendees at the four community events
October 17, 2023 to time of report	Time travel estimator web tool	455 uses
October 17, 2023 to time of report	Inquiries through project phone number and email	65 inquiries

What we heard

What we heard in Phase 2 helped us learn how Winnipeggers feel about speed limits in residential areas. It also illustrated how reduced residential speed limits could affect livability of a neighbourhood. Livability looks at how a neighbourhood's physical environment contributes to quality of life.

Key takeaways from pilot neighbourhoods

Winnipeggers' views on residential speed limits are diverse. In general, opinions and perceptions became more positive after the pilot project, although, many opinions did not change.

Support of reduced speeds:



More than half of Winnipeggers **support** reducing residential speed limits, in principle

48% of pilot residents either do not support reducing residential speed limits or support it less than they did before the pilot

Frequency of and feeling safer walking in neighbourhood:



80% of pilot residents indicated they walk at least a few times a week
↑ **15%** from pre-pilot survey



28% said they feel safer and more comfortable walking around the neighbourhood after the speed limit reduction



44% indicated it was not unsafe to walk before we reduced speed limits



39% indicated it was not uncomfortable to walk before we reduced speed limits

Level of concern about speeding within pilot neighbourhoods:



Concern remained largely unchanged however, **15%** indicated a medium level of concern with speeding in their neighbourhood
↑ **9%** from pre-pilot survey

Willingness to accept approximately a 60 second or less increase in daily travel time as a trade-off for lowering speed limits:



56% are very or somewhat willing
↑ **13%** from pre-pilot survey



37% are very or somewhat unwilling
↓ **16%** from pre-pilot survey

Full results of the city-wide scientific survey, city-wide opt-in survey, and pilot neighbourhood surveys are available in Appendices A to C.

Overview of thoughts on speed limits

A **statistically significant survey** allowed us to understand the opinions of a representative sample of Winnipeggers.

We now know that more than half of Winnipeggers (57 percent) support lower residential speed limits. This is an increase from the pre-pilot survey, where just 40 percent were in support. (See Figure 1)

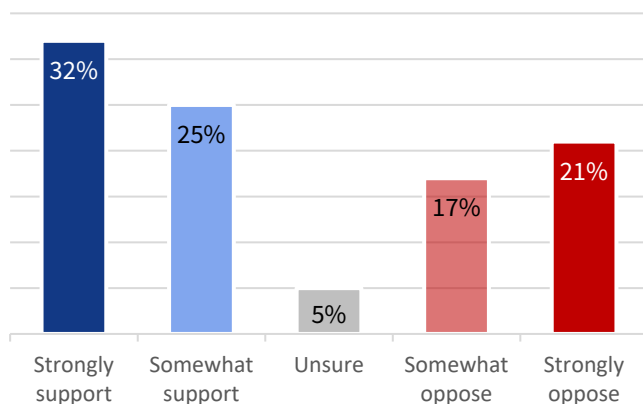


Figure 1. Support for reduced residential speed limits (mid-pilot results in winter 2024)

Surveys of pilot area residents helped us understand the opinions of those who experienced the change. We asked the same question in the **pilot area resident survey**. Two of the four neighbourhoods indicated strong support for reducing speed limits after

experiencing the pilot:

- Bourkevale: 74 percent of respondents support lowering residential speed limits
- Tyndall Park (South): 30 percent of respondents support lowering residential speed limits
- Worthington: 64 percent of respondents support lowering residential speed limits
- Richmond West: 42 percent of respondents support lowering residential speed limits

In the **city-wide opt-in survey**, 44 percent of respondents supported lowering residential speed limits and 55 percent opposed lowering residential speed limits.

An overview of all mid-pilot responses to this question is provided in Figure 2.

Figure 3 compares mid-pilot results to the pre-pilot survey. It is important to note the wording of the question changed from one to another. We are still able to see an increase in support for lowering residential speed limits across all pilot neighbourhoods and city-wide.

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Figure 2: Preference for residential speed limits (mid-pilot results in winter 2024)

Right now, the default speed on most residential streets is 50 kilometres per hour (50 km/h). In principle, do you support or oppose reducing speed limits on residential streets in Winnipeg?

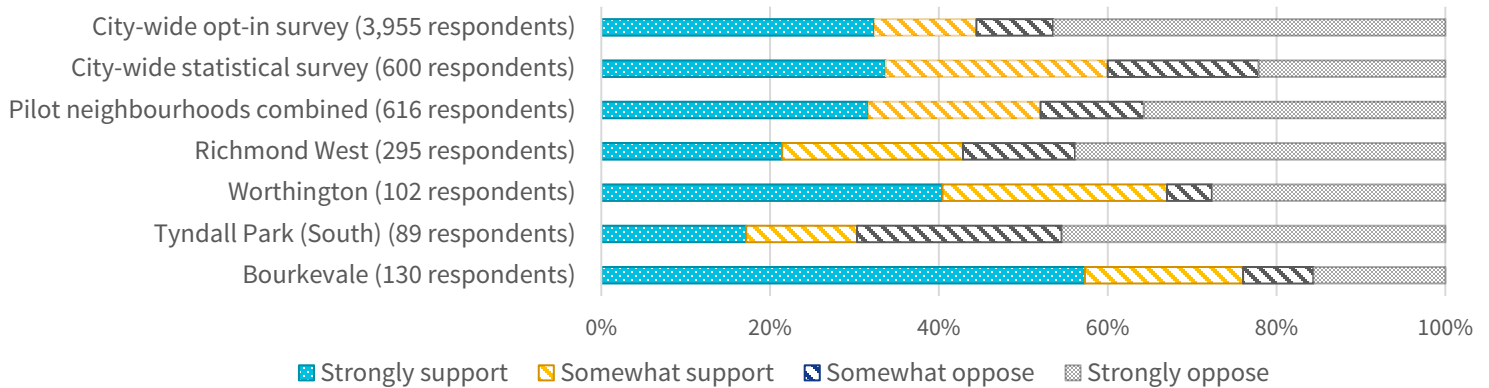
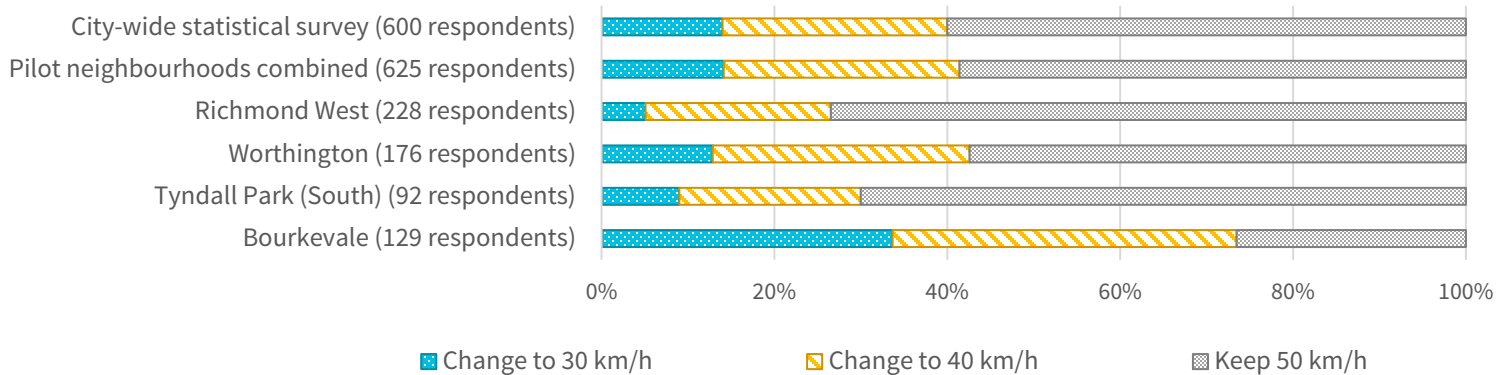


Figure 3: Preference for residential speed limits (pre-pilot results in fall/winter 2023)

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.



We also asked participants how willing they would be to accept a 60 second or less increase in daily travel time:

Based on the **statistically significant survey**:

- 72 percent of Winnipeggers would be willing to accept the increase in travel time
- Those who are unwilling are more likely to be residents of outer suburbs (26 percent) and high-income households (27 percent)

The **pilot resident survey** showed us that:

- Across all four neighbourhoods, the number who would be willing to accept the increase went up by nine percent

When we asked participants how concerned they are with speeding in their neighbourhood:

Based on the **statistically significant survey**:

- 49 percent of Winnipeggers are concerned
- Those concerned are mostly core area residents (57 percent) and frequent cyclists (61 percent)

The **opt-in survey** told us that 38 percent of respondents are concerned with speeding.

The **pilot resident survey** showed us that:

- Across all four neighbourhoods, the number of people who are not concerned decreased by seven percent
- The number who are extremely concerned increased by one percent

Overview of thoughts on livability

In the **pilot resident survey**, we learned:

- How residents feel about things like safety and comfort
- How 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

We asked similar questions during the pre-pilot survey. The comparison helped us measure whether feelings and perceptions have changed.

What we heard will help us extrapolate what a city-wide change could mean for Winnipeggers.

The **statistically significant survey** told us:

- One in four Winnipeggers would likely walk at least a little more with lower residential speed limits
- One in five Winnipeggers would likely cycle more with lower residential speed limits
- Six in ten Winnipeggers believe lower residential speed limits would modestly improve livability, particularly how calm and quiet their neighbourhood feels

The **opt-in survey** told us:

- 27 percent of respondents would likely walk at least a little more with lower speed limits
- 26 percent of respondents would likely cycle or wheel a bit more with lower speed limits
- 44 percent of respondents believe lower speed limits would make their neighbourhood feel calmer and quieter

School travel survey results helped us see any changes in mode choice for students in the pilot neighbourhoods. These surveys showed us that although most students still get to and from school by car (38 percent of students across all pilot neighbourhoods), the number of students who walk or bike to school slightly increased. We learned:

- 34 percent of students were walking to school during the pre-pilot results, and 35 percent were walking to school during the mid-pilot results.
- 25 percent of students were busing to school during the pre-pilot results, and 24 percent were busing to school during the mid-pilot results.
- 1 percent of students were biking to school during the pre-pilot results, and 3 percent were biking to school during the mid-pilot results.

We held **stakeholder meetings** to reconnect with organizations that represent vulnerable road users. The meetings helped us understand how behaviours or positions changed throughout the pilot project.

- Stakeholders expressed they have noticed a decrease in speeding in the neighbourhoods.
- Many support reduced speed limits in all residential neighbourhoods for safety and community wellbeing.
- Stakeholders are doing their own research on whether lower speed limits can promote health and prevent injury.

Community events in each pilot neighbourhood helped us understand how the pilot affected residents. Through feedback forms and discussions, we learned:

- Local streets without sidewalks should have a lower speed limit as it increases comfort.
- Reducing speed limits on some streets just moved more vehicles to streets where speed limits were unchanged.
- Residents feel that the lower speed limit has calmed their neighbourhood.

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

Neighbourhood summaries

The next pages provide a breakdown of neighbourhood-specific findings for:

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



Context

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

Online survey of pilot residents

(130 responses from a total of 1129 addresses)

What Bourkevale residents told us about how the speed limit changes affected:

How safe they feel walking in the neighbourhood



39% no effect
53% positive effect

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



61% no effect
11% positive effect

How safe they feel biking in the neighbourhood



34% no effect
40% positive effect

How calm and quiet the neighbourhood feels



39% no effect
57% positive effect

How much they enjoy being out and about in the neighbourhood



40% no effect
55% positive effect

How worried they are about serious collisions happening in the neighbourhood



46% no effect
50% positive effect

Respondents were asked how concerned they are with speeding in their neighbourhood. **26 percent** of

Bourkevale respondents expressed a **high concern with speeding**, which decreased by 8 percent from the pre-pilot survey. Those who were not at all concerned remained around 20 percent.

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. **77 percent** would be **willing**, which increased by 11 percent from the pre-pilot survey.

Mid-pilot community event

(over 85 attendees at community event)

When asked to choose the options that most closely describes their view on residential speed limits:



10% believe Winnipeg should keep the residential speed limit at **50 km/h**



18% believe Winnipeg should lower the residential speed limit to **40 km/h**



72% believe Winnipeg should lower the residential speed limit to **30 km/h**

School travel surveys

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

38% of students are driven to school (carpool included)

17% of students walk to school

43% of students bus to school



Tyndall Park (South)

Mid-pilot results (Winter 2024)
Pre-pilot results available [here](#).



Context

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.

Online survey of pilot residents

(89 responses from a total of 902 addresses)

What Tyndall Park (South) respondents told us about how the speed limit changes affected:

How safe they feel walking in the neighbourhood



62% no effect
15% positive effect

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



31% no effect
11% positive effect

How safe they feel biking in the neighbourhood



55% no effect
9% positive effect

How calm and quiet the neighbourhood feels



60% no effect
20% positive effect

How much they enjoy being out and about in the neighbourhood



75% no effect
11% positive effect

How worried they are about serious collisions happening in the neighbourhood



69% no effect
13% positive effect

Respondents were asked how concerned they are with speeding in their neighbourhood. **30 percent** of Tyndall

Park (South) respondents expressed a **high concern with speeding**, which increased by 16 percent from the pre-pilot survey. Those who are not at all concerned decreased by 11 percent.

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. **33 percent** would be **willing**, which increased by 14 percent from the pre-pilot survey.

Mid-pilot community event

(Over 20 attendees at community event)

When asked to choose the options that most closely describes their view on residential speed limits:



63% believe Winnipeg should keep the residential speed limit at **50 km/h**



37% believe Winnipeg should lower the residential speed limit to **40 km/h**

School travel surveys

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

60% of students are driven to school (carpool included)



38% of students walk to school



1% of students bus to school



Worthington

Mid-pilot results (Winter 2024)
Pre-pilot results available [here](#).



Context

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.

Online survey of pilot residents

(102 responses from a total of 1909 addresses)

What Worthington respondents told us about how the speed limit changes affected:

How safe they feel walking in the neighbourhood



54% no effect
33% positive effect

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



64% no effect
11% positive effect

How safe they feel biking in the neighbourhood



48% no effect
22% positive effect

How calm and quiet the neighbourhood feels



55% no effect
39% positive effect

How much they enjoy being out and about in the neighbourhood



61% no effect
30% positive effect

How worried they are about serious collisions happening in the neighbourhood



54% no effect
32% positive effect

Respondents were asked how concerned they are with speeding in their neighbourhood. **38 percent** of Worthington respondents expressed **high concern with**

speeding, which decreased by 6 percent from the pre-pilot survey. Those who are not at all concerned decreased by 7 percent.

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. **64 percent** would be **willing**, which increased by 17 percent from the pre-pilot survey.

Mid-pilot community event

(Over 15 attendees at community event)

When asked to choose the option that most closely describes their view on residential speed limits:



33% believe Winnipeg should keep the residential speed limit at **50 km/h**



67% believe Winnipeg should lower the residential speed limit to **40 km/h**

School travel surveys

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

30% of students are driven to school (carpool included)



67% of students walk to school



1% of students bus to school





Context

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.

Online survey of pilot residents

(295 responses from a total of 1509 addresses)

What Richmond West respondents told us about how the speed limit changes affected:

How safe they feel walking in the neighbourhood



62% no effect
25% positive effect

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



36% no effect
7% positive effect

How safe they feel biking in the neighbourhood



57% no effect
16% positive effect

How calm and quiet the neighbourhood feels



65% no effect
26% positive effect

How much they enjoy being out and about in the neighbourhood



69% no effect
21% positive effect

How worried they are about serious collisions happening in the neighbourhood



65% no effect
24% positive effect

Respondents were asked how concerned they are with speeding in their neighbourhood. **32 percent** of Richmond West respondents expressed **high concern with speeding**, which increased by 8 percent from the pre-pilot survey. Those who are not at all concerned decreased slightly by 8 percent.

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. **52 percent** would be **willing**, which increased by 15 percent from the pre-pilot survey.

Mid-pilot community event

(Over 60 attendees at community event)

When asked to choose the options that most closely describes their view on residential speed limits:



47% believe Winnipeg should keep the residential speed limit at **50 km/h**



36% believe Winnipeg should lower the residential speed limit to **40 km/h**



17% believe Winnipeg should lower the residential speed limit to **30 km/h**

School travel surveys

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

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

23% of students walk to school

39% of students bus to school



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Table 2: Comments from surveys, meetings, and inquiries

What we heard	Number of comments by neighbourhood on this topic	How it will be considered
Comments from online pilot area surveys		
Drivers haven't slowed down	Bourkevale – 28 comments Tyndall Park (South) – 11 comments Worthington – 17 comments Richmond West – 29 comments	Speed data collected during the pilot showed vehicle speeds slowed between one and 11 km/h depending on the street and the neighbourhood. The effectiveness of the speed reduction helped shape where a new speed limit could be applied. The posted speed limit is an important part of what guides vehicles speed; the design of the roadway equally contributes. An upcoming update to our Transportation Standards Manual will consider the new default speed limit.
Opposed to reducing speed limits on all residential streets	Bourkevale – 10 comments Tyndall Park (South) – 17 comments Worthington – 17 comments Richmond West – 42 comments	We understand many people feel speed limits don't need to change. This pilot project became a priority because of longstanding concerns that the default speed limit does not align with how people want vehicles to be driven on residential streets. We heard streets with wider boulevards and sidewalks make pedestrians feel safer. Our recommendation will reflect the way different streets operate.
Reduced speed limits need enforcement	Bourkevale – 10 comments Tyndall Park (South) – 10 comments Worthington – 7 comments Richmond West – 25 comments	The Winnipeg Police Service is responsible for enforcing speed limits. They prioritize enforcement as their resources allow. It's important that we set speed limits that align with roadway design to decrease the need for constant police enforcement to get compliance.

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What we heard	Number of comments by neighbourhood on this topic	How it will be considered
Speed limits should not be reduced on collectors	Bourkevale – 8 comments Tyndall Park (South) – 9 comments Worthington – 6 comments Richmond West – 19 comments	We understand that each street operates differently and that the collector street classification is broad. Our recommendation will reflect that some collector streets operate and look like a local street.

What we heard	How it will be considered
Comments from meetings and community events	
Reduce the speed on streets with no sidewalks to help pedestrians feel safer (20 comments).	We are looking specifically at local roads, which is where most of the streets without sidewalks exist.
Some drivers are erratically and dangerously passing when travelling at either 30 km/h or 40 km/h in the pilot neighbourhoods (7 comments).	Wide collector streets with ample room to pass and limited conflicts (like approaches or parked cars) create an environment where drivers feel comfortable going faster. We are not looking at changing the speed limit on these types of streets as part of this project. Doing so would require additional traffic calming measures.
Concern with cut-through traffic and using back lanes to avoid the reduced speed limits and experiencing people speeding through back lanes (5 comments).	The speed limit in back lanes is already 30 km/h; this type of behaviour is unusual and unexpected.
Speeds should be consistent across Winnipeg, as multiple posted speed limit signs can be confusing and distracting to drivers. It's hard to have streets at 40 km/h or 50 km/h and then have to change speeds going through school zones (4 comments).	The recommendation to sign locals and some collectors at 40 km/h simplifies the speed limit signage when compared to the signage used in the pilot project. Simplifying the signage also reduces the number of signs which made the cost estimate for this option more competitive than other scenarios.

Next steps

We will develop recommendations for speed limits in residential areas across Winnipeg. We will base recommendations on:

- What we heard from pilot area residents
- What we heard from Winnipeggers at large
- Traffic data collected from the pilot areas
- Looking at what other cities are doing
- And other factors

We will evaluate each scenario using the same criteria and determine which scenario makes the most sense for the future of Winnipeg.

After the evaluation process, we will present the recommended scenario to the Standing Policy

Committee on Public Works with a proposed city-wide implementation plan and a cost estimate. We anticipate this report being heard in 2025.

Appendices

- Appendix A – City-wide scientific survey results
- Appendix B – Pilot neighbourhoods survey results
- Appendix C – City-wide opt-in survey results
- Appendix D – Stakeholder records of discussion
- Appendix E – School travel survey results
- Appendix F – Information boards
- Appendix G – Community event results
- Appendix H – Promotion