Appendix A – School travel surveys results

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 2

Dates: Monday, Oct. 3

to Friday, Oct. 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	sunny.	2	1	10	Ø	Ø	4	
Tuesday	sunny	2	1	9	Ø	Ø	4	
Wednesday	sunny	2	1	9	Ø	Ø	4	
Thursday	snow	2	1	9	Ø	Ø	4	
Friday	sunny frosty	2	1	9	Ø	Ø	4	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		2	1	10	Ø	Ø	4	
Tuesday		2	1	9	Ø	Ø	4	
Wednesday		2	1	9	Ø	Ø	4	
Thursday		2	1	9	Ø	Ø	4	
Friday		2	1	9	Ø	Ø	4	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: Kindergarten

Dates: Monday, October 3, 2022

to Friday, October 7, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	15	7	0	8	0	0	1	
Tuesday	12	16	1	8	0	0	2	
Wednesday	15	4	0	11	0	0	4	
Thursday	3	6	0	10	0	0	3	
Friday	7	2		9	0	1	4	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	18	2		9		0	5	
Tuesday	15	3		10		0	4	
Wednesday	19	3		12		2	4	
Thursday	6	3		12		0	4	
Friday	10	3		9		0	4	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 2

Dates: Monday, _____

to Friday, _____

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		2	0	6		1	7	1
Tuesday		2	0	7		0	8	
Wednesday		2	0	7		0	8	
Thursday		2	0	7		0	7	
Friday		2	0	7		0	7	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		2	0	5		1	7	
Tuesday		2	0	7		1	6	
Wednesday		2	0	7		1	6	
Thursday		2	0	7		1	6	
Friday		2	0	7		1	6	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 3

Dates: Monday, Oct. 3rd – to Friday, Oct. 7th, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		11	∅	𝍸 IIII	∅	∅	𝍸 𝍸	
Tuesday		11	∅	𝍸 IIII	∅	∅	𝍸 III	
Wednesday		11	∅	𝍸 IIII	∅	∅	𝍸 IIII	
Thursday	10	III	∅	𝍸 I	∅	∅	𝍸 III	
Friday	−4°	11	∅	𝍸 11	∅	∅	𝍸 III	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		11	∅	𝍸 𝍸	∅	∅	𝍸 IIII	
Tuesday		11	∅	𝍸 𝍸	∅	∅	𝍸 11	
Wednesday		11	∅	𝍸 III	∅	∅	𝍸 III	
Thursday		III	∅	𝍸 I	∅	∅	𝍸 I	
Friday		11	∅	𝍸 III	∅	∅	𝍸 III	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: Kindergarten p.m.

Dates: Monday, Oct. 3

to Friday, Oct. 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday				6			8	
Tuesday				6			8	
Wednesday		2		6			8	
Thursday		2		6			7	
Friday		2		6			7	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		1		7			8	
Tuesday		1		7			8	
Wednesday		2		7			7	
Thursday		2		7			6	
Friday		2		7			6	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 4/5

Dates: Monday, October 3, 2022

to Friday, October 7, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	light rain 14°	II		𝍸 I		I	𝍸 I	
Tuesday	cool 14°	II		𝍸 III		I	𝍸 II	
Wednesday	cool 13°	II		𝍸 𝍸 I		I	𝍸	
Thursday	light snow 0°	II		𝍸 IIII		I	𝍸 I	
Friday	frosty 1°	II		𝍸 𝍸 I		I	𝍸	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	cool 17°	II		𝍸 𝍸		I	III	
Tuesday	cool 17°	II		𝍸 𝍸 I		I	III	I
Wednesday	some clouds 18°	II		𝍸 𝍸		I	𝍸 I	
Thursday	chilly 4°	III		𝍸 III		I	𝍸 I	
Friday	cool 10°	II		𝍸 IIII		I	𝍸 II	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 4/5

Dates: Monday, October 3rd

to Friday, October 7th

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	15°/cloudy	II		𝍸 I		I	𝍸	
Tuesday	13°/sunny	II		𝍸 IIII		I	𝍸 III	
Wednesday	17°/sunny	II		𝍸 III		I	𝍸 IIII	
Thursday	0°/cloudy	I		𝍸 𝍸 I		I	𝍸	
Friday	-5°/sunny	III		𝍸 𝍸 I		I	𝍸	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	20°/cloudy	II		𝍸 𝍸		I	𝍸 𝍸 I	
Tuesday	20°/sunny	II		𝍸 𝍸		I	𝍸 𝍸 I	
Wednesday	20°/cloudy	II		𝍸 𝍸		I	𝍸 𝍸 I	
Thursday	6°/cloudy	II		𝍸 III		I	𝍸 𝍸 I	
Friday	9°/cloudy	II		𝍸 𝍸		I	𝍸 𝍸 I	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 4 and 5

Dates: Monday, october 3

to Friday, october 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny 17°	1	0	4	0	0	11	0
Tuesday	Cloudy 15°	1	0	5	0	0	8	0
Wednesday	cloudy 10°	1	0	7	0	0	9	0
Thursday	windy 10°	1	0	6	0	0	10	0
Friday	Clear 5°	1	0	4	0	0	11	0

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Sunny 17°	1	0	7	0	0	8	0
Tuesday	Cloudy 15°	2	0	7	0	0	6	0
Wednesday	Cloudy 10°	1	0	7	0	0	9	0
Thursday	windy 10°	1	0	8	0	0	10	0
Friday	Clear 5°	1	0	6	0	0	11	0

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: Kindergarten a.m.

Dates: Monday, Oct. 3

to Friday, Oct. 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		4		7			8	
Tuesday		4		7			8	
Wednesday		4		5			8	
Thursday		4		5			9	
Friday		4		5			6	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		4		7			8	
Tuesday		4		6			9	
Wednesday		4		6			8	
Thursday		4		6			8	
Friday		4		5			6	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 3

Dates: Monday, Oct. 3

to Friday, Oct. 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny 20°	3		8			8	1
Tuesday	20°	3		10			6	1
Wednesday	19°	4	1	10			5	1
Thursday	Cloudy 1°	4		10			6	1
Friday	Sunny -2°	4		10			6	1

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	20°	2		9			8	1
Tuesday	20°	2		11			6	1
Wednesday	19°	2	1	9			8	1
Thursday	4°	3		11			6	1
Friday	10°	3		10			7	1

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: One

Dates: Monday, October 3, 2022

to Friday, October 7, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Cloudy/13°	1	Ø	9	Ø	2	4	Ø
Tuesday	Cloudy	1	1	𝍸 III	Ø	Ø	𝍸 I	Ø
Wednesday	Cloudy 12°	1	Ø	𝍸 𝍸 I	Ø	Ø	𝍸 I	Ø
Thursday	Cold 2°	1	Ø	𝍸 IIII	Ø	Ø	𝍸 III	Ø
Friday	Sunny -2°	1	Ø	𝍸 IIII	Ø	Ø	𝍸 I	Ø

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		1	Ø	8	Ø	2	5	Ø
Tuesday	Sunny	1	1	𝍸 III	Ø	II	IIII	Ø
Wednesday		1	Ø	𝍸 𝍸	Ø	II	𝍸	Ø
Thursday	Cloudy 3°	1	Ø	𝍸 III	Ø	III	𝍸	Ø
Friday	Sunny 9°	1	Ø	𝍸 III	Ø	Ø	𝍸 II	Ø

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 2

Dates: Monday, Oct 3

to Friday, Oct 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	15°	4		10		1	3	
Tuesday	17°	5		10		1	3	
Wednesday	12°	2		8	1	3	3	
Thursday	3°	4		9		2	2	
Friday	-1°	4		9		1	3	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	15°	2		10		1	4	
Tuesday	17°			8	1	1	3	
Wednesday	12°	2		8		3	3	
Thursday	3°	2		9		3	5	
Friday	-1°	2		9		3	4	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 1

Dates: Monday, October 3

to Friday, October 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	20	2	-	9	-		6	
Tuesday	20	3		11			5	
Wednesday	19	3		10			4	
Thursday	4	3		10			4	
Friday	10	3		9			3	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	20	4		9			4	
Tuesday	20	4		9			6	
Wednesday	19	5		9			3	
Thursday	4	3		8			5	
Friday	10	3		8			4	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 4/5

Dates: Monday, Oct. 3

to Friday, Oct 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	rainy 13°	3		5			12	
Tuesday	warm 10°	3		5			13	
Wednesday	Warm. 9°	3		6			11	
Thursday	snowy 0°	2		5			13	
Friday	cold -4°	3		5			12	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	cloudy 19°	3		8			9	
Tuesday	warm 17°	3		9			9	
Wednesday	~~warm~~ cool 4°.	3		9			8	
Thursday	cool.	2		8			10	
Friday	warm 10°.	3		8			9	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

École Assiniboine School

Grade: 4 + 5

Dates: Monday, Oct 3rd 2022

to Friday, Oct 7th 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	cloudy	2	0	11	0	0	7	
Tuesday		2	0	12	0	0	8	
Wednesday	cloudy 12	2	0	11	0	0	6	
Thursday	cloudy 0	1	0	11	1	0	8	
Friday	sunny -4	1	0	12	0	0	7	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		2	0	11	0	1	4	
Tuesday		3	0	10	0	1	6	
Wednesday		3	0	12	0	1	4	
Thursday		2	0	12	0	1	6	
Friday		1	0	13	0	1	5	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 6

Room #: 1

Teacher: Mr. L. Slaski

Dates: Monday, Oct. 17

to Friday, Oct. 21

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny	4	0	10	1	0	4	
Tuesday	Sunny	3	0	10	1	2	3	
Wednesday	Sunny	5	0	9	1	1	3	
Thursday	Sunny	4	0	9	2	0	4	
Friday		IN SERVICE						

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Sunny	3	0	10	1	0	4	
Tuesday	Sunny	1	0	10	1	2	4	
Wednesday	Sunny	3	0	7	1	0	4	
Thursday	Sunny	4	0	8	2	0	4	
Friday		IN SERVICE						

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 6

Dates: Monday, Oct. 17

to ~~Friday~~, Thursday, Oct. 20.

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	cold clear -6°C	5	–	7	–	–	10	
Tuesday	cold clear -7°	4	–	9	–	–	9	
Wednesday	clear -1	5	–	7	–	–	10	
Thursday	clear -1	6		8			8	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	clear -6°	5		10			7	
Tuesday	cold clear 2°	5		8			7	
Wednesday	cool 13°	6		8		1	7	
Thursday	cloudy 12°	7		9			7	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 6

Dates: Monday, October 17

to Friday, October 21, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny/-7°	2	—	8	—	2	4	—
Tuesday	Sunny/-8°	2	—	10	—	2	2	—
Wednesday	Part Sun/-2°	2	1	10	—	2	3	
Thursday	Part Cloud/-2°	2	—	10	—	2	3	—
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Sunny/1°	3	—	10	—	—	3	—
Tuesday	Sunny/1°	3	—	8	—	2	3	—
Wednesday	Part Sun/8°	3	1	10	—	1	3	—
Thursday	Cloudy/13°	3	—	8	—	3	3	—
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 6

Dates: Monday, Oct. 17/2022

to Friday, Oct. 21/2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	sunny -10°	4	Ø	8	Ø	Ø	4	Ø
Tuesday	Sunny -1°	4	Ø	10	Ø	Ø	4	Ø
Wednesday	Sunny -2°	4	Ø	10	Ø	Ø	4	Ø
Thursday	Sunny 1°	4	Ø	10	Ø	Ø	4	Ø
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	sunny -1°	5	Ø	9	Ø	Ø	1	Ø
Tuesday	Sunny 1°	4	Ø	10	Ø	Ø	4	Ø
Wednesday	Sunny 8°	4	Ø	10	Ø	Ø	4	Ø
Thursday	Sunny 14°	4	Ø	10	Ø	Ø	4	Ø
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 7

Dates: Monday, Oct. 17

to Friday, Oct. 21

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	0° Sunny	2	0	4	0	0	5	✓
Tuesday	-4° Sunny	3	0	2	0	0	7	✓
Wednesday	?	3	0	4	0	0	5	✓
Thursday	7° Cloudy	3	0	4	0	0	5	✓
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	0° Sunny	4	0	4	0	0	3	✓
Tuesday	-4° Sunny	5	0	2	1	0	3	✓
Wednesday	?	4	0	4	0	0	4	✓
Thursday	13° Cloudy	5	0	3	0	0	4	✓
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 7

Dates: Monday, October 17

to ~~Friday~~, October 20
Thursday

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	4°	8	0	5	0	2	2	
Tuesday	8°	8	0	5	0	2	2	
Wednesday	3°	7	0	4	0	2	2	
Thursday	-1°	8	0	5	0	2	2	
Friday		/	/	/	/	/	/	/

↳ ~~Dance~~ some changed for volleyball

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	20°	8	0	5	0	2	2	
Tuesday	20°	8	0	5	0	2	2	
Wednesday	9°	7	0	4	0	2	2	
Thursday	3°	8	0	5	0	2	2	
Friday	/	/	/	/	/	/	/	

↳ some driven for volleyball

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 7

Dates: Monday, Oct. 17/22

to Friday, Oct. 21/22

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	sunny/-7°	IIII		I	I		++++ II	
Tuesday	Sunny/-7°	III		I	I		++++ II	
Wednesday	sunny/-1°	II		I	I		++++ I	
Thursday	cloudy/-1°	I		II	I		IIII	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	sunny/1°	++++ I		I	I		++++	
Tuesday	sunny/2°	IIII		I	I		++++ I	
Wednesday	sunny/7°	II		I	I		++++	
Thursday	cloudy/12°	I		I	I		IIII	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 7

Dates: Monday, October 17/22

to ~~Friday~~ Thursday, October 20/22

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		6		5			5	
Tuesday		2		3			7	
Wednesday		~~5~~ 4	1	5			~~6~~ 6	
Thursday		6		4			8	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		~~8~~ 7		4			2	
Tuesday		~~7~~ 7		4			5	
Wednesday		11	1	4			2	
Thursday		11		4			2	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 7

Dates: Monday, Oct. 17th

to Friday, Oct. 21st

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Few clouds -4°C	8	0	6	0		3	
Tuesday	Few clouds -2°C	9		5			6	
Wednesday		10		6	1		4	1
Thursday		7		7			6	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Few clouds	8	0	5			5	
Tuesday		12		6			1	
Wednesday		12		6			4	
Thursday		9		2			7	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 8

Dates: Monday, Oct 17

to Friday, Oct 21

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sun/Cloud	4		4			11	
Tuesday		4		3		1	10	
Wednesday		4		4			11	
Thursday		4		3		1	10	
Friday	↓	4		4			11	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		4		4			11	
Tuesday		4		4		1	10	
Wednesday		4		4		1	10	
Thursday		4		4			11	
Friday		4		4		1	10	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 8

Dates: Monday, oct 17

to Friday, ~~Thursday~~ 20

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	-8° sunny	5	1	3	X	1	4	
Tuesday	0°-5 sunny	7	2	6	X	1	1	
Wednesday	-1°-0°	7		5		1	3	
Thursday	-2°-0°	7	3	5		1	2	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	3°	5	1	3		1	4	
Tuesday	2° SUNNY	6	2	6		1	2	
Wednesday		7		5		1	3	
Thursday	12°	7	3	5		1	2	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 8

Dates: Monday, October 17

to ~~Friday~~ Thursday, October 20

(Inservice - Friday)

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	sunny/-9°	1	1	IIII			~~HH~~ I	
Tuesday	sunny/-7°	~~HH~~ II		~~HH~~	I		~~HH~~ II	
Wednesday		~~HH~~ II		~~HH~~			~~HH~~ II	
Thursday	Partly Cloudy/-2°	III		~~HH~~			~~HH~~ II	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		1	1	IIII			~~HH~~ I	
Tuesday		~~HH~~ II		~~HH~~ I			~~HH~~ III	
Wednesday		~~HH~~ I		~~HH~~	I		~~HH~~ I	
Thursday		IIII		~~HH~~			~~HH~~ I	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 8

Dates: Monday, October 17th

to Friday, October 21ST

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	-9°c partly cloudy	6	0	4	0	0	3	N/A
Tuesday	-7°c sunny	4	0	5	0	0	1	N/A
Wednesday	-1 sunny	5	0	4	0	0	2	N/A
Thursday	-1 sunny	8	0	5	0	0	2	N/A
Friday	No school	—	—	—	—	—	—	—

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	1°c sunny	4	0	5	0	0	1	N/A
Tuesday	3°c sunny	5	0	5	0	0	2	N/A
Wednesday	10°c partly cloudy	8	0	4	0	0	3	N/A
Thursday	9°c sunny	8	0	3	0	0	0	N/A
Friday	No school	—	—	—	—	—	—	—

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

George Waters Middle School

Grade: 8

Dates: Monday, October 17/22

to Friday, October 21/22

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny -1°	10	—	4	1	—	3	—
Tuesday	Sunny 1°	12	—	4	1	—	4	
Wednesday	Sunny 6°	12	—	4	1	—	4	
Thursday	Sunny 9°	12	—	3	1	—	3	
Friday			INSERVICE					

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Sunny	10	—	4	—	—	4	
Tuesday	Sunny	10	—	4	1	—	6	
Wednesday	Sunny	12	—	4	2	—	3	
Thursday	Sunny	9	—	3	2	—	5	
Friday			INSERVICE					

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: N/K

Dates: Monday, Oct. 17

to ~~Friday~~ Thurs, Oct. 20

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		16	-	-	-	-	16	
Tuesday		5	-	-	-	-	14	
Wednesday		5	-	-	-	-	14	
Thursday		6	-	-	-	-	12	
Friday	-	-	-	-	-	-	-	-

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		6	-	-	-	-	16	
Tuesday		5	-	-	-	-	14	
Wednesday		5	-	-	-	-	14	
Thursday		6	-	-	-	-	12	
Friday	-	-	-	-	-	-	-	-

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: Kindergarten

Dates: Monday, Oct. 17/22
to Friday, Thursday Oct. 20/22

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	sunny/cold	7+7=14					9+5=14	
Tuesday	sunny/cold	5+3=8					12+7=19	
Wednesday	sunny/cold	6+2=8					10+9=19	
Thursday	sunny/cold	6+1=7					12+9=21	
Friday	No School							

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	sunny/cold	7+7=14					9+5=14	
Tuesday	sunny/cold	5+3=8				1	12+7=19	
Wednesday	sunny/cold	6+2=8					10+9=19	
Thursday	sunny/cool	6+1=7					12+9=21	
Friday	No School							

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 1

Dates: Monday, Oct. 17, 2022

to Friday, Oct. 21, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	-2/sunny	8	Ø	Ø	Ø	Ø	12	20/22 present
Tuesday	+3/sunny	6	Ø	Ø	Ø	Ø	12	18/22
Wednesday	+9/sunny	7	Ø	Ø	Ø	Ø	10	17/22
Thursday	+13/sunny	8					10	19/22
Friday	No School		—	—	—	—	—	→

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	-2/sunny	8	Ø	Ø	Ø	Ø	12	20/22 present
Tuesday	+3/sunny	8	Ø	Ø	Ø	Ø	10	18/22
Wednesday	+9/sunny	7	Ø	Ø	Ø	Ø	10	17/22
Thursday	+13/sunny	10					9	19/22
Friday	No School		—	—	—	—	→	

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 1

Dates: Monday, Oct. 17

to Friday, Oct. 20

Thursday

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny -2C°	7 |				1	5	
Tuesday	Sunny -7 C°	5				8		
Wednesday	Sunny 3	4				1	5	
Thursday	0	6 |				1	6 |	
Friday								

18/21 present

15/21

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	+2C° Sunny	9				1	9	
Tuesday	+3 Sunny	6 |				1	8	
Wednesday	+9 sunny	4 |					6	
Thursday	+9 Sunny	4 |					5	
Friday					No School			

19/21 present

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 2

Dates: Monday, Oct. 17

to Friday, Oct. 21

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	-4	5	0	0	0	0	9	
Tuesday		5	0	0	0	0	12	
Wednesday	-1	5	0	0	0	0	9	
Thursday	0	5	0	0	0	0	10	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		6	0	0	0	0	8	
Tuesday		5	0	0	0	0	12	
Wednesday		5					9	
Thursday		5	0	0	0	0	10	
Friday								

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 2

Dates: Monday, October 17

to ~~Friday~~ Thurs., October 20

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other	
Monday	sunny/-6°c	5	0	0	0	1	10		16 here
Tuesday	sunny/-6°c	5	0	0	0	0	8		13 here
Wednesday	mostly cloudy/-1°C	5	0	0	0	0	8		13 here
Thursday	cloudy/0°C	3	0	0	0	0	9	1	
Friday									

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other	
Monday	sunny/2°c	6	0	0	0	0	10		16 here
Tuesday	sunny/3°c	5	0	0	0	0	8		13 here
Wednesday	sunny/9°c	6	0	0	0	0	7		13 here
Thursday	Partly/15°c	5	0	0	0	0	7	1	
Friday	sunny								

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 3

Dates: Monday, Oct 17

to Friday, Oct 21

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny -5	𝍸				1	𝍸 ||||	
Tuesday	Sunny -8	𝍸 ||||				1	𝍸 |||	
Wednesday	Sunny cold	𝍸 ||||				1	𝍸 ||||	
Thursday	Sunny -5	𝍸 ||				1	𝍸 𝍸	
Friday	MTS PD DAY			MTS PD DAY				

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		||||					𝍸 ||	
Tuesday		𝍸 ||||				1	𝍸 |||	
Wednesday		𝍸 ||||				1	𝍸 ||	
Thursday		𝍸 |||				1	𝍸 ||||	
Friday		MTS	PD	DAY	MTS	PD DAY		

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 3

Dates: Monday, Oct. 17/22

to Friday, Oct. 21 (NO school)

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	-6	2	Ø	Ø	Ø	1	13	
Tuesday	-7	4	Ø	Ø	Ø	1	12	
Wednesday	-2	7	Ø	Ø	Ø	1	9	
Thursday	0	4				1	13	
Friday	NO	SCHOOL						

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		7	Ø	Ø	Ø	Ø	9	
Tuesday		9	Ø	Ø	Ø	Ø	8	
Wednesday		10	Ø	Ø	Ø	Ø	7	
Thursday								
Friday	NO	SCHOOL						

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 4

Dates: Monday, Oct. 17/22

to Friday, Oct. 21/22

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		8	0	0	0	0	12	
Tuesday		7	0	0	0	4	10	
Wednesday		8	0	0	0	4	10	
Thursday		8	0	0	0	3	12	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		12	–	–	–	–	8	
Tuesday		11	–	–	–	1	9	
Wednesday		12	–	–	–	2	8	
Thursday		12	–	–	–	2	8	
Friday								

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 4

Dates: Monday, Oct. 17, 2022

to Friday, Oct. 20 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	0	7	0	0	0	0	12	0
Tuesday	0	8	0	0	0	0	14	0
Wednesday	0	7	0	0	0	0	12	0
Thursday	0	9	0	0	0	0	13	0
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	0	11	0	0	0	0	8	0
Tuesday	0	13	0	0	0	0	9	0
Wednesday	0	12	0	0	0	0	7	0
Thursday	0	14	0	0	0	0	8	0
Friday								

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 5/6

Dates: Monday, Oct. 17/2022

to Friday, Oct. 20/2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny 7°	𝍸 𝍸					𝍸 |||	
Tuesday	Sunny 3°	𝍸 𝍸					𝍸 𝍸	
Wednesday	Sunny 6°	𝍸 𝍸 |					𝍸 |||	
Thursday	Sunny 14°	𝍸 𝍸 |					𝍸 |||	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		𝍸 ||||					𝍸 ||	
Tuesday		𝍸 𝍸					𝍸 𝍸	
Wednesday		𝍸 𝍸					𝍸 ||||	
Thursday		𝍸 𝍸 |					𝍸 |||	
Friday								

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 5/6

Dates: Monday, Oct 17

to Friday, Oct 20

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny -4°C	5	0	0	0	2	14	
Tuesday	Sunny -10°C	5	0	0	0	2	15	
Wednesday	Sunny -10°	5	0	0	0	2	15	
Thursday	Sunny	5	0	0	0	2	15	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday								
Tuesday								
Wednesday								
Thursday								
Friday								

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 5/6

Dates: Monday, Oct 17

Thurs. to ~~Friday~~, Oct 20.

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	-6° sunny	11				3	10	
Tuesday	-3° sunny	11				3	10	
Wednesday	0° sunny	12				2	10	
Thursday	2° sunny	10				2	10	
Friday		NO SCHOOL						

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	2° sunny	10				1	12	
Tuesday	Sunny.	13				1	10	
Wednesday	11° sunny	14				1	8	
Thursday	12° overcast	14				1	9	
Friday		NO SCHOOL.						

SAMPLE CLASS TALLY SHEET

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Tyndall Park Community School

Grade: 5/6

Dates: Monday, Oct 17, 2022

to ~~Friday~~ Thursday, Thursday Oct. 20, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	sunny/-8°	6	–	–	–	3	11	–
Tuesday	sunny/-4°	4	–	–	–	4	10	–
Wednesday	sunny/6°	6	–	–	–	4	11	–
Thursday	sunny/1°	5	–	–	–	4	10	–
Friday				no school				

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	sunny/-8°	5	–	–	–	3	10	–
Tuesday	Sunny/3°	4	–	–	–	4	10	–
Wednesday	Sunny/6°	6	–	–	–	4	11	–
Thursday	Cloudy/14°	5	–	–	–	4	10	–
Friday			no school					

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Dakota Collegiate

Grade: 10, 11, 12 (3 classes)

Dates: Monday, Oct 3, 2022

to Friday, Oct 7, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Cloudy 16	15	3	0	16	5	32	1
Tuesday	Cloudy 18	15	2	0	17	5	32	1
Wednesday	Foggy 12	14	3	0	18	5	31	1
Thursday	Cloudy 5	15	3	0	16	5	32	1
Friday	Sun/cloud 12	15	3	0	16	5	32	1

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Cloudy 16	15	3	0	16	5	32	1
Tuesday	Cloudy 18	15	2	0	17	5	32	1
Wednesday	Foggy 12	14	3	0	18	5	31	1
Thursday	Cloudy 5	15	3	0	16	5	32	1
Friday	Sun/cloud 12	15	3	0	16	5	32	1

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 3/4

Dates: Monday, Oct 17/22

to ~~Friday~~, Thursday Oct 20/22

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny 40C	15	0	0	0	0	5	2
Tuesday	Sunny 30C	15	0	0	0	2	5	3
Wednesday	Sunny	18	0	0	0	0	4	1
Thursday	Sunny 14°	17	0	0	0	0	2	2
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Sunny 40C	13	0	0	0	0	6	2
Tuesday	Sunny 30C	17	0	0	0	0	7	1
Wednesday	Sunny	16	0	0	0	0	3	2
Thursday	Sunny 14°	16	0	0	0	0	3	1
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: Kindergarten

Room # 21

Teacher: Rachel Duncan

Dates: Monday, Oct. 17/2022

to ~~Friday~~ Thurs. Oct. 20/2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny 1°	7	1				6	
Tuesday	Sunny -2°	11					5	
Wednesday	Sunny -1°	11					4	
Thursday	Sunny 3	8					5	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Sunny 3°	7	1				6	
Tuesday	Sunny 4°	11					5	
Wednesday	Sunny 7	11					4	
Thursday	Sunny 10	8					5	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 1 and 2

Dates: Monday, Oct 17th

Room # 31

to ~~Friday~~ Thurs, Oct 20th

Teacher: Fallis

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		6					9	
Tuesday		9					6	
Wednesday		7					5	
Thursday		7					5	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday								
Tuesday								
Wednesday								
Thursday								
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 1 and 2

Dates: Monday, Oct 17th -

Room # 29

to Friday, Oct 20th.

Teacher: Snaver Aggarwal

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny -6°	10	0	0	0	2	7	0
Tuesday	" -7°	12	0	0	0	2	5	0
Wednesday	" -1°	12	0	0	0	2	5	0
Thursday	1°	5	0	0	1	2	6	0
Friday	MTS - PD Day	—	—	—	—	—	—	—

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	2° Sunny	15	0	0	0	0	4	0
Tuesday	4° "	15	0	0	0	0	4	0
Wednesday	8° "	15	0	0	0	0	4	0
Thursday	14°	11	0	0	0	0	3	0
Friday	MTS - PD Day	—	—	—	—	—	—	—

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 1/2

Dates: Monday, Oct. 17, 2022

Room # 30

to ~~Friday~~ Thurs. Oct. 20, 2022

Teacher: Meaghan Lecomte

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	cool/-2°C	15	0	0	0	0	5	
Tuesday	sunny/-7°C	18	0	0	0	0	4	
Wednesday	cloudy/1°C	15	0	0	0	0	7	
Thursday	cloudy/-2°C	12	0	0	0	0	5	
Friday	—	—	—	—	—	—	—	—

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	cool/3°C	16	0	0	0	0	4	
Tuesday	sunny/3°C	18	0	0	0	0	4	
Wednesday	cloudy/9°C	20	0	0	0	0	2	
Thursday	cloudy/12°C	14	0	0	0	0	3	
Friday	—	—	—	—	—	—	—	—

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 1 and 2

Room # 19

Teacher: Karen Cameron

Dates: Monday, Oct. 17 /2022

to ~~Friday~~ Thurs, Oct. 20 /2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	-5°C	10	0	0	0	0	9	0
Tuesday	-4°C	10	0	0	0	0	9	0
Wednesday	0°C	10	0	0	0	0	9	0
Thursday	2.8°C	10	0	0	0	0	8	0
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	-5°C	9	0	0	0	0	10	
Tuesday	4	11	0	0	0	0	8	
Wednesday	12	9	0	0	0	0	10	
Thursday	15	10	0	0	0	0	8	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 3/4

Dates: Monday, Oct 17, 2022

Room # 23

to Friday, Oct. 21, 2022

Teacher: Lucy Phan

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Mainly sunny -4.8°C	15	0	0	2	1	8	0
Tuesday	-4°C	14	0	0	2	0	5	0
Wednesday	0°C	12	0	0	2	0	7	0
Thursday	2.8°C	15	0	0	2	0	3	0
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Chilly -2°C	16	0	0	1	0	9	0
Tuesday	4°C	15	0	0	1	0	5	0
Wednesday	12°C	12	0	0	1	0	7	0
Thursday	15°C	16	0	0	1	0	3	0
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 3/4

Dates: Monday, Oct. 17

Room # 26

Thurs to ~~Friday~~, Oct. 20

Teacher: Dean Wilson

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	3°	~~8~~ 9	–	–	–	–	7	–
Tuesday	3°	9					7	
Wednesday	6°	14					8	–
Thursday	4	10					8	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	3°	9					7	
Tuesday	3°	9					7	
Wednesday	6	14					8	
Thursday	11	10					8	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 4/5

Dates: Monday, Oct. 17/2022

Room # 22

to Friday, Oct. 20/2022

Teacher: Riesterer

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	-4°C partly cloudy	17	0	0	0	0	3	0
Tuesday	-5°C Sunny	16	0	0	0	0	3	0
Wednesday	+5 Partly cloudy	20	0	0	0	0	3	0
Thursday	0°C cloudy	18	0	0	0	0	3	0
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	+1°C Sunny	18	0	0	0	0	2	0
Tuesday	+4 Sunny	17	0	0	0	0	2	0
Wednesday	+10 Sunny	21	0	0	0	0	2	0
Thursday		19	0	0	0	0	2	0
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 5/6

Dates: Monday, Oct 17

Room # 2

to Friday, Oct 20

Teacher: Tennenhause

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		16	1			2	1	
Tuesday		15	1				4	
Wednesday		21					5	
Thursday		20	1				4	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		16	1			2	1	
Tuesday		15	1				4	
Wednesday		21					5	
Thursday		20	1				4	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 5/6

Dates: Monday, Oct. 17/22

Room # 5

to Friday, Monday – Thursday Oct. 20th 22

Teacher: USA PROKOPETZ

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		10	–	–	–	–	13	–
Tuesday		15					11	
Wednesday		20					6	
Thursday		12					15	
Friday		23					3	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		20					3	–
Tuesday		20					6	
Wednesday		21					5	
Thursday		14					13	
Friday		24					2	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 5/6

Dates: Monday, Oct. 17, 2022

Room # 3

to Friday, Oct. 21, 2022

Teacher: Robinson/Kozielec

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	sunny/ -2°c	17			1		7	
Tuesday	sunny/-2°c	19			1		8	
Wednesday	sunny/1°c	16			1		3	
Thursday	sun cloud/2°c	16			1		6	
Friday		[illegible]		[illegible]	[illegible]	[illegible]		

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Sunny/2°c	19			1		5	
Tuesday	sunny/4°c	23			1		4	
Wednesday	Sunny/11°c	16			1		5	
Thursday	Sun cloud/13°c	17					5	
Friday		[illegible]		[illegible]	[illegible]	[illegible]		

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 7/8

Room # 6

Teacher: C. Stirling

Dates: Monday, Oct 17

to ~~Friday~~, Oct 20
Thurs

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Sunny	𝍸 𝍸 𝍸 | | |	1		1		| | | |	
Tuesday	Sunny	𝍸 𝍸 | |	1		1		| | | |	
Wednesday	Sunny	𝍸 𝍸 𝍸 |	1		1		| | | |	
Thursday	Sunny	𝍸 𝍸 𝍸 | |	1		1		| | |	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Sunny	13	1		1		4	
Tuesday	Sunny	12	1		1		4	
Wednesday	Sunny	15	1		1		4	
Thursday	Sunny	17	1		1		3	
Friday								

Oct. 17

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Victor Mager School

Grade: 7/8

Room # 4

Teacher: Mrs. Cassie

Dates: Monday, Oct. 17

to Friday, Oct. 21

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		13				1	3	
Tuesday		17				1	1	
Wednesday		15				1	3	
Thursday		18 (18)				4 (1)	3	
Friday	No school							

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		15					2	
Tuesday		16					2	
Wednesday		16	1				2	
Thursday		20					2	
Friday	No school							

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 4 YS

Dates: Monday, Oct-3

to Friday, Oct-7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	cloudy/20°	4	1	5	1	1	8	0
Tuesday	cloudy/13	4	0	6	1	1	6	0
Wednesday	cloudy 14°	6	0	5	0	2	6	0
Thursday	Sunny 4°	8	1	4	1	1	4	
Friday	[redacted]							

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	cloudy/21°	6	1	6	0	0	5	0
Tuesday	cloudy/20°	6	1	5	1	1	4	0
Wednesday	cloudy 18°	7	0	5	0	2	4	0
Thursday	Sunny 6°	7		5		2	5	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 6

Dates: Monday, Oct 3

to Friday, Oct 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	partly sunny	~~7~~	1	4	1	~~2~~ 1	12	
Tuesday	partly sunny 11°	5	0	4	1	1	15	
Wednesday		5		3	0	1	15	
Thursday		5	0	3	0	1	15	
Friday							1	

NO Students

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	sunny 20°	8	1	5	0	1	11	
Tuesday		7	0	5	0	1	13	
Wednesday		5	0	4	0	1	12	
Thursday		5	0	3	0	1	15	
Friday							1	

NO Students

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 4

Dates: Monday, October 3

to Friday, _____

22 + ea

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	partly cloudy 16°C	3		14			5	1
Tuesday	partly cloudy 15°C	3		13			7	
Wednesday	partly cloudy 17°C	5		12			6	
Thursday	cloudy 3°C	5		13			5	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	PC 16°C	2		14			6	1
Tuesday	PC 15°C	4		11			7	1
Wednesday	PC 17°C	4		12			7	
Thursday	cloudy 3°C	4		13			4	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 2/3M

Dates: Monday, October 3 /22

to Friday, October 7/22

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday		3	–	9	–	~~10~~	10	–
Tuesday		5	–	9	–	~~10~~	10	
Wednesday		5		9		~~7~~	9	
Thursday		5		9			9	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		3	–	9	–	~~10~~	~~12~~	–
Tuesday		5	–	9	–	~~10~~	12	–
Wednesday		5		9		–	9	
Thursday		5		9			9	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 2

Dates: Monday, October 3

to Friday, October 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Rainy / 14°	4	—	10	2	—	7	—
Tuesday	Cloudy / 12°	4	—	10	2	1	5	—
Wednesday	Cloudy / 12°	4	—	9	—	1	9	—
Thursday	Sunny / 1°	5	—	8	—	2	7	—
Friday	Sunny / -3°	—	—	—	—	—	1	—

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Sunny / 18°	6	—	10	2	—	5	—
Tuesday	Sunny / 19°	6	—	9	1	1	5	—
Wednesday	Cloudy / 17°	6	—	9	1	2	4	—
Thursday	Cloudy / 4°	6	—	8	—	3	5	—
Friday	Partly Cloudy / 9°	—	—	—	—	—	1	—

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 1/2D

Dates: Monday, October 3

to Friday, October 7

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Rainy/11°	3	—	11	—	1	9	—
Tuesday	Cloudy/12°	1	1	10	—	1	10	—
Wednesday	Sunny/10°	2	—	10	—	—	7	1
Thursday	Cloudy 10°	2	—	10	—	—	7	1
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Cloudy/14°	3	1	11	—	1	9	—
Tuesday	Sunny/13°	1	1	10	—	1	10	—
Wednesday	Sunny/14°	2	—	10	—	—	7	1
Thursday	Cloudy 2°	2	—	10	—	1	7	1
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 1

Dates: Monday, Oct 3

to Friday, Oct 6

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	rainy / 15°	3	—	12	—	—	5	—
Tuesday	cloudy / 12°	3	—	13	—	—	4	—
Wednesday	sunny / 12°	3	—	11	—	—	6	—
Thursday	cloudy 1°	2	—	11	—	—	5	—
Friday	NS							

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	p.cloudy / 20°	3	—	11	—	—	5	—
Tuesday	Sunny 13	3		13			4	
Wednesday	sunny 14	3		12			5	
Thursday	cloudy 2°	2		11			5	
Friday	No School							

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 1

Dates: Monday, Oct 3/22

to Friday, Oct 6/22

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	cloudy	3	1	4	/	/	15	/
Tuesday	partly cloudy	3	1	5	/	/	15	/
Wednesday	sunny	3	1	5	/	/	15	/
Thursday	cold	3	1	5	/	/	15	/
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	cloudy	3	1	4	/	/	15	/
Tuesday	partly cloudy	3	1	5	/	/	15	/
Wednesday	sunny	3	1	5	/	/	15	/
Thursday	cold	3	1	5	/	/	15	/
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: K (am + pm)

Dates: Monday, Oct. 3 → to Friday, 7th

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked		Biked		Took the school bus		Took public transit		Carpooled (2+ families)		Were driven		Other
	AM / PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Monday	drizzle / overcast	5	5	1	–	9	6	–	–	–	–	1	7	1?
Tuesday	cloudy	4	6	1	–	11	6					2	8	
Wednesday		4	3			12	7					2	9	
Thursday		4	4			11	5					2	8	
Friday		5	6			12	7					3	9	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk		Bike		Take the school bus		Take public transit		Carpool (2+ families)		Be driven		Other
	AM / PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Monday		5	5	1		9	6					1	7	1?
Tuesday		4	6	1		11	6					2	8	
Wednesday		4	3			12	7					2	9	
Thursday		4	4			11	5					2	8	
Friday		5	6			12	7					3	9	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: Kindergarten (class KAMH)

Dates: Monday, October 3rd, 2022

to Friday, October 7th, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Raining	6	1	5	1	0	4	0
Tuesday	Misting	3	0	8	0	0	9	0
Wednesday	Partly Cloudy	3	0	7	0	0	8	0
Thursday	Sunny	4	0	5	0	0	6	0
Friday	Divisional Common Day							

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Partly Cloudy	6	1	5	1	0	4	0
Tuesday	Partly Cloudy	3	0	8	0	0	9	0
Wednesday	Partly Cloudy	3	0	7	0	0	8	0
Thursday	Sunny	4	0	5	0	0	6	0
Friday	Divisional Common Day							

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 3

Dates: Monday, October 3rd/22

to Friday, October

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Showers/14°	3	0	8	0	1	9	
Tuesday	Foggy/13°	2	0	8	0	2	9	
Wednesday	Cloudy/14°	2	0	8	0	2	9	
Thursday	cloudy/11°	1	1	5	0	2	12	
Friday	No school	—	—	—	—	—	—	

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	Showers/13°	3	0	11	0	1	8	
Tuesday	Foggy/13°	3	0	10	0	2	8	
Wednesday	Cloudy/14°	3	0	10	0	2	8	
Thursday	Cloudy/11°	2	1	5	0	2	9	
Friday	No school	—	—	—	—	—	—	

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 5/6

Dates: Monday, Oct 3/22

to Friday, Oct 7/22

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	14	6	1	9			8	
Tuesday	13	6	1	4	1		12	
Wednesday	12	6	1	4	0	1	9	0
Thursday	1	5	1	7	0		10	
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	19	8	1	9			5	
Tuesday	18	10	1	8	0	0	3	
Wednesday		9	1	9			4	
Thursday		9	1	9			4	
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: One

Dates: Monday, Oct 3rd - Oct 7th

to Friday, Oct. 7th

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	Drizzle 12°C	5	—	11	—	1	4	—
Tuesday	Cloudy 11°C	5	1	12	—	—	5	—
Wednesday	Cloudy 12°C	5	—	10	—	—	7	—
Thursday	Windy 0°C	5	—	8	—	—	7	—
Friday								

2. How will you leave school today? Hands up if you will...

For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday		5	—	11	—	1	4	—
Tuesday		5	1	12	—	—	5	—
Wednesday		5	—	10	—	—	7	—
Thursday		5	—	8	—	—	7	—
Friday								

Reduced-Speed Neighbourhoods Pilot Program

Classroom Travel Survey

Bairdmore School

Grade: 5

Dates: Monday, Oct. 3, 2022

to Friday, Oct. 7, 2022

Please complete the following hands-up survey with your classroom every morning for a five-day period. Ask both students and academic staff to raise their hand when they hear the method of transportation that (1) they used **to** travel to school and (2) they will use to travel **from** school. Please record the total number of hands for each question under the appropriate column of the tables below. Please ensure students and staff only put their hand up once, if they travelled in more than one way, count the longest part of their journey.

1. How did you get to school today? Hands up if you...

For example: "Hands up if you biked to school today"

	Weather (i.e. sunny/15°)	Walked	Biked	Took the school bus	Took public transit	Carpooled (2+ families)	Were driven	Other
Monday	cloudy/raining	2	0	10	0	1	9	0
Tuesday	sunny/17°C	2	0	10	0	2	9	0
Wednesday	sunny/16°C	2	0	9	0	1	10	0
Thursday	sunny/0°C	2	0	5	0	2	13	0
Friday							1	

2. How will you leave school today? Hands up if you will...

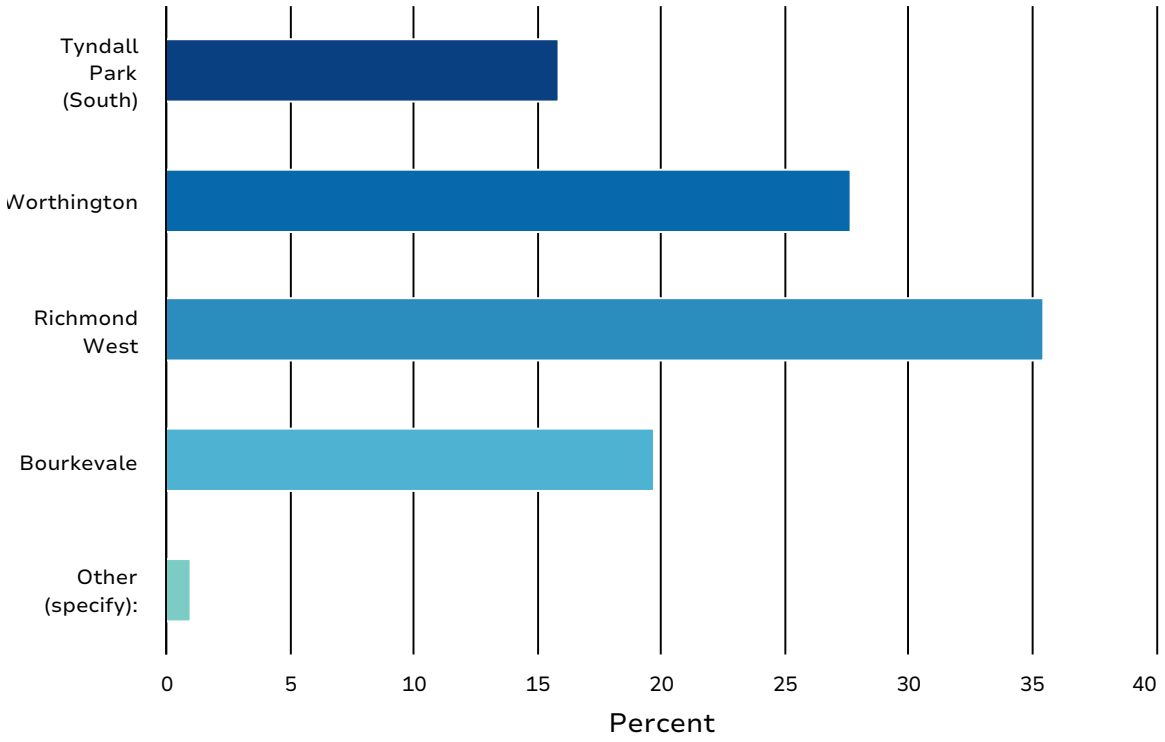
For example: "Hands up if you will walk from school today"

	Weather (i.e. sunny/15°)	Walk	Bike	Take the school bus	Take public transit	Carpool (2+ families)	Be driven	Other
Monday	cloudy/raining	2	0	10	0	2	96	0
Tuesday	sunny/17°C	2	0	11	01	2	97	0
Wednesday	sunny/16°C	2	0	11	1	2	7	0
Thursday	sunny/0°C	2	0	10	1	2	8	0
Friday							1	

Appendix B – Pilot neighbourhoods survey results

Please note: the views expressed in the verbatim survey comments are those of residents and are not those of the City of Winnipeg. The City of Winnipeg reviews comments to analyze feedback and remove comments that are inconsistent with our moderation policy.

1. What neighbourhood do you live in?

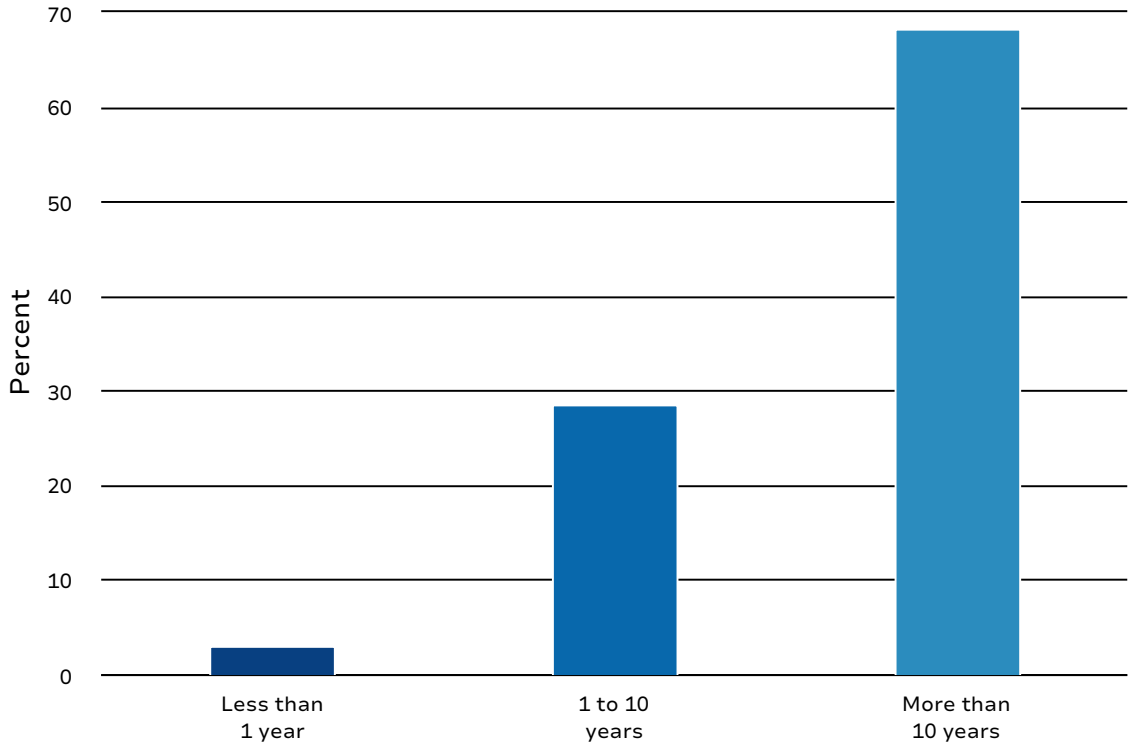


Value	Percent	Responses
Tyndall Park (South)	15.9%	107
Worthington	27.7%	186
Richmond West	35.5%	238
Bourkevale	19.8%	133
Other (specify):	1.0%	7

Totals: 671

Other (specify):	Count
Leila North	1
Luxton	1
Maples	1
North Kildonan	1
St Vital	1
The Maples	1
Totals	6

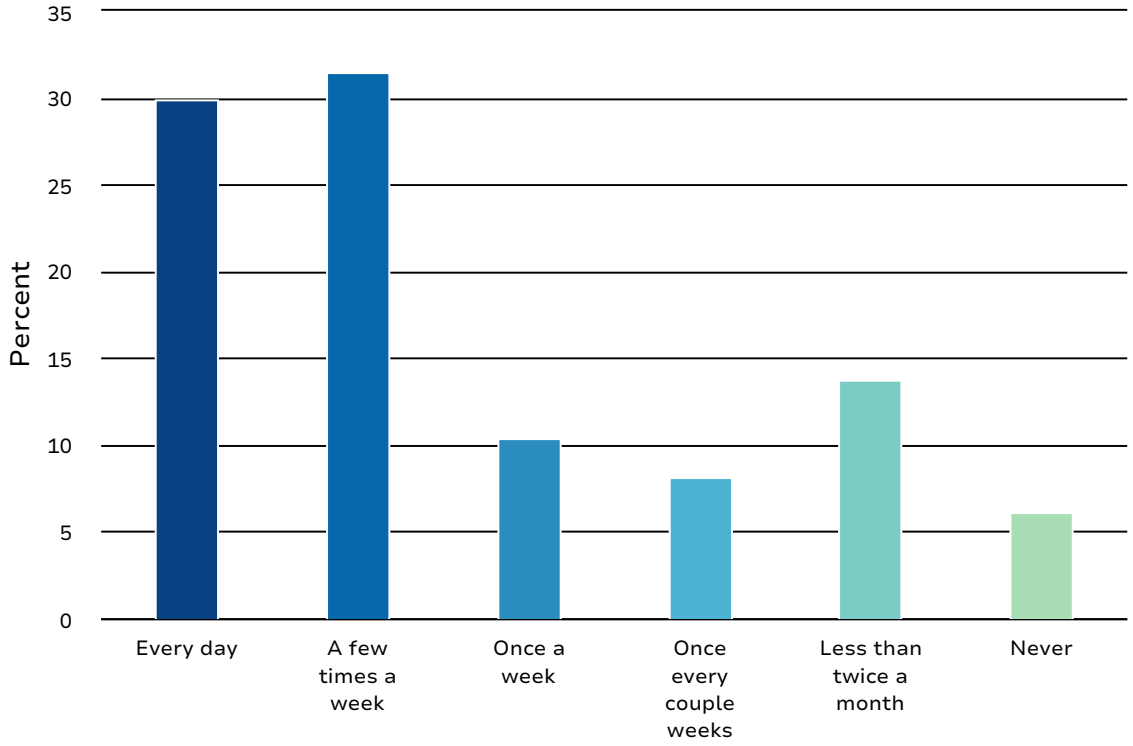
2. How long have you lived in your neighbourhood?



Value	Percent	Responses
Less than 1 year	3.0%	20
1 to 10 years	28.6%	191
More than 10 years	68.4%	456

Totals: 667

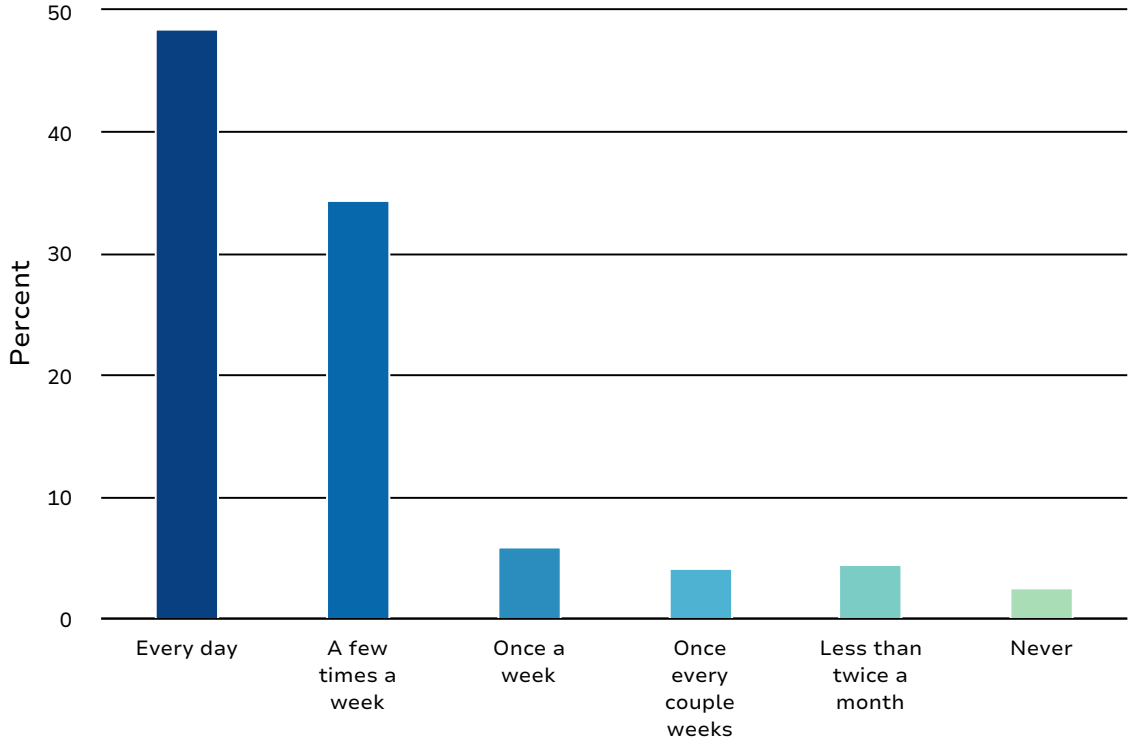
3. Think about the last few months and how you've moved around, into, and out of your neighbourhood. How often have you walked?



Value	Percent	Responses
Every day	30.0%	194
A few times a week	31.5%	204
Once a week	10.4%	67
Once every couple weeks	8.2%	53
Less than twice a month	13.8%	89
Never	6.2%	40

Totals: 647

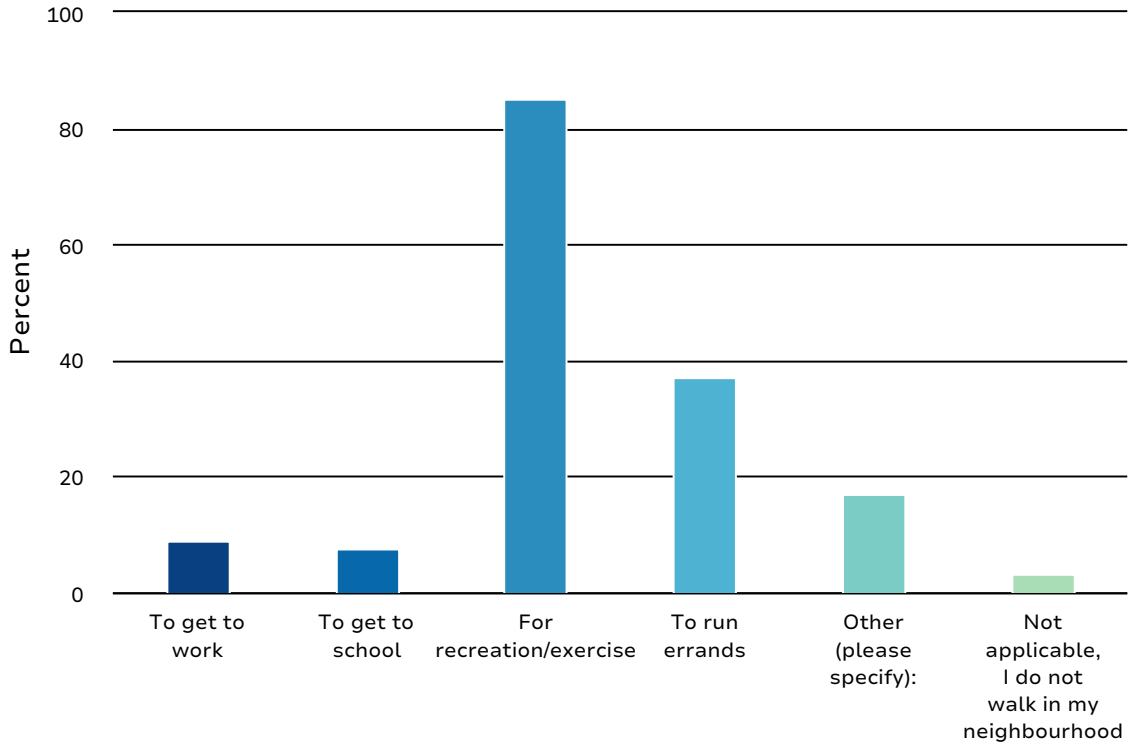
4. How often do you typically walk during the summer months?



Value	Percent	Responses
Every day	48.6%	314
A few times a week	34.4%	222
Once a week	5.9%	38
Once every couple weeks	4.2%	27
Less than twice a month	4.5%	29
Never	2.5%	16

Totals: 646

5. Why do you walk? Please select all that apply.



Value	Percent	Responses
To get to work	9.0%	58
To get to school	7.6%	49
For recreation/exercise	85.2%	551
To run errands	37.4%	242
Other (please specify):	17.2%	111
Not applicable, I do not walk in my neighbourhood	3.2%	21

Other (please specify):	Count
Dog	8
Walk the dog	6
Totals	110

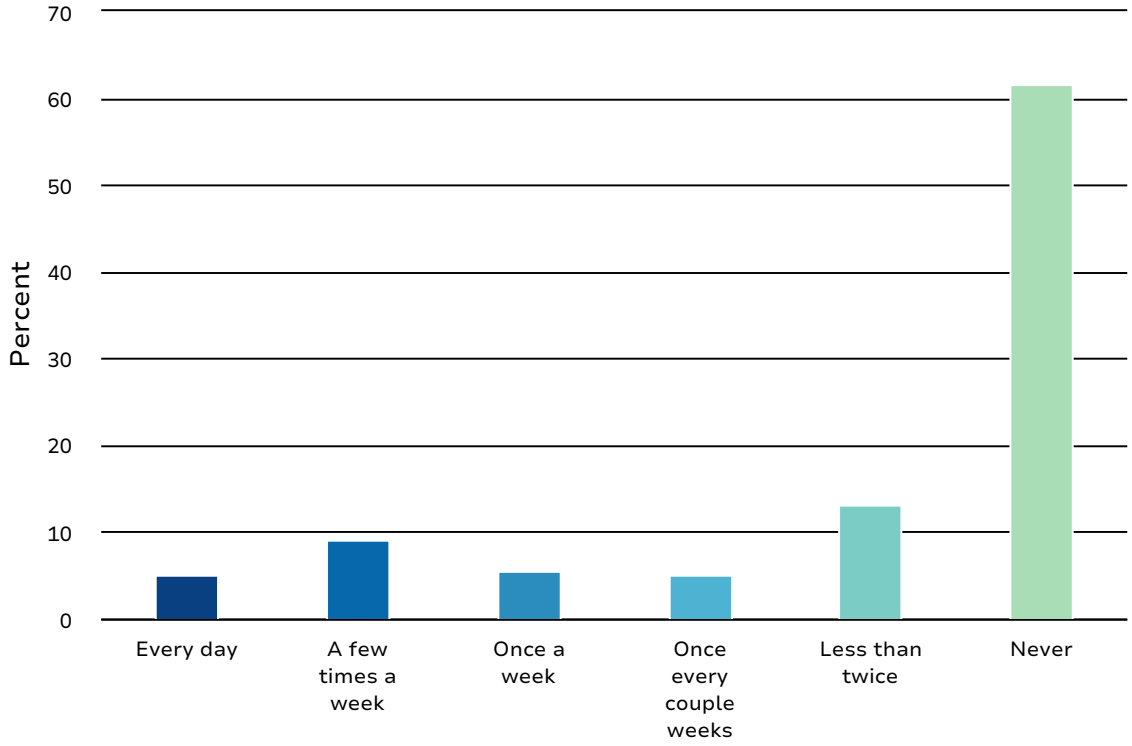
Other (please specify):	Count
dog	4
walk the dog	4
Dog walking	3
Walk dog	3
get mail	3
To visit my grandkids down the street	2
To walk my dog	2
Visit neighbours	2
Walk dogs	2
dog walking	2
to visit friends	2
walk dog	2
1 block to the store	1
Church	1
Dog walking	1
Enjoy nature and the neighborhood	1
Get mail from community box	1
Get to friends houses	1
Go to mail box	1
Going to store bank	1
I do not own a car	1
I have a dog who likes to explore.	1
I'm retired	1
Totals	110

Other (please specify):	Count
Just around the neighborhood to the neighbors or drone the street a little bit	1
Mail box	1
Mailbox / Neighbors	1
Meet neighbors and go to Assiniboine Park	1
Pick up my daughter from school bus stop	1
Pickup mail (community mailbox), walk dog, take child to daycare/bus stop	1
Retire walk on sidewalk wen is not to cold or going to walk at the mall	1
Shopping, visiting family	1
Social	1
Sometimes	1
Supervision of collection and delivery of school kids when walking and cycling to school and home	1
Take my dogs for a walk three times a day	1
Take our dog for a walk	1
Take the dog for a walk	1
To bus, walk the dogs	1
To drop off and pick up my kids from their friends or check on them at the park	1
To get mail	1
To get mail from community mailbox	1
To go to the liquor store and for coffee.	1
To pick up the mail	1
To visit family	1
To visit grandkids down the streey	1
Totals	110

Other (please specify):	Count
To walk my dog.	1
Travel to near by friends	1
Visit friends; attend events, etc	1
Walk a dog	1
Walk dog/exercise	1
Walk grandchildren, get mail	1
Walk my dog	1
Walk my dog, walk home from nearby bus stops after work	1
Walk my dogs	1
Walk with child	1
Walking dog	1
Walking dogs	1
Walking my dog	1
Walking my dogs	1
Walking my pets, mental health reasons	1
around my garden	1
catch bus	1
collect mail	1
dog walk	1
find wildflowers and pretty herbs :)	1
mailbox	1
to get the mail	1
to volunteer at the Assiniboine Park	1
Totals	110

Other (please specify):	Count
visit	1
visiting neighbours	1
walk a big dog 3X/day	1
walk dogs	1
walk my dogs 3 times a day	1
walking dog	1
walking my dog :)	1
walking the dog	1
with grandchildren	1
Totals	110

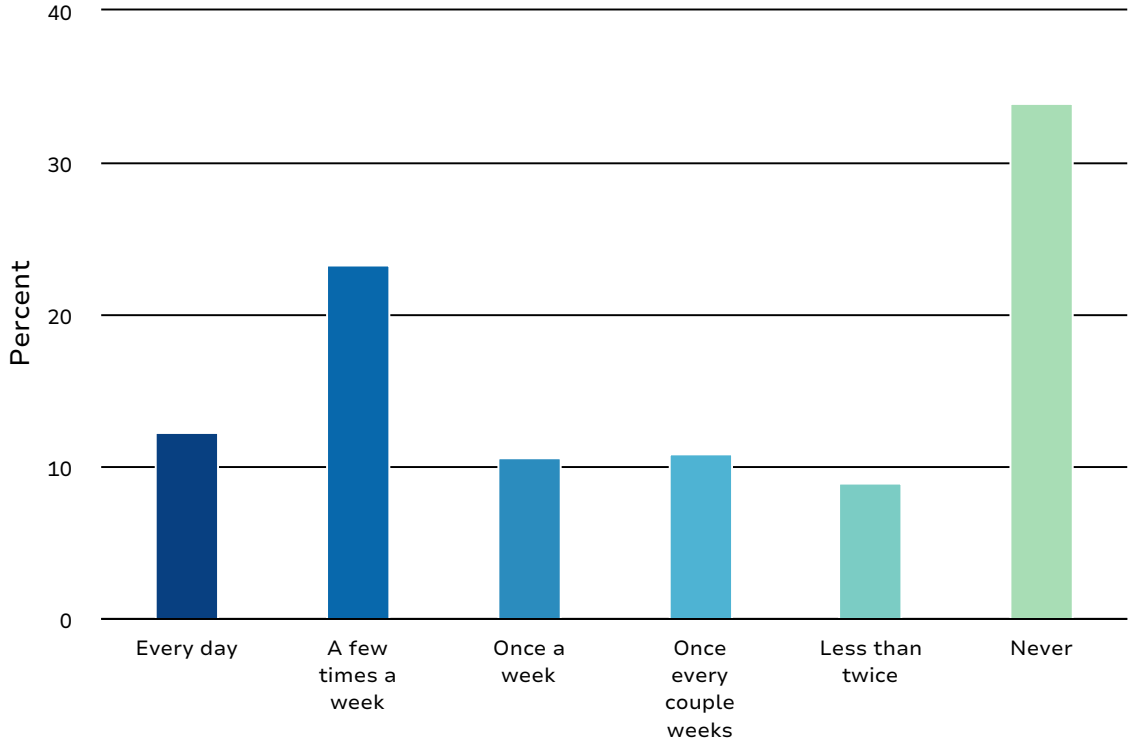
6. Think about the last few months and how you've moved around, into, and out of your neighbourhood. How often have you cycled, used a two-wheel scooter, skateboarded, or rollerbladed/skated?



Value	Percent	Responses
Every day	5.1%	33
A few times a week	9.3%	60
Once a week	5.6%	36
Once every couple weeks	5.1%	33
Less than twice	13.2%	85
Never	61.6%	397

Totals: 644

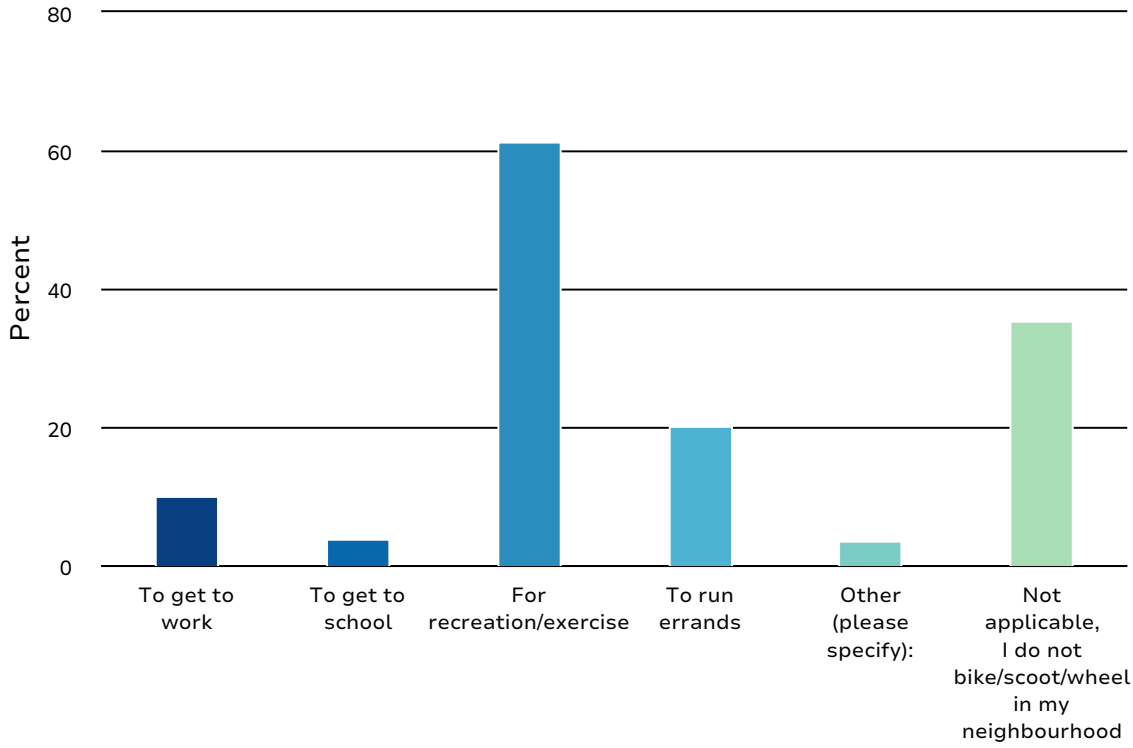
7. How often do you typically cycle, use a two-wheel scooter, skateboard, or rollerblade/skate during the summer months?



Value	Percent	Responses
Every day	12.3%	79
A few times a week	23.3%	150
Once a week	10.6%	68
Once every couple weeks	10.9%	70
Less than twice	9.0%	58
Never	34.0%	219

Totals: 644

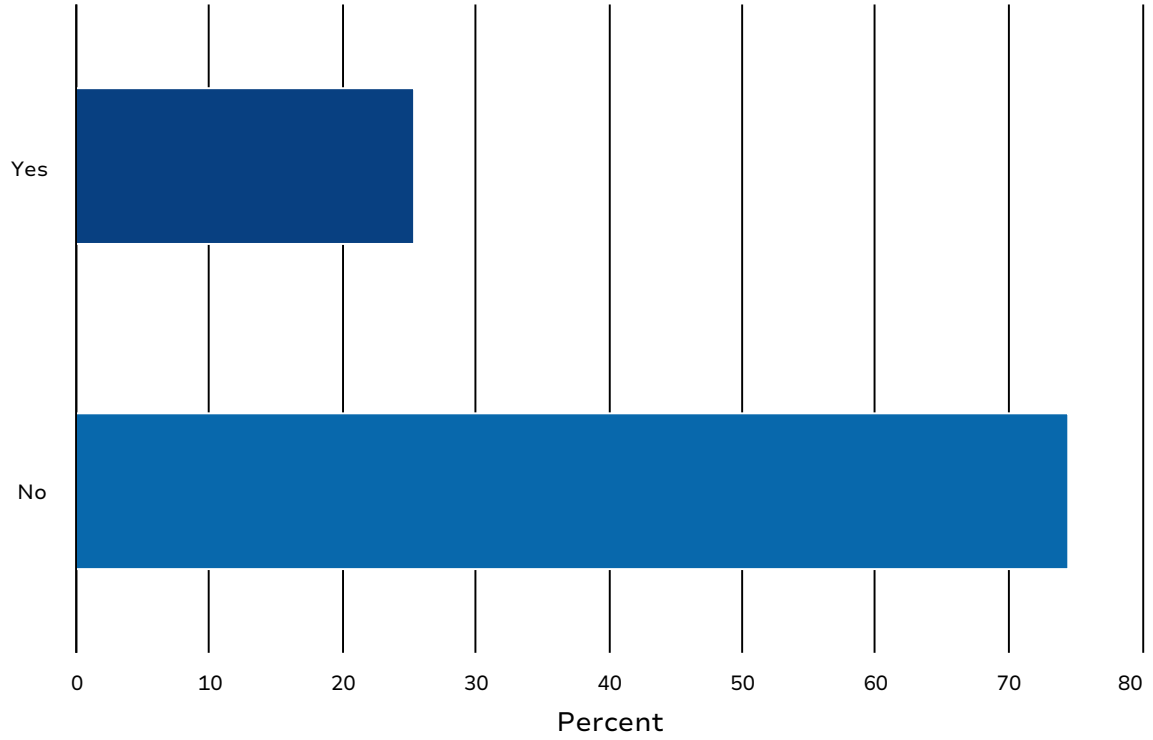
8. Why do you bike/scoot/wheel? Please select all that apply.



Value	Percent	Responses
To get to work	10.1%	65
To get to school	3.9%	25
For recreation/exercise	61.5%	396
To run errands	20.2%	130
Other (please specify):	3.6%	23
Not applicable, I do not bike/scoot/wheel in my neighbourhood	35.4%	228

Other (please specify):	Count
Dog	1
Exercise	1
Family activity with local, visiting grandchildren	1
Go with grandchildren	1
It's the default mode of transportation in the summer.	1
Kids activities	1
Sometimes	1
Supervising kids transport	1
Take children on bike ride	1
To bike with my dogs	1
To save money	1
To walk my dog	1
Transportation	1
Visit friend	1
Visit friends	1
Visit friends and family	1
Visit nearby friends	1
drive with grandchildren	1
fun	1
to visit friends	1
use a walker to assist my balance	1
Totals	21

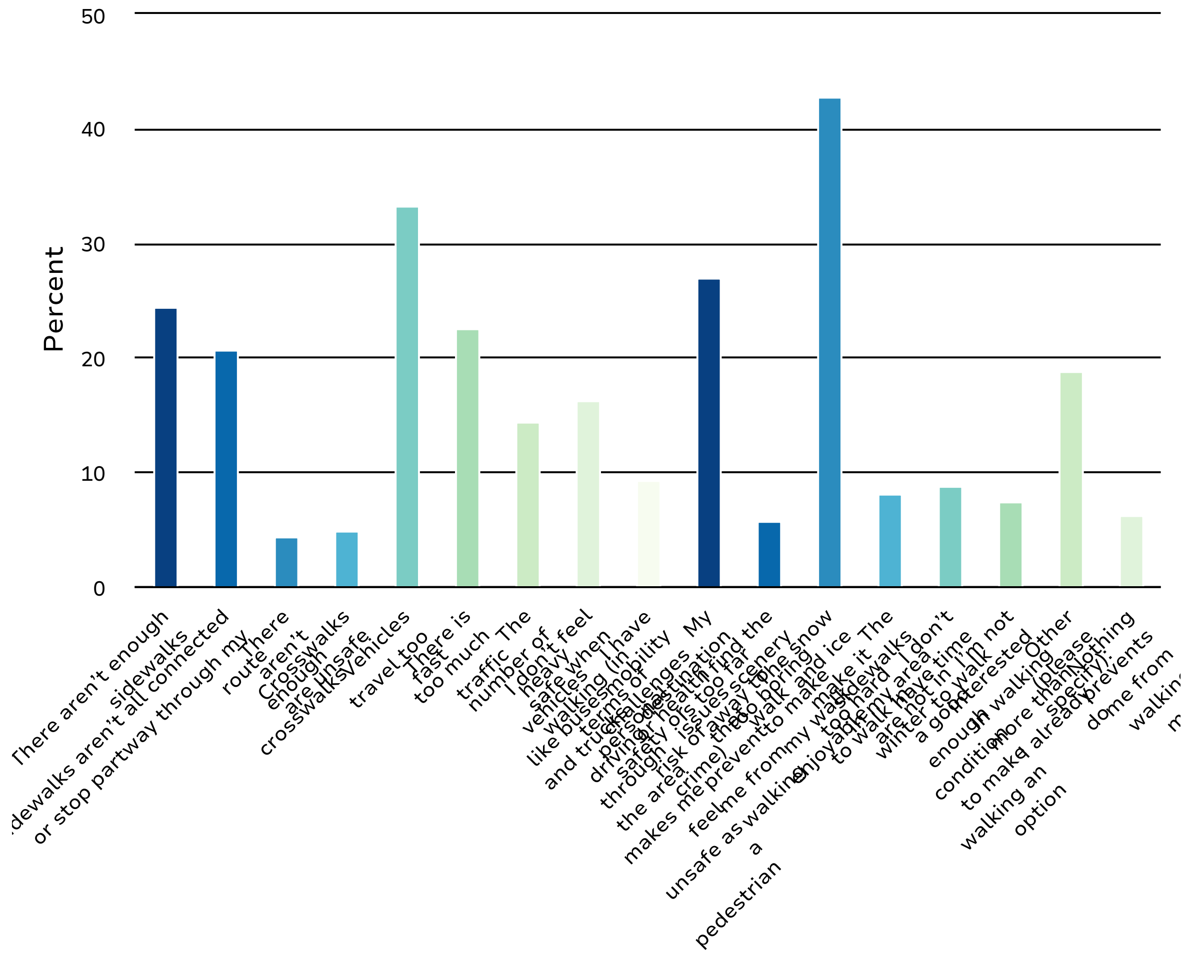
9. Are there specific reasons why you choose not to walk, bike, or wheel around your neighbourhood?



Value	Percent	Responses
Yes	25.4%	162
No	74.6%	476

Totals: 638

10. Which of the following, if any, prevent you from walking more in your neighbourhood? Select all that apply.



Value	Percent	Responses
There aren’t enough sidewalks	24.5%	39
Sidewalks aren’t all connected or stop partway through my route	20.8%	33
There aren’t enough crosswalks	4.4%	7
Crosswalks are unsafe	5.0%	8
Vehicles travel too fast	33.3%	53
There is too much traffic	22.6%	36

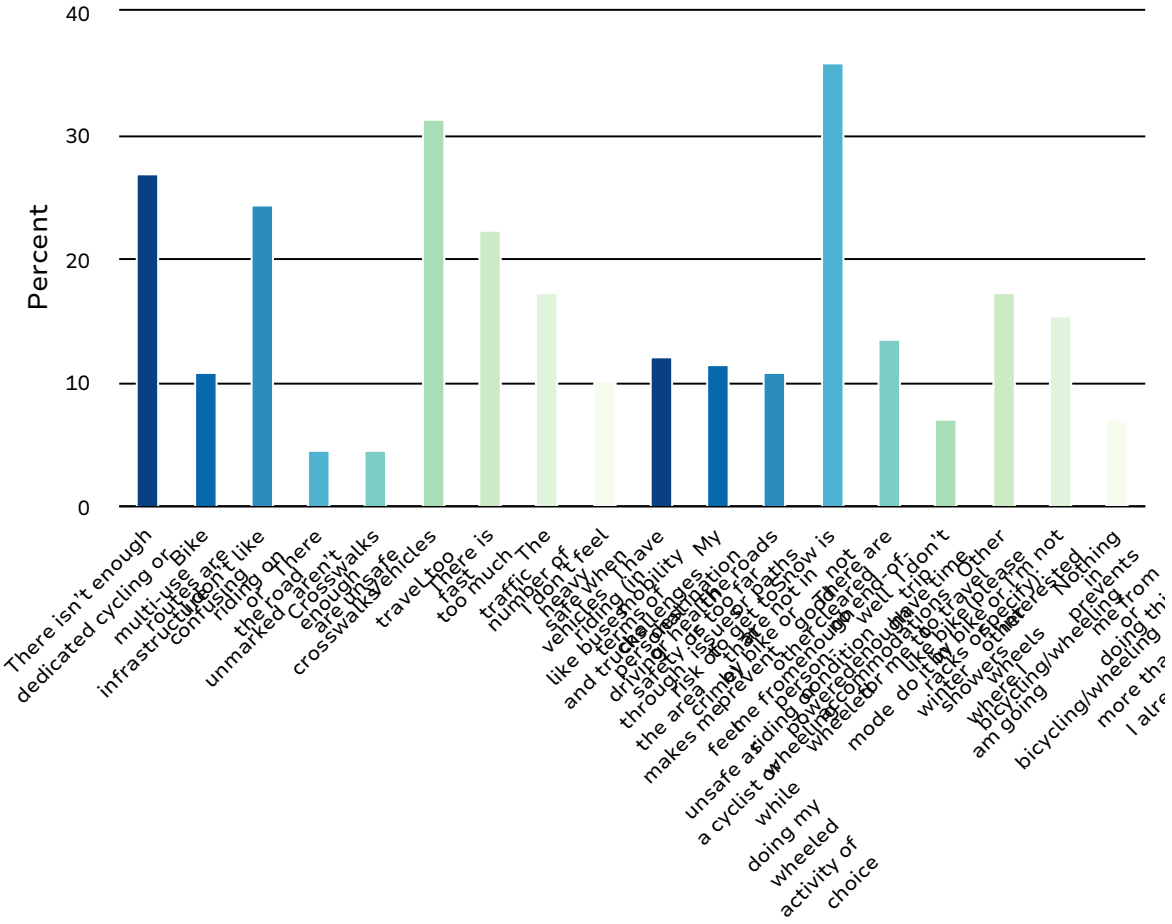
Value	Percent	Responses
The number of heavy vehicles like buses and trucks driving through the area makes me feel unsafe as a pedestrian	14.5%	23
I don’t feel safe when walking (in terms of personal safety or risk of crime)	16.4%	26
I have mobility challenges or health issues that prevent me from walking	9.4%	15
My destination is too far away to walk	27.0%	43
I find the scenery too boring to make my walk enjoyable	5.7%	9
The snow and ice make it too hard to walk in winter	42.8%	68
The sidewalks in my area are not in a good enough condition to make walking an option	8.2%	13
I don’t have time to walk	8.8%	14
I’m not interested in walking more than I already do	7.5%	12
Other (please specify):	18.9%	30
Nothing prevents me from walking more	6.3%	10

Other (please specify):	Count
At times I have some mobility issues due to arthritis.	1
Bad weather, not enough time alloted to walk	1
Have some issues with my knee	1
I am away in the summer	1
I drive a vehicle and enjoy the greater freedom of movement it provides.	1
Totals	30

Other (please specify):	Count
I go to the gym 3 hours a day 6 times a week. No need to walk around	1
I walk enough at work	1
I work out of town	1
I'm 71 years old 😄	1
Icy conditions	1
It's winter	1
Its winter and I don't want to slip and fall	1
Lazy	1
No bike	1
Some dog walkers are "off leash" when they shouldn't be and it feels like you are "running the gauntlet" to get through the area by the community centre.	1
Some mobility issues relating to arthritis	1
Sometimes	1
The recreational walkways that I used to use are have homeless people living along them	1
The side walks are uneven, cracked and in bad condition	1
This neighborhood was built, primarily, without sidewalks, yet vehicles are permitted to to travel at 50kph, and routinely exceed that, even with pedestrians along the road.	1
Travelling to work	1
Walking disability	1
Walking to even the closest point of Pembina highway takes 30+ minutes. Going anywhere on foot is simply not practical	1
Weather	1
Totals	30

Other (please specify):	Count
When footing or traction on roads is difficult due to ice and snow, then find walking not very safe due to speed of vehicles and their unwillingness to share the road. Under such road conditions is is not always possible as a pedestrian to hug the curb..	1
When using Kirkbridge Park/baseball diamonds, I would have equipment to bring, so needed to drive. When I have no equipment to bring, then I would generally walk or ride my bike to baseball games.	1
With all of the crime as reported in the city, I am uncertain about my safety at times!	1
errands need more than I can carry	1
too much illegal parking	1
too much traffic	1
Totals	30

11. Which of the following, if any, prevent you from cycling, scooting, or otherwise wheeling within your neighbourhood? Select all that apply.



Value	Percent	Responses
There isn't enough dedicated cycling or multi-use infrastructure	26.9%	42
Bike routes are confusing or unmarked	10.9%	17
I don't like riding on the road	24.4%	38
There aren't enough crosswalks	4.5%	7
Crosswalks are unsafe	4.5%	7
Vehicles travel too fast	31.4%	49

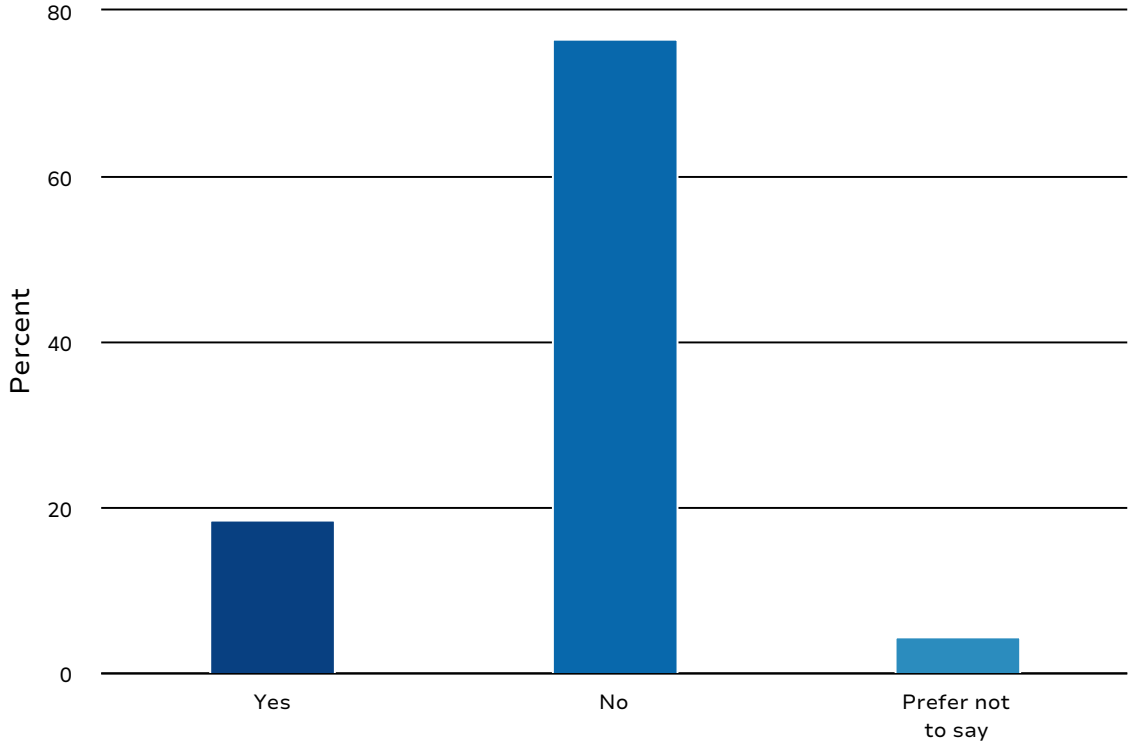
Value	Percent	Responses
There is too much traffic	22.4%	35
The number of heavy vehicles like buses and trucks driving through the area makes me feel unsafe as a cyclist or while doing my wheeled activity of choice	17.3%	27
I don’t feel safe when riding (in terms of personal safety or risk of crime)	10.3%	16
I have mobility challenges or health issues that prevent me from riding or wheeling	12.2%	19
My destination is too far to get to by bike or other person-powered wheeled mode	11.5%	18
The roads or paths are not in good enough condition	10.9%	17
Snow is not cleared well enough for me to do it in winter	35.9%	56
There are no end-of-trip accommodations like bike racks or showers where I am going	13.5%	21
I don’t have time to travel by bike or other wheels	7.1%	11
Other (please specify):	17.3%	27
I’m not interested in bicycling/wheeling or bicycling/wheeling more than I already do	15.4%	24
Nothing prevents me from doing this	7.1%	11

Other (please specify):	Count
8-9 am is dangerous on road	1
Age	1
Already going to gym 3 hours a day 6 times a week	1
Totals	27

Other (please specify):	Count
Disability walking impairment	1
Disconnected separated bike paths; insufficient and ineffective options used for 'protected' bike lanes (e.g. plastic pylons); Pembina bike lanes are used to store snow all winter; the list goes on	1
Done own a bike	1
I am running errands which require a car	1
I don't own a bicycle	1
I'm getting older and I don't like to walk or ride a bike	1
If there was a bike lane or shared use path on Portage I would cycle absoulutely everywhere	1
Issues with my knee	1
It is not safe for my children to ride bikes/scooters/ roller blades on ice and snow.	1
Lazy	1
Mobility issues	1
My cycling days are behind me.	1
My last bike was stolen so I don't own one	1
No bike paths except in park	1
Not enough time and too cold during the winter	1
Other than driving/walking, I have no other means of accessing the neighbourhood.	1
Our bikes were stolen from our garage last year.	1
Risk of bike theft at destination	1
Risk of bike theft once at destination, even when bike is locked with a U-bolt lock.	1
Sidewalks are in bad condition (for small kids)	1
The number of bike thefts is daunting. Even locking one's bike up does not guarantee it will not be stolen.	1
Totals	27

Other (please specify):	Count
Too cold to bicycle during winter months	1
Winter, Work requirements	1
never learned to ride a bike, not interested in the other forms mentioned	1
Totals	27

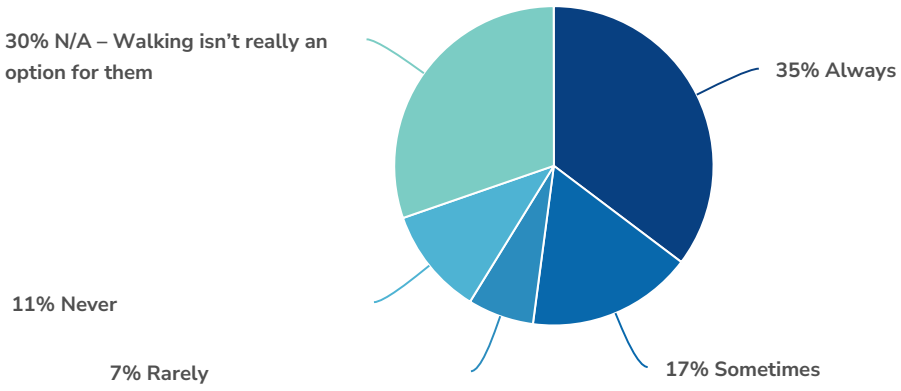
12. Are there school-aged children (children under age 12) in your household?



Value	Percent	Responses
Yes	18.7%	121
No	76.8%	496
Prefer not to say	4.5%	29

Totals: 646

13. How often, if at all, do you encourage the children in your household to walk to school?



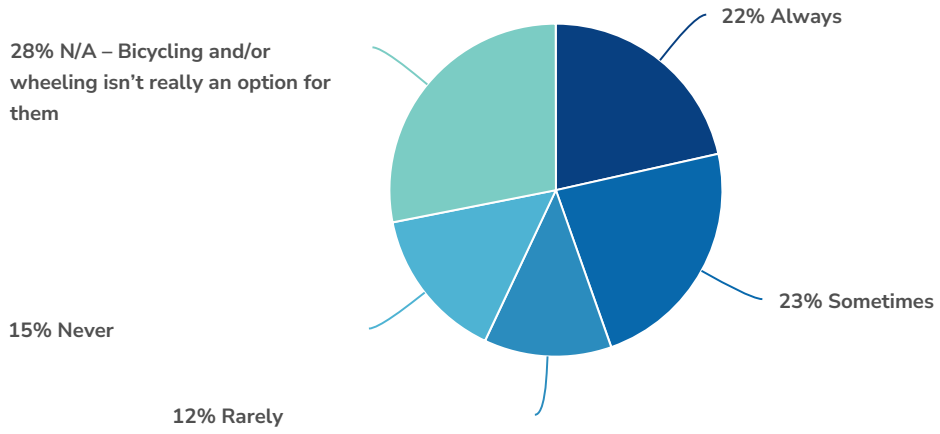
Value	Percent	Responses
Always	35.3%	42
Sometimes	16.8%	20
Rarely	6.7%	8
Never	10.9%	13
N/A – Walking isn't really an option for them	30.3%	36

Totals: 119

14. If you answered ‘Rarely’ or ‘Never’ to the question before, please let us know why in the following comment box.

ResponseID	Response
2	s s ssss
162	The English catchment school is to far away and across portage ave (grade1 kids shouldn't have to cross a p1 street alone or on a bicycle to get to school)
180	Distance
187	No children that age in household
236	Because they go to daycare before and after school, and the daycare requires an adult to drop them off and pick them up.
273	Is a bit far and requires crossing Fermor, which is not safe.
357	Too young
389	School is too far from our house to walk.
492	Too fare, too dangerous
503	School bus
511	During summer months, I sometimes walk my son to school but during winter, we use the car.
518	School bus comes to pick them in the morning and drop them off after school
539	Don't have small children
566	it's cold
589	Because, it is often too cold outside
603	Prefer to drive
627	Do not like child walking without supervision.
638	It's way too dangerous down Hawstead for them to walk. Way too much traffic travelling too fast and too close to pedestrians.
646	School is a little far from our house
668	We live to far from the school

15. How often, if at all, do you encourage the children in your household to bicycle, scooter, or take another person-powered wheeled mode to school?



Value	Percent	Responses
Always	21.5%	26
Sometimes	23.1%	28
Rarely	12.4%	15
Never	14.9%	18
N/A – Bicycling and/or wheeling isn't really an option for them	28.1%	34

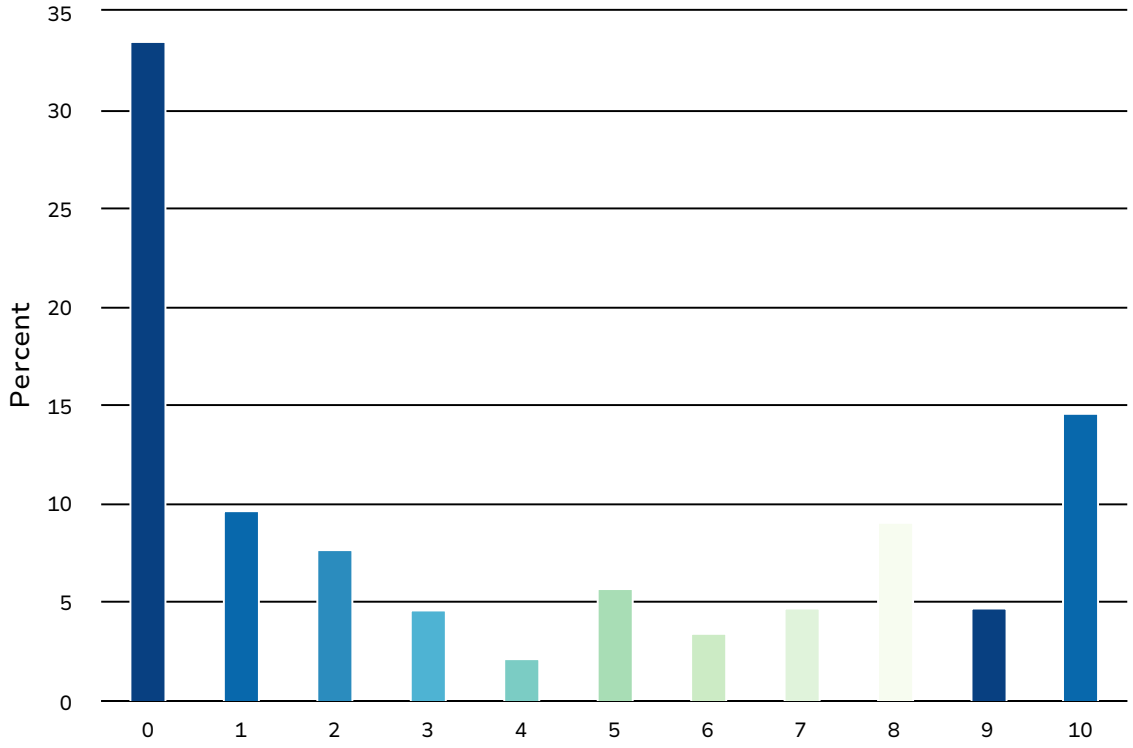
Totals: 121

16. If you answered ‘Rarely’ or ‘Never’ to the question before, please let us know why in the following comment box.

ResponseID	Response
28	Didn't think about it. They always walk.
33	We love biking but the traffic is too heavy at the times my daughter would be travelling to and from school; we would love for her to ride her bike to school. It is simply unsafe for her to go unaccompanied. It doesn't feel too safe when I do have the chance to accompany her. To get to school she takes the back alleys to avoid the speeds on Assiniboine. My daughter and wife have had four "close calls" just walking to school over the last five years. They often must walk on the boulevard (where there used to be a sidewalk along the south side of Assiniboine) just to feel safe. In the winter this is not an option due to the snow banks.
162	English catchment school is Across a major p1 route
170	almost always walk to school
180	Distance
184	They aren't in school yet
187	No children
222	Elementary school is within a block and would take longer with 2 kids using training wheels. Also the 1st section of sidewalk is steep and broken.
226	Too busy and haven't thought of it
236	Because I have to go with them anyways to take them into their before and after school daycare. Also, bicycles have been stolen from outside their school (even when locked up).
243	Usually isn't time. We carpool to daycare and work.
273	Don't feel safe having her cross Fermor at St Marys or St Annes
289	Not of appropriate age
318	still learning to ride bikes
448	It is too far and they have disabilities.
457	Walk to school.

ResponseID	Response
462	They're too young to bike alone and would have to cross Pembina Hwy in order to get to their school.
466	Always walk to and from school. When we walk.
492	Dangerous, because the street is a pass through
503	School bus
511	We don't own one
518	There is always the school bus
566	it's cold in the winter
627	Drop children off to school via car
638	It's too dangerous in our neighbourhood.
646	Kids are too little, and easier to drive to school
668	The school is to far
683	Child is too young to bike to school/ to leave bike there and have him be responsible for it

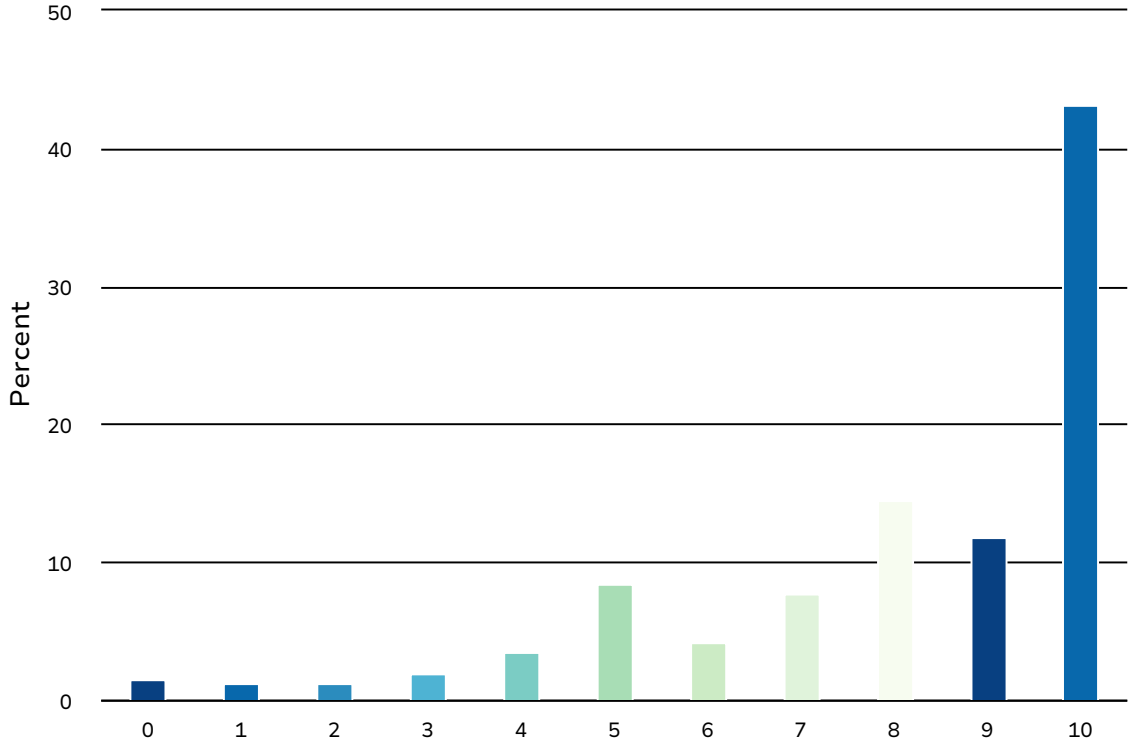
17. How concerned are you with speeding within your neighbourhood. Zero is not at all concerned and 10 is extremely concerned



Value	Percent	Responses
0	33.5%	213
1	9.7%	62
2	7.7%	49
3	4.6%	29
4	2.2%	14
5	5.7%	36
6	3.5%	22
7	4.7%	30
8	9.1%	58
9	4.7%	30
10	14.6%	93

Totals: 636

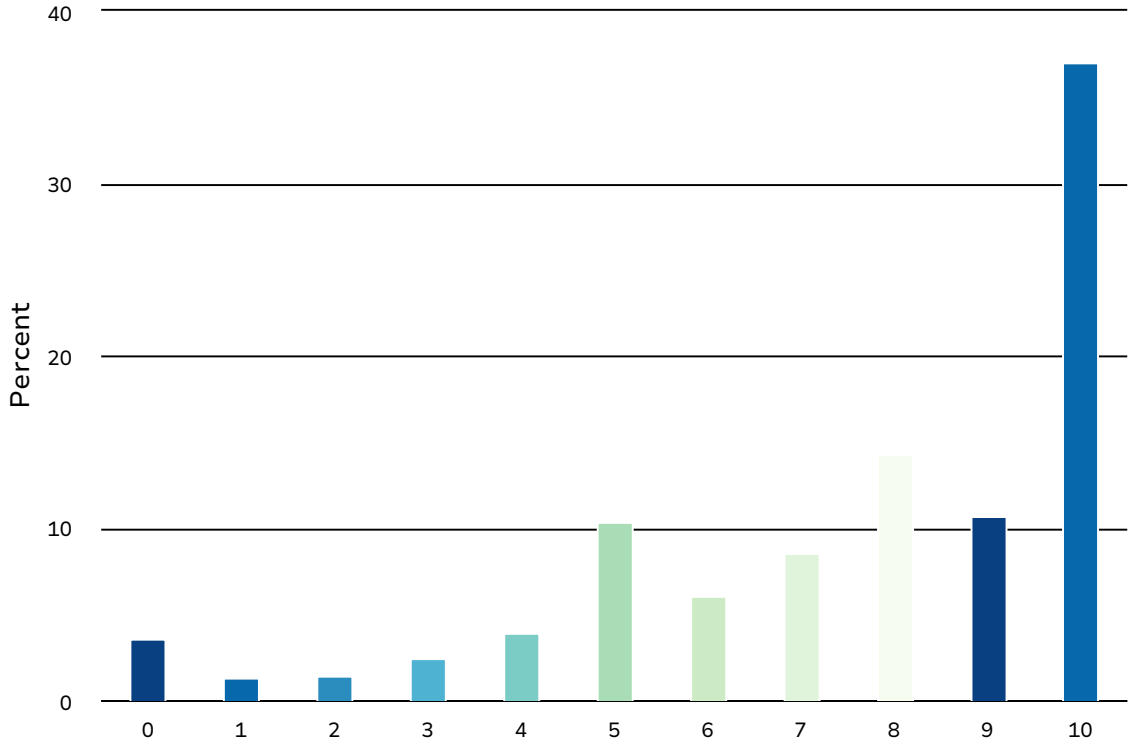
18. How easy do you find it to walk around your neighbourhood? Zero is not at all easy to walk and 10 is extremely easy to walk.



Value	Percent	Responses
0	1.6%	10
1	1.3%	8
2	1.3%	8
3	2.0%	13
4	3.6%	23
5	8.5%	54
6	4.2%	27
7	7.7%	49
8	14.6%	93
9	11.9%	76
10	43.2%	275

Totals: 636

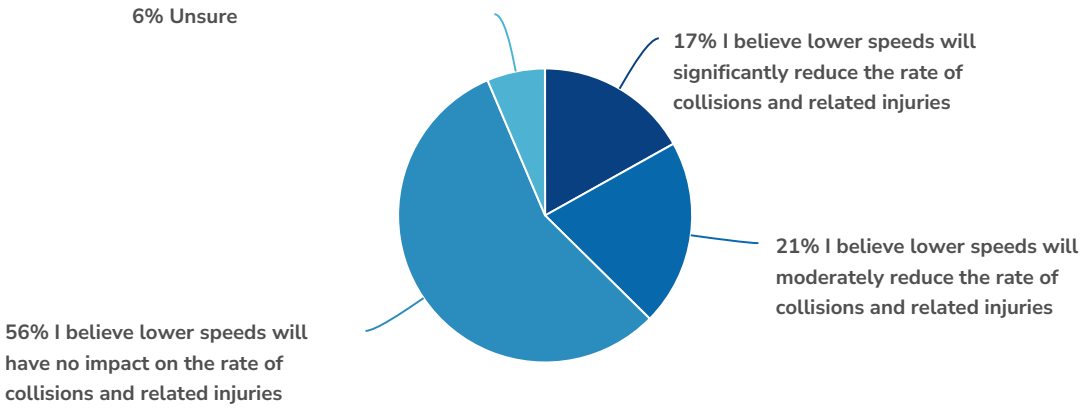
19. How easy do you find it to bike or otherwise wheel around your neighbourhood? Zero is not at all easy to cycle and 10 is extremely easy to cycle.



Value	Percent	Responses
0	3.6%	22
1	1.3%	8
2	1.5%	9
3	2.5%	15
4	4.0%	24
5	10.4%	63
6	6.1%	37
7	8.6%	52
8	14.3%	87
9	10.7%	65
10	37.1%	225

Totals: 607

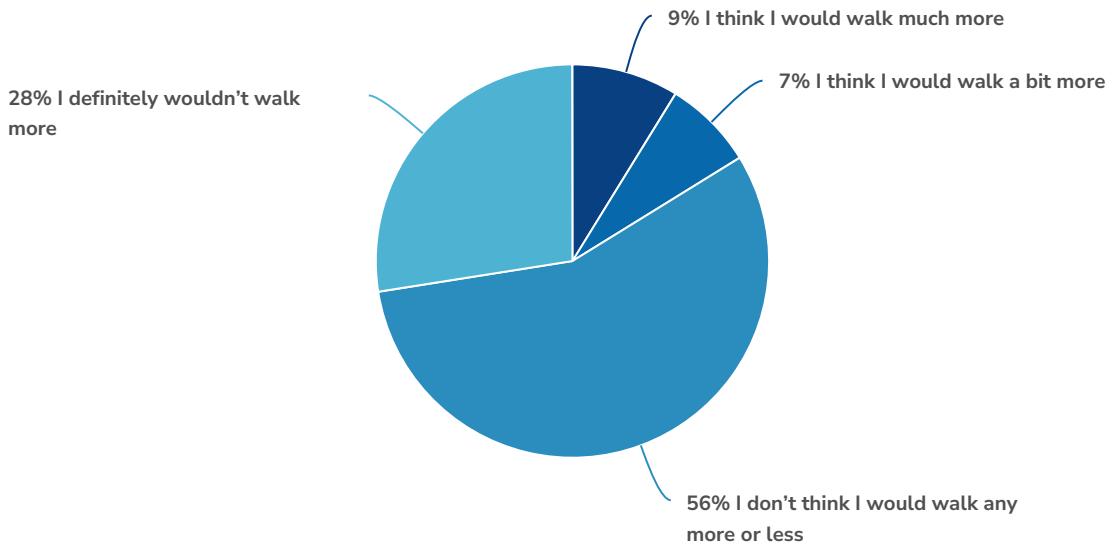
20. What impact do you think lower speed limits on residential streets will have on the rate of vehicle collisions and related injuries?



Value	Percent	Responses
I believe lower speeds will significantly reduce the rate of collisions and related injuries	16.9%	105
I believe lower speeds will moderately reduce the rate of collisions and related injuries	20.5%	128
I believe lower speeds will have no impact on the rate of collisions and related injuries	56.2%	350
Unsure	6.4%	40

Totals: 623

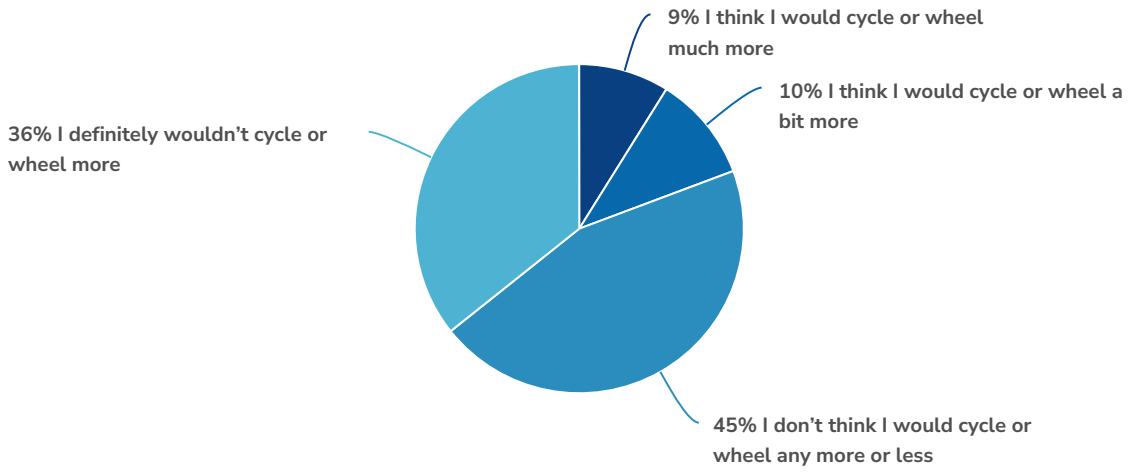
21. Do you think you would walk more within your neighbourhood if the speed limit was lower on residential streets?



Value	Percent	Responses
I think I would walk much more	8.8%	55
I think I would walk a bit more	7.4%	46
I don't think I would walk any more or less	56.3%	352
I definitely wouldn't walk more	27.5%	172

Totals: 625

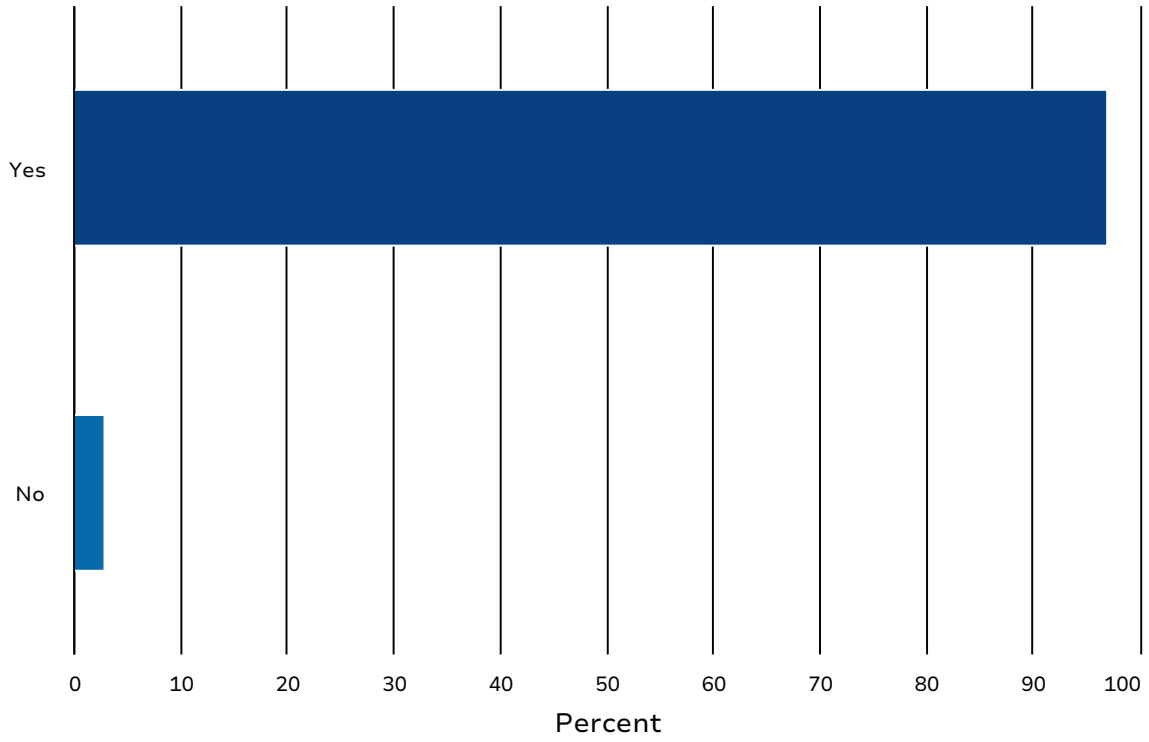
22. Do you think you would cycle or wheel more within your neighbourhood if the speed limit was lower on residential streets?



Value	Percent	Responses
I think I would cycle or wheel much more	8.9%	55
I think I would cycle or wheel a bit more	10.4%	64
I don't think I would cycle or wheel any more or less	45.0%	277
I definitely wouldn't cycle or wheel more	35.7%	220

Totals: 616

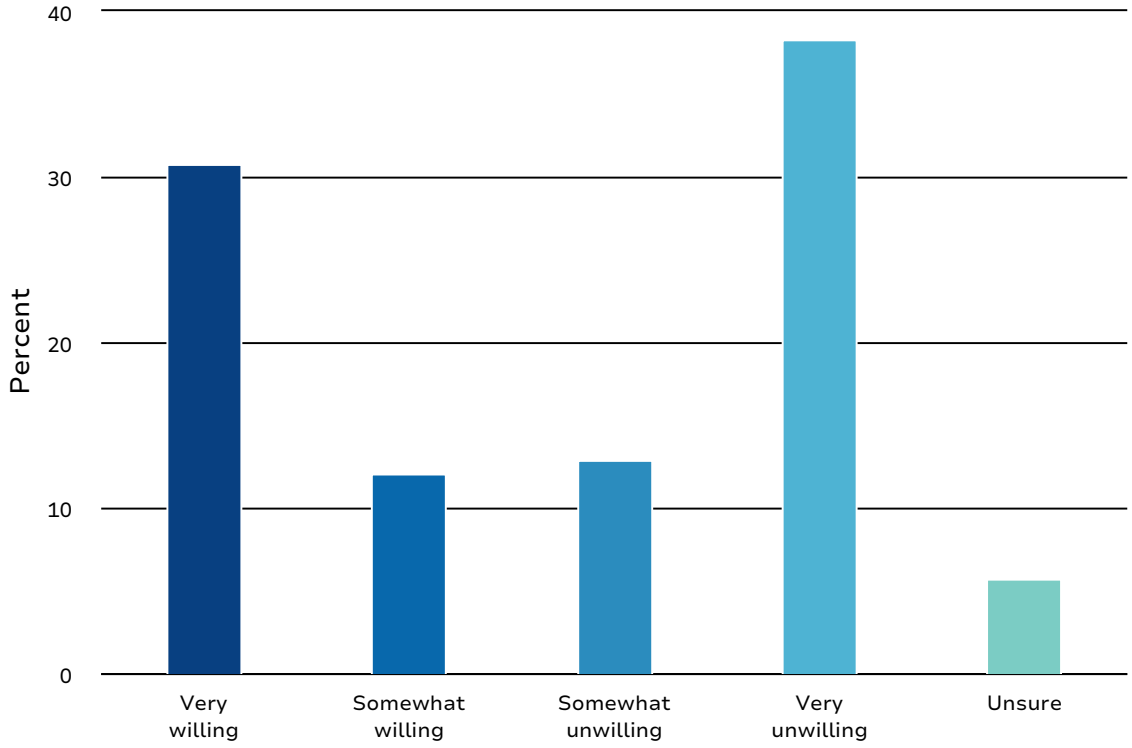
23. Do you drive?



Value	Percent	Responses
Yes	97.0%	606
No	3.0%	19

Totals: 625

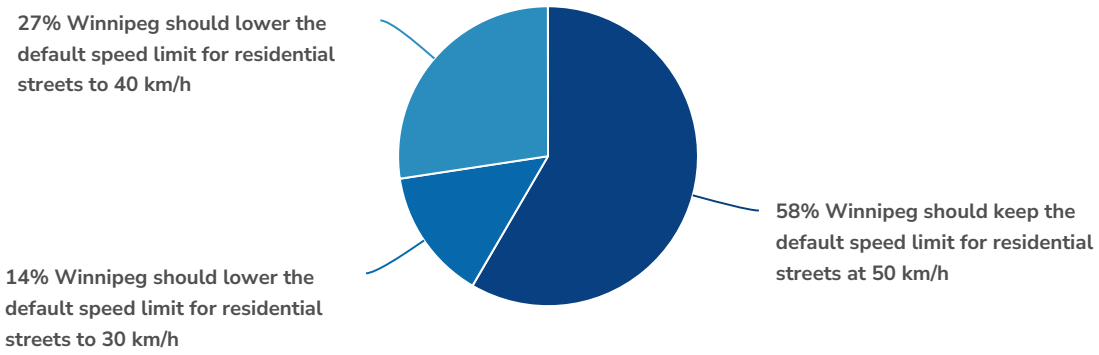
24. How willing would you be to accept approximately a 60 second or less increase in your daily travel time as a trade-off for lowering speed limits on residential streets in your neighbourhood?



Value	Percent	Responses
Very willing	30.8%	186
Somewhat willing	12.1%	73
Somewhat unwilling	12.9%	78
Very unwilling	38.3%	231
Unsure	5.8%	35

Totals: 603

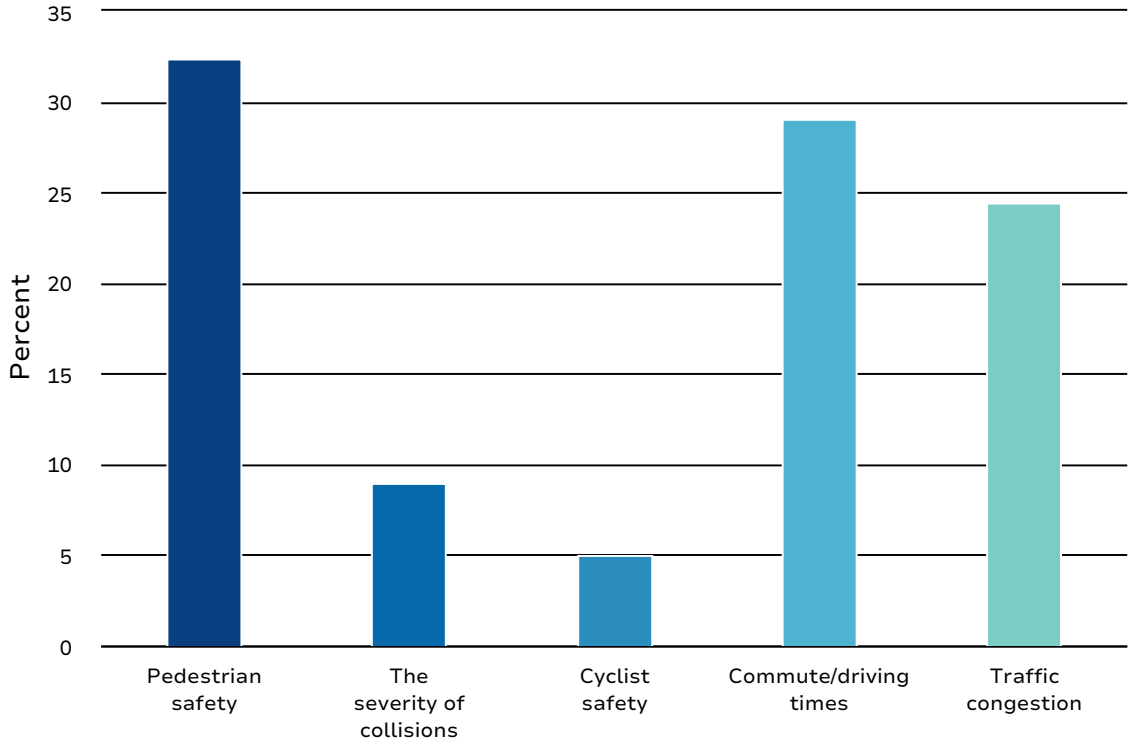
25. The default speed limit on city streets is 50 km/h. Some have called for the City to reduce speed limits on residential streets. What's your view on this? Select the option that most closely describes how you feel about speed limits on residential streets.



Value	Percent	Responses
Winnipeg should keep the default speed limit for residential streets at 50 km/h	58.4%	365
Winnipeg should lower the default speed limit for residential streets to 30 km/h	14.2%	89
Winnipeg should lower the default speed limit for residential streets to 40 km/h	27.4%	171

Totals: 625

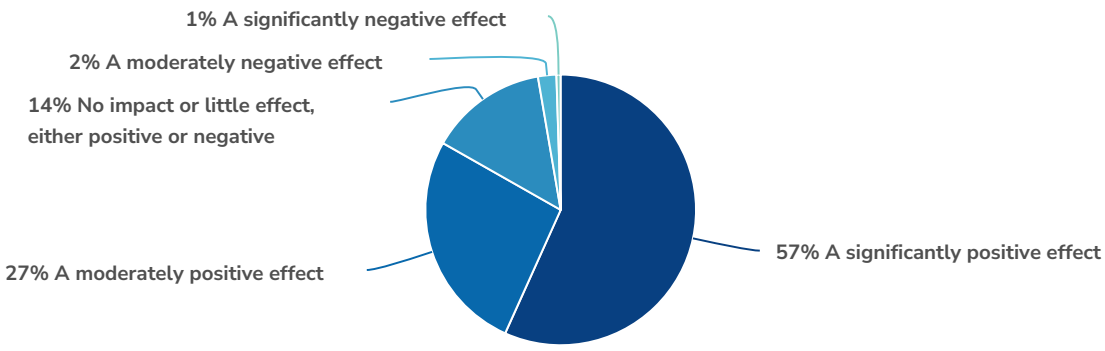
26. If the City of Winnipeg reduced the speed limit on residential streets to 30 km/h, what effect, if any, do you think that would have on the following?



Value	Percent	Responses
Pedestrian safety	32.4%	188
The severity of collisions	9.0%	52
Cyclist safety	5.0%	29
Commute/driving times	29.1%	169
Traffic congestion	24.5%	142

Totals: 580

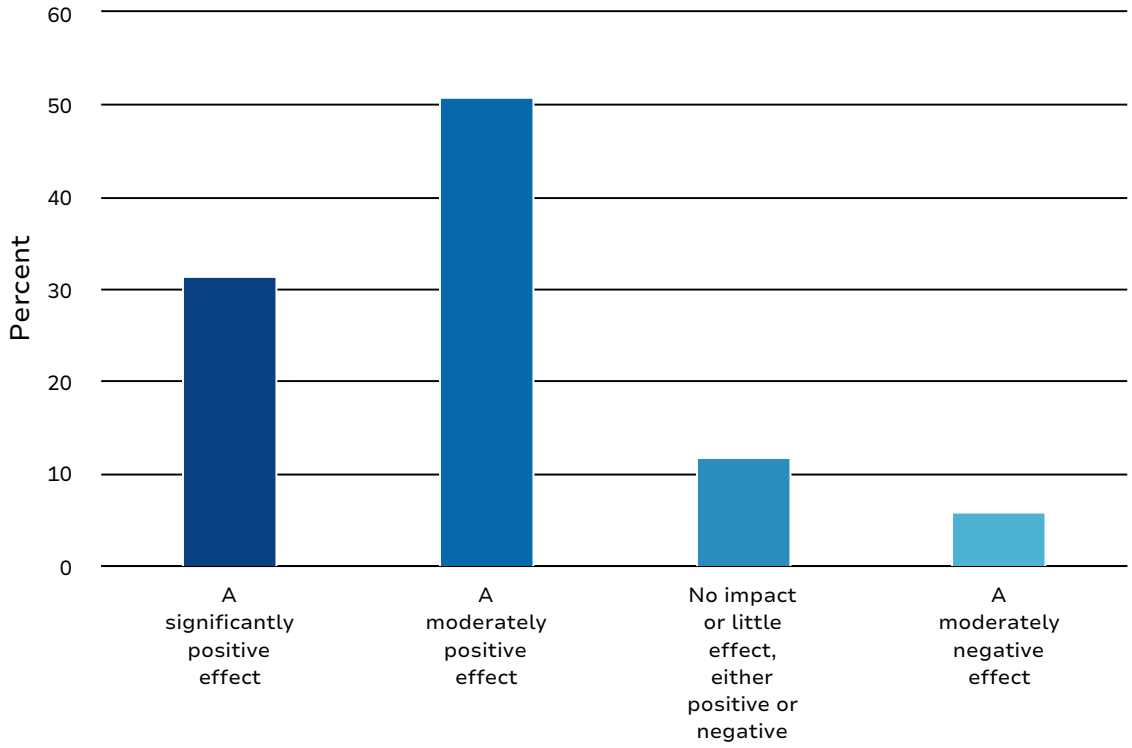
27. What effect would it have on pedestrian safety?



Value	Percent	Responses
A significantly positive effect	56.8%	105
A moderately positive effect	26.5%	49
No impact or little effect, either positive or negative	14.1%	26
A moderately negative effect	2.2%	4
A significantly negative effect	0.5%	1

Totals: 185

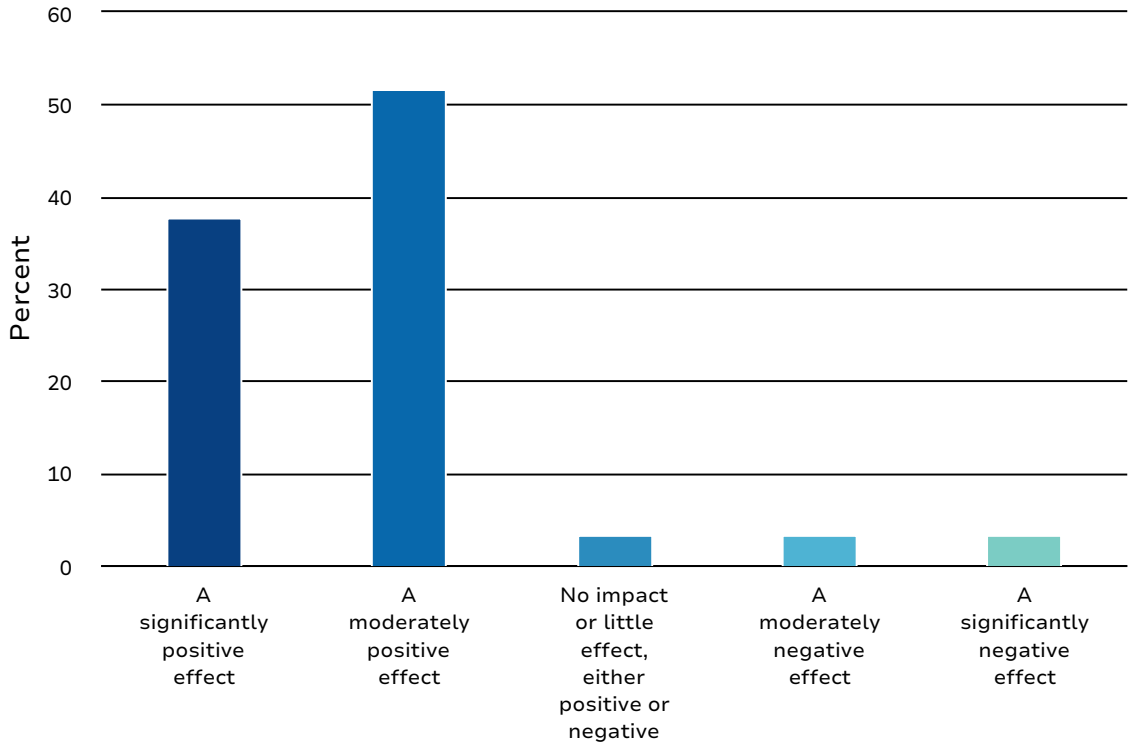
28. What effect would it have on the severity of collisions?



Value	Percent	Responses
A significantly positive effect	31.4%	16
A moderately positive effect	51.0%	26
No impact or little effect, either positive or negative	11.8%	6
A moderately negative effect	5.9%	3

Totals: 51

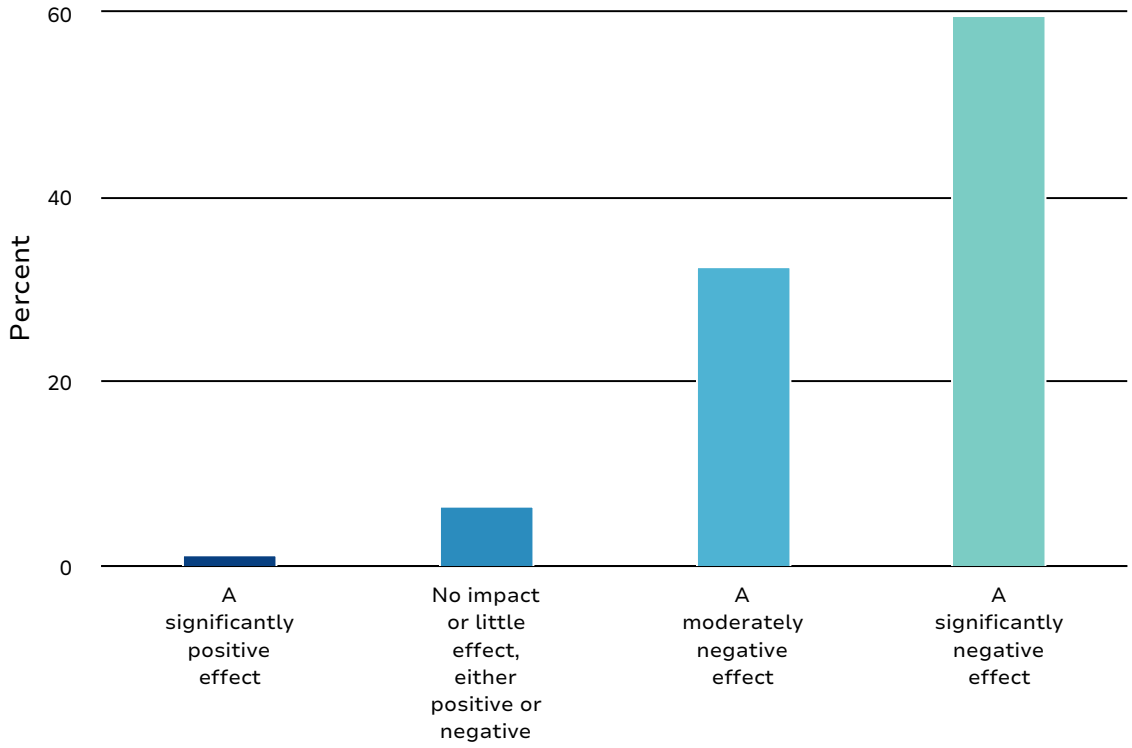
29. What effect would it have on cyclist safety?



Value	Percent	Responses
A significantly positive effect	37.9%	11
A moderately positive effect	51.7%	15
No impact or little effect, either positive or negative	3.4%	1
A moderately negative effect	3.4%	1
A significantly negative effect	3.4%	1

Totals: 29

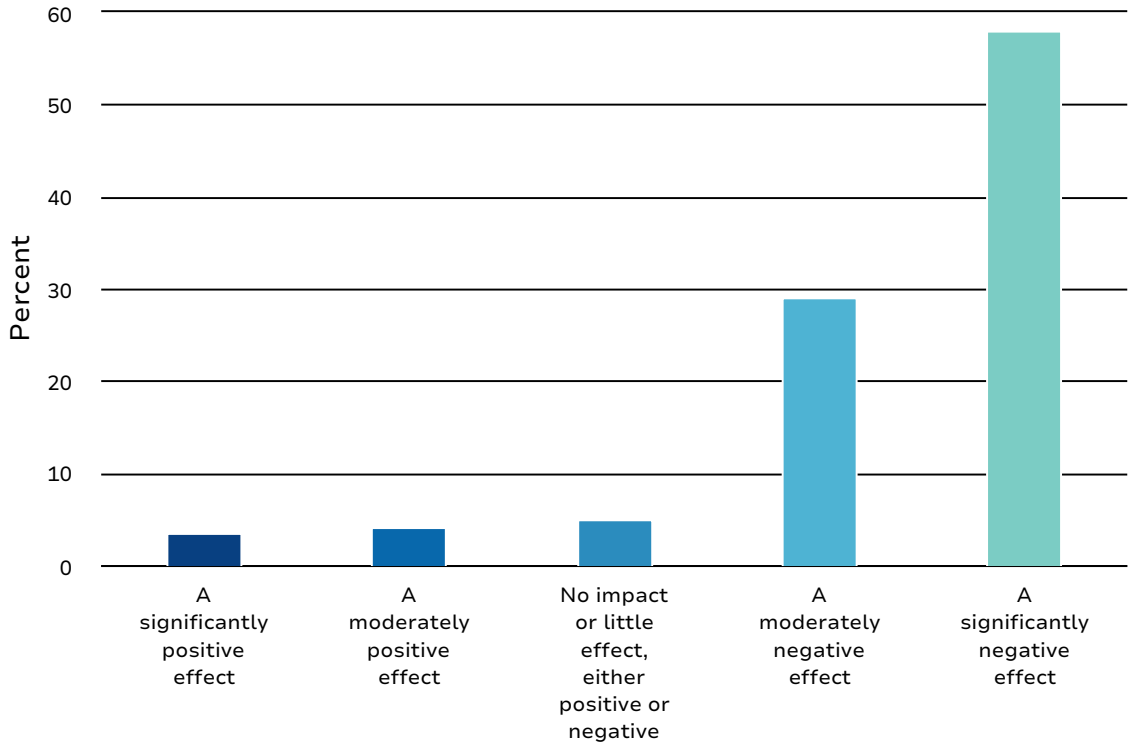
30. What effect would it have on the commute/driving times?



Value	Percent	Responses
A significantly positive effect	1.2%	2
No impact or little effect, either positive or negative	6.5%	11
A moderately negative effect	32.5%	55
A significantly negative effect	59.8%	101

Totals: 169

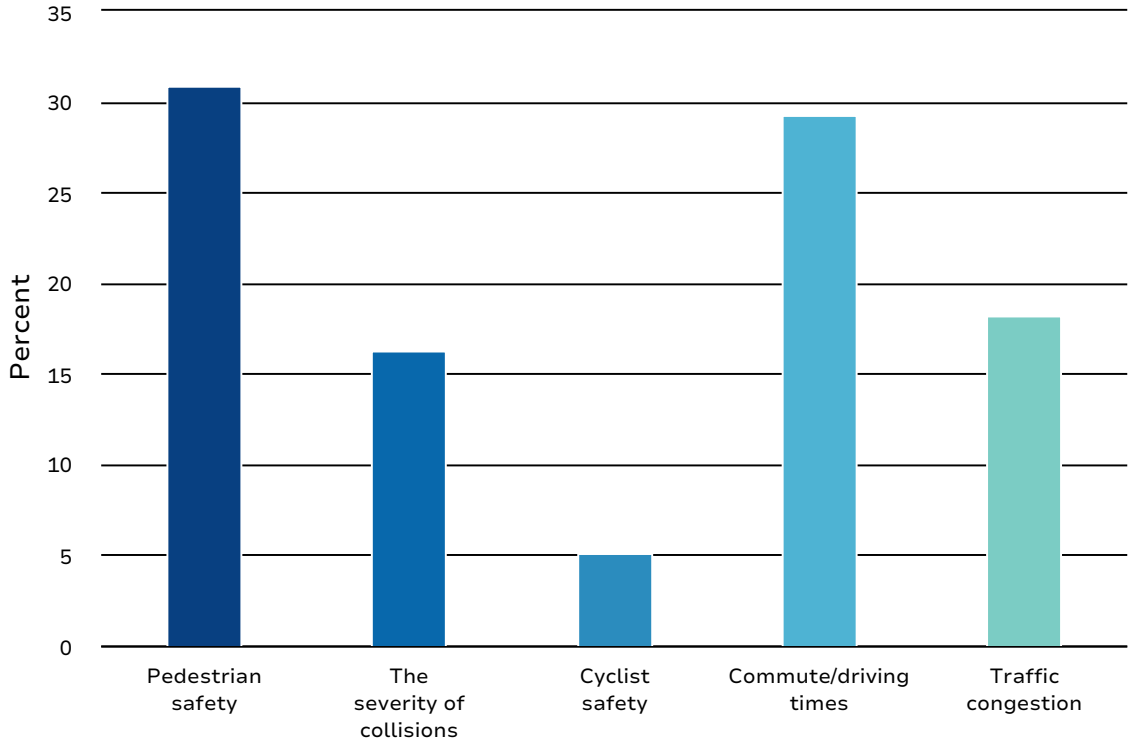
31. What effect would it have on traffic congestion?



Value	Percent	Responses
A significantly positive effect	3.5%	5
A moderately positive effect	4.3%	6
No impact or little effect, either positive or negative	5.0%	7
A moderately negative effect	29.1%	41
A significantly negative effect	58.2%	82

Totals: 141

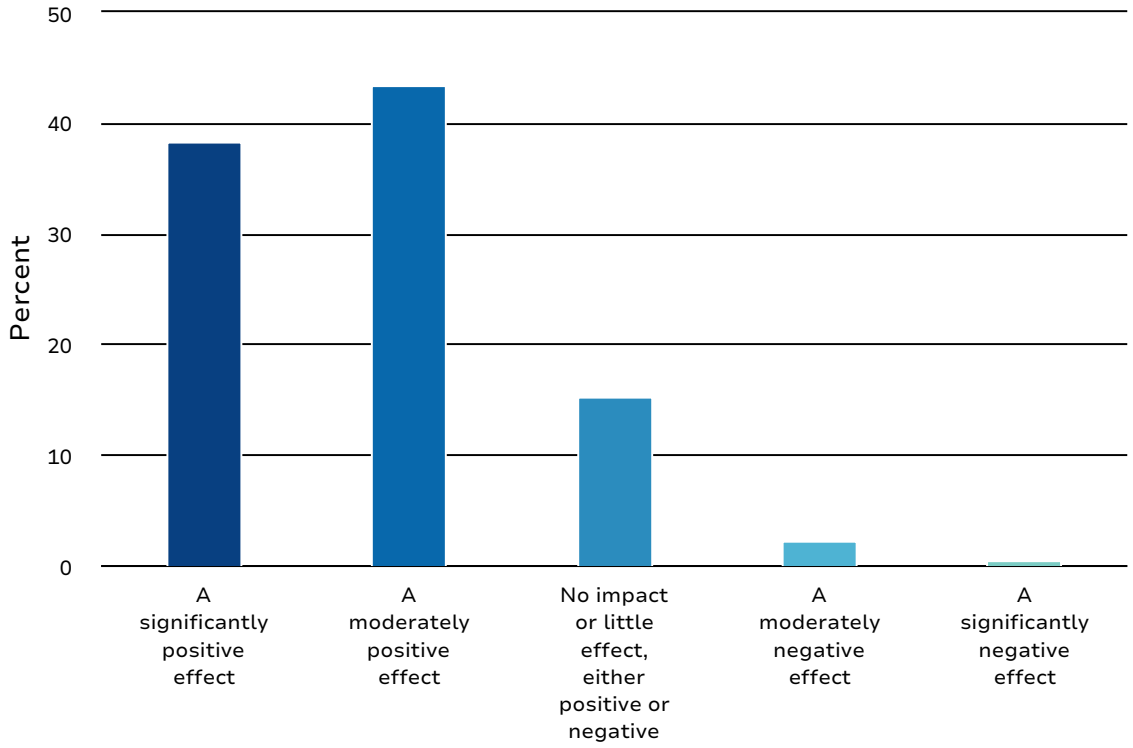
32. If the City of Winnipeg reduced speed limits on residential streets to 40 km/h, what effect, if any, do you think that would have on the following?



Value	Percent	Responses
Pedestrian safety	30.9%	178
The severity of collisions	16.3%	94
Cyclist safety	5.2%	30
Commute/driving times	29.3%	169
Traffic congestion	18.2%	105

Totals: 576

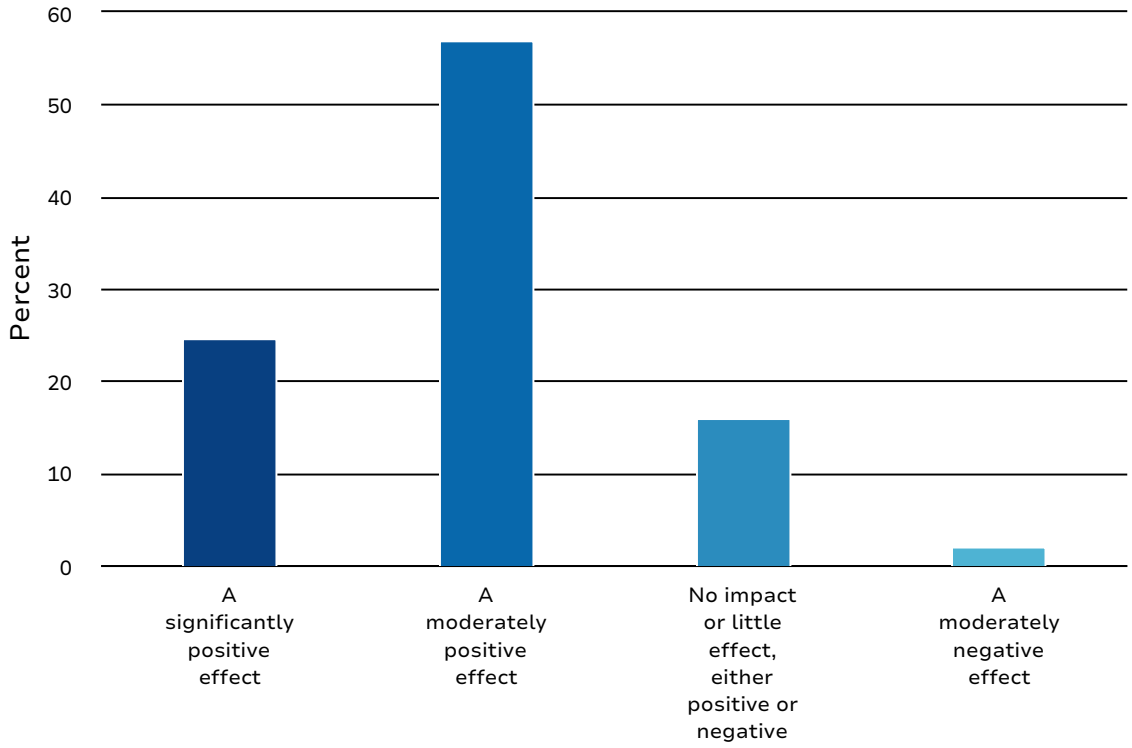
33. What effect would it have on pedestrian safety?



Value	Percent	Responses
A significantly positive effect	38.4%	68
A moderately positive effect	43.5%	77
No impact or little effect, either positive or negative	15.3%	27
A moderately negative effect	2.3%	4
A significantly negative effect	0.6%	1

Totals: 177

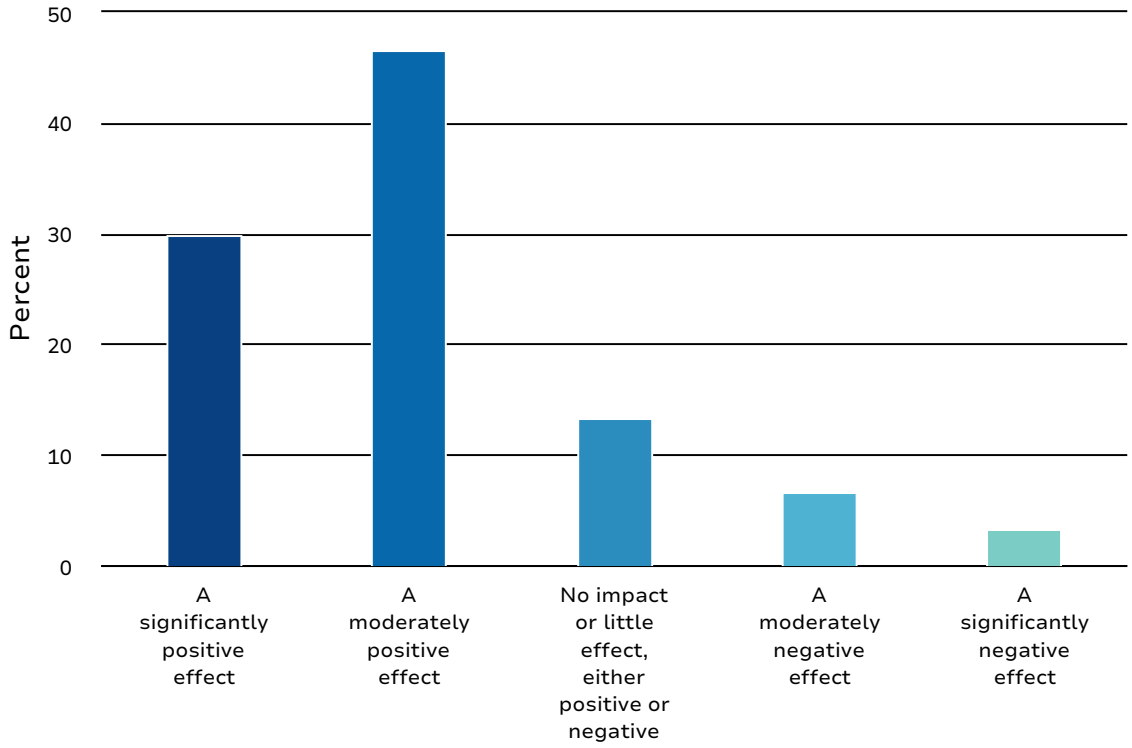
34. What effect would it have on the severity of collisions?



Value	Percent	Responses
A significantly positive effect	24.7%	23
A moderately positive effect	57.0%	53
No impact or little effect, either positive or negative	16.1%	15
A moderately negative effect	2.2%	2

Totals: 93

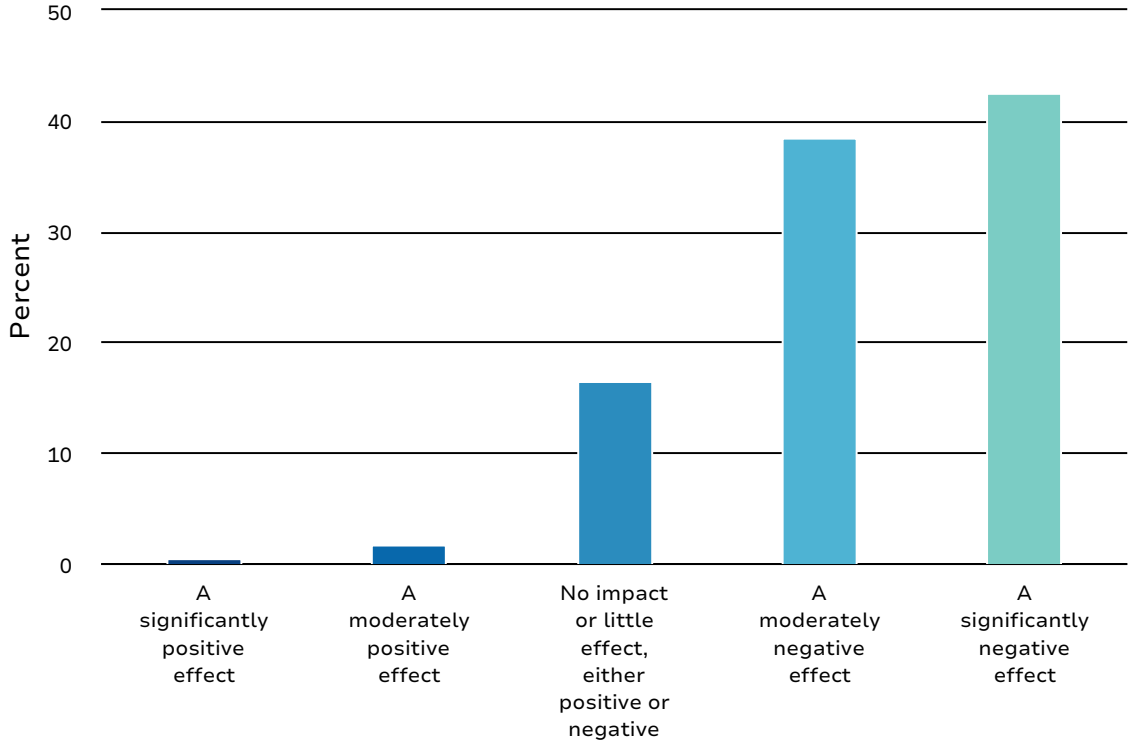
35. What effect would it have on cyclist safety?



Value	Percent	Responses
A significantly positive effect	30.0%	9
A moderately positive effect	46.7%	14
No impact or little effect, either positive or negative	13.3%	4
A moderately negative effect	6.7%	2
A significantly negative effect	3.3%	1

Totals: 30

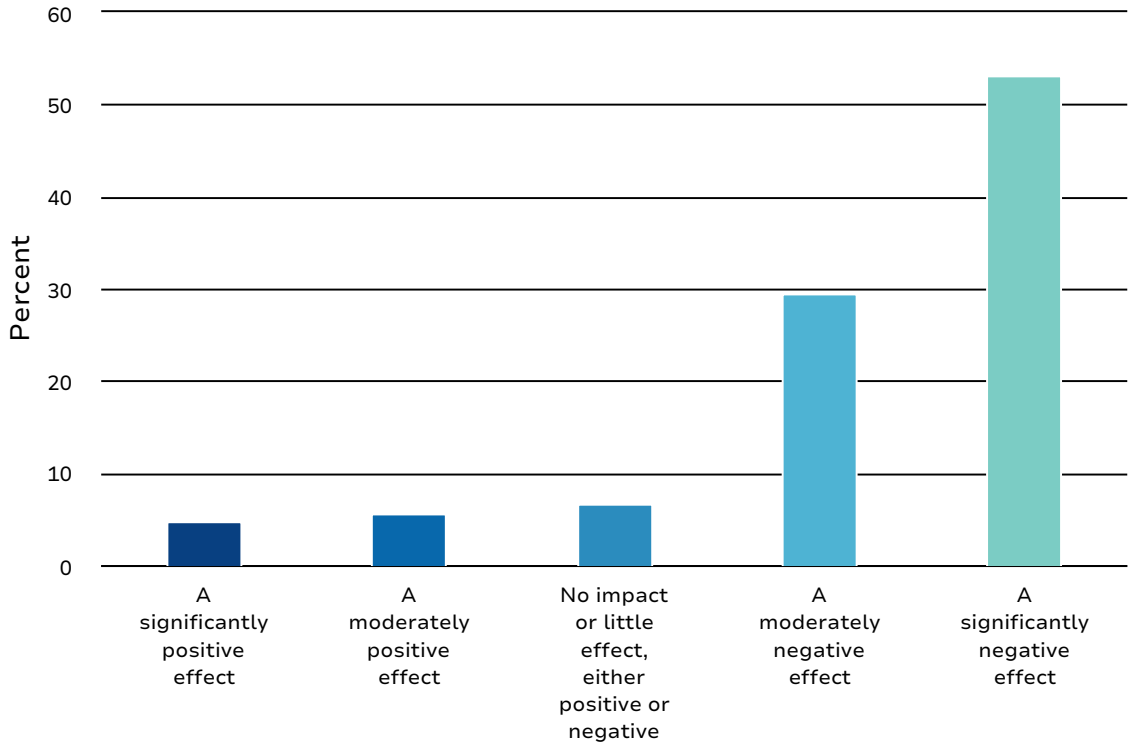
36. What effect would it have on the commute/driving times?



Value	Percent	Responses
A significantly positive effect	0.6%	1
A moderately positive effect	1.8%	3
No impact or little effect, either positive or negative	16.6%	28
A moderately negative effect	38.5%	65
A significantly negative effect	42.6%	72

Totals: 169

37. What effect would it have on traffic congestion?



Value	Percent	Responses
A significantly positive effect	4.8%	5
A moderately positive effect	5.7%	6
No impact or little effect, either positive or negative	6.7%	7
A moderately negative effect	29.5%	31
A significantly negative effect	53.3%	56

Totals: 105

38. To what extent do you agree or disagree with the following statements:

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	Unsure	Responses
Speeding increases the chances of a collision (with other cars, cyclists and/or pedestrians). Count Row %	283 45.8%	201 32.5%	44 7.1%	65 10.5%	25 4.0%	618
A collision at a higher speed will be more severe than the same collision at a lower speed. Count Row %	397 64.4%	146 23.7%	25 4.1%	30 4.9%	18 2.9%	616
Totals Total Responses						618

39. Is there anything else you would like to add?

ResponseID	Response
2	NATHAN TESTING!!
8	Vehicles in our neighbourhood almost never travel more than 40km/h (and if my understanding is correct a driver will not be ticketed in a 30km/h zone even if they go 40). There is no speeding problem in our neighbourhood even though I know some residents have complained about school buses driving too fast and once in a blue moon some parents dropping off or picking up their child(ren) when they are running late. Those parents will speed in those situations even if the speed limit is 30km/h. To me the 30km/h limit is a solution to a non-existent problem. When the streets are empty drivers go a bit faster, when there are pedestrians or cyclists they go slower. To force someone to go 30km/h even though the streets are empty is unnecessary, in my opinion. The argument that slower is safer means 20km/h would be better than 30km/h or not allowing any cars, even better. I don't think the reduced speed limit will affect my driving, except at those times where the street is entirely empty and I get caught behind a vehicle insisting on going not 1km/h over 30 or as sometimes happens even going below 30.
10	Speeding is not an issue on most bays in our area. Narrow roads, parked cars, and curved bays are not conducive to speeding. You would be hard pressed to even travel at 40 kpmh on most of the residential bays. Hawstead Road (never intended as a major thoroughfare) which is currently used as a shortcut by people living in South Pointe, and Bridgwater, to access Pembina Hwy. and the schools on the east side of Pembina is more likely to entice speeding. 50 kpmh on Bairdmore and Kirkbridge should remain as is.
11	In turning off Hawstead into my driveway. I have had many cars pass me on the left even though i have my turn signal on.
12	I have lived in this neighborhhood since the early 90s. Most people drive 40 kph or less. Also, I cannot remember hearing of any vehicle and pedestrian/cyclist collisions in this area (other than on Portage) so am unsure why the giant step to 30 is warranted. Perhaps there is data that maybe could be shared?
13	Turning the neighborhood into a school zone will not change accident rates. It will provide a new stream of speed camera revenue to an addicted city! Starting with question 20 the question does not match the available options. You cannot ask a question of what effect it would have then provide a choice of which would be affected. The terminology does not match!
14	Speed is not the problem. It is driver inattention. I have seen drivers blow through stop signs at Bairdmore school without stopping on more than one occasion.
16	Q 22 and 23 make no sense

ResponseID	Response
18	Live on Assiniboine. The only speeding of any significance we see are the school buses. Also if live at east end of bourkevale test sight only way to safely cross portage to go east bound on portage is go all way to Ferry and Portage . If lower to 30 permanently need to put in another traffic light on portage to avoid a very long slow drive to get to Ferry and Portage or force people to attempt to cross at an uncontrolled intersection which would increase collision risks
19	I agree with lowering the speed limit in non-through streets to 30 kph, but for Richmond West, Kirkbridge and Bairdmore should remain at 50 kph. There are sidewalks on both sides AND side streets so there is no need for a lower speed on main through streets because there are almost no driveways that connect directly with these streets. But you won't do that and you'll have the mobile radar vans there and everyone will know the decision was for profits not safety.
21	Looking forward to safer streets! I have been too afraid to try and cycle around the neighbourhood because of my disability. I'm hopefully I feel safer with these new limits!
22	I find people in my area generally drive slower than 50 already.
23	I believe that this pilot program is ridiculous. I have lived in this neighbourhood for 21 years and have never seen nor heard of an issue. This is looking to solve a problem that does not exist. I believe that the bigger issue is that people who live on Assiniboine Ave consistently park their cars on the road, which reduces room on the road for both vehicles and pedestrians. The side streets between Assiniboine Ave and Portage are rarely used for biking or walking as many people choose to use Assiniboine Ave instead. In addition, many of the side streets have sidewalks, therefore I don't see how the speed limit has any impact on safety on those streets.
24	Some of the streets in Bourkevale have sidewalks. I don't support the lowering of speed limits on residential streets that have sidewalks. In our area, the main speeders appear to be school buses. Perhaps their speed should be limited, rather than cars. Any children walking on streets in our area are usually accompanied by an adult.
25	If the current 50 km/hr speed limit was enforced there would be no need for any of this discussion. There will always be those that go over the speed limit regardless if it is 80, 70, 60, 50, 40, 30, 20, 10 or zero unless the limit is enforced.
27	Please no photo enforcement

ResponseID	Response
28	The question about effects of collision and speed is misleading. In areas where there are collisions it makes sense to decrease speed. In residential areas like Bourkevale where there are fewer long streets, and never are collisions, it doesn't matter if reducing the speed would stop collisions because there were no collisions in the first place.
29	All for speed bumps to slow traffic. We live on a bike/pedestrian path and the traffic speed is unbelievably fast including school buses on Assiniboine Ave.
30	To whom it may concern: Not only is this a complete waste of time and energy because there's absolutely no reason for a speed decrease, but it's a drain on city resources, not to mention an eye sore to our neighbourhood with all the extra signage. This is trying to find a problem for a solution. Having 30km signs every few yards are ugly, distracting and would take away the natural beauty of my neighbourhood. The biggest reason that it's such a waste of time is because there is absolutely no need for any such bylaws here. I personally walk, ride, and drive daily and only now and then do I find someone going a little too fast. People in this neighbourhood know that it's a heavy foot traffic and ride area and treat it as such. I'm completely dumb founded that such a campaign even exists and has occupied so much time and energy for the city. What a complete waste for a problem that doesn't exist. People need to wake up and use common sense.
31	If there was a duel-sidewalk on the North Side of Assiniboine Ave (the South Side of the Road has buried electrical lines) That would greatly increase the safety of pedestrian and cyclists despite whatever the speed limit is.
32	Alternatives to reducing the speed limit are: 1) installing a sidewalk along the North side of Assiniboine Ave. that is wide enough for pedestrians and cyclists. 2) Putting in speed bumps along Assiniboine Ave. Also: The reduction of speed MUST include ALL City vehicles, school buses, and garbage trucks. 3) If there is a reduction of speed on Assiniboine Ave. then there should NOT be any BARRIERS on the weekends to prevent vehicles from driving on the street to get to our homes. A PRIORITY for the Bourkevale Neighbourhood should be to put a duel sidewalk on the North Side of Assiniboine Ave. for both walking and cycling. This would solve the safety factor for both pedestrians and cyclists along Assiniboine Ave. more so than reducing the speed to 30 km/h.
33	There is a sense that some drivers are quite happy to speed down Assiniboine with little to no regard for walkers or cyclists. When walking there it feels quite "at the mercy" of drivers. A wide sidewalk and some traffic calming features would seem to be the answer. We are already used to reduced speeds in school zones; this should be no different
34	Driving slowly at 30 kph may increase distracted driving.

ResponseID	Response
35	I believe the sole reason for these changes is to take money from citizens by poor or nonexistent signage about speed limits being lower than prudent / necessary. With most, if not all pedestrian fatalities occurring at places other than intersections, it is obvious that pedestrians are not behaving safely.
36	studies that have been done about vehicle vs pedestrian collisions show that these collisions happen at high speed at unmarked intersections, not in areas of 50km/h. they happen in places where pedestrians are cutting across the road to avoid waiting at a crosswalk or intersection. reducing the speeds of areas where these collisions *don't* happen will not do anything to benefit the safety of pedestrians and cyclists. when the city ignores these facts about vehicle vs pedestrians, it is hard to believe that the city has pedestrian safety on the mind, it feels more like an opportunity for the city to make revenue
37	I would prefer the arterial roads in the neighbourhood (Bairdmore and Kirkbridge) stayed at 50km/hr because these are meant to move people through the neighbourhood and reduce the speed limit on side/smaller streets to 40 or 30. A major improvement in our neighbourhood would be to have more sidewalks especially on Hawstead Rd because it is a through street that is frequently used to cut across the neighbourhood and you must walk on it to reach a sidewalk which often feels dangerous due to traffic.
38	I'm very happy to see the city taking on this pilot project. I've seen the WHO stats on how the likelihood of pedestrian/cyclist fatality skyrockets above 30km/hr. I think it's only right to reduce the speed limit on residential streets. I hope the pilot goes well!
39	I would prefer that larger streets that have sidewalks and separate lanes for driveways, like Bairdmore, stay at 50 km/h. However, I would like if smaller streets, where pedestrians are in the road, had their speed reduced. The largest obstacle to walking in the neighbourhood is the lack of sidewalks on Hawstead, which has a large amount of fast traffic but must be used to reach Bairdmore or Kirkbridge.
40	I'm a blind resident and lowering the speed limits will increase my safety since we don't have sidewalks
41	I have lived at my residence on Assiniboine Ave for most of my life. This is just creating concern for a concern that isn't there. I walk daily throughout the year and speed is not a concern for the most part. As I also bike and drive regularly, accessibility, safety and mobility are not problems with the current speed limits. The issue isn't safety with reduced speeds in this area. I'm saddened to know the city is spending time, money and energy on creating a problem that isn't.

ResponseID	Response
43	I hope you wont start putting up speed signs everywhere throughout the neighborhood. That would be unsightly. Why dont we keep going down this slipper slope and go with 5 km an hour. If safety is paramount we wouldnt have cars. Stop trying to make money for the city in the name of safety.
44	I'm not sure speeders will be deterred by lower speed limits without rigorous enforcement.
47	Widening Assiniboine Ave would allow cars, pedestrians and cycles more space to pass each other when there are parked cars along the street.
48	This proposition is ridiculous and would not even be considered in any modern city of substance.
51	Reducing speed limits also requires monitoring on a regular basis to see if the drivers are actually reducing their speed. I walk our dog around 7 am and nobody is driving at the posted speed limit. It is not safe to walk on Assiniboine avenue between 8am and 9am and when schools out. The road turns into a high speed zone.
52	Most problems are connected to school traffic and the volume of vehicles crossing Pembina and coming along Kirkbridge and Bairdmore. A four-way stop at Kirkbridge / Marrington / Hillmartin would be helpful for pedestrians in this regard. Turning left from Bairdmore onto Marrington is also hard in a vehicle at those times.
53	I think there is something wrong with question 20 as it doesn't give you the opportunity to comment on all of the different impacts.
54	Restrictions on the speed of e-bikes using walking routes
56	If our neighbourhood tries 30 MPH for a year, I would also like to see it try 40 MPH for a year and then review the difference.
57	The above question is not relevant to this survey.I walk regularly in this area and have NEVER felt unsafe. This change to the speed limit is totally unnecessary. It's hard to drive for this distance at 30. 40 would be doable, but still unnecessary.I have not witnessed unsafe speeds in my 30 years of living here. It appears to be a cash grab only and nothing to do with safety. I am totally opposed to this change.
59	How will the 30km speed limit be enforced?
60	I live on Collegiate street and our three biggest problems are 1. traffic congestion due to the church on Collegiate, 2. traffic congestion due to SJCI, 3. cars running the red light at Portage and Ferry

ResponseID	Response
64	I haven't seen or heard of anyone injured from a vehicle because of speed in this area and I have lived in the area for 40 years ,if parents want to keep their kids safe they also need it done thru teaching your children road does and don't s
66	Strongly disagree with this initiative because some councillor wants to make headlines Do something creative like lowering taxes or cutting grass.....
67	Parents should be keeping control of the kids instead of leaving them run loose on the streets. When I was a kid, we were required to stay in the yard. We were not allowed to play on the street
69	These questions are formulated in such a way to get the response that YOU want to derive from your survey. The obvious answer you want is yes speeding increases both. In order for these questions to be relevant and answered correctly you need to define speeding and context. eg. 40km compared to 50km. No difference (both are speeds at which collisions can be avoided) Speed of 40km measured against 100km is an obvious different comparison. Hence you need to rewrite your survey questions to obtain a fair result. You have the survey skewed to obtain the results you want.
73	I live in the richmond area, I don't normally speed, so lowering to 40 wouldn't effect me, however I am unsure of this change because this area have plenty of stop signs and school zone and side walks, there aren't many places someone can speed, maybe they can speed for about less than 10 seconds before they meet another stop sign. but you do you.
75	I think it is a great idea to reduce the speed limit for pedestrian, cyclist, childrens safety, however I actually live in the designated school zone adjacent to Ecole Assiniboine, and do not see parents currently adhering to the already existing restrictions. Some spot checking/enforcement of the 30km speed would definately be needed. During school hours the daycare workers parked along Parkside also causes visibility issues for parents that walk their children back and forth from the school as well, with parents speeding in and out of the parking lot to pick up/drop off their children.
77	People already don't know the speed limit and often go 25km/h because they don't know where the signs are and assume everything is a school zone. The problem isn't the speed limit its the competence of the drivers that's an issue. As for school zones children don't know the rules of the road and Jay walk constantly and run in front of moving vehicles because they know they won't be at fault if a collision happens. Lowering the speed limit won't do anything *redacted* there is Infact a speed limit. If you want to piss people off lower it if you want accidents to stop people should be taught PROPERLY how to navigate neighborhoods in schools or with tv commercials. Stop penalizing the drivers for *redacted* people's lack of awareness.

ResponseID	Response
78	question # 20 options are vague & not reflective of the question, my answer is "none" as in no effect except to waste time, gas, and resources monitoring infractions question 23 is equally vague, missing the point "speeding at what speed"... at 40 KPH a car can stop in just a few feet. The real question is about distracted drivers
79	I don't think the pilot will be successful. I cycled through Denmark, Germany, and the Netherlands this past fall, the roads were designed to be driven slower. Bairdmore blvd is 3 lanes wide, without conscious effort I am often going 60 down it. The streets I cycled on in Europe were narrower, had bump outs, table top pedestrian crossings, trees close to the road - everything that North American traffic designers hate because it slows down traffic. I never felt unsafe in Europe riding on a road because vehicle traffic was calmed appropriate. Signs and paint don't save lives.
80	Totally stupid idea
81	Bus routes should remain at 50 km for scheduled times put in place since the start. 10 km speed change makes no difference one way or another if driver is not paying attention.
82	It's not just actual collisions and injuries, it's the constant fear and anxiety of cars almost hitting you. Some roads (Hawstead) are not built for high traffic but they have it. Pedestrians, cyclists, kids on roller blades etc, are all pushed to the side of the road as cars squeeze and race by you. Why do we want to live like this?? Can't we have a calm, liveable neighbourhood? This isn't a race track.
83	There are different categories of residential streets. The streets with little interaction with walking and active transportation paths or main residential roadways would be ok with 40km but streets like mine (Douglas Park Rd in Bourkevale) that are connected to pathways and parks and close by schools should be 30km. The city residential speed limits have to be uniform so drivers and cyclists are not caught unaware. Given that many school zones are already 30km and that our winter months are inundated with reckless drivers and collisions, I think it would be prudent to set the overall residential speed limit to 30km/hr. Thanks you
84	Nobody who lives in the Richmond West neighborhood should not be given a ticket if not over 53 kms.
85	There was a study done back in the 1980s that showed children that were used to traffic at 30 Kph were less able to judge traffic in areas with faster speeds (50 Kph) and it cased more fatalities because the children were running out into traffic thinking they had more time. The lesson learned was that it is better to keep the speeds relatively constant in all residential areas.

ResponseID	Response
86	30 km / hr will cause frustration and more collisions. 40 km / hr is reasonable on residential streets. Speeding is more of a problem on main thoroughfares at night. Need more enforcement.
89	As a driver, And a person with many years in emergency service, I feel I have a lot of experience as a driver under a wide range of conditions. As a long time Bourkevale resident, I also have a variety of experiences in moving around my neighborhood, be it on foot, bike or vehicle. In over 38 years I have witnessed few accidents of any major significance other than those on nearby Portage Ave, including car / pedestrian mishaps. I have witnessed speeding drivers in the neighborhood showing total disregard for pedestrians and cyclists, especially on streets devoid of sidewalks. That being said I disagree with reducing speed to 30kphin the entire Bourkevale neighborhood. I am fully in favor of seeing all residential street speeds reduced to 40kph, (except in school zones being 30kph). I typically drive that speed and find it adequate for reaching my destination without feeling delayed or annoyed by a lower speed. This is a good speed for control in vicinity of parked cars, where the necessity of a quick stop may be warranted. Under poor conditions, I slow down to allow for that. Going 30kph on a street without a school zone feels like an unnecessary crawl, especially when you have clear vision and low traffic volume. A couple of years ago, Assiniboine Ave. was included in a road closed to traffic ban on weekends. With the large number of pedestrians and cyclists taking advantage of that route, I believe that was a welcome move and it should be reimplemented. I truly feel 40kph is the perfect compromise speed between those who favor speeds reduced to 30kph, and those wanting 50kph speeds maintained. 40 accomplishes the safety aspect and the desire to reach one's destination with minimal delay. If safety is really that big a concern, speed limits would have been reduced to 10kph by now. Larger residential streets wide enough to accommodate two way traffic and room for parked cars, (feeder streets) such as Berry St. and Ferry Road, should be maintained at 50kph, excluding school zones.
90	Streets are made for vehicles!
93	All for it. Studies have showed time and time again that slower traffic reduces pedestrian fatalities/ injuries as well as vehicle injuries and fatalities. We drive for everything but our family walks and cycles for leisure. Winnipeg needs to start moving towards a "Strong Towns" mentality if we're going to grow in any meaningful way as a city.
96	There's responsibility on both the part of the pedestrian and the driver to stay safe. I happen to both so I understand this well. We can't people safe if they choose to be careless when either walking or driving. I don't think a 40 or 30 km/hr speeding limit is the answer.
97	Although I am in support of a reduction in speed limit on residential streets, I do not support reducing speed limit on collector streets (e.g. Kirkbridge/Bairdmore). Enforcing existing speed limits is needed.

ResponseID	Response
98	The speed should not be decreased for bus routes. It can be decreased for other streets.
99	A collision at 30km/h isn't more severe or unsafe than the same accident at 50km/h
100	Before making a decision, you should analyze the causes of traffic accidents in the community in the past ten years, and formulate corresponding measures for the reasons, such as timely handling of icy roads in winter, instead of sitting in the office and patting your head to make a decision. I think maintaining good roads is more important than speed limits.
101	Winnipeg has the worst drivers in the world. I have driven internationally save China and Russia. No road safety at all. No keys in dodge cars will do better
103	Limiting speed is only one step in controlling traffic in the area. Other methods can be used such as but not limited to: monitoring traffic, enforcement of laws already in place, traffic calming (speed bumps), redesign the movement of traffic the the area especially at evening rush as people use the local streets to avoid bottlenecks on St Mary's and St Annes
105	Only 40km/h and follow rule
106	I do not support the lowering of the speed limit in my neighbourhood. There are plenty of sidewalks and as a daily walker I have never once felt endangered by a vehicle. Also question #24 - why is unsure or disagree even an option? Both statements have been scientifically proven. Speeding carries more risk, however I still feel the limit of 50 is acceptable for the neighbourhood.
108	Questions 20-23 only allow in put on one of the 5 possible impacts. Shouldn't I be able to address the impact of each factor?
110	This "project" is an incredible waste of tax payers dollars. The city should focus on working on widening Kenaston Blvd. Focus on developing a fast route for north / south and east / west traffic flow. You can travel across a large city like Minneapolis in 30 minutes and in our city it takes an hour to travel from Richmond West to downtown for work. We are not a small town, we are growing and getting close to one million in our population. Re-think this ridiculous idea

ResponseID	Response
111	My street, Berrydale Avenue, borders this new reduced speed area and we will not have a posted speed limit change. We already see cars using our street as a cut through between St Mary's and St Anne's road and they are always speeding. I get road raged drivers swerving around me when i slow down to turn into my driveway. I have seen a speeding car lose control and hit a telephone pole in my neighbor's front yard before. I don't feel safe with my young child playing in the front yard as a result, even when closely supervised. Now that we are on the border where cars will have the first opportunity to drive faster between those two main roads, I anticipate seeing an increase in speeding coming through our street. Apps like Waze take into account speed limits when calculating the fastest routes and I anticipate this will route traffic through our street. Prior to this announcement I was already contemplating petitioning my block about speed bumps, and I definitely will look into this further now. With St. George school being in the neighboring St. George neighborhood I'm curious to know why Worthington and St. George together were not part of this pilot project because it is now driving faster traffic towards the elementary school. If both areas were part of this project, I could see it having a significant positive impact on our neighborhood.
112	I see idiots ignoring the red traffic light once in a while. Not sure how lowering the speed limit will affect this area.
113	We have a lot of schools around the area so if we all respect the already in place speed limits, there's no need to reduce it even more in the areas where there's no schools. That will cause delays and traffic congestion.
114	Lowering the speed limit to 30 km/hr is a TERRIBLE idea. For example, if there was a life threatening emergency of any kind, do you think those involved (including ambulances/firetrucks/cops) would care to maintain that limit? This is also the equivalent of waiting for a long train that adds to the unnecessary stress for drivers/cyclists who have a daily commute to work
115	your survey asks about "speeding" but this is different than going faster. speeding is going over the posted limit, whatever that limit may be... speeding is illegal, a higher limit is not. when I drive in school zones and have to drop my speed limit to 30 km/h I am looking at my speedometer more than keeping my eyes on the road, others I have talked to do the same... this is not safe practice. reducing speed limits will not stop people that are "speeding" on roads... if they are breaking the law already, why would a new posting make any difference? I go slower on the roads in the winter because the roads are slippery and poorly maintained. the problem I see with drivers in this area is that they do not pull back into their proper lane when they are driving in the parked car lane and I in turn have to stop in the lane that is not supposed to have to because they cannot use proper discretion and learn proper rules of sharing the road.
116	Winnipeg is an incredibly car-centric city and much, much more needs to be done to combat this attitude from the government.

ResponseID	Response
117	I would like for my children to be able to walk or ride bikes to school down Assiniboine Ave without worrying they might be hit by motorists or a school buses. A separate bike/walk path align with reduced speed would encourage this. Slower speeds would result in safer neighborhoods. If people want to drive faster they have the option of driving on Portage Avenue. Slower speeds would increase our sense of community and encourage more people to get out of their cars to get around to their destinations.
118	I bike and walk every day in the Worthington area haven't had an issue with the current speed limit haven't seen any speeding in the area. Most people in the area have children or grandchildren and drive the speed limit or a little lower when children are coming from or going to school.
119	When you ask the question regarding whether One thinks reducing the speed limit would affect the person using a bike or skateboard etc you need to have a non applicable option instead of making the person choose one of the options that don't apply to one's lifestyle because of perhaps age or mobility issues. I don't bike, skateboard or roller blade but because of the choices given I had to choose one of these options. This type of wording/ choices given to the person will perhaps skewer your results to arriving at the conclusion that speeding causes concern to people who do these activities when it actually doesn't! The lack of sidewalks in Richmond West would seem more of a problem than speeding. The lack of sidewalks to walk on perhaps should have been included as an option for not walking more. Also the way the area was developed causes some streets to have a lot more traffic going down particular streets. Decreased speed limits may not decrease the number of cars using a particular street to go to work and back . Also sanding in the winter at more residential street corners may also decrease the number of accidents . Sometimes sanding is not done in a "timely manner" after a snow storm.
120	I believe the majority of vehicle drivers are responsible, law abiding and safe. It is the minority who are not who are a problem. I am in support of the concept of reduced speed for the greater good. I am afraid it won't change the way the minority drives and might get some negative feedback from a fair percentage of vehicle drivers. I believe too large a percentage of our society thinks only of themselves and wants whatever they perceive as good for them without enough concern for others. In this case to be able to drive at a speed above 40 kph to suit their own needs. I don't want to come across too negative - there are a lot of people who do care about the welfare of others, My vision is simply to have a society where a much greater percentage of the people care about the welfare of others. In this case, if driving slower is a net benefit to society I would hope most people would willingly embrace it.
121	People rarely drive the current speed on Hawstead and in winter the road is narrower and icy making it hard to walk and hazardous. Wish they would plow a strip on one side of the roads for walkers. I shove our frontage for walkers.

ResponseID	Response
123	I live on Hindley and sometimes it is hard to get out of my driveway as people come off St. Mary's Road and book it down Hindley because it is a long street before there is a Stop sign.
124	Changing the speed limits isn't going to stop the people speeding already from continuing to do so. It creates a false sense of safety for cyclists and pedestrians to use the streets for transportation since we have no sidewalks in our neighborhoods, creating more chances for people to be hit by careless drivers regardless of the speed limits
127	Lowering speeds will increase road rage in those areas. It will also increase speeding as people will continue to go 50kph.
128	Speed is not the greatest issue, distracted drivers who still use their phones or unskilled drivers who pose a safety hazard for everyone else using the roads are a much greater threat to transportation users
129	We are very opposed to this feel good project with no data to support it in Winnipeg. Address the issues at Portage and Berry, where there have been deaths and accidents and Portage and Ferry, This is an unneeded cash grab and a waste of taxpayer dollars when so many other issues like homelessness and drug deaths need to be addressed.
130	Evidence based studies show that vehicle/pedestrian incidences happen on high speed roads (60) & high volume roads at non cross walk areas. Reducing speeds on a "commuter road" would not address this. Maybe on "side streets" (non curb?) it would? Teaching pedestrians how to BE Pedestrians would be a much more effective method of reducing incidences. I've been a pedestrian most of my life (I'm 60). I KNOW how to look before crossing. I know to wait in Winter to ensure cars can stop on slippery roads. Education is usually the answer - not punishing people (because this will only serve to be a cash grab for the city by issuing tickets)
131	This feels like nothing more than a cash grab. A sudden new speed limit after it being 50kms for YEARS, I guarantee there will be a higher amount of radar vehicles to ticket people (they sit in school zones on days off ALL the time - no kids there to keep safe so its obvious it's a cash grab) instead of having someone pull them over and give them a warning and info about WHY the limits are being lowered. If it's about safety, then have PEOPLE there explaining instead of ticketing
133	This measure is a complete waste of bureaucratic time and tax payer money. It is a total knee jerk, feel good initiative based on zero research and assumptions.
134	50 kph is good

ResponseID	Response
136	the absence of sidewalks on some streets negatively affect pedestrian safety. Vehicles speed on Ferry Road despite school zone speed including delivery vehicles, garbage trucks and school buses.
137	The dollar costs associated with this idiotic survey would be better spent elsewhere in the city. i.e. infrastructure renewal and replacement.
140	If this is about safety then we need to stop people cutting through neighborhoods to avoid congestion on St Mary's and St Annes and we need to stop people from blowing through stop signs. Regardless of the speed, no one stops at the stop signs and the increase of traffic from people trying to avoid congestion is the problem. Speed is not the issue. I guarantee the WPS could hand out 50 tickets a day on Sadler Ave alone, 7 days a week right now. Make it a cash cow and install stop sign cameras. That's an initiative I would fully support.
141	I find the phrasing of some of these questions geared towards drawing invalid conclusions, as those who sign the survey have to choose one option even if none are valid. I feel that varied speeds in residential areas where the default would be 50, will not reduce accident numbers, or severity of accidents. It will create confusion, as there will now be 3 possible residential speed limits depending on time of year, and end up being used mainly for speed traps for revenue generation, as school zones have been. If the city is serious about road safety, they can fix the multiple, massive potholes on my street that have gone unrepaired for 2 years, and they can look at increasing yellow light timers on traffic lights on roads where the speed limit is above 60kph, as almost all other Canadian cities do. Any councilor or mayor that backs this plan has lost my vote.
142	Don't change the speed limit. People already drive 20km in a 50 on this road, now they'll drive 10km. Traffic congestion will increase and now even less people will make it through the 10 second light at the intersection at Beliveau and Dakota.
143	don't change the speed limit. it's stupid and people drive slow enough already down these roads
144	I don't think this change is necessary personally. I'd rather not have this change.
145	Forgot to address the increased revenue stream generated by lower speed limits. I believe most traffic decisions made by the city (school zones, traffic cameras, etc) are mostly made to increase revenue from fines, safety being secondary.

ResponseID	Response
148	Wpg has a lot of walking paths/sidewalks with crosswalks. These are used, so speed limits don't need to be reduced. If you are cycling and get hit by a car doing 50 kph versus 40 kph, you are still seriously hurt. Speed limits need to be the same throughout the whole metro area. The basic speed limit of 50 isn't posted on most residential streets so you wouldn't know when you crossed into a 40 kph area. Buses are the worse and the buses will be under more pressure with the reduced speed limits.
149	all reducing the speed limit to 30 is a money grab for the city because there will be a significant number of speeding tickets and there will be more accidents because people will be watching speedometer instead of the road to avoid getting speeding ticket especially when going from 60 to 50 to 20 speed limit roads I am strongly against lowering speed limit to 30 0r 40
150	It's really depends on driver's driving habit.
153	Collisions is a poor measurement of success. Increased pedestrian or cycling activity due to a better quality, safer experience is a better measurement.
155	the more drivers deviate from the average speed, ie greater than 85 percentile speed or less than 15 percentile speed, the greater the risk of collision.
157	I feel the lower speed limits is an excuse to target drivers for speeding, which becomes a cash grab. They are doing now in schools zones.
158	I dislike how question 26 is worded - it appears to funnel my response toward support of a lower speed limit, therefore my response is unsure. The question should be comparing two different specific speed limit. Of course speeding increases chances of a collision, however, a 50 km/h limit allows for reduced chances of collision along with reduced severity in my opinion.
159	First off people aren't doing 50 to 100.kilometres down the city streets, secondly mostly sane people will slow down for pedestrians, and lastly, I know that this is leading to the 15 minute city bullshit, so knock it off because it's going to cause way more pollution and a hell of a lot more angry people.
160	What enforcement is being put into place? I don't have a problem with the speed limit on my street being 40 or even 50. It's the people that race down the street in excess of 50km that I have a problem with. I myself have almost been hit a couple of times with people traveling in excess of 50km. Speed limit doesn't matter if no one enforcers it. As Worthington has lights at St Anne's people race down this street at rush hour as a cut through, don't stop at the stop signs either. Traffic is heavy and fast at rush hour.

ResponseID	Response
161	The questions are bias to start. Just because the speed limit is 50 doesn't mean it increases collision rate. I think it's not only a waste of time and money but if we can do with a speed of 50 for 50 years we don't need to change it now. Nothing has changed. They are always going to have reckless drivers at any speed.
162	40 kph on p3 streets is quite reasonable whereas 30 is not but if you look at putting photo radar at the intersections in the school zones only would be a more practical location than where many of them are located (better traffic management Is required on p1 routes around schools meaning fixed photo radar as opposed to the waste of $ mobile units
163	I raised my children to look both ways before crossing the street. I would like to see the statistics before the change. Helicopter parents are not letting their children play outside anymore.
166	You are bending to a small group's opinions. There have not been any pedestrians hit by a car in the 40 years I have been here. Most of the speeding, besides the odd idiot, would be the parents driving their kids to and from school. I drive at less than 50 because of parked cars and pedestrians. You are penalizing the majority of drivers for nothing.
167	This neighbourhood has not had issues with collisions in that 27 years that we have lived here. The issue that makes walking difficult is lack of sidewalks in some areas.
168	Lowering the speed limit to 30 only slows down cars and creates traffic. Just concentrate on catching people going 70 on a fifth zone and stupid drivers that don't pay attention. Don't punish everyone because some drivers don't pay attention. Raise insurance for them instead. This is just stupid.
171	The sidewalks aren't level or wide enough
172	No
173	More needs to be spent on practical driver education and harder to get a licence. Too easy and too many bad drivers
175	There is very little to no walking traffic on my street and neighbourhood, especially during supper hours and specifically after 9 PM. Traffic is already congested and reducing the speed limit will make things worse. I adamantly protest in the strongest terms against reducing the speed limit to 40 km.

ResponseID	Response
178	Don't change the speed limit or just reduce to 45 or 40. 30 kph is too slow. There will still be a collision slow or fast driving speed, depends on the drivers, weather condition or road conditon. Add more pedestrian crossing on Manitoba Ave because that is a wider road compare to other roads that you want to reduce the speed in Tyndall south. Update your sign, or clean it once in while to be visible on motorists. Fix pot holes. Don't delay snow clearing, don't delay sanding the roads on crossing. Show us the high taxes we are paying by your services. Good city services means happy tax payers.
179	The risk of collision should be considered with objects other than cars, as the survey implies. Vehicle collision is not the concern. The walking/cycling path most used is along Assiniboine which has no sidewalk, which increases the chance of a pedestrian or cycling collision with a vehicle traveling at 50km/h. Residential streets should not be used for vehicle commuting. They are for residents, main through fares in a city plan are for vehicle commutes. Speed/time in a residential community should not be a valid rationale for maintaining current practices.
180	The questionnaire is misleading, yes speeding increases collisions but driving the speed limit does not. What I find a greater risk for injury is the poor road conditions. Maybe the city could invest in more sanding during the winter as the icy roads are a greater impact to car and pedestrian collisions.
181	The problem is extreme speeding. If enforcement was sever for those traveling at 60 KPH and higher in residential areas that would make the streets much safer.If vehicles were driven at 50 KPH on residential streets and drivers paying attention there would be few accidents. The accidents that I see in the neighbourhood appear to be people driving much faster then 50 KPH. The largest problem in the neighbourhood is the lack of a sidewalks on Hawstead. This is a main route to and from Pembina Highway. For pedestrian traffic, those that dare to walk on the road are in constant danger. I walk to and from work daily and walk farther thru Kirkbridge Park to avoid walking down Hawstead.
184	I will not be voting for Janice Lukes because if this. 98% of the neighborhood does not want this.
185	Would like to know how much this is going to cost?? Figure the money would be better spent on traffic cameras at waverley and bishop And waverley and 90 where cars run the red lights constantly as well as the other high collision areas
186	Thank you for doing this. I walk daily with the dog prior to work when the neighborhood is busy with multiple school buses, parents in a hurry to drop their kids at school. I don't feel safe walking, especially in the winter when it is slippery and especially when drivers, including school buses seem to be speeding. Perhaps they are not, but especially the school busses, because of their size, seem to be.

ResponseID	Response
188	50km/h is fine where sidewalks exist, people should use them and respect the right of way of vehicles on the road. If there is no sidewalk, a 40km/h speed limit is a great idea.
189	The survey has at least one problem, I answered yes to both walking and cycling but then a later question asked me if there was a reason why I didn't walk or cycle. 40 doesn't make sense on the major throughput streets like Kirkbridge and Bairdmore. People already don't stay under 50 on these streets, changing them to 40 will have zero affect.
190	My street already has two school zones and 3 stop signs, I've never seen anyone go fast on it. The only accidents occur on st anne's and st marys so the location of this seems very redundant
191	We live on a small stretch of dead end road on the south end of st George road. Every day there is at least 20 people/vehicles that try to use the road southbound to get to bishop or Beliveau. They cannot do this of course as the road ends and when they have to turn around and go back to Worthington they hit speeds of 50-60 Kms per hrs as they are angry they can't get through and have to go back. There are 8 ish under 18 children on the small section of street with many more visiting. It is not safe for the toddlers to play on the road or edge of the street. Reducing the speed limit won't change this.
195	The problem is ENFORCEMENT with 4 way stops and speeding NOT limits. People drive over 50km/hr often in this neighbourhood and blow through 4 way stop signs.
196	Many *redacted* do not seem to adjust to the driving conditions especially in winter - mandatory winter tires is needed and mandatory driving test for all license issuance. More enforcement of the speed limit is a better deterrent than changing the speed limit.
197	Your web site that gives info on this project states that the average speed on local roads that are signed at 50 km/h is actually 36 km/h. So what is the benefit of lowering the speed to 40? People are already driving slower than this. Clearly this is aimed at collecting money from speeding tickets. The real negatives here are that it is more difficult keeping your eyes on the road when you have to focus on your speedometer more. Plus, pedestrians will be encouraged to stroll out onto the street more because they think cars will be going slow enough not to worry about. This is a terrible idea. Why don't the politicians listen to the Professional Engineers that they hire??? Also asking laypeople their opinions on a traffic engineering issue is ridiculous.

ResponseID	Response
198	NOT HAPPY with this proposal for our area. The speeding problem are the drag racers every summer weekend on Inkster, King Edward and Oak Point Hwy areas. The speeding problem in this area is also in backlanes which is far more dangerous (in my opinion) than on the roadways. The problem is persons who blow the stop signs in this immediate area. The problem is traffic congestion at Tyndall park school during school start and exit times - cars driving every which way and cutting people off. The problem is NOT excessive speeds on the roadways in general with the exception of a few offenders. Why not pilot Calming bumps on the streets like in River heights ? This would definitely solve any speeding issues you are trying to address. Would LOVE calming bumps in our lane to stop the speeders who cut through when leaving games from Tyndall park school field.
201	In a city that chooses traffic lights over bridges and overpasses, discourages service roads, continues enforcing reduced school zone speeds during Christmas and Spring Break and has no fast routes within the perimeter it is beyond comprehension that adding another impediment would be viewed as progress or beneficial to commuters.
203	I would like to know how many pedestrian or cyclist collisions there have actually been in our neighborhood. I have not heard of any. Our roads are wide and we have sidewalks in place on the larger roads.
204	You state that the average operating speed on residential streets is 36 kmh. If so, then the current posted speed of 50 kmh is not a problem. Using your logic of lowering the speed limit to a value close to what you say is the average operating speed, then . . . If the average operating speed were higher than the posted speed limit, would you recommend raising the posted limit? Like on Pembina Hwy, for example? Or university Crescent? Etc.
205	Reducing the speed limit to 40 in my neighborhood will likely not change the speed that most of us travel at, it will simply cause resentment and frustration. If the city feels it MUST reduce speed limits to improve pedestrian and cyclist safety, do it on the very rinky-dink residential streets that are not the main ways to get from A to B in that neighborhood. Streets with a sidewalk and streets that are a bus route should DEFINITELY not have their speed limits reduced. This suggestion to reduce speed limits is simply one more example of enacting rules that are meant to target the minority but affect everyone.
206	I would definitely support a lower speed limit. There are many children in my neighbourhood and no sidewalks.. Accidents waiting to happen!
207	speed,,,,, really. waste of money on this (smh). Take this money and fix the high crime rate . 27 year home owner
208	Question 24 is ambiguous as it does not define speeding. Speeding at 35 kph in a 30 kph area is a lot different than 55 kph in a 50 kph area when it comes to chances of a collision.

ResponseID	Response
209	I would like to also see enforcement of residential speed limits and road laws with respect to cyclists.
210	City is unable to police the current speeds, why would they be able to police slower speeds better?
212	Assiniboine avenue is our direct route to our elementary school. Assiniboine avenue does not have a sidewalk. Everyday I have to weigh the risk of encouraging my child to walk to school on a street that has no side walk and has people speeding. I have had to scream for him to run off the road when texting drivers are not paying attention to their surroundings or speeding drivers think they are more important than my child's safety, I believe if there is no sidewalk provided for pedestrians that the speed limit should be significantly reduced. I think my child's life is worth more than the incovenience of a slightly longer commute to work.
213	I don't appreciate the way questions 20-23 are set up. The wording and set-up allow only limited feedback.
214	I don't believe that 50 kmh on residential streets is any problem at all. Do not lower it!
215	There are no sidewalks along Assiniboine Ave or Parkside Drive. There is steady traffic on Parkside Dr, Winston St and Assiniboine Ave including School buses, cars and bicycles travelling to and from Assiniboine School and Daycare. Reducing the speed limit in this neighbourhood is a positive step towards improving safety in this community.
216	Using my front drive it can be difficult backing out onto the street with vehicles speeding or going over 50 km
217	I would feel better about the change in reducing the speed limits if it did not include bus/snow routes. The side streets where there are no side walks would benefit from a reduced speed limit.
219	They need to catch the drives that don't stop and the 4 way stop signs, i see someone not stopping weekly. As for lowering the speed I don't go over 40 now with all the turns and twists in the road 50 is to fast.
220	Those last few questions only allowed to answer from one perspective. My family walks and cycles as our primary modes, even though we own a vehicle and do drive, but I wasn't able to comment that a speed reduction would also positively impact cyclists. 30kph would have the greatest impact, 40kph next, but both will need to come with enforcement or nothing will change. In addition to the above, we don't need these studies, not at 30 or 40kph and not in certain neighborhoods. The results already exist in other municipalities. The wind are shown. All this does is placate a voter base who wants to continue to ignore the data for fear of being inconvenienced by less than 60sec. What does this say of our priorities?

ResponseID	Response
222	Considering current speed limit is 50 and people are obviously going more than that (especially down Kirkbridge, Brentlawn and Bairdmore) it would make more sense to drop all residential to 30km/h and hope people would go 40. Living within walking distance to Bairdmore school and watching how people drive and drop off kids within the school zone, I don't know when or if I will feel comfortable ever letting the kids walk to school on their own.
223	The streets with no sidewalks force pedestrians onto the streets and in the winter when sidewalks are not plowed we are force onto the streets. Cars and SCHOOL BUSES speeding along are very much a concern in my neighbourhood.
224	Speed is only one variable re collisions. There are lots of other factors in play such as weather conditions, is it day or night? road conditions (i.e. repairs needed or underway) driver's experience, etc etc
225	Usually, it's the drivers that are going 5km above the speed limit are caught vs those going >10km!
226	Your questions are very leading...just saying
228	I have major concerns about reducing speed limits but prefer not to say.
232	I think it's rediculous to lower the speed limit ! Accidents are caused by poor drivers, not whether the speed limit is 50 or 40 kph. Punish the people that cause the accidents. I see so many inexperienced drivers that don't know what a Stop, Yield, or School Zone sign means. They don't come to a complete stop at a Stop sign, yet they will stop at a yield sign. These drivers should not have a drivers license. So punish the bad drivers & leave the speed limits alone.
233	The people speeding in the neighbourhood are going to speed regardless of the speed limit.
234	I would drive at 80km/h in residential zone if speed limit is reduced even further just to make a point. We have enough tyranny and leftist propaganda already. I do not want any more control over what I do in my life.

ResponseID	Response
236	Questions #24 and #26 are not worded/structured well.
237	In the end, not much, is really going to change, unless there is enforcement along with the lowered speed limits. Simply instituting a policy, or a rule, without the corresponding enforcement, is really almost meaningless. Human nature is such that unless people know that there is enforcement that will be kept on them related to what is expected of them, they tend to default to doing what they've always done, and there will be little change in behavior. So, if you're going to do something positive, ramp up the enforcement. on HillMartin Drive, where I live, vehicles, routinely, speed, down HillMartin Drive at up to 60 or more kilometers an hour. I have complained about this, to little to no avail. So in the end, as I've said before, unless you're going to follow this change in speed limit, with enforcement, there's a little point to it!
238	I believe strongly the issue we are facing is not speed limit in Richmond West. With monitored school zones and 50 km / hour as the current speed limit, reducing speeds will have no impact in the area. What we are desperately in need of is sidewalks throughout the area that keep pedestrians off the road. This is being resolved (or supposedly so, although there has been no movement on this) on Hawstead. A review of where pedestrian safety should be conducted in regards to where they are required to walk in the absence of sidewalks (a poor plan for the area in regards to pedestrian safety since the development of the area). Given the number of stop signs and with Bairdmore traffic controlled during school hours, moving to 40 kms is unwise and likely too difficult to enforce - causing extra burden on our local police. This is a poorly thought out plan and I believe that those involved in putting this much effort into a 10 km an hour reduction of speed should rather consider traffic patterns, bike routes and safety around playgrounds (I would support School Zone speed limits added to areas around parks and playgrounds). This seems like a somewhat lazy and pointless exercise and - unless there is evidence that replacing the speed limit to 40 has significant impact - I would rather see investment in sidewalks and bike lanes so that we can enjoy better and get to well thought out areas such as South Pointe and Bridgewater without danger vs reducing the speed limit while continuing to force children to walk on our streets - no matter what the speed limit is.
239	The way #20 and 21 are worded, they don't make sense - do you mean "would it have an effect?" rather than "what effect?" - since the answers don't actually give options of any effects. I would be interested in seeing data regarding the actual # of accidents in the 50 km/hr streets in our neighbourhood. I believe accidents in this area are at Portage Ave, not the side streets. We already have two 30 km/hr school zones here to keep kids safe. In the over 30 years I have lived in the area speeding is not an issue. Everyone would be safer if cyclists also followed the rules of the road and pedestrians with their kids and dogs stayed on the correct side of the road where there are no sidewalks.

ResponseID	Response
241	I usually use Beliveau between St Annes and Dakota and I have never seen anyone doing more than 50. Some people do 30-35 the entire way. Also int he future i hope you guys put out these paper surveys with a QR code or something because there has to be a better way than hand typing the URL for the survey.
242	Lowering the residential speed limit will only have a positive effect if there is actually enforcement/penalties for the disregard of the speed limit, which seems unlikely given that Law Enforcement Officers have their plate full addressing other more pressing issues.
243	I'm in favor of 40 km speed limit for the city of Winnipeg IF we get rid of 30km school zones.
244	40 kms per hour is too slow. If it continues I would consider moving out of the city.
247	I do not believe that lowering the speed limit to 40 or less is necessary at all. I walk the neighborhood all the time and have never had any issues with traffic. The volume of traffic will not change, just the speed. If walkers follow the rules and are cautious, there is no need to reduce the speed limits at all. Somehow it feels more like a way to increase speeding ticket revenue....There are always many many people out walking in our neighborhood. And those walking must always be cognizant of the cars on the road no matter how fast the cars are allowed to go.
248	I have lived in the neighbourhood since 1979. I can not recall an incident where a pedestrian nor cyclist has been in collision with a vehicle. This all the while not having a sidewalk on Assiniboine. I would like to see the historical statistics for pedestrian or bicycle/vehicle collisions that have occurred in this neighbourhood. Thank you.
250	I have resided on Winston Rd for 21 years and the vehicular speeds on the street is unacceptable. I spoke with council several years previous in an attempt to have speed bumps placed along the street, however, being a collector street is wasn't possible. Now that it isn't designated a collector street I'd strongly suggest speed bumps. Also, with the reduced speed of 30 Km/h plse ensure you marry-up with WPS photo radar unit to curtail the chronic speeders who won't be swayed by your reduced speed zone I'm sure. I applaud the initiative and lets trust it reduces speeds in the entire area and particularly Winston Rd where there is an Elementary School with a reduced speed that's contravened regularly. Thank you
251	The speed limit should remain 40 km/h for residential streets (with no sidewalks) in Fort Richmond. The main streets in this area, Bairdmore and Kirkbridge (with sidewalks) should remain at 50! Buses travel this route, adults and children don't walk on these main streets. Whereas, on the residential streets children walk on the streets to school and adults walk on the streets for recreation and to walk their dogs.

ResponseID	Response
252	The area of Tyndall Park that will be the pilot area, isn't as affected by drivers going too fast, as it is by drivers who blatantly disregard stop signs. Every street in the area, except Manitoba, is short, or a bay, where it is actually hard to speed. Unless these new speed limits are actually going to be enforced, I would be surprised to see drivers reducing their speed at all.
253	I see speeding past the play structure on Ferry Rd. every day. That is the one place that needs speed limit enforcement in the neighbourhood
254	The traffic in my neighborhood is too low to justify such a speed limit reduction. There are many stop signs at all crossings, which reduce the speed of cars. There are not so many people walking or cycling, also to justify a such reduction. I do not walk or cycle during winter times, but I cycle for commuting much more during summer, and I do not see any necessity of reducing the speed limit in my neighborhood. Since I have been living here, I have never witnessed any accidents on the streets or have ever heard about them from other people.
255	I wanted to start 'Calming Neighborhood' application and than gave up when I was reading about process and timeline. Since our street has been renewed under City street program - number of vehicles speeding have increased a lot. Some of them going more than 60-70km/h for short stretch on Berrydale between St. George and St. Anne's. This project is highly welcomed. I think 40km speed limit is optimal through residential streets.
256	Lets not kid ourselves here. This is a solution to a problem that does not exist. The amount of money that will be spent to fix a non issue it crazy to me. I walk my dog every morning and every evening and I have never felt unsafe or even seen anyone speed down the residential streets. 90% of people who live on my street are retired. There are no kids on my street. There are kids on Assiniboine and ferry. If you want to change the speed limit, it should be on Assiniboine and on ferry, where there is a school and a community center but don't make the rest of us pay because one a small group of people are upset. The closer you get to Bourkvale community center, the more lawn signs you see. This isn't a coincidence. Change the limit on Assiniboine and ferry but not the rest of the streets.
257	We have personally witnessed two collisions on our street Hawstead Road last week. The first involved our sons dog which ran onto the street and was struck by a vehicle. In this case the driver was unable to stop in time to avoid hitting the dog. Fortunately the dog was not severely injured. Speed and slippery road conditions were contributing factors. The second incident involved a half ton truck that lost control and hit the snow bank in our front yard. Judging by the amount of damage to the vehicle it had to have been speeding. Speed reduction to 40 in the neighbourhood and 30 on Hawstead Road, a heavily travelled connector road, would have helped in both these cases and make the street and area more walkable, rideable and livable. I have photos of the truck accident if desired.

ResponseID	Response
258	For Richmond west more diligence in clearing snow on Hawstead at both ends would increase safety, its a skating rink nearly all the time. Question 26 is an absolute statement and seems geared to driving a specific response, It seems as if you dont agree your responses may not be considered
259	There is way too much traffic on the side streets running between St. Anne's & St. Mary's Rd. Drivers are using these streets as short cuts and frequently the ones driving in excess of the residential speed limits.
260	In Richmond West I am OK with lowering the limit to 40 on the backstreets and bays where few vehicles presently attain 50 due to the nature of the streets - parked cars, lack of sidewalks, pedestrians, etc. But I am strongly opposed to lowering the limit on Kirkbridge, the main feeder and bus route which has sidewalks for the use of pedestrians and kids wheels. Sidewalks should be the main criteria. Lack of sidewalks - sure, lower the limit to protect pedestrians and kids playing. Streets with sidewalks - leave the limit at 50 to allow for traffic flow.
261	slowing speeds down is just a start, the other issue is that cycling paths need to be more maintained during the winter, thus allowing more access to them and allowing cyclists places to ride safely away from traffic. as well as increasing the amount of cycling paths available
262	KNOWN businesses should not be allowed to use residential streets ALL DAY. i.e. Dynamic Auto & Berrydale Auto, use BERRYDALE ALL DAY LONG :(
264	I love my neighbourhood
265	To my knowledge of 50 years living in this area, there have been no major collisions. Most everyone walks, cycles and are very aware of speeds. Cars that are out and about are very conscious and drive accordingly.
268	There are many side streets in the area, so it doesn't make sense to me to blanket the whole area with 40km/h speed limit, especially when there are many speed bumps and the school zones are already 30km/h.
269	This idea will cause serious traffic congestion issues. It will lead to more people at lights at the same time, resulting in more traffic and more issues in the area. When there is more congestion, people become more frustrated, raged and this will cause more issues.
270	40 KPH would be a reasonable compromise.
274	I'm not sure why this is being explored. It's not like there's an abundance of collisions in our area. Some people will speed no matter what the posted limit is.

ResponseID	Response
275	In the Bourkevale neighbourhood no one goes through here a route for commuting. There are few through streets--as far as I know people just travel in this neighbourhood to get to a commuting route or to get home.
276	There should be a drop off lane at George Waters School on Ferry Rd. to alleviate traffic congestion. School buses travelling at 50kmh is scary on Assiniboine Av as there is no sidewalk and essentially only one vehicle travel lane due to parking.
277	Wording of this survey is misleading.
278	Streets (Major streets such as Bairdmore, Kirkbridge, etc.) are for driving, not for walking or riding bikes. Use sidewalks if you are not in a motor vehicle. Bikes on roads, especially in winter, is dangerous if they can't do 50 km/h. They should get tickets for blocking traffic and causing dangerous situations. This is Winnipeg -20 deg C nearly 10 months of the year. Move somewhere else if you must ride a bike all year round. What's next, push my car down the street with the engine off so I don't exceed 5 km/h because my car idles faster than that ? Air Canada should not fly faster than 10km/h in order to give birds a chance to move out of the way and stop bird strikes.
279	Road conditions and snow clearing should be priority, not reducing speed limits
280	Obviously the same collision at higher speeds would result in more severe damage. That doesn't mean that a 50 km/h speed limit should be reduced. Using that logic, should we reduce speed limits to 10 km/h? I believe enforcing existing laws and speed limits would be enough, without punishing drivers who respect the laws and who drive prudently by slowing down their commutes. My job requires a lot of driving, much of it through residential areas. I am a very careful and safe driver, but 30 km/h speed limits would be incredibly frustrating and frankly unnecessary. I just don't think we have that many pedestrian and vehicle collisions to justify these changes (although I admittedly couldn't say I know the statistics)
281	40 km/h would be most reasonable than 30 km/h in Bourkevake neighbourhood other than the school zones. Pedestrians also have the responsibility to respect roadways and not depend on drivers to keep them safe by slowing down. Both parties have respectible plays in this matter to work together as a community.
282	I think people need to cross streets carefully and use the sidewalk to walk on. There is no reason to reduce speed on Worthington. There are times I walk in late afternoon and don't even see a moving vehicle.

ResponseID	Response
283	There are aggressive/rude drivers everywhere.....I've seen people literally fly by my home going no where NEAR the speed limit....probably close to 70 .....or never stop at the stop sign....reducing the speed will not change these peoples driving....it will just bring in larger amounts of money for the city if they are caught. Personally for myself being a home care worker....I am up and down these streets far more than 60 seconds a day....so you have just made my life more complicated....already I have to look out for the school zones and now this.....I am NOT a fan of the upcoming change
284	Leave the speed limit as is. The idiots who speed will speed anyway, or use cell phones as they continue to.
287	I am really tired of drivers using Eric Street as a bypass through the neighbourhood. Creates congestion. It is not a wide street. Also making congestion added to is the fact that the high school students us it to park their cars.
288	50km/hr has been working for more than decades, why change now when there's more problems we need to focus on.
289	Fire captain within the City of Winnipeg. Accidents are based on peoples' sense of entitlement. Although the speed is posted, its a suggestion and you may need to travel slower due to conditions, but people will break these rules no matter what. I drive in my neighbourhood at 30 km/h. I have no problems with this, but some people have a sense of entitlement that they will go which ever speed they want. Enforcement will be the only way to highlight consequences. We will need to step up our enforcement. It will make the neighbourhood calmer and safer for children. People need to drive with more sense of their surroundings and driving slower will allow for this. It is a behaviour issue but happy it is going forward.
290	Given the lack of sidewalks on some streets in the Bourkevale neighborhood (particularly Assiniboine Ave), I think the reduced speed limit will make the roads safer for all. There is a large volume of pedestrian (with strollers, young children and dogs) and cycle traffic, particularly in the non-winter months and often struggle for space on the road with all the vehicles and school buses.
291	no
292	Question 24 is biased towards wanting to make a case for lower speed limits. How fast is "speeding 5 klm or 100 klm.
293	The lower speed would need to be regularly enforced by traffic cops handing out tickets. Otherwise the people who currently speed will continue to speed, particularly in warmer months. There's a handful of habitual speeders that never seem to get caught. They do not care what the speed limit is.

ResponseID	Response
294	This city moves slow enough as it is already, quit adding lights on the perimeter highway and wasting money on speed limit signs and leave it alone
295	School buses are being routed through our neighbourhood instead of driving on Portage Avenue. We avoid walking or cycling on Assiniboine Avenue because of this issue. It's uncomfortable and dangerous, especially for children and the elderly.
296	This will have a significant effect on Bus schedules (both Transit and School) if entire neighborhoods are sppeed reduced.
299	Assiniboine traffic can be busy and filled with distracted drivers during before and after school pickups. Walking during these times is not recommended. Lowering Assiniboine and the surrounding streets to 30kmh is a good decision. It will get drivers that are "making time" to make their way back to Portage rather than driving all the way from Winston to Ferry Road. We have 4 drivers in our family and we already drive that speed all the time. Thanks
301	I am all for lowering speed limits for safety of pedestrians and cyclists for safety reasons and to motivate drivers to maybe think about changing their mode of transport. I just think proper signage needs to be put in place. Although I am happy to reduce my speed, I have received very pricey tickets before (even though going 40 in what I thought was a 50) because I didn't know I was in a reduced zone. Thanks for doing this project and keeping the streets safe!
304	Most people are already going 30-40 on residential streets as it is (90%). And those that speed, will always speed regardless of the posted limit. All this does, is cause that 90% to go even slower in residential areas. Which is ridiculous. And infuriates other drivers who then speed to try and make up time or drive dangerously. Also, who the hell can drive any faster anyway! The residential roads most places are so beat up, people risk trashing their suspension if they go too fast! Instead of wasting money on this pilot program, invest it in infrastructure! This will also just add more to city coffers as more photo traps will be put out to collect tickets and money for the city to waste. Is there any significant data showing that 50km an hour in residential areas has caused accidents, injury's or deaths over the last 50 years?! I've not seen anything. This seems like a pointless venture. And a waste of taxpayer dollars to implement. I'm sure my words will go no where. And it will be implemented. *redacted*

ResponseID	Response
305	I walk every day with my very two young children I've seen car fly by when walking the back street it would be nice to see a side walk put in. I worry one day a child will get hit because alot of people take that road to avoid traffic and speeding more then 50. Our streets are school bus route. In winter it's dark when we leave for school cars would not see us if going to fast because they're in a rush. Also their a high school there with new drivers all they care about is looking cool not the consequences
306	To my knowledge we have had no problem with the 50kmh speed limit in our area. Why mess it up. I have no complaints about the present speed limits. Those who speed are still going to speed. Just a money grab. Are you going to hire a whole new fleet of police officers to monitor these areas? More money out of the taxpayers pockets.
307	A large majority of Winnipeg drivers already drive well below the posted speed limit. One only needs to visit Waverley to see drivers travelling at 60km/h in a 80km/h zone. In my opinion this is more of a hazard than drivers travelling at 50km/h on Bairdmore Blvd. The City's funds could be better spent on education or maintenance. Preventing snow clearing contractors from piling snow at the corners of intersections would improve sightlines for vehicles trying to enter the intersection from a side approach. Finally, there is no mention of it in your mailout, however we can only assume that the City's private enforcement contractor will be out in full force come March 1 to increase their and the City's revenues.....
309	Our neighbourhood also has an issue with people not stopping at stop signs. I hope the reduced speed will reduce the number of individuals to drive through the stop signs
310	I support school zone speed limits of 30KM during school months and hours and think a reduction to 40KM is reasonable for some residential streets
311	Speed kills. Life is too short as it is. Reducing the severity collisions and improving pedestrian safety is attainable with lower speeds. Thank you Janice and your team!
312	We do not need slower residential speed limits. School zones have a lower speed limit already which I 100% agree with. What we need is for people to pay attention when they are driving and we need to raise our children knowing that situational awareness while around vehicle traffic is of the utmost importance. Stop giving pedestrians right of way outside of controlled intersections and crosswalks. It's Ludacris how much responsibility the government is taking away from individuals. We need to stop whining about every little thing and expecting the world to change for a small group of "soft" individuals. Society is rotting, it's diseased and I want no part of it.

ResponseID	Response
314	Why would you chose an old neighborhood like Worthington when you have River Park South teeming with young families? The 20 homes that surround me have 5 children in total by comparison in River Park South around my daughters home there's over 20.
315	Lowering the speed would have a significantly negative effect on commute/driving times and traffic congestion, but you have only allowed one choice. If you are speaking of a collision at a higher speed being more severe, in order to get true answers we would need more information. How fast, accident with car or pedestrian all relevant knowledge to answer this question correctly. You also don't ask if lowering the speed limit will make people better or worse drivers. People will be spending so much time watching for speed limit signage and watching their speedometers they will not be watching the road. I am truly at a loss to understand why this reduced speed project is going forward. With all that Winnipeg has to worry about right now, this makes no sense. Way more pressing things we should be concerned with. We will constantly be changing speeds, in one small area you can go from 50, down to 40 and then down to 30 when you reach a school zone. There are a few streets that have 3 different speed limits. That's not confusing or hazardous at all (and yes, I am being sarcastic)! People will be so busy checking for speed limit signs and watching their speedometer they will not be watching the road. I think this opens the door for more accidents, not less. How much signage will you put up? There will have to be signage on every street in numerous places. On streets where the speed changes 3 times there will have to be very well indicated speed changes. People who do not live in the area, but are driving through or going to someone's place will not have a clue what is going on, which will just make for dangerous driving. It will take longer to get where you are going, which will add to gas emissions and us having to pay more for gas. Buses are often late now; having them go slower will just make them even later. This has me very stressed and not happy. Driving in this city where the speed changes are going to be more numerous than they already are is going to be very stressful and add to the confusion of driving, especially if you are in a new area of the city you might not be familiar with. There are numerous drivers in my area that don't know what's going on now, and driving in a very dangerous manner because of their lack of confidence in driving. This is just going to add to their confusion and lack of confidence and make them even worse drivers. The statistics show there are not a lot of pedestrian and car accidents in neighbourhoods such as ours. Perhaps more money should be spent on educating pedestrians. I see people walking on the incorrect side of the road every day, or walking on the road when there is a sidewalk right beside them. Both are very dangerous situations. Also, perhaps more should be done about curtailing how many parents drive their children to and from school. The cars lined up down Kirkbridge in the mornings and afternoons while parents drive their kids to school or pick them up from school is ridiculous. Also very hazardous and yet has nothing to do with speed. Do you think people who speed now will slow down because you have changed the speed limit? If you think so you truly do not understand people. If you are willing to break the law at 50 km/h you will break the law at 40 km/h. However, I can see people who don't normally speed now, start to speed just

ResponseID	Response
	out of sheer frustration over the lowering of the speed limit and the number of times those speed limits change in a very small area. You say people have requested reduced speeds. How many people have requested reduced speeds? Is it the majority of Winnipegers? I doubt it, but once again the majority has to pay the price for the minority. Winnipeg has turned into a place I don't think I want to live in anymore. You have not asked nearly enough questions or even the correct questions in this survey. You have only asked the questions that will give you the answers you are hoping for while ignoring so many other factors. More gas emissions because it will take us longer to get places, how much more we will have to spend on gas because it takes us longer to get places, late buses, traffic congestion, frustration are just a few. Considering the statistics show there are not many accidents in this neighbourhood just proves this isn't about safety. As usual the city of Winnipeg has not thought through their plans and is going ahead with another plan that is not well thought out or executed and really has absolutely no value.
316	Our neighborhood has walkers, pets (on/off leash), wildlife, children, cyclists (bike route, scooters, skateboards, etc), a community club, schools (daycare), a dog park, which, when put together, demands that drivers and their vehicles are secondary to the safety of all who live in or visit the Bourkevale neighborhood. Often the roads are narrow, rutted cart tracks in the winter and a number don't have sidewalks either (notably, Assiniboine Avenue). Prudent drivers should drive to the conditions and demonstrate consideration for local residents. This is not often the case as evidenced by drivers who speed to/from dropping off/picking up their children from area schools and daycare. Another ignorant practice witnessed daily applies to student drop-off/pick-ups in which the use of alternative streets (to the reduced speed areas such as Ferry Rd and Winston Street) and the laneway parallel to Portage Avenue finds parents driving at excessive speeds relative to the time of day (school day starts/ finishes). Similarly, the number of rolling or non-existent stops from streets leading onto Assiniboine Avenue are chronic and criminal. I hope that the pilot helps to illuminate that the livability of neighborhoods are greatly improved by protecting residents and visitors from vehicular traffic and creating well developed active-transportation routes.
317	Promoting better driving habits and making sure people are driving properly and safely is more important. Reducing the speed limit will not help with these things, and it will just cause people to "speed" over 30km which will in turn cause a higher need for more policing on speeding drivers than real issues in our city.
318	questions 25-28 are poorly worded, you're not going to get good data from them. Lowering the speeds won't be effective without a lot of enforcement Hawstead is the biggest problem street. The opening of the new Pembina Trails Collegiate in the fall may have a significant impact on the number of cars that go down it.

ResponseID	Response
319	I would like to state that I have lived in tyndall park for almost 20 years. The streets in which you are reducing the speed have no schools located nearby other than the current school zones, and I have never had a problem going more than 50km on these residential streets. At times I am doing 30km with the ability to go 50km. I don't see the need to do this. There is a bigger concern in this area with drag racing and car racing not speeding. There is also a concern about cars almost hitting me while walking due to the fact cars are allowed to do uturns or turn right at a traffic light on red. The councillor has been contacted and stated this would be looked at but nothing is ever done.
320	It is very unfair to pick ramdom areas in the city to lower speeds as a pilot project. Is the whole Richmond West being punished for the people living on Hawstead Road? We have family that live in South Pointe and Fort Richmond and now with this Speed reduction in Richmond West, that this will be a cash grab to issue tickets that innocent family might get caught in the middle off. This will not just mean 1 minute to get out off the area, but will need to plan to leave at minimal of 6-7 minutes to leave for our destination. Totally unfair without doing a survey first or asking people what they think of this.
321	By reducing the speed we are making people very ignorant and stupid.this is 2023 people should be getting smarter not going back in time.
323	You can't fix stupid. Start with driver education vs lowering speed limits. 30km on a residential street is stupid slow and there is no need to have it that low. There is no data to prove streets are safer with reduced speed. Same as with speeding cameras. Has that made roads safer? No. But sure keeps the ticket revenue up. That's what this is about. Ticketing people. The city of Winnipeg doesn't even tow cars in a snow zone. How are you going to enforce this?!!! Keep the speed limit the same.
324	I strongly disagree with reducing the speed limit as the lower the speed the more the drivers will have to check on the speedometer to make sure they do not drive over the speed limit. Therefore, the drivers will not have full attention on the road ahead. Specially around schools, most drivers look in their speedometer many times to make sure they do not drive over 30 km/h.
325	speed limits effective for police, ambulance and other essential service also?
326	The reduction in speed limit should only apply to main streets (King Edward and Burrows) not on inner streets. As it is, most drivers slow down as practically the streets are one-lanes with all the vehicles parked along them. This program will just be a waste of our already very limited city resources (money for signs and educating the public, enforcers, etc.).
329	While i am not opposed to reducing the speed limit to 40km/hr, as a person who walks everyday the greatest issue to my safety is individuals not respecting stop signs. More enforcement of stop sign adherance would be helpful.

ResponseID	Response
331	Obviously your proposal is a cash grab and has nothing to with safety. There are hardly any children on my street. Hallowe'en is non-existent around here. But there are a lot of sidewalks. It would a lot easier to have or increase pedestrian safety awareness programs.
332	Drivers in the neighborhood already drive really slow. More accidents actually happen when driving under the speed limit (reducing to 40km/hr would technically be under the speed limit)
333	I live on Berrydale Ave and I am very disappointed that we are not included in this pilot project . We have commercial volume traffic on a daily basis . We have a temple where they pray at dawn and dusk , we have 3 confirmed Air B and B's, possibly more . We have a steady stream of driver training cars . I wouldn't be surprised that MPI is doing driver testing on our street . We have a steady stream of parts delivery vehicles for the car shops on St. Mary's Rd. One of the delivery vehicles crashed into a residents parked vehicle last year . Dynamic auto appears to have maintenance contracts for Shaw and CNR . These include oversized trucks that shouldn't be allowed on a residential street . I was hoping Berrydale Ave would be a 30 km zone to dismay the extra traffic from using our street now we'll be getting more traffic from vehicles avoiding the 40 km zones in the rest of the neighborhood. Maybe we should change the zoning for Berrydale Ave from residential to commercial.
334	I would like to see an education campaign to remind pedestrians that when there isn't a sidewalk, they should walk on the LEFT side of the road, facing traffic. I see too many people who don't seem to know this basic rule of traffic safety.
337	school buses and bigger delivery vehicles should have lower speed limits because they are more dangerous and don,t have as good braking and handling as regular vehicles
338	all incidents on our street in last 36 years are because of parked vehicles or weather and inadequate snow removal large snow banks reducing visibility when road conditions are good 50 km is fine only in winter are 50 km to fast also main roads like bairdmore should have speed kept at 50km i already drive slower than 50 on the side streets
339	Most drivers are cautious and drive to conditions. There is unlikely to be any decrease in collisions by decreasing speed limits. Those responsible for accidents are not using an abundance of caution. Severity is mitigated more by caution and drivers driving to conditions than the posted speed limits or the speed drivers are driving. This survey was completed by 2 family members (1 Male & 1 Female)
341	My street has no sidewalks and therefore people must walk on the street beside car traffic. The lower the speed the better. Absolutely! Thank you!

ResponseID	Response
346	I don't understand why the speed limits are limited to the lack of a full perimeter of a school or community club area? Look at Ridgecrest Ave (Major St. for student's in elementary school going west and high school students driving east, trying to make the light to cross Main St) You have Donan Sy @ 30km, Murry Rd at 30km. But not Ridgecreast. When we called the city, the assessment took place during Summer Month is what we think.
347	Where are the statistics that show frequency of collisions in our area? Some of your questions are slanted so as to support lowering speed limits. Of course speeding increases chances and severity of collisions. However, travelling at the present speed limit is not speeding.
348	Reduced speed is a bandaid solution to the problem of distracted driving as well as inadequate driver training. I believe reducing speed will only cause drivers to lose mental engagement and pull out their phones or otherwise avert their attention from the road, causing the number of collisions to increase. It is true that the collisions between vehicles will be less severe at lower speeds, but the risk of a collision with a cyclist or pedestrian increases in this scenario. If anything, speed limits should only be increased with time as the technology and safety features in vehicles advances. 50 km/h is already quite slow by the standards of a modern vehicle, I don't believe that traveling even slower will reduce the number of collisions. It may even increase it.
349	None
350	Questions 21 and 22 are unclear to me.
351	I am not sure trying to reduce the speed to 40 versus 30 will be a noticeable change but a start for sure. With the community having very few sidewalks, the only alternative is to walk/cycle on the road so the ultimate change to 30 would make a huge change to the sense of safety.
353	As a driver (car) I automatically reduce speed if I encounter pedestrians, kids on streets with no sidewalks. This includes school zones after 17:30, sport games and practices are ongoing. Common sense mostly dicates my speed.
354	Assiniboine Ave, Bourkevale Dr. and River Oaks have no sidewalks. In my opinion they would be much safer if the speed limit was 30 km/h for children, cyclists and walkers on these streets. It would be efficient and safe for the pilot area to have the one speed limit.

ResponseID	Response
355	We have no problem with speeders on residential streets where I live. No accidents be it with children or vehicles on these side streets. We have more of a problem of adults picking up their children and parking illegally as well as people not stopping at stop signs. Perhaps we should get back to educating children road safety rules. Jaywalking is not allowed. It is hard to pay attention to the road and our speedometer at 30, I would be more happy if it was 40. With all the parked cars on these side streets, children do not play on the road and it is not safe. We have yards and many green spaces at the school for them to play. Very disappointed with the city for doing this project. Maybe pick neighborhoods that have had vehicle or children accidents and see how it works.
356	Introducing electronic signage that displays the speed of vechiles in the neighbourhood will act a reminder to slow down.
357	The real issue is that all the "new canadians" have illegal mufflers on their rice rockets and there is 0 police enforcement on this like their used to be. They typically speed down south kenaston, south waverly and the south perimeter and race each other nearly every night in the summer. Ive heard them racing from my bedroom for hours at a time and theres no police presence to be found. Reducing residential speed wont do anything if youre not going to deal with anything else ive mentioned here. The vast majority of horrible drivers are minorities, thats why the traffic noise in the south end is so bad because thats where they live. They have no respect for this country or the people in it, yet they are somehow allowed to keep their drivers licenses.
359	Reducing the speed limit in one area won't slow people down. People who speed will continue to speed. Enforcement will only slow them down and enforcement can not be everywhere. Additionally I am more concerned with people not stopping at stop signs. They are more dangerous to sidewalk users
360	My area should not be another experiment, like no left turn off Bairdmore onto Hawstead was a couple of years ago. 50 kilometres an hour is fine.
361	I don't think decreasing speed limits in residential areas are going to keep people from speeding. They are speeding now when the speed limit is 50km, so what's going to stop them when the speed limit is reduced to 40km? I've seen people go 100km in our neighbourhood, and that doesn't seem to bother them with the kids that could be playing in the parks etc.

ResponseID	Response
363	As usual in all such surveys, these are loaded questions and do not a really provide an open survey. Particularly the last two questions. Just because something may be true on the basis of physics, does not mean that the question is relevant. This entire "pilot"/trial is based on the wrong assumption that there exists an unsafe environment now, which at least for my neighborhood, is not the case. Biardmore blvd. is a relatively major street, not a small neighborhood side street, and reducing the speed limit there makes absolutely no sense. There are plenty of sidewalks and side streets that people can use to walk, cycle, and engage in other modes of transportation and the really small side streets don't really allow for fast driving anyway. Aside from the fact that I don't believe that there would be a change in traffic safety as a result of reduced speed limits on Bairdmore, there is not even enough statistics to establish this. There have not been any fatal or severe accidents that I can remember in the 15 years I lived here and if there have been, there must be so few of them that your test will not have the statistical precision to establish a difference based on speed limits. Your errors in the study will be too large. To convince me you need at least 3 standard deviations. Aside from that, it is well established that slower speeds lead to traffic clogging and increase in emissions in that area (consider the extreme case of a slow moving traffic jam, compared to a steady stream of fast driving cars - the difference is obvious). If your only indicator to establish the benefit of decreased speeds, is to send out another survey like this, getting qualitative "feeling" based responses from a few people, I will not consider it to be qualified decision. Show me real numbers and a watertight statistical analysis, then we can talk about whether this is a reasonable and necessary measure. If the drive to make this change is based on the desire to improve the quality of life (mine is actually improved by getting from point A to point B without unnecessary delays), then the city should take a long hard look at its public transportation system. Winnipeg has the worst public transportation system I have seen anywhere and I get around a lot. Of course improving that would cost real money. Instead the city resorts to cheap measures that don't really accomplish anything; like this.
364	There are sidewalks and service roads on Kirkbridge and don't see the need for speed limit to come down since everyone uses those instead of the main road.
365	I would like the people that are concerned about this to also take a look at Béliveau Road when all the parents are dropping their kids off and they just dropped them off along Beliveau street! Congestion and dangerous for the children getting out of these cars dangerous for the people they're driving that street at that time. They should not be allowed to drop the kids off on a busy street and have them walking through traffic to get to their school it's ridiculous!!

ResponseID	Response
366	-Collisions are not common. Never hear about it. Not a thing that's happening. -40km and 30km/hr are arbitrary numbers. -50/km has long been established as acceptable -you want a collision to happen at 40 instead of 50 so the person would end up just slightly less injured? Ridiculous. -you chose the neighbourhood with the largest backyards in the city. Nobody is in their front yards. And even if they were... -Roads are meant for cars not people. People should never be on them. -"Livability" and "Quality of life" is just imaginary idealistic buzzwords purposely designed to entice people to get behind an otherwise worthless cause. Bottom Line, this reeks of cash grab. Let's face it, if there was no money to be made from speeding tickets, this isn't being discussed. And we all know it. Period.
367	Humans should be smart enough to drive safely when around others. 50 km is a perfect speed. I never need to go faster than this even on empty streets. So now one day you will go 50 coming home down that empty street and the radar will be the only ones hanging around and send you a big expensive ticket like you are some kind of criminal.
368	Most people seem to drive significantly slower than the speed limit in the Richmond west area. It already congrats the roads- lowering the speed limit will only make it worse
369	If the speed of 50km was enforced, there would not be a problem. Dropping the speed to 40km will not change the person who usually speeds
370	The City of Toronto, a much larger cosmopolitan city, can manage 30km/h on residential streets, and 40 km/h on local, collector, and minor arterial roadways. The City of Winnipeg should have no problem making the same adjustments to the speed limit. Reducing the speed limit on residential streets to 30km/h is a clear indication that the City of Winnipeg is prioritizing the safety of families, pedestrians, and cyclists. Research states conclusively that collisions involving pedestrians with motor vehicles travelling under 40km/h state are rarely fatal. There is no convincing argument to maintain speed limits that are unsafe for Winnipeg residents, regardless of their age or ability.
371	1. I will be so occupied looking at the speedometer, It will be dangerous. 2. An ill-conceived, short sighted solution to a problem that doesn't exist. Also a cash grab for ticketing. 3. Will result in higher exhaust emission, more brake wear with no measurable result. Like no left turn on Hawstead (ticket cash cow) it will quitely evaporate shortly.
372	The speed limit is not enforced now at 50 why would they slow down to 30 or 40?? People in my neighbour hood speed all the time goung thru the stop signs at will and we are about a block from bairdmore school

ResponseID	Response
374	Right now on Maralbo AVe E it is like a speedway for drivers taking a shortcut to get onto St. Mary's Rd. This is a narrow street with one lane almost fully packed with parked cars. There are now more children on the street in the summer time playing and it is so dangerous for them.
375	No
376	50 km/h is not speeding.
378	Unless radar is installed on every street it will be impossible to inforce most people that live on the street don't speed its people using them for shortcuts that do
379	Unless radar is put on every street it won't be enforceable people that live on the street mostly don't speed its people using them for shortcuts that are more likely to and by lowering the limit will cause more danger by people trying to pass
380	I have lived on Worthington for 43 years. This last question is not fair for our residential street. Of course speed increases the chances of a collision, but I have never heard of this happening on our street. No pedestrians have ever been killed on our street. How much is this pilot project costing? Couldn't our tax payers money be spent on more important things? Like the homeless, bus shelters that no longer have plexiglass for protection against our harsh winters!! How about signage in the Glenlee community Club parking lot. That is where accidents do occur. People think that they have the right of way coming out of the parking lot.....they do not!!! This is what I see constantly on our street. They enter the street without checking for oncoming traffic. People need to be taught street smarts...what ever happened to that. Reducing the speed limit does not make smarter drivers!!!!
381	Over 42 yrs. in the area & I am unaware of any injury or death stats. Nobody monitors the daily speeding (including school bus drivers) in the school zone or the motorists who ignore stop signs. The police have much more serious situations to attend to in this city. This is a perfect set-up for more scofflaws to further annoy the rest of us.
382	There seems to be an all or nothing approach to streets in our neighborhood. Are they all considered to be residential streets? Clearly there are two streets, Bairdmore and Kirkbridge that have side streets and/or sidewalks. I am not in favour of reducing the speed on those. All other streets, most of them don't have sidewalks, should have a reduced speed limit.
383	Residential streets without sidewalks or side roads should have reduced speed of 40km. Main roads such as Kirkbridge and Bairdmore should remain at 50km

ResponseID	Response
384	I do not feel that lowering the speed limit would positively affect the collision rate. I don't believe it would be a positive result in reducing collisions.
385	I think 50 KM / hour is a good speed limit, we just need to enforce it. The problem is when people disobey the traffic signs (rolling stops, not stopping at stop signs) or going above 60KM / hour. We will have the same problems at 40 km/hour, because drivers will ignore the posted speed limit.
386	Have lived in this area for over 35 years. Have never seen a radar trap in the 50 zones, but see them regularly in the school zones. Any collisions that have occurred the vehicle has been substantially over the 50 speed limit. Maybe think about enforcing the current speeds before embarking on this idiotic project.
387	I think that lowering the speed limit in residential areas will confuse people (especially if different residential areas have different speed zones) and there will be more accidents, and it will be a huge source of frustration for the people who live here. I think that in the past there have been issues in Richmond West of speeding and drag racing, which have already been addressed by adding speed bumps and stop signs - and I do not think further changes are required. Although we do not currently have children in our home - we do have children who grew up in this house and have walked, biked and busses to school (kindergarten through university) pre speed bumps and school zones and have not had issues with the 50km/hour residential speed limit.
388	I feel speeders will speed regardless of the speed limit and that lowering the limit will just be an inconvenience to those who already abide by the law.
389	I could see smaller streets going slower. But main streets like bairdmore and Kirkbridge could stay at 50.
390	I live in Richmond West. I have young children and am STRONGLY opposed to this plan. I feel it is almost certainly going to be a way for the city to drive revenue for speeding cameras and has absolutely zero data-driven evidence of need. There are many ways to engineer safer streets. This is not one of them. I would not vote for Janice Lukes again as a result of this pilot.
391	Richmond West has traffic calming areas already, two school zones, long service roads on the major arteries. Where is the data on pedestrian vehicle collisions or with cyclists? Those who speed will continue to do it regardless of the posted limit. Why was Richmond West chosen? Do we have a high collison rate? Fort Richmond has 5 schools. Wouldn't that have been a better neighborhood for reduced speed given how many children are moving around daily? Makes little sense in a neighborhood already with traffic calming areas and service roads.

ResponseID	Response
392	Questions 20 and 21 cannot be answered the way they have been asked. Question 19 is problematic. It presumes all streets within a residential area should have the same speed limit. I would support a 30 or 40 km/hr limit for side streets (and I think would make them safer as there are no sidewalks on these streets), but I think that is far too low and unnecessary for main arteries (like Bairdmore Blvd.). For cyclists, I think the city is far better off moving toward either bike only lanes OR larger sidewalks where cyclists can share with cars.
393	I think the current speed limit (50km/hr) is reasonable, and any reduction less than that will be unrealistic.
395	Baird more Blvd speed should remain the same as it is a major artery through the neighbour hood. The problem is with people going over 50km per hour or not slowing down for road conditions. The recent stop sign out on Bairdmore was a step in the right direction to control speed. Pedestrians need proper crosswalks in the neighbour hood.
398	There is zero need to reduce the speed on Manitoba Ave. Reduce it on the side streets, not the bus-route/thoroughfare.
400	People already drive slow, making the limit slower will create more congestion for traffic and make everyday commute more frustrating. The real thing to change is teaching kids how to properly cross streets and how to be safe.
402	In a city that chooses traffic lights over bridges and overpasses, discourages service roads, continues enforcing reduced school zone speeds during Christmas and Spring Break and has no fast routes within the perimeter it is beyond comprehension that adding another impediment would be viewed as progress or beneficial to commuters.
404	I am not in favour of changing the speed limits. They should remain at 50km/h. It will be taking too much of my time.
406	There is no need to adjust the speed limits in the Richmond West area. The current speed limit of 50km/hr should be enforced rather than reducing the speed limit.
407	Provide the statistics of pedestrian/cyclist and vehicle collisions in Richmond West. Provide studies from similar cities that have a reduced speed limit on residential streets. Reduced speed at school zones is great. Keep that all year even. But don't reduce speed limit overall on residential streets. Money spent on this 'experiment' should be used toward upgrading and maintaining our south Winnipeg community centres. They are in a disgraceful state of disrepair. Pushing this on Richmond West is ridiculous. If this is implemented it will be remembered at the next civic election.

ResponseID	Response
408	The money spent on this "pilot" is a complete waste. Taxpayer $$ can be better spent on road repair and the maintenance of The South Winnipeg Community centre which has become a complete disaster since the new board took over. I am embarrassed to watch my kids play hockey In an arena that used to be a joy to visit. No Zamboni driver during a HS hockey game is completely unacceptable! I have lived in For Richmond/Richmond West for 50 plus years and I am VERY interested i seeing the study for pedestrian and car collisions that warrant the reduction of speed In our area! I feel you do NOT have the data to support such a move. This is NOT Kenaston - go back to fixing the problem of street racing over there.
409	I have an issue with lowering the speed limit on selected main streets in the area that have sidewalks on both sides of the road. Also if the City built more through roads from the new area opposite Waverly St. instead of one road (Hawstead) to access Pembina Hwy would help. Should be a min of three (3)
410	Driving really slowly does not guarantee collisions either
411	30 km is hard to maintain, it is too slow. 40km is more maneagable
412	less than 1/1000 of 1% fatalities total all citizen all of canada money better spent on addictions issues i have 15 merits and i believe this is a cash grab only more gas will be burned so not enviro-friendly off all the tickets that i have gotten none of in these so called speeding zones no one red cent will go to any family suffering from a loss in a collision but will give more money to police to beat citizens like in Ottawa better chances of winning the lottery or being struck by lightning
415	Worthington Avenue has two 4-way stop intersections which are constantly being ignored by speeding drivers..It's amazing no one has been killed in these locations
416	I have lived in the Worthington area for over 40 years and have walked and cycled safely all of that time.
419	You can't legislate common sense. The money spent on this initiative would be better directed to supporting fighting the excessive crime rate in the city rather than creating another opportunity to tax otherwise law abiding citizens through traffic enforcement fines. Time to move from this city and take my tax money elsewhere. City Hall continues to disregard and ignore the opinion of the majority of citizens and instead caters to minority interest groups.
420	I feel 40km/h is a great thing to do to improve the safety of our neighbour hoods. I worry that limiting to 30km/h would cause too much frustration and aggressiveness with some drivers.

ResponseID	Response
421	Speeding is going over 50 Km/hr. The wording in the survey addresses feeding. However, the topic of the survey is reducing the speed limit to 40 km/h which makes the survey completely invalid. If you want to know my opinion, I do think speeding should be enforced with tickets people who are driving 40 are still driving a safe speed and should not be penalized. This is a cash grab if anything it is not about safety just like everything in our city.
422	We have a good network of sidewalks so the only issue is that the streets are a straight grid which some drivers take to be a drag strip. A lower speed limit will have minimal impact and most drivers will continue at 50 mph even where limits are 40. Speed reduction/softening bumps would be more effective at persuading drivers to slow down.
423	Hawstead is extremely dangerous for pedestrian in winter time!
424	More specific about the survey questions, whether it is about your area or about the City in general. Lives right by a stop sign and sees a lot of people speeding and going through the stop sign at Worthington and Fitpatrick. Would like radar included in this area.
427	I don't believe that lowering speed limits will reduce speeding. By it's definition, speeding means that the driver is already going faster than the speed limit. Reducing the speed limit may result in more speeders
428	From I can see, almost all collisions occur in non residential situations. If speeds are lowered this would be another knee-jerk reaction to a vocal minority. There are no facts to show that current speeds in residential areas are a critical part of collisions in residential areas. With current speed limits, there are already speeders and, guess what, current speed limits are not enforced. A logical first step would be to enforce current speed limits rather than punish residents who do actually abide with current speed limits. I will vote against any administration that blindly caves to these oppressive minorities.
430	Slow speeds is one element of safety when driving. Stopping prior to sidewalks and looking in both directions is a bigger issue - in my opinion - for cycle safety.
431	If everyone obey the rules there would be less accidents. Lowering the speed limit in residential streets will do nothing for the safety in the neighbourhood. There are going to be always drivers who do not fallow the speed limits and they are the problem. Stiffer financial penalties is a solution. On Worthington Ave. very seldom you can see pedestrians and playing kids on the street never. To lower speed limit would do nothing for this neighbourhood. I know I do lived here for over 30 years.

ResponseID	Response
432	Lowering the speed to 30 km/h or 40 km/h will not make any difference to anyone's lifestyle because there are sidewalks and boulevards. People will not slow down and the City will only make revenue from handing out speeding ticket. It does not make sense to lower it speed.
434	Assiniboine Ave does not have sidewalks for pedestrians, I feel very strongly that any street that does not have sidewalks needs to be a reduced speed street. It is also a school bus drop off street. I feel very strongly that this should be considered for reduced speed zones also. Thirdly, Assiniboine Ave has a curve in it that prevents drivers from seeing on coming traffic, cars and bicycles, and pedestrians who are walking around parked cars and thereby placing themselves directly in the path of an oncoming car. Reducing the speed should help ensure safety. This would be a more proactive approach than waiting for a series of accidents to alert this necessity.
435	This is a result of resident lobbies. 30k is an extremely slow speed to maintain. We have rarely had concerns about speed in our neighborhood. What type of signage will be provided for the reduced rate? Are wasted policing needed to enforce this? What will be the responsibilities of pedestrians? We have often found that speeding cyclists are more of a concern. Just a waste of money. We would have liked to be informed before this was a final deal. Who will contact me with some answers? Ridiculous waste of time and money!!!
436	Keep the snow routes (or bus routes) at the current speed limit.
437	I'm fine with lowering the limit but there must be consistent enforcement. People speed when no one is watching and that is the dangerous part. Additionally, there should be stronger limits on who gets licenses to limit unsafe driving habits with younger drivers.
439	I think the speed limit reduction will positively impact the neighbourhood, specifically Assiniboine Ave where there is no sidewalks, a ton of walkers and cyclists, and vehicles often speed down that street. I've felt unsafe walking and having cars rip back and forth going at least 70km/hr.
440	Reduced speed is solution looking for a problem. I don't believe that we as a city are experiencing a significant problem due to the 50 km residential speed limit. Also concerned this will be used for predatory ticketing.
442	50km is very slow already.
443	Lowering speed reduces effect of wind resistance with consequences likely being more efficient fuel consumption, lower harmful break pad and tire particle emissions therefore decreases environmental impacts of motorized transportation.

ResponseID	Response
444	This survey does not allow me to input my opinion on all the topics within question 20 and 22. It looks like a filter question to separate who you want to answer specific parts of the question. Question 24 is also biased and silly. Its like asking, if a pedestrian doesn't walk outside, does it reduce chance and severity of collision?
445	During this pilot project on Sadler Ave and the Worthington area the residents will still not be able to play street hockey on any of the streets. The only way to stop speeding or controlling the speed in this neighborhood is to install four (4) foot high speed humps. Looking forward to seeing the end results of this pilot project.
446	I appreciate the lower speed limit in the school zones but the limit is fine in the rest of the neighborhood.
448	I think the way the questions were asked were definitely to get a specific question. Very disappointed in this. Asking if speeding would make an accident worse is very different then asking if 50 or 40 would make a difference. The questions were geared towards getting people to agree.
449	What are the current accident stats (car-pedestrian, car-bike, bike-pedestrian) for the Bourkevale area? The neighborhood seems very safe already for biking and walking. Q24 is silly. Obviously a higher speed collision is more severe than one at a lower speed. If that is a rationale for lowering speeds, why not set the limit to 20, 10 or 5 - then no one will ever get hurt.
452	There will be no impact on collision due to the existing or decrease the speed limit.
453	The people of Bourkevale want safer streets but they think the river, in the wintertime, is an off-leash dog park as I see many dogs on the river but rarely a dog on a leash. Why does the City not have signs posted on the river trail about dogs needing to be on a leash?
455	It's my opinion that dropping the speed to 40km/h on street that don't have sidewalks (typically side streets) makes sense. I think that major thoroughfare streets (such as bus routes) should stay at 50km/h.
456	Reducing the speed limits does not stop the people that are excessively speeding down residential routes. Worthington ave connects St. Mary and St Anne without having to go through traffic lights. I have witnessed people doing 60 km/h down Worthington. How would a 30 or 40 km/h limit stop the speeding?
457	Question 27 is absolutely ridiculous. Of course SPEEDING increases chance of collision. Going 50km/hr isn't speeding and is not to fast on a residential street if the driver is paying attention like they should.

ResponseID	Response
458	The only way to reduce speeding is with physical mean, ie speed bumps. There are many more issues than speeding. Not stopping at stop signs, no using signals, no turning on lights at night and parents stopping long schools to pickup\drop off kids to school. There should be no stopping along schools in the city. Al parents should have to park/stop on side streets and walk kids or drop them off. Much safer with no cars lined up along roads. clear lines of sight. parents double parking and parking in bus stops etc cause more issues for people going around to cause accidents.
460	Questions 22 & 23 are misleading so I refuse to answer. Of course speeding will increase chances of collisions and a collision at a higher speed will be more serve. It isn't rocket science BUT 50km in our residential neighbour hood is just FINE! Questions 20 and 21 are ridiculous too. Give me a place to say NO and I'll check it.
461	To me streets like Beliveau are not "residential streets. Streets like Worthington, Hindley are "residential" streets. It depends on what the City of Winnipeg is including in it's definition of "residential streets".
462	I think there are more issues in the neighbourhood with drivers that are not necessarily just related to speed limit. For example, drivers pull up too fast and too close (or past) stop signs. They don't come to a complete stop and drive too quickly through the stop sign. We live off of Bairdmore (closer to Bairdmore School) and often walk or bike to Sandusky Park with our children. I'm terrified for them to cross Hawstead because cars come whipping around the corner or up to the stop sign. For residents that live along or off of Bairdmore Blvd, our *only* way in and out of Richmond West is via Bairdmore or Kirkbridge (for those wanting to get to and from Pembina Hwy). Reducing the speed limit along these main "feeder" roads will only aggravate and annoy drivers causing them to drive more aggressively. I think slowing down traffic on these main roads will be very inconvenient.
463	I feel lower speed limits are beneficial in the parts of residential areas that do not have sidewalks and are not major feeder streets that are created to allow for faster traffic. Ie In Richmond West Kirkbridge Dr and Bairdemore Blvd are large wide streets with sidewalks set far back from the road and service roads throughout that those major roads should continue to have a speed limit of 50kmh. Their design is to allow quicker traffic flow while being safer. It is the smaller residential streets that should be targeted only.
464	I strongly feel that reducing the speed limit in my area will have little or no effect on the amount of traffic and vehicles speeding down our street. I feel that speed bumps would be more effective at reducing the amount of traffic and those speeding through our area.

ResponseID	Response
465	REDUCING THE SPEED IN MY NEIGHBOURHOOD IS INSANE. THERE ARE NO SCHOOLS AROUND WE WALK AND CYCLE JUST FINE THE WAY IT IS. THIS IS AN INSANE CASH GRABBER. WHY DOES WPG ALWAYS COPY OTHER CITIES WHY CAN'T WPG BE THE TRAILBLAZER WE DON'T NEED SPEEDS REDUCED TO 30 ITS INSANE CRAWLING WHILE DRIVING WILL ONLY PROMPT PEOPLE TO SPEED ITS THE PERFECT RECIPE FOR SPEED STOP THESE RIDICULOUS CHANGES THEY ARE NOT NEEDED VERY DISAPPOINTED PICK SOMONE ELSE'S NEIGHBOURHOOD THAT WANTS REDUCED SPEEDS AND LEAVE THIS NEIGHBOURHOOD ALONE
466	Changing the speed limit in this area is going to be horrible. There is already so many bad drivers and now they have to constantly be looking at their dash so they don't speed. How about we teach people how to cross the road safely and do better on testing peoples driving skills. This is a horrible change. Just another reason to move out of this community. Teach people that they can't just stop wherever and put on their 4 ways!!!!
467	The pilot residential speed reduction has nothing to do with safety; you should be directing your focus on the the individuals who drive in excess of the speed limit due to their blatant disregard of the speed limit or their inattentiveness caused by distracted driving. We don't understand why our specific area in Tyndall Park was targeted as we are not aware of any incidents/accidents involving parties that were driving respecting the actual speed limit. We expect the pilot will share the actual difference in accidents when individuals were driving at 50km versus 30 km for our area. Speeders and distracted drivers should be tracked separately as speed reduction will not adjust bad driving habits/behaviors. This pilot also appears to be income generating initiative by the City and not a safety initiative.
471	Keep it at 50km please
472	We live on a street where traffic volume as opposed to traffic speed is the overriding concern. Reducing the speed limit will have no impact on this.
473	I do not think this is necessary. I have not noticed any accidents and aside from some crazies, everyone seems to drive carefully. The crazies will still speed regardless.
474	Maybe convince police that a painted stop line IS a traffic control device and it should be enforced to prevent pedestrian and cyclist collisions. Stopping after the line and obstructing pedestrian crosswalk(blocking the box)is possibly and probably the worst unenforced traffic offence in Winnipeg that contributes to 50% of collisions including fail to yield. The last time there was a pedestrian right of way enforcement campaign was August 1973 and I have the Tribune article to prove it. Lobby MPI to dump demerits for this offense and mail tickets with STOP LINE photo enforcement to registered owner, then watch collisions plummet.

ResponseID	Response
475	When I was able to, I used to ride my bike about 2,000 miles a year. I rode on every street or roadway in the city and I never found speed a problem. I rode my bike to work every day across the city in rush hour.
476	Placing a 40 kmh speed limit on Bairdmore & Kirkbridge Streets would be about as intelligent as placing a 40 kmh on Pembina Hwy & Bishop Grandin. There are sidewalks & / or service roads on BOTH sides of these streets. There are also busses on these streets. If people did choose to walk or ride a bike on these streets it probably would not matter what the speed limit is. However, I absolutely agree with placing a 40 kmh on the other smaller residential streets for the safety of people of all ages.
478	I think that the major artery streets should have different speed limits - and WELL posted - of 50 km and lower limits on side streets. My side street is narrow and curvy and 30 km is even too fast on it, but having Kirkbridge Dr be 30 km is overkill for such a big, wide street.
481	Keep the speed limit at 50km/hr. There is no need to lower the speed. If people are complaining about speeding, have more surveillance get ticket the people speeding.
482	People don't recklessly speed in residential areas, it will cause more congestion for traffic, and also increase pollution, in winter however I can see it if streets are not sanded and salted as collisions are higher due to slippery roads, but in spring summer fall, it's not bad, reducing the speed will make it worse
483	I have lived here over 20 years and there has NEVER witnessed a traffic accident involving students.
485	Richmond West has an abundance of sidewalks and service roads for safe navigation for walking, cycling, rollerblading, etc. Reducing the speed limit seems excessively redundant and will create a level of driver frustration already increased due to the redesign of neighborhood access and egress (closing Waverly street access to the perimeter). The lack of a left turn light at Bairdmore South, northbound Pembina Hwy has already created high frustration to just get into the neighbourhood. This excercise in reducing speed limits will likely increase mishaps as drivers are already frustrated and will become more frustrated.
488	What is the plan to enforce the 40km speed limit in the Worthington neighbourhood during the pilot project?
490	I don't see a point in changing the speed limit. 50 works best unless it's a 30 school zone. It already takes long enough to get home as is, now it's gonna be even slower and waste more time for us working members of society
492	Speed kills

ResponseID	Response
494	People that obey the laws are not the problem and speeding isn't either. I find the most dangerous is drivers failing to stop at stop signs which is very common in this area I have to personally slow down when I have the right a way as drivers are not stopping at stop signs. I think reducing speeds might even increase the unsaftiness as those drivers are already aggressive and don't obey laws.
497	I have not answered a few questions as I am not sure how to. Reducing speed will not solve anything. People will speed no matter what the speed limit. Many people do not follow rules. I am on the road everyday and people still talk on the phones etc. Maybe the only solution will be for the WPG police to sit and hand out tickets. We had a major problem on Selkirk Ave. with speeders. Police started ticketing and now the speed settled down. Parking patrol now sits on Keewatin Ave. near the hotel as there is no parking in the morning. Since he sits in the parking lot no one parks there until after 9:00 am. Snow removal was the same thing. People never moved their vehicles until tow trucks started to move the vehicles on other streets and then parking tickets were handed out. THAT IS THE WAY TO SOLVE THE SPEEDING ISSUE.
499	There are a few questions not answered as I did not know how to. Reducing speed will not do anything to solve problem. I am on the road daily and see people talking on phones etc. No one follows rules. I think the only solution to solve the problem is for police officers to ticket people. We had an issue on Selkirk Ave. with speeders. The police sat and ticketed a bunch of people and now the speed is under control. We had a problem with people parking on the street on Keewatin Ave. near the hotels. Parking patrol now sits in a parking lot and viola no more parking on street till after 9:00am. People seem to need to be ticketed before they learn.
503	Rather than reducing speed limits to 40 kp/h; improve deteriorating road conditions. Parents at surrounding schools IGNORE POSTED SIGNS and stop where they're not supposed to, causing significant gridlock and delays. Focus on those first before reducing speeds!
504	I would like Eric St with 30 mph.
505	A reduction in speed will also increase the safety of cyclists. I would walk and cycle more if vehicle speeds were reduced and it would significantly impact the timing of my outings (i.e. I would no longer avoid the before/after school "rush hours").

ResponseID	Response
509	I am against lowering the speed to 30. I think this would force people to spend more time on looking at their speedometers and less time looking out for kids, etc. This could lead to more accidents. I don't notice a lot of speeding in my neighborhood and have not heard of any statistics offered to show that this a real issue for my area. I feel that these survey questions are slanted to prove your point and not necessarily to reflect an unbiased survey. I might be more amenable to a reduction to 40 km as I do agree that collisions at a higher speed are more serious but feel that your survey results will be used to shore up your arguments and not reflect my opinion.
510	There is a missed opportunity here. In the 37 years we have lived in our home in Richmond West, I am not aware of any pedestrian-vehicle collison, thankfully. There was a car-train collison and a train derailment many years ago. We also have delays at railway crossings in Richmond West. We have had speed bumps put on Marrington, as well as Keslar and Lee Bld. Keslar now has a 30 km. speed limit and is considered a school zone ,although no school is present. There is a nursery class in the church on Keslar. Also, there is now a 3-way stop sign at Keslar and Bairdmore Blvd. which never existed before. So there have been traffic calming procedures already put in place. The missed opportunity I mentioned at the beginning is that I feel this reduction in the speed limit would be better utilized just across Pembina Hwy. in Fort Richmond where there are three schools in very close proximity to each other with young drivers from both Acadia Junior High and Fort Richmond Collegiate. The student population there is very high along with many young people walking along the street to the University of Manitoba. Richmond West has other needs to be addressed such as fixing 37 year old streets ,replacing worn out underground water lines, putting more picnic tables and recycle bins in Kirkbridge Park. As well as proper maintenance of the park trees, (pruning lower branches) so the tree doesn't become a shrub and then becomes a safety hazard for walkers,and joggers, with someone hiding behind a shrub .Many residents of Richmond West walk and jog and cycle daily. The trail running throughout Kirkbridge Park needs to be widened considerably. There will always be that one driver with a heavy foot, unfortunately, no matter what part of the city you live in. I feel that reducing the speed limit to 40kms. is too low and imposing yet another restriction on us. However, after monitoring my own driving speed, I find driving at 45kms. is more realistic and manageable.
512	I am agreed on 40KM/h , and I don't think so it effects on traffic flows and commuting! Because it's now high way and more traffic on the road. But 30KMH is very low ! It only feel good during school zones not all time in normal designed streets. Thank you
513	This is the dumbest thing the city of Winnipeg has done. 50km is a perfect residential speed limit.
514	I feel that most people drive less than 50 kph anyway. Focus on the few who speed or drive dangerously. 30 is too slow, 40 is accepted. 50 is fine for responsible drivers.

ResponseID	Response
517	Totally stupid idea. This is just as likely to get people killed because they will start assuming traffic is moving at the reduced speeds in other areas and they will misjudge traffic speeds
518	Driving carefully is responsible for reduced collision/accidents. If speed limit is reduced to 20km/hr and drivers are not careful enough, collisions are bent to happen
519	Can't change all the streets to 30. It should be certain streets , sure, due to known accidents but not all streets. Seems like another money grabbing idea here.
520	Residential speed limits are not enforced. Lowering the speed limits will not lower the speeds of those who already break the speed limit
521	I strongly support a 40 km speed limit for safety
525	My only issues, driving in the neighborhood are those drivers who run through the stop signs.
526	I walk anyways, but am concerned for school children walking along Assiniboine ave. Because there is no sidewalk. Lower speed limit would be safer.
527	NA
528	Slowing down the speed limit will make people want to over speed more.
529	Driver education and advising new Canadians not to walk in the roads will have a more significant impact than this trial. Having the questionnaire after it has been mandated and asking questions with slanted answers is also disingenuous
530	As for my personal opinion its the drivers responsibility to practice safe driving always to avoid any accidents.

ResponseID	Response
532	Whoever made up this survey devised questions obviously geared towards the intended purpose of lowering the speed. An example of this is" Do you think lowering the speed will reduce the severity of a collision." Common sense says and physics say that it will. I am answering this survey as one of many residents on Hawstead Road. We have gone through many discussions with our Counsellor as well as public Works about helping the "liveability" on Hawstead Road. This was called the Hawstead Road Calming Project. We were provided with a 1 year trial Pilot Project limiting traffic flow on our street. The City reneged on the 1 year Pilot and abandoned what was promised the Hawstead residents. The no turn Oilot was anbandoned after 2 months only. Instead they created a skewed Richmond West survey involving all residents which resulted in the decision to build a sidewalk on the north side of Hawstead.... That was the solution apparently that would solve the community problem...that decision, for a sidewalk in the future, has done nothing to help the residents on Hawstead.... As the Pandemic eases, our traffic flow is greater than ever before. As a long time resident on the north side of Hawstead, I contacted public works and the Counsellor and provided 10 good reasons why a sidewalk at this stage would be wrought with issues - going against a previous promised decision not to build one, drainage issues, street landscap levels, destroying 4 custom driveways, deforesting the trees on our street, huge snow removal dilemma in winter, underground wires, disruption of water mains etc etc. My requests to meet with PW were not acknowledged, and as I said.... " the "solution" to Hawstead's issue was a sidewalk built sometime in the future was mandated without fair consultation to those homeowners such as myself was decided on. The last survey had non residents of Hawstead, determine what Hawstead residents should have. This has created divisiveness in our community. Anyway, in 2022, all discussion on the Hawstead Road Calming Project came to an end. A petition organized by Hawstead Residents was not addressed. Very discouraging. So.... Will reducing speed on Hawstead help. Maybe... if there is police enforcement. Will it reduce volume... that's a no. My opinion as a resident, ...reducing to 40 is better than nothing. I hope it works, but the whole scenario on Hawstead has left many residents very discouraged. Ken Park 53 Hawstead
535	I don't want speed limits to be reduced to 30 km on my street. I think 40 km would be reasonable. It will make speeders reduce their speed but not impact those who don't speed.
540	Put a cop on Fredrick and Sadler as there's 100's is cars that roll tru or do not stop at the 3 way stop signs. I walk to get mail and there's at least 3 cars don't stop, and rolling thru all day.

ResponseID	Response
541	The driver licenses test; very questionable. I've become friends with many new immigrants and they laugh at our stupidity , they run lights as that's what they learn in their country. We need to make new immigrants aware of our laws. And that you cannot run red lights. We need more traffic police to insure our streets are safe. Lowering speed limit is not the answer. Stand at any residential 4 way and you have to be very careful as our new immigrants do not stop. Also, why do the new Immigrations have blacked out windows on their vehicles. Look at that mpic.
542	Increasing the speed limit is a mistake and an example of over policing neighbourhood and looking to solve problems that do not exist. Keeping the speed limit the way it is is the only sensible way forward in my opinion.
543	I am Strongly Against this, this has nothing to do with safety as it will increase people getting tickets. This will do nothing to slow people down in the long term. 50 km/h. Default speed limit has been in the city for over half a century. This will do nothing but aggravate, and cause people to be needlessly charged for doing a ridiculously slow rate of speed. It will not work, unless the city is just looking to increase their revenue from issuing speeding tickets.
544	In my neighbourhood I feel people will avoid the speed limitations by using the back lane that goes from Tyndal Avenue straight through to Burrows Avenue. The speed limit in lanes is 30 km, but people are already avoiding the 30 km school zone on King Edward by racing down the back lane at speeds exceeding 30 km. I have lived in my home for 35 years and find it difficult to safely back out of my garage as the speed of vehicles travelling through to avoid lower speed limits has increased and I expect the amount of traffic will increase more now. There has never been any speed limit enforcement on this back lane, but perhaps it can be put into place.
545	Who designed this survey? Was/is English their first language. Some question and answer pairings were meaningless. Who will enforce these new speed restrictions. I have NEVER seen a vehicle pulled over by police for any reason, which is remarkable, given the amount of extreme speeding, texting and driving, and illegal parking and stopping.
546	The sidewalk is full of large cracks and uneven so difficult for seniors with mobility aids to get around.
548	I think the City is lowering the speed limit in the wrong areas. I feel fine in residential areas and never see accidents on residential streets. It's the larger streets where speed is an issue. In residential areas, clearer markings for cross walks would be better than reduced speed.
549	No

ResponseID	Response
550	I think the way to go would be to educate people on how and where to cross the street. More literature for school age children. People have been hurt or killed at crosswalks as well because they are not using them properly. Education is the way to go.
553	No
557	Speed reduction across the city needs to be met with significant investment in traffic calming measures designed into the roads themselves for speed reductions to be really effective.
558	We do not live near a school and have a strong sidewalk system. I have never experienced people speeding and I walk within our neighbourhood at least twice daily year round. Reducing the speed limit by 10 km/hour in an area where speed has not been a concern is a money grab for ticketing. What would make me feel more safe in walking around our neighbourhood would be better lighting and proper maintenance of the sidewalks year round. Consistently the sidewalks are cracked so severely it is a tripping hazard or are ploughed so poorly that there is no level walking path. I've slipped and fallen numerous times on our neighbourhood sidewalks. The reduction would be a waste of signage and simply feels like a cash grab for the city. If City of Winnipeg officials were concerned with those of us who walk in these neighbourhood a, sidewalk maintenance would be a more appreciated priority.
562	Personally speaking, I wouldn't mind if the city explicitly put signs that said the speed limit on Manitoba Ave, which is a major bus route for the 16 and 31 bus routes, was set to 50 km/h, or the default speed limit. However, I feel that reducing the speed limit all the way down to 30 km/h on Manitoba Ave is a bit too low, as it is a wider street, therefore, moderately higher speed limits should be fine. In my opinion, the speed limit on Manitoba Ave should be no lower than 40 km/h, and no higher than 50 km/h or 60 km/h. On narrower streets such as Ellington St, Dingle St, Tyndall Ave, Smithurst St, Huber St, etc, those would be streets where the 30 km/h speed limit would be more appropriate since the streets are narrower. I feel that reducing the speed limit to 30 km/h on Manitoba Ave would be very hindering in terms of commute times going to work/school in the mornings/during the day, which again, is why I think it should NOT be any lower than 40 km/h.

ResponseID	Response
563	I still would like to hear from this project scope of picking this area Tyndall Park as I think that there is only one though street that is of some concerns of traffic going to fast. (One idea would be make some controller to slow the traffic speed) therefore the street design going though is the issue)The other side streets will give no information on traffic going over the speed limit as they are short streets. If this project gages the speed limit to put up radar and collect a fee that goes to the province then it's someone's cash grab and not safety for the neighbor hood. I hope that the speed survey is done by the project (community)not the city of Winnipeg tickets department as the project will lose concept of what they want to accomplish. I accept that speed limits need to be followed. But I think signs telling drivers of their speed and most driver will slow down if they see a signal that they are over the limit. Most people that see the signs telling them of the speed they are doing will work. These sign would be more affected and less costly. As only the specific streets would only need them as in Tyndall Park only one in 10 approximately would need to be controlled or advisement of over speed. In Tyndall Park on this project there are two streets that children have to cross the street from school and this project failing to take in consideration. And gain information. I think that if this project is community based in the north part then this project people should have did more by going door to door and advising of the project and they will/could do better. On another note we in the north part of the city do a lot in doing things and somewhat keep political at bay. Politics at times steer things in many different directions. I know that the people in city hall work very diligent to perform their duties to their owe capacity. I can only hope that someone in this project will contact me and try to work together to accomplish this project and not In just being just a person at city hall Safe of children and people must be acknowledged at all times with practice. One another note if this project is tried in some other parts of the city south it could and would be a challenge. Thanks for picking the area the gives you a start. HOPE I Get someone to communicate with me and hope that something like this could work with changes in the scope. The project meeds more communication with in the neighborhood to accomplish slower speed limits or control of speeds and learn the speed of traffic and it's danger Some is free to call *redacted*
565	Can't speed in this neighborhood for all the pot holes all year long. Have to be carefully of them. Winter the streets are either very slippery or not plowed
568	I already do 40 on Assiniboine Ave. I think 30 is too low .I would be OK with 40 Very rarely have I seen cars doing 50
569	I can support a lower speed limit on "most" residential streets. The "bigger" or main feeder residential streets should maintain the 50 km/h speed limit. If there is a frontage road then clearly, a 50 km/h speed limit can be supported by the road design. I generally go between 30 and 40 km/h on my "inner" residential street.

ResponseID	Response
573	Reducing speed limits will not solve any problems. Traffic enforcement would be far more beneficial. Aka people actually stopping at stop signs and reducing distracted driving habits. Driving 50 km/h vs 30 km/h will not be beneficial if those other driving habits are still occuring. Stop wasting tax payer dollars and time on this BS
575	Not at this time
576	I live on tyndall ave that is short with a turn on it , my house camera captures people going extremely fast on this street , just for kicks to race down it, only to slow to a crawl for the turn. CRAZY .
577	I can see the collector of streets of Burrows and Selkirk having increased traffic congestion, as people avoid Manitoba and Tyndall which will have their speed reduced to 30 km
578	Speeding is upward of 60 km/h in general. We do not need the speed limit lowered because it gets to the point where we can walk faster than vehicles travelling. Believes the pilot is a waste of time and strongly disagrees with the project.
581	This survey has a distinct bias to lowering the speed limit. If this is an attempt to improve safety it will have no effect. Better to teach people to walk and ride on the road properly.
585	Say what you wanna say, we always drive slow when we need to. I don't think they should decrease the speed limit at all.
586	Beechtree Crescent and other streets without a sidewalk NEED to have a reduced speed limit to 30km. Other residential streets with a sidewalk should be 40 km for the safety of pedestrians.
587	We don't need a lower speed limit, we need to be more strict about the training involved with those who hold a Manitoba drivers license.
588	This is a completely ridiculous survey and a totally skewed questionnaire. The speed in this neighborhood does NOT need to be reduced in anyway. Obviously, the decision to reduce the speed limit has already been made and the results to the responds will never been known. Only the results that favour the survey will be published. Total *redacted* survey again. Thank you for wasting my time for your personal gain. AGAIN. Here's a hint, if you want people's opinions, don't offer a survey AFTER the signs have gone in! Like we have an influence on your opinions and survey. Bad. Very bad. You will be voted out of office.
589	I would like to say This survey is really Good to take my point of view on this topic

ResponseID	Response
590	Please follow and rule for 30-40 speed for slow . Thanks!
591	When there is a service road, I think 50 Km/h is fine, but on all residential streets I think 40 is better. 30km/h seems like a cash grab by the city. Some vehicles with bigger engines have a difficult sustaining a speed of 30. I'm taking turns stepping on gas and brake, which is very frustrating. I avoid school zones at all costs. Please don't even consider 30km/h as I feel like I drive more dangerously as I spend more time looking at my speedometer than the road.
592	40 km for streets without sidewalks. 50 km for streets with sidewalks. 30 km causes drivers to stare at their speedometer more than the actual road and cause less awareness of surroundings.
593	Some cars have much difficulty staying at 30 km/hour making drivers spend more time looking at their speedometers than at the street thus lowering reaction times. I believe roads with sidewalks and side streets (ie Kirkbridge) should stay at 50 where as streets without sidewalks can go down to 40. It is also the responsibility of parents to properly teach children about safety and roads.
594	I think kids should continue to learn how to be safe in streets and reducing speeds may encourage kids that it is okay to be in the streets because traffic is slower so it is safer. Keep kinds in their yards and sidewalks away from cars
597	I believe the drivers going 50 Km are NOT the problem. Its the people speeding (driving over 50 km) on the main streets of our neighborhood that are the problem. We do not need to reduce the speed limit. I think that many of the questions are leading or biased and do not serve the survey well.
598	I would be more willing to accept a decrease speed to 40 if it meant that it wouldn't be targeted as an opportunity to become a cash grab for radar and speeding tickets. I never speed, but when speeds are reduced, especially to 30, it is hard to maintain that speed. Therefore because a driver fears a ticket they are more likely to be looking down at their speedometer, than the actual road. I drive to the conditions of the road, which includes if people, children and animals are using the road as well, I naturally slow down. I do think there are people who don't care/ aren't careful when people are walking. I do not believe changing the speeds will change anything for these types of people though as they are already speeding over the posted speed limit, and also often texting.
602	I think 40 km in residential areas is a perfect speed, adding school zones to stay at 30 km

ResponseID	Response
604	30 km/h seems too slow for residential streets. I don't feel like there is a high risk of injury in an area with many sidewalks. 30km is a back lane speed limit where it is single lane and higher risk, this is not applicable to residential streets. While a lower speed reduces the chance of collision, I do not believe the risk of collision in this neighbourhood is high.
605	The use of cell phones while driving and rolling through stop signs is in my opinion a bigger concern than reducing the speed limit. People will get bored with low speed and play with their phone.
606	No sidewalks on many streets in neighbourhood. Parking on street reduces width of walking surface. Local residents driving are usually careful with speed, but school buses, delivery trucks, etc. are a problem at times. Pedestrians cannot walk on right side facing traffic due to parking on road. This contributes to lack of security for walkers.
608	No accidents on the residentials streets but on the arterial roads. Believes that the speed limit does not need to be reduced.
610	Lower speed limits reduce chances and severity of collisions at 2 way stop intersections.
611	The largest impact in my neighbourhood on walkability is lack or sidewalks. Speed changes will have little to no effect. Dedicated bike lanes, expanding rapid transit, and moving commuter traffic off of residential or surfaces streets are what it will take.
615	I don't think that you're going to listen to what the respondents of this survey ACTUALLY have to say. The plan is to reduce the speeds in residential areas, nothing I or anyone says will change that. I think that the slower residential streets could benefit from 40 km'h zones, but Beliveau Road is a main transit route, a snow route (in which every year we lose 5 feet of road due to snow plowing, I'm sure that's fun for Transit drivers) and already has reduced speeds to 30 km/h in the school zones. If someone visiting the area doesn't read the 40km/h speed limit, someone going 50km/h would be speeding 10km/h over the limit, which I'm sure you'll catch all sorts in the first week as usual. The other streets in the Worthington area make sense to reduce to 40 km/h, but Beliveau road is too busy. It would be much safer if the north side of the road had a bit of boulevard so that the pedestrians wouldn't have to walk directly adjacent to the busy road and risk getting hit by a car mirror the whole way, everyday. Or eliminate the sidewalk altogether and keep it only on one side. Please share with residents if there is in fact a notable reduction in incidents and collisions in the Worthington area, specifically Beliveau road. I'd also like to know how many tickets will have been issued during the year long pilot.

ResponseID	Response
616	I don't understand why a minority of pro bike groups are able to garner such support to get these pilot projects. We didn't ask to be the lab rats. Worthington has the bishop greenway so I'm unsure of what affect y'all hope to achieve. Speed limits might be at 40 but I bet most drivers will still be doing 50. Would also love to know what data was compiled before the reduction to "compare" with what I assume be "favourable" data.
617	In general, I find that drivers are respectful of the speed limit in my neighbourhood, and take precautions when encountering pedestrian traffic. I can see the benefits of reducing the speed limit on sidewalk-less residential streets, but on main residential arteries a 50 km/hr speed limit should be an acceptable balance of safety and efficiency.
618	Pedestrian and cyclists safety may stand on priority on Commute time etc. Thanks.
620	Ive lived in this neighbourhood my whole life and attended school in Tyndall park. I've walked, biked, and driven these roads for many, many years and have never felt in danger. There are plenty of sidewalks for walking and wide roads for biking and driving. It seems to be a waste of city resources to impose unnecessary restrictions on me and my neighbours. We are just trying to get on with our lives and don't appreciate city bureaucrats adding the anxiety and fear of overpriced speeding tickets on us. Life is difficult enough as it is. Please stop finding problems that don't exist, wasting city resources, and leave us alone.
621	I think teaching street safety (how to cross a street. How to use crosswalks, etc.) would be more impactful.
622	Worthington is fine the way it is I am not happy about the decrease in speed limit. There's lots of school zones already and parked cars to avoid most people naturally drive slower than 50, now we'll just get dinged for the odd time driving 50. It's a total money grab.
624	I think people should pay more attention to their surroundings and condition of the street. More respect to people around them would have a a better affect than spending tax payers money on signage.
627	No
629	There are no speeding issues in my area. I don't believe it should to be reduced.
630	50km is fine in my opinion. I've never seen an accident in the 27 years that I've lived in Richmond West.
632	None

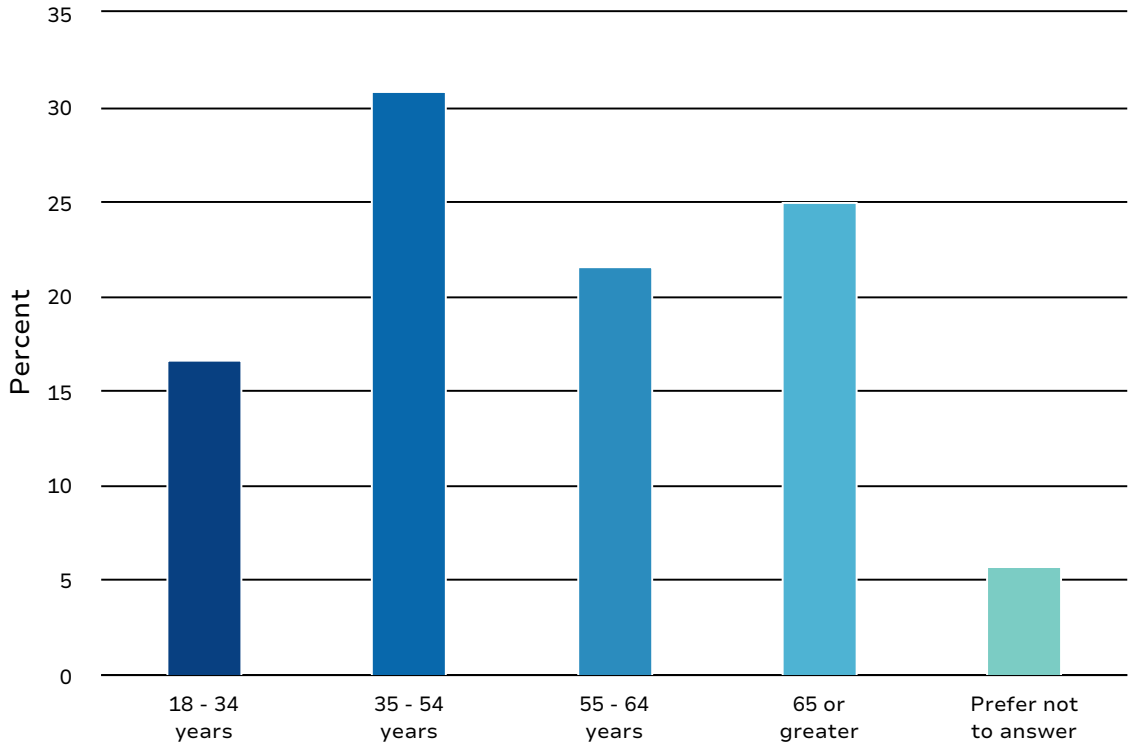
ResponseID	Response
635	Many vehicles speed along south bairdmore starting from the stop sign at brentlawn past tranquil bay along the curve north towards bairdmore school. very dangerous for children and adults.
637	There are already school zones at 30kph in areas of concern. Is there any evidence that that speed decrease lowers collisions (severity or frequency)? In the school zones there are no stopping areas marked but vehicles constantly stop to drop off kids. This is extremely unsafe and significantly negatively impacts traffic flow.
638	Hawstead is extremely dangerous and overall I think this is an extremely positive decision to slow the speed. I have seen so many close calls in our area, especially Hawstead, and the road was not designed for community. It is so dangerous, too much traffic, and people drive too fast close to pedestrians and cyclists which is so scary and limits the amount me and my family and want to leave the house.
639	Plz keep 50 speed
641	I think most drivers are following safety when driving, and following posted speed limits. I believe messing around with lowering the speed limits will create chaos and confusion. There are a few drivers who speed down streets in our area. They should be penalized, not the whole residential area. A 50 kmh speed limit is a reasonable speed for city driving, provided people follow the standard common sense rule of driving according to conditions, weather, and driving defensively. We live in a city that has much traffic flow. Lowering the speed limit could create congestion, and cause more problems with commute times, causing stress-filled drives and potentially unsafe driving to make up for lost time.
643	The speed limit in Winnipeg is not an issue, this is a waste of money. The city should concern itself with more money invested in traffic solutions to reduce traffic congestion and synchronizing traffic lights downtown and other areas.
644	The speed limits are fine at 50km an hour in residential neighborhoods, we already have school zones at 30km/h in most residential areas. Leave it as is, sounds like more of a money grab changing limits everywhere else.
645	The questions in this survey are stupid, and meant to trick someone in answering them. No matter how we answer, the city will do what ever it wants.
649	I just want to know the reason for reducing the speed
651	City Bus Drivers as well as School Bus Drivers should respect the 30 kilometer school zone speed limits!

ResponseID	Response
652	To do this speed change on Manitoba is stupid. All it will do is increase traffic on Selkirk. Me being one of those people.
653	I have been requesting Berrydale Avenue speed be lowered for years and am extremely upset that Berrydale Avenue is NOT included
654	This will do nothing every is safe at 50km no collision happen in my areas so what is the point
655	In the winter, I already drive 30-40 kph because of the ice and ruts. It feels significantly more dangerous for cars to be speeding down the street with the ice.
656	In the over 10 years I've lived here, I am not aware of any collisions in our neighborhood other than on Portage Avenue. The vast majority of drivers drive to conditions, i.e., reduce speed during poor road conditions or when cyclists/pedestrians are present. Drivers also give cyclists/pedestrians a wide berth. The school zones in our neighborhood already have reduced speed limits - that's fine. The quest to reduce the speed limits elsewhere is seeking to solve a problem that doesn't exist.
657	Lived on this street for over 40 years. It is a short street that cuts through area....an 8-house- distance race track in the summer. Reducing speed to 30 on this street would make no difference unless monitored and tickets handed out. Having experienced 30k residence speeds in Edmonton last fall, can now say for sure that some areas would benefit more, like this street, from Speed Bumps rather than Speed Reduction.
658	Unnecessary change with this quiz asking obvious questions to justify their agenda of lowering speeds. Main driving concerns are during the winter when crossing intersections (with the exception of 4-way stops). The snow banks make it very dangerous to try to attempt to cross without being able to see traffic.
661	Changing the speed limit to 30 all year round sounds absurd. It feels more like a punishment for all rather than having photo radars just catching the people doing the wrongs? Accountability and policing of drunk/high driving seems more acceptable for my area then changing the speed limit to 30.

ResponseID	Response
663	Berrydale Ave is a very busy street already with a temple where people race to pray at dusk and dawn . My wife and dog were just about run down by a motorist speeding to pray in the evening. I have almost been tboned by mechanics making unsafe left turns out of dynamic auto 3 times . Between the test drives from the shops at the corner and parts delivery cars speeding down our street , may I add that Central Auto Parts has a satellite warehouse on St. Anne's and Worthington that primarily delivers to Dynamic Auto . That alone is over 100 trips up and down our street . It's dangerous to leave our driveway unless it's lunchtime for them . 3 Air BNBs in the 100 block . Cnr trucks , Shaw trucks and driver training cars . Is MPI testing drivers on our street? I believe our speed limit should be 30 kms an hour . With all of the commercial traffic on Berrydale Ave you may as well change the zoning from residential to commercial . Perhaps you could put up no commercial traffic signs as there is also 3 and 5 ton delivery trucks going to the temple to pray . Perhaps this could also stop the parts delivery people . I've been given the finger from the mechanics from Dynamic Auto because I clap at them as they drive past me . I've been buzzed by delivery drivers while I mow my boulevard in the summer . Yes it is escalating to the point where the police and our city councillor has been contacted as well as West End Tire who now own Dynamic Auto about the problem. It has not appeared to have improved at all . Thanks for reading this .
664	Please keep the speed limit at 50. Changing it to 40 in this neighbourhood is completely unnecessary, this area is pretty calm as is. Sounds like a complete waste of time and waste of our money as the changes are costing tax payers for something so ridiculous.
666	The area you're considering along Bairdmore and Kirkbridge are major bus routes that already have a boulevard buffer protection for the homes facing those streets. There is also already a 30kph school zone there on Bairdmore and Kirkbridge. Lowering to 40 will further slow down bus scheduling and people using those 2 main streets. As for the side streets, bays and coves off of Bairdmore and Kirkbridge, I can understand and support the 40kph suggestion because there is no such boulevard protection.
667	No
670	Worthington has at least 2 stop signs and a school zone section of 30kph, in its length. I believe these are sufficient to keep speeds reasonable, especially since in winter with parked vehicles, westbound traffic is already inhibited by any parked vehicles when there is eastbound traffic. I have not noticed any severe speeding other than the emergency vehicles that use Worthington Ave, due to the fire station at St. Mary's Road.
672	As somebody who walks everyday and has small children I think this whole this is completely ridiculous and should should be thrown out.
674	No

ResponseID	Response
678	I think the issue is more that there is very little enforcement of the speed limit and this speed reduction project will not impact the dangerous drivers who will always travel at an unsafe speed.
680	I don't think lowering the speed limit will do anything at all to stop people that don't obey the current speed limits, unless there is more enforcement in my neighbourhood, something I have NEVER seen in 19 years of living here
681	I assume speeding is exceeding the speed limit by several(at least 10)Km ph. Therefore the common sense answer to this question is Yes. In effect it directs the answer to what the proponents want. Question 24 should be deleted.
682	Reduced speed also would reduce the number of collisions with animals which usually result in severe injury or death.
684	Lowering the speed limit on streets such as Manitoba will only increase the number of speeding tickets handed out. I agree with the small side streets to be lowered to 40, but any street with a bus route is a "major" enough street to stay at 50.
685	I live in the area and I have reported several times to the city about lowering the speed limit in our area. Especially with the school buses because they are just down the street. Those buses just go speeding by all the time. I even reported it to the city buses and they don't listen. My son got hit but a speeding driver turning into Selkirk avenue from Brazil. He admitted he even sped up when he seen my son in his car but those bus drivers always park their vehicles on Selkirk avenue when they drive the school buses to take the kids to and from school. I also reported that to the city and police and still nothing was done. When all those people park their cars on Selkirk avenue in the winter, you can't see traffic in both directions. You simply have to take a chance and drive onto Selkirk avenue from Arrow, Brazil and Code street! I have been complaining about this for years. Traffic on Selkirk and Brazil and Code street desperately needs to have slow traffic.
687	I believe 50 km an hour is slow enough on residential streets. 30 km per hour would be very irritating,annoying and easily overseen and more expenses for drivers which is already very,very costly so much I may no longer afford to drive!

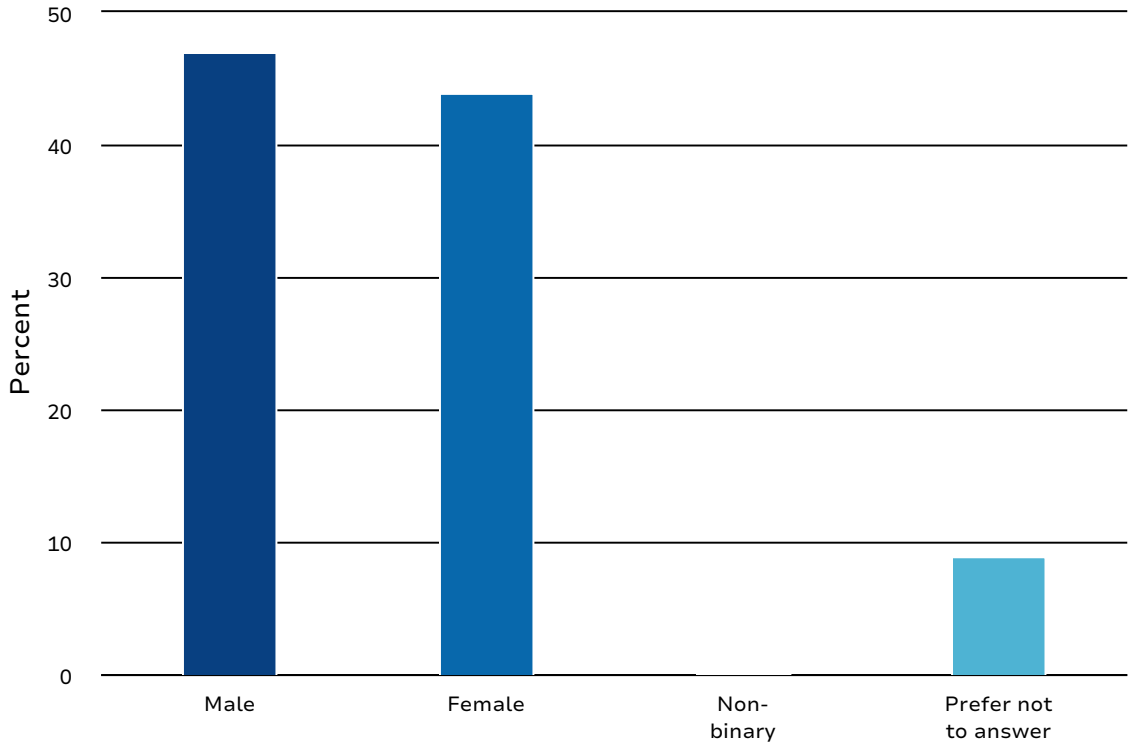
40. How old are you?



Value	Percent	Responses
18 - 34 years	16.7%	104
35 - 54 years	30.9%	193
55 - 64 years	21.6%	135
65 or greater	25.0%	156
Prefer not to answer	5.8%	36

Totals: 624

41. Which of the following best describes your gender?



Value	Percent	Responses
Male	47.0%	293
Female	43.9%	274
Non-binary	0.2%	1
Prefer not to answer	9.0%	56

Totals: 624

Appendix C – Promotion

Reduced-Speed Neighbourhood Pilot

Dear Bourkevale Resident,

January 31, 2023

We need your help to shape the future of residential speed limits in Winnipeg.

In March 2023, the speed limit on residential streets in the **Bourkevale** neighbourhood will change to **30 km/h** from 50 km/h. This change will be in place for one year, as part of the City of Winnipeg's Reduced-Speed Neighbourhood pilot.



We want to know if changing the speed limit changes how fast vehicles actually travel. We also want to know if lowering the speed limit within a residential area affects neighbourhood livability. Livability looks at how a neighbourhood's physical environment contributes to quality of life. Physical environment includes things like geographic layout, road conditions, speeds, and available amenities.

We want you to take a pre-pilot survey to help us determine:

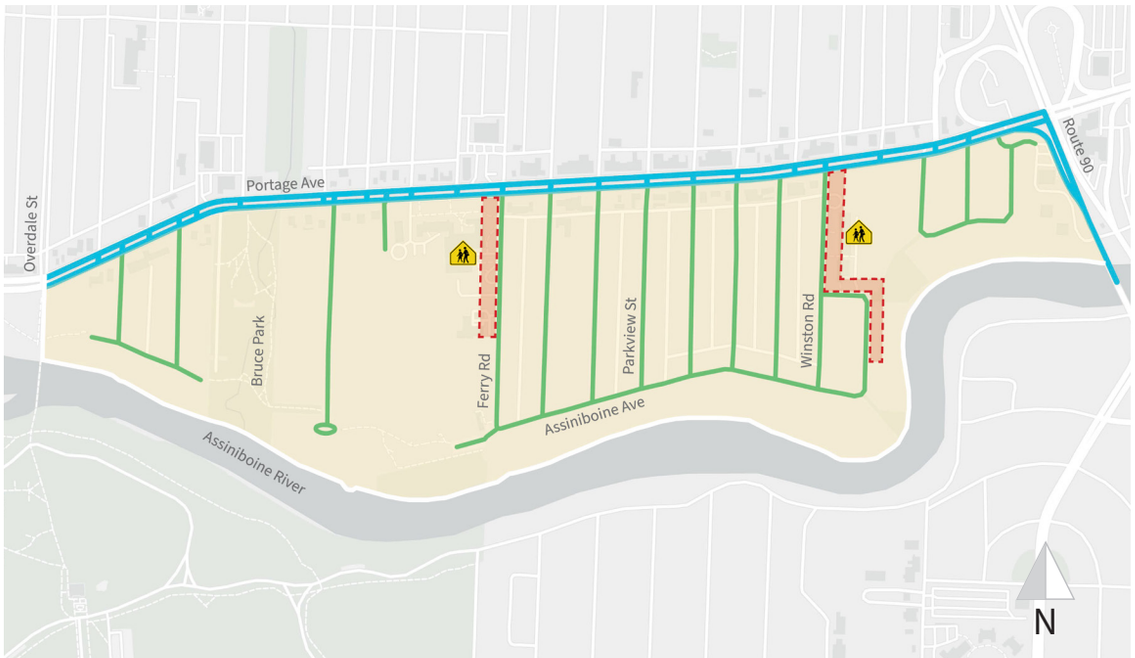
- How you currently feel about things like safety and comfort
- How you move around the neighbourhood today and why you choose the mode you do
- Whether and how you enjoy life in your neighbourhood
- And finally, whether traffic plays a role in all these things

The survey will give us a baseline against which we can measure any shifts in feelings and opinions brought on by the lowered speed limit. Traffic analysis done before, during, and after the speed limit change will tell us whether driver behaviour changes.

Tell us what you think

Learn more about the project and take the online survey by February 28, 2023 at **bit.ly/pilot-neighbourhood-survey**

Bourkevale pilot area



Legend

- **30 km/h** posted speed limit
- Neighbourhood pilot area
- School zone speed limit remains in effect
- No posted speed limit change

If you have questions or require alternate formats in order to participate, please contact **reducedspeedneighbourhoods@winnipeg.ca** or **204-986-2582** by February 21, 2023.

Learn more at **winnipeg.ca/reducedspeedneighbourhoods**

Winnipeg

Reduced-Speed Neighbourhood Pilot

Dear Tyndall Park (South) Resident,

January 31, 2023

We need your help to shape the future of residential speed limits in Winnipeg.

In March 2023, the speed limit on residential streets in the **Tyndall Park (South)** neighbourhood will change to **30 km/h** from 50 km/h. This change will be in place for one year, as part of the City of Winnipeg's Reduced-Speed Neighbourhood pilot.



We want to know if changing the speed limit changes how fast vehicles actually travel. We also want to know if lowering the speed limit within a residential area affects neighbourhood livability. Livability looks at how a neighbourhood's physical environment contributes to quality of life. Physical environment includes things like geographic layout, road conditions, speeds, and available amenities.

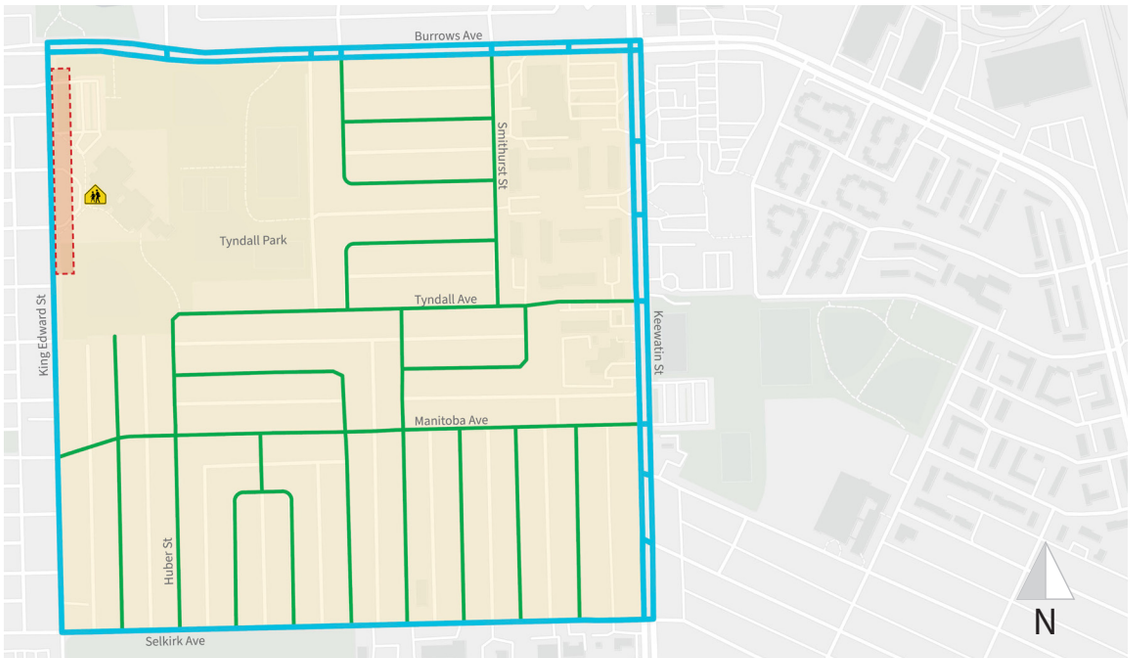
We want you to take a pre-pilot survey to help us determine:

- How you currently feel about things like safety and comfort
- How you move around the neighbourhood today and why you choose the mode you do
- Whether and how you enjoy life in your neighbourhood
- And finally, whether traffic plays a role in all these things

The survey will give us a baseline against which we can measure any shifts in feelings and opinions brought on by the lowered speed limit. Traffic analysis done before, during, and after the speed limit change will tell us whether driver behaviour changes.

Tell us what you think

Learn more about the project and take the online survey by February 28, 2023 at **bit.ly/pilot-neighbourhood-survey**



Tyndall Park (South) pilot area

Legend

- **30 km/h** posted speed limit
- Neighbourhood pilot area
- School zone speed limit remains in effect
- No posted speed limit change

If you have questions or require alternate formats in order to participate, please contact **reducedspeedneighbourhoods@winnipeg.ca** or **204-986-2582** by February 21, 2023.

Learn more at **winnipeg.ca/reducedspeedneighbourhoods**

Winnipeg

Reduced-Speed Neighbourhood Pilot

Dear Worthington Resident,

January 31, 2023

We need your help to shape the future of residential speed limits in Winnipeg.

In March 2023, the speed limit on residential streets in the **Worthington** neighbourhood will change to **40 km/h** from 50 km/h. This change will be in place for one year, as part of the City of Winnipeg's Reduced-Speed Neighbourhood pilot.



We want to know if changing the speed limit changes how fast vehicles actually travel. We also want to know if lowering the speed limit within a residential area affects neighbourhood livability. Livability looks at how a neighbourhood's physical environment contributes to quality of life. Physical environment includes things like geographic layout, road conditions, speeds, and available amenities.

We want you to take a pre-pilot survey to help us determine:

- How you currently feel about things like safety and comfort
- How you move around the neighbourhood today and why you choose the mode you do
- Whether and how you enjoy life in your neighbourhood
- And finally, whether traffic plays a role in all these things

The survey will give us a baseline against which we can measure any shifts in feelings and opinions brought on by the lowered speed limit. Traffic analysis done before, during, and after the speed limit change will tell us whether driver behaviour changes.

Tell us what you think

Learn more about the project and take the online survey by February 28, 2023 at **bit.ly/pilot-neighbourhood-survey**



Worthington pilot area

Legend

- **40 km/h** posted speed limit
- Neighbourhood pilot area
- School zone speed limit remains in effect
- No posted speed limit change

If you have questions or require alternate formats in order to participate, please contact **reducedspeedneighbourhoods@winnipeg.ca** or **204-986-2582** by February 21, 2023.

Learn more at **winnipeg.ca/reducedspeedneighbourhoods**

Winnipeg

Projet pilote sur les quartiers à vitesse réduite

31 janvier 2023

Cher résident du quartier de Worthington,

Nous avons besoin de votre aide pour déterminer l'avenir des limites de vitesse résidentielles à Winnipeg.

En mars 2023, la limite de vitesse dans les rues résidentielles du quartier de **Worthington** passera de 50 km/h à **40 km/h.** Ce changement sera en vigueur pendant un an, dans le cadre du Projet pilote sur les quartiers à vitesse réduite de la Ville de Winnipeg.



Nous voulons savoir si la modification de la limite de vitesse modifie la vitesse réelle de déplacement des véhicules. Nous voulons également savoir si la réduction de la limite de vitesse dans un secteur résidentiel affecte l'habitabilité du quartier. L'habitabilité examine comment l'environnement physique d'un quartier contribue à la qualité de vie. L'environnement physique comprend des éléments tels que la disposition géographique, l'état des routes, les vitesses et les commodités disponibles.

Nous voulons que vous répondiez à un sondage pré-pilote pour nous aider à déterminer ce qui suit :

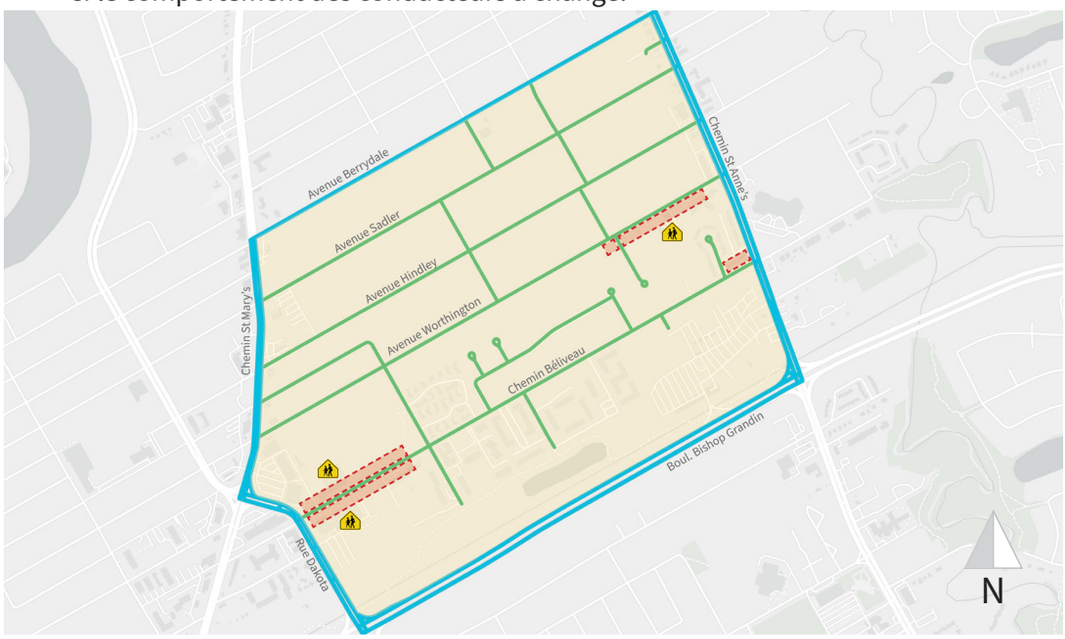
- Quelle est votre opinion actuelle sur des questions telles la sécurité et le confort
- Comment vous vous déplacez dans le quartier aujourd'hui et pourquoi vous avez choisi le mode de transport que vous utilisez
- Si, et de quelle manière, vous appréciez la vie dans votre quartier
- Et, enfin, si la circulation joue un rôle dans tous ces éléments

Le sondage nous fournira une base de référence par rapport à laquelle nous pourrons mesurer toute évolution des sentiments et des opinions provoqués par la réduction de la limite de vitesse. L'analyse de la circulation effectuée avant, pendant et après la modification de la limite de vitesse nous indiquera si le comportement des conducteurs a changé.

Dites-nous ce que vous pensez

Apprenez-en davantage sur le projet et répondez au sondage en ligne d'ici le 28 février 2023 à l'adresse **bit.ly/sondage-sur-les-quartiers-pilotes**

Secteur pilote du quartier de Worthington



Légende

- Limite de vitesse affichée de **40 km/h**
- Secteur pilote du quartier
- La limite de vitesse dans les zones scolaires reste en vigueur
- Pas de changement de la limite de vitesse affichée

Si vous avez des questions ou que vous avez besoin d'un format différent pour participer, veuillez écrire à **reducedspeedneighbourhoods@winnipeg.ca** ou composer le **204-986-2582** avant le 21 février 2023.

Pour en savoir plus, consultez le site **winnipeg.ca/quartiersavitessereduite**

Winnipeg

Reduced-Speed Neighbourhood Pilot

Dear Richmond West Resident,

January 31, 2023

We need your help to shape the future of residential speed limits in Winnipeg.

In March 2023, the speed limit on residential streets in the **Richmond West** neighbourhood will change to **40 km/h** from 50 km/h. This change will be in place for one year, as part of the City of Winnipeg's Reduced-Speed Neighbourhood pilot.

We want to know if changing the speed limit changes how fast vehicles actually travel. We also want to know if lowering the speed limit within a residential area affects neighbourhood livability. Livability looks at how a neighbourhood's physical environment contributes to quality of life. Physical environment includes things like geographic layout, road conditions, speeds, and available amenities.

We want you to take a pre-pilot survey to help us determine:

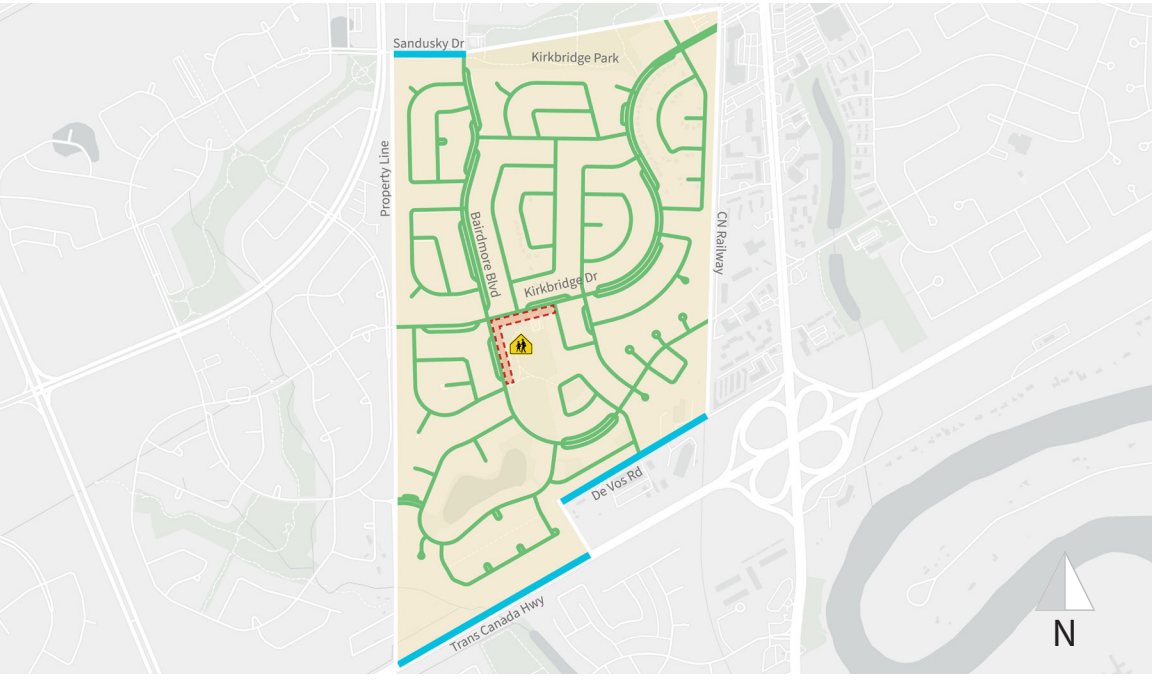
- How you currently feel about things like safety and comfort
- How you move around the neighbourhood today and why you choose the mode you do
- Whether and how you enjoy life in your neighbourhood
- And finally, whether traffic plays a role in all these things

The survey will give us a baseline against which we can measure any shifts in feelings and opinions brought on by the lowered speed limit. Traffic analysis done before, during, and after the speed limit change will tell us whether driver behaviour changes.



Tell us what you think

Learn more about the project and take the online survey by February 28, 2023 at **bit.ly/pilot-neighbourhood-survey**



Richmond West pilot area

Legend

- **40 km/h** posted speed limit
- Neighbourhood pilot area
- School zone speed limit remains in effect
- No posted speed limit change

If you have questions or require alternate formats in order to participate, please contact **reducedspeedneighbourhoods@winnipeg.ca** or **204-986-2582** by February 21, 2023.

Learn more at **winnipeg.ca/reducedspeedneighbourhoods**

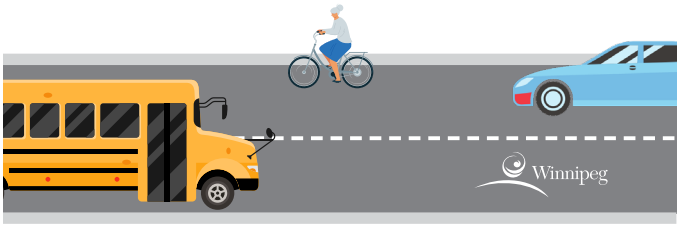
Winnipeg

Reduced-Speed Neighbourhood Pilot

We want to hear from you.

Projet pilote sur les quartiers à vitesse réduite

Nous voulons vous entendre.



Reduced-Speed Neighbourhood Pilot

Reminder: we need your help to shape the future of speed limits in residential areas.

In March 2023, the speed limit on residential streets in the **Worthington** neighbourhood will change to **40 km/h**. Your opinion matters.



Scan here to take a survey by **March 3, 2023** or visit **bit.ly/pilot-neighbourhood-survey**

If you have questions or require alternate formats in order to participate, please contact **reducedspeedneighbourhoods@winnipeg.ca** or **204-986-2582**.

Learn more at **winnipeg.ca/reducedspeedneighbourhoods**

Project pilote sur les quartiers à vitesse réduite

Rappel : Nous avons besoin de votre aide pour façonner l'avenir des limites de vitesse dans les secteurs résidentiels.

En mars 2023, la limite de vitesse des rues résidentielles du quartier de **Worthington** passera à **40 km/h**. Votre avis est important.



Scannez ce code ou visitez **bit.ly/sondage-sur-les-quartiers-pilotes** pour répondre au sondage d'ici le **3 mars 2023**.

Si vous avez des questions ou que vous avez besoin d'un format différent pour participer, veuillez écrire à **reducedspeedneighbourhoods@winnipeg.ca** ou composer le **204-986-2582**.

Pour en savoir plus : **winnipeg.ca/quartiersavitessereduite**

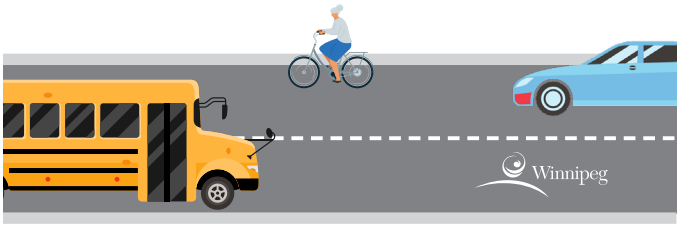
Winnipeg

Reduced-Speed Neighbourhood Pilot

We want to hear from you.

Projet pilote sur les quartiers à vitesse réduite

Nous voulons vous entendre.



Reduced-Speed Neighbourhood Pilot

Reminder: we need your help to shape the future of speed limits in residential areas.

In March 2023, the speed limit on residential streets in the **Tyndall Park (South)** neighbourhood will change to **30 km/h**. Your opinion matters.



Scan here to take a survey by **March 3, 2023** or visit **bit.ly/pilot-neighbourhood-survey**

If you have questions or require alternate formats in order to participate, please contact **reducedspeedneighbourhoods@winnipeg.ca** or **204-986-2582**.

Learn more at **winnipeg.ca/reducedspeedneighbourhoods**

Project pilote sur les quartiers à vitesse réduite

Rappel : Nous avons besoin de votre aide pour façonner l'avenir des limites de vitesse dans les secteurs résidentiels.

En mars 2023, la limite de vitesse des rues résidentielles du quartier de **Parc Tyndall-Sud** passera à **30 km/h**. Votre avis est important.



Scannez ce code ou visitez **bit.ly/sondage-sur-les-quartiers-pilotes** pour répondre au sondage d'ici le **3 mars 2023**.

Si vous avez des questions ou que vous avez besoin d'un format différent pour participer, veuillez écrire à **reducedspeedneighbourhoods@winnipeg.ca** ou composer le **204-986-2582**.

Pour en savoir plus : **winnipeg.ca/quartiersavitessereduite**

Winnipeg

What happens when speed limits are lowered in Winnipeg's residential neighbourhoods?

In March 2023, the speed limit on many streets in Bourkevale will change to 30 km/h for one year.

We want to know:

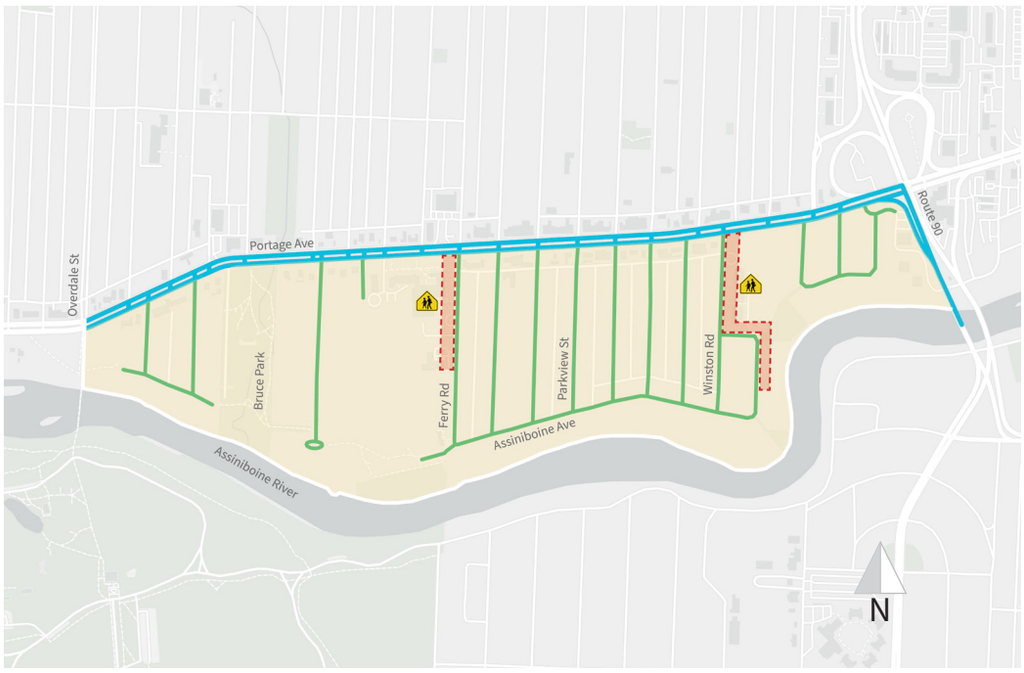
- If this makes vehicles travel slower
- Whether the change affects quality of life for residents

If you live on one of the green streets (see map below), **check your mailbox** for more information on **how you can get involved**.

If you live elsewhere in the neighbourhood, **learn more** at **winnipeg.ca/reducedspeedneighbourhoods**

Scan to learn more





Bourkevale pilot area

Legend

- **30 km/h** posted speed limit
- Neighbourhood pilot area
- School zone speed limit remains in effect
- No posted speed limit change

If you have questions, please contact **204-986-2582** or **reducedspeedneighbourhoods@winnipeg.ca**.

Winnipeg

What happens when speed limits are lowered in Winnipeg's residential neighbourhoods?

In March 2023, the speed limit on many streets in Tyndall Park (South) will change to 30 km/h for one year.

Scan to learn more

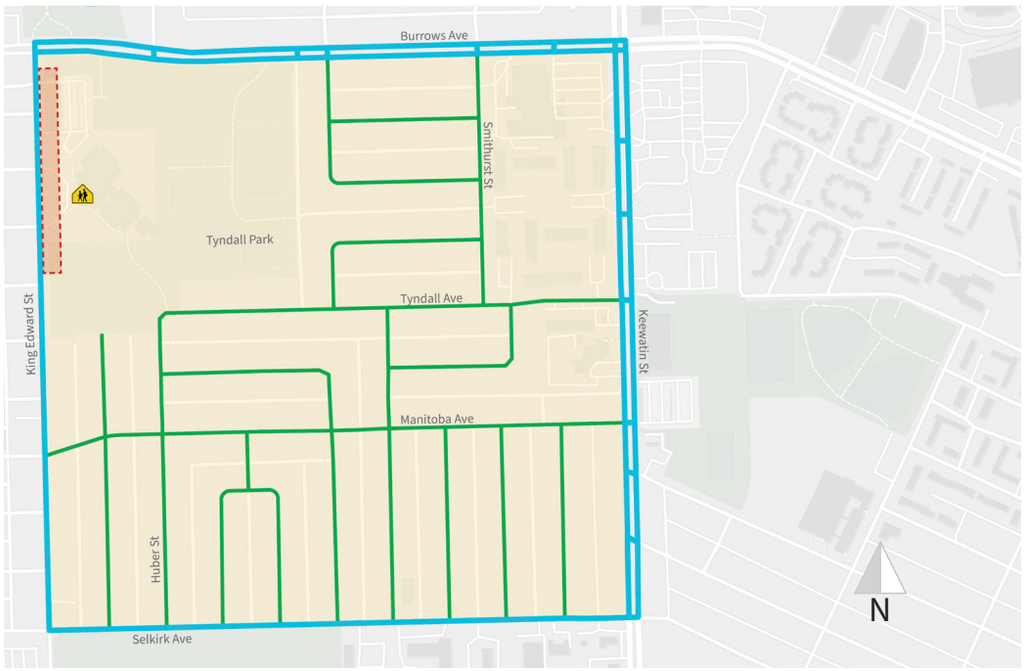
We want to know:

- If this makes vehicles travel slower
- Whether the change affects quality of life for residents

If you live on one of the green streets (see map below), **check your mailbox** for more information on **how you can get involved**.

If you live elsewhere in the neighbourhood, **learn more** at **winnipeg.ca/reducedspeedneighbourhoods**





Tyndall Park (South) pilot area

Legend

- **30 km/h** posted speed limit
- Neighbourhood pilot area
- School zone speed limit remains in effect
- No posted speed limit change

If you have questions, please contact **204-986-2582** or **reducedspeedneighbourhoods@winnipeg.ca**.

Winnipeg

What happens when speed limits are lowered in Winnipeg's residential neighbourhoods?

In March 2023, the speed limit on many streets in Worthington will change to 40 km/h for one year.

We want to know:

- If this makes vehicles travel slower
- Whether the change affects quality of life for residents

If you live on one of the green streets (see map below), **check your mailbox** for more information on **how you can get involved**.

If you live elsewhere in the neighbourhood, **learn more** at **winnipeg.ca/reducedspeedneighbourhoods**

Scan to learn more





Worthington pilot area

Legend

- **40 km/h** posted speed limit
- Neighbourhood pilot area
- School zone speed limit remains in effect
- No posted speed limit change

If you have questions, please contact **204-986-2582** or **reducedspeedneighbourhoods@winnipeg.ca**.

Winnipeg

Que se passe-t-il lorsque les limites de vitesse sont abaissées dans les quartiers résidentiels de Winnipeg?

En mars 2023, la vitesse sera limitée à 40 km/h dans de nombreuses rues du quartier de Worthington pendant un an.

Scannez pour en savoir plus

Nous voulons savoir :

- si cela ralentit les véhicules;
- si le changement affecte la qualité de vie des résidents.

Si vous habitez dans l'une des rues vertes (voir la carte ci-dessous), **vérifiez votre boîte aux lettres** pour obtenir plus d'informations sur **la manière dont vous pouvez participer**.

Si vous habitez ailleurs dans le quartier, vous pouvez **en savoir plus** à l'adresse suivante :
winnipeg.ca/quartiersavitessereduite





Secteur pilote du quartier de Worthington

Légende

- Limite de vitesse affichée de **40 km/h**
- Secteur pilote du quartier
- La limite de vitesse dans les zones scolaires reste en vigueur
- Pas de changement de la limite de vitesse affichée

Si vous avez des questions, communiquez avec nous en composant le **204-986-2582** ou en écrivant à **reducedspeedneighbourhoods@winnipeg.ca**.

Winnipeg

What happens when speed limits are lowered in Winnipeg's residential neighbourhoods?

In March 2023, the speed limits on many streets in Richmond West will change to 40 km/h for one year.

Scan to learn more

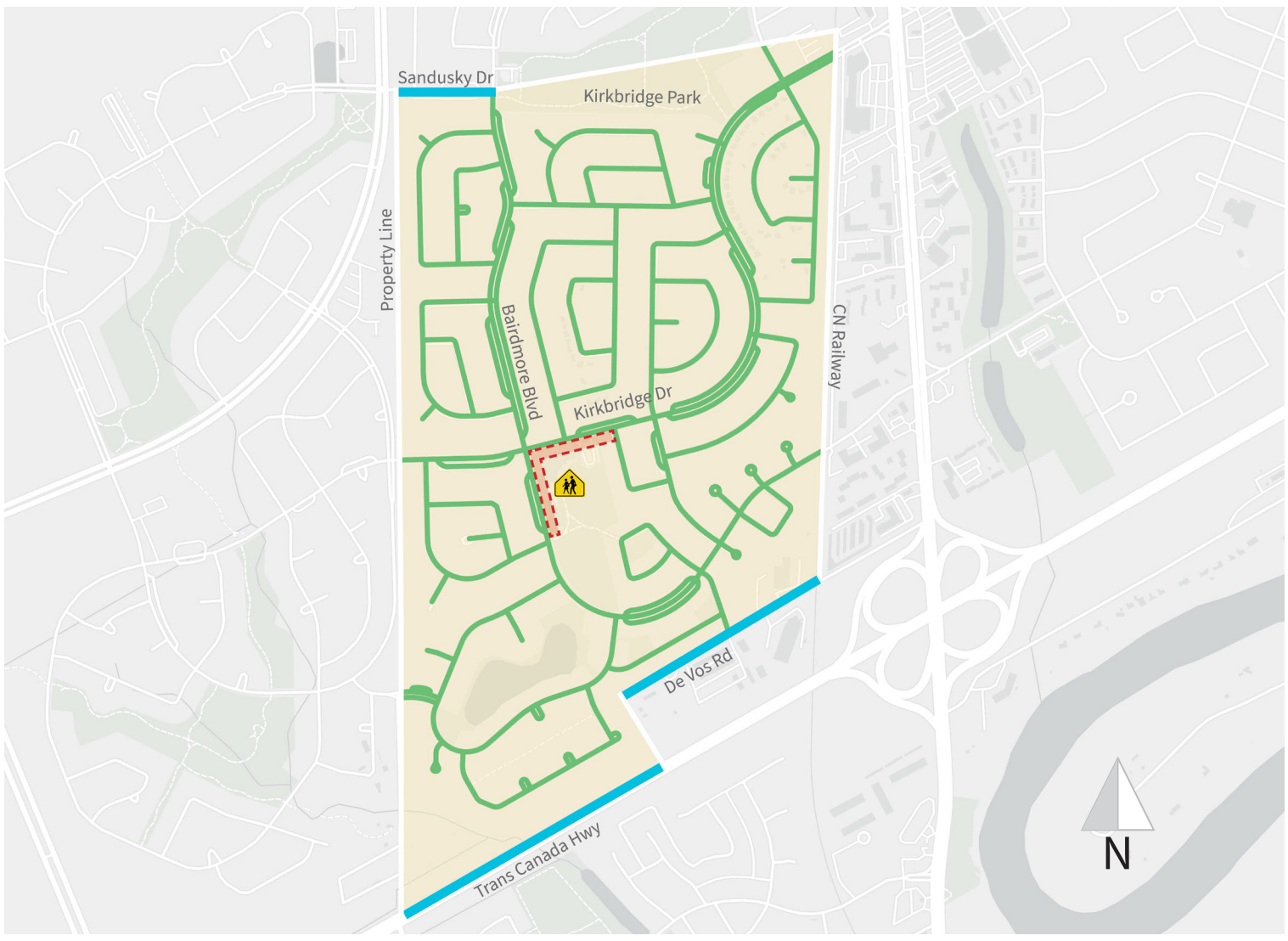
We want to know:

- If this makes vehicles travel slower
- Whether the change affects quality of life for residents

If you live on one of the green streets (see map below), **check your mailbox** for more information on **how you can get involved**.

If you live elsewhere in the neighbourhood, **learn more** at **winnipeg.ca/reducedspeedneighbourhoods**





Richmond West pilot area

Legend

- **40 km/h** posted speed limit
- Neighbourhood pilot area
- School zone speed limit remains in effect
- No posted speed limit change

If you have any questions, please contact **204-986-2582** or **reducedspeedneighbourhoods@winnipeg.ca**.

Winnipeg

Appendix D – Omnibus survey results

Please note: the views expressed in the verbatim survey comments are those of residents and are not those of the City of Winnipeg. The City of Winnipeg reviews comments to analyze feedback and remove comments that are inconsistent with our moderation policy.



Public Views on Residential Speed Limits

City of Winnipeg – Public Works Department

December 2022 Probe Research Omnibus Survey

Winnipeg

PROBE RESEARCH INC.

For More Information:

Mary Agnes Welch
Principal
(204) 470-8862
maryagnes@probe-research.com

Probe Research Inc.
603 – 191 Lombard Ave.
Winnipeg, MB R3B 0X1
(204) 926-6565

www.probe-research.com

Key Findings

- Winnipeggers generally favour the status quo when it comes to residential speed limits, with six in ten preferring the current limit of 50 km/h. However, one-quarter of Winnipeggers, particularly core-area residents and parents, want to see residential speed limits reduced to 40 km/h. Only one in seven Winnipeggers favour a more dramatic reduction to 30 km/h.
- Roughly six in ten Winnipeggers say reducing residential speed limits to 30 km/h would have a positive effect on cyclist and pedestrian safety and on the severity of collisions. However, a plurality feel this effect would be modest or only *somewhat* positive.
- On the flipside, Winnipeggers are more concerned about the impact of reduced speed limits on commuting times, with 70 per cent saying a 30 km/h residential speed limit would have a negative effect on driving times. Winnipeggers are also concerned about increased traffic congestion, but here again, they tend to take a tempered view, feel lowering residential speed limits would have only a *somewhat* negative effect on congestion and drive times.

About the Probe Research Omnibus

For more than two decades, Probe Research Inc. has undertaken quarterly omnibus surveys of random and representative samples of Manitoba adults. These scientific telephone surveys have provided strategic and proprietary insights to hundreds of public, private and not-for-profit clients on a range of social, cultural and public policy topics. The Probe Research Omnibus Survey is the province's largest and most trusted general population survey.

Survey Instrument

The survey instrument was designed by Probe Research in close consultation with the City of Winnipeg.

Methodology

Probe Research surveyed a random and representative sampling of 600 adults residing in Winnipeg between Nov. 22 and Dec. 5, 2022.

With a sample of 600, one can say with 95 percent certainty that the results are within ± 4.0 percentage points of what they would have been if the entire adult population of Winnipeg had been surveyed. The margin of error is higher within each of the survey's population sub-groups.

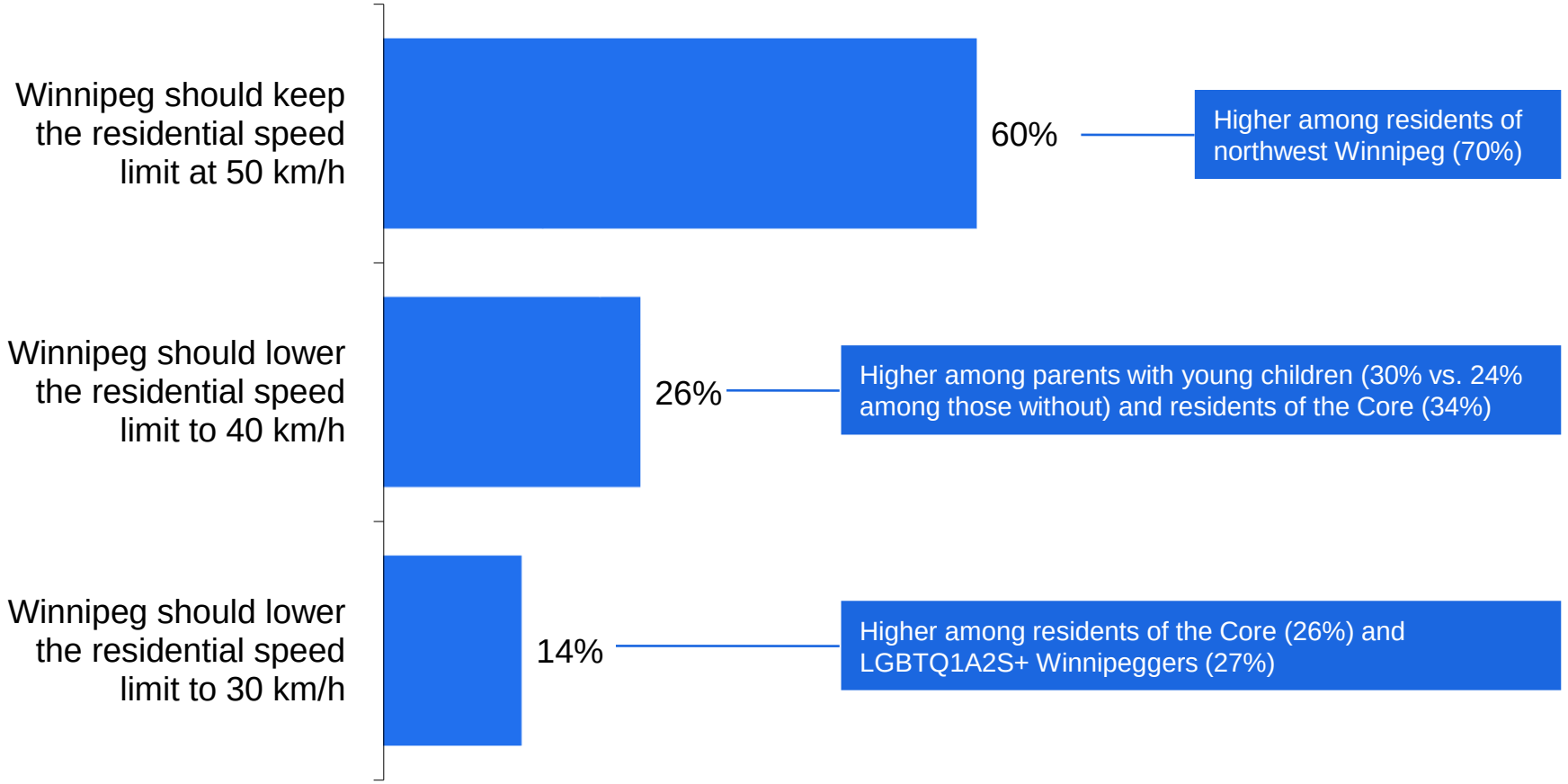
The sample consists of 450 Winnipeggers randomly recruited via live-agent operator and 150 members of Probe Research's online panel. All respondents completed the survey on an online platform.

Modified random digit dialing, including both landline and wireless numbers, ensured all Winnipeg adults had an equal opportunity to participate in this Probe Research survey.

Minor statistical weighting has been applied to this sample to ensure that age and gender characteristics properly reflect known attributes of the city's population. All data analysis was performed using SPSS statistical analysis software.

Preference for Residential Speed Limits

Majority support maintaining the current residential speed limit at 50 km/h

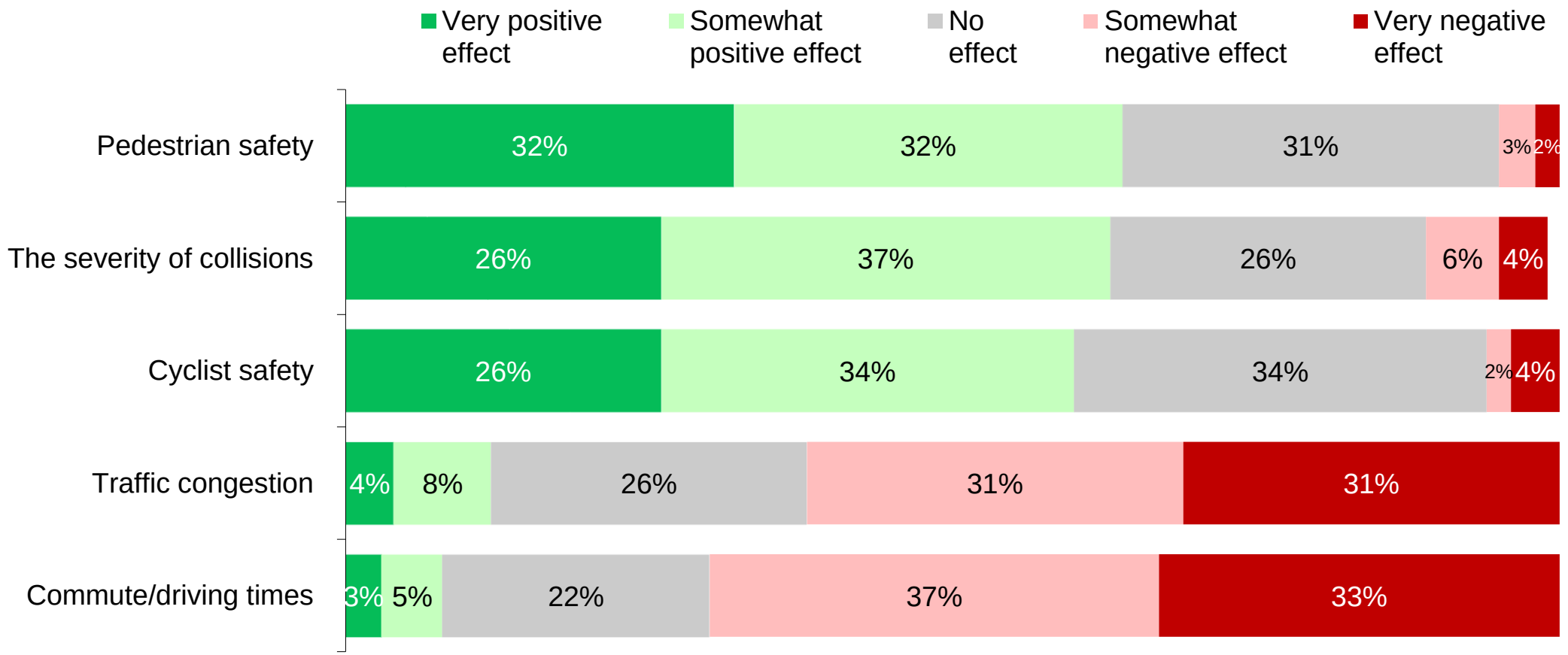


COW1. There has been a lot of talk about speed limits on residential streets lately. Right now, the default speed on most residential streets is 50 kilometres per hour (50 km/h). Please read the following options and choose the one that most closely describes your view on residential speed limits:

Base: All respondents (N=600)

Effects of Lowering Speed Limit to 30 km/h

Roughly two-thirds say 30 km/h would improve safety but also worsen congestion and commutes



COW2. Let's say the City of Winnipeg lowered the residential speed limit to 30 km/h. What effect, if any, do you think that would have on the following? (RANDOMIZED)

Base: All respondents (N=600)

Appendix E – Stakeholder records of discussion

Record of Discussion

Organization Name	*City of Winnipeg – Reduced-Speed Neighbourhood Pilot* *Bourkevale*
# of Participants	12
Date	December 6, 2022 6:30 p.m. – 7:30 p.m.
Location	St. James Civic Centre
Summary of discussion	**Aspects that contribute to neighbourhood livability** • When kids can walk or bike to school and through the neighbourhood. • Opportunities for social interaction- with friends, shopping at school. • Real estate metric- 'walk score' demonstrates car friendly vs people friendly neighbourhoods. • The role of infrastructure- physically infrastructure to slow traffic, narrow roadway, traffic calming. • Provide places for pedestrians to escape traffic or barriers to prevent traffic (planters, islands, etc. Should be attractive to contribute to livability. • Speed humps an issue for mobility and maintenance. • Rover Ave. i.e., adding planters to narrow roadway, slow traffic making sharing the road safer. • Use of planters or other infrastructure must consider space for snow removal, maintenance and be robust. • Do not use data to downplay public 'feeing or sentiment'. Need a mix of data and 'feel'. **Bourkevale context** • Driving behavior- school buses travel too fast. No where for pedestrians and cyclists to go. • Southbound Ferry – speed issue, people ignore stop sign, conflict with AT path users- compounded issue with speed and lack of visibility of e-bikes. • Discussion on technology being a potential tool, i.e., speed restrictors on vehicles similar to e-bikes in some cities and places in Europe. Would require Federal government to make change. • To be livable, need connections with people e.g., front porch with low traffic noise for conversation. • People use lanes for walking/cycling, dog walking as they are safer than Portage Ave and other busy streets. **Reduced speeds and the impact on community vitality and liveability** • In conjunction with other measures, reduced speeds create a more attractive community, more face to face interaction. • Bourkevale as a perfect opportunity for reduced speed and is concerned it will be lost in the citywide analysis and engagement. Risk in comparing to other pilots, unique nature of Bourkevale is lost. Noted that many other neighbourhoods have similar characteristics to Bourkevale.

	• Speed reduction alone won't make neighbourhoods more liveable. Need multiple tools including education, enforcement, engineering, engagement, which creates a culture of safety.
Questions	
Follow up required	Stakeholder requested copy of stakeholder presentation.
Notes	
Recorded by	Ken McKim, HTFC

Record of Discussion

Organization Name	*City of Winnipeg – Reduced-Speed Neighbourhood Pilot* *Tyndall Park (South)*
# of Participants	12
Date	December 5, 2022 6:30 p.m. – 7:30 p.m.
Location	Tyndall Park Community Centre
Summary of discussion	**Jurisdictional scan** • Clarification on, "Small reduction in 85th percentile and average vehicle speed (1-5 km/h reduction)" and whether this was only posted speeds. • Clarification on whether the recommendation would include the type of infrastructure that would be required in order to reduce speeds and how this would be justified. The project team highlighted that it will be a combination of what should be with the type of street along with public behaviour which will be gathered through surveys, outreach, etc. • Will these recommendations allow for change in policy, i.e., narrowing streets? The project team highlighted that the goal of the pilot project is to provide recommendations which could then start the conversation • Will police be enforcing the reduced speeds? The project team recognizes that police can enforce the new speeds but expressed that the goal is to measure perceptions in behaviour and whether posted speed signs along can achieve this • Clarification on how 30 km/h and 40 km/h were decided. **Data collection** • Will police be enforcing the reduced speeds? The project team recognizes that police can enforce the new speeds but expressed that the goal is to measure perceptions in behaviour and whether posted speed signs along can achieve this • Clarification on how 30 km/h and 40 km/h were decided. • Clarification on the type of methods being used to collect data and the factors for deciding where the pneumatic tubes would be placed and whether they would be moving. The project team expressed factors such as parking/no parking, distance from intersection, etc. informed the placement. • Concern with the placement of the tubes and they would only be testing a small sample of the neighbourhood • Speeding is a major concern in the neighbourhood and reduced speeds is only one part of the conversation, the infrastructure needs to support such as, safer crosswalks, speed bumps, etc. **Pilot neighbourhoods** • Further insight as to why Tyndall Park (South) was selected • The school indicated that there is a high number of students crossing at Albina and Burrows **Outreach** • Work with the community centre and school to organize pop-up or in-person opportunities for the survey(s).

	• Increase inclusivity in messaging on social media, mail-outs by having different languages represented • The school indicated they have interlanguage support • Should ask students if they feel more safe walking/biking to school with lowered speeds
Questions	Is there an opportunity to provide translation to different languages for the community of Tyndall Park (South)? Can data be collected from MPI on how many registered vehicles are within each of the pilot neighbourhoods? There is concern that certain neighbourhoods will have more than one vehicle per house in comparison to Tyndall Park (South) and would like the data to be reflect an accurate representation of the amount of drivers, not just residents. Have school bus drivers been contacted personally about the pilot? Can the Engage page be linked on the Public Works, or through 311? A large number of residents rely on 311 and may not be aware of Engage. Will the Highway Traffic Act need to be changed in order to change the default speed citywide? Will the pilot impact/change how MPI offers their driving course in these neighbourhoods?
Follow up required	Provide physical copy of notification letter to Councillor Santos
Notes	Areas of concern • Seasonality • Data collection
Recorded by	Michaela Peyson, HTFC

Record of Discussion

Organization Name	*City of Winnipeg – Reduced-Speed Neighbourhood Pilot* *Worthington*
# of Participants	5
Date	December 7, 2022 6:30 p.m. – 7:30 p.m.
Location	Norberry-Glenlee Community Center
Summary of discussion	**Aspects that contribute to neighbourhood livability** • Getting out and exploring • Seeing people out in the neighbourhood • Connecting with neighbours • Connectivity • Being physical, having the opportunity to be physical • Noise reduction • GHG reduction • Perception of safety, i.e., allowing kids to play on the street • Livability is complex, and there are many factors in addition to reducing speeds that contribute to overall comfort and safety **Advantages/disadvantages of 30 km/h reduction** • Better injury outcomes • Supports more due to greater change • Helps remove confusion with school zones and allows the entire journey to school for a child to be more safe **Advantages/disadvantages of 40 km/h reduction** • Incremental change can be better from a change management perspective but presents foreseen risk of staying at 40 km/h
Questions	How did you determine the 30 km/h and 40 km/h reduction? The pilot is only implementing signage?
Follow up required	WRHA to provide evidence document on reduced speeds (one for schools and one for citywide).
Notes	Generally, 'livability' is not a term people connect with, perhaps using 'sense of community' would be a better term to use to help to clarify the intent. Researching and advocating the connection between diabetes and reduced speeds. Community facilitators in each area of the city who have networks for newcomers, early years, faith-based, etc. which could be a valuable resource to increase engagement. They can also provide a targeted approach to gather input from different cultural perspectives or offer translation services.

	Generally, when the non-support for reduced speeds it is due to lack of resources to inform awareness or the perception of needing to get around the city as fast as possible clouds judgement.
Recorded by	Michaela Peyson, HTFC

Record of Discussion

Organization Name	*City of Winnipeg–Reduced Speed Neighbourhood Pilot – City-wide Stakeholder Meeting*
# of Participants	11
Date	December 8, 2022 2:30 pm – 3:30 pm
Location	Virtual Meeting – By Teams
Summary of discussion	**Pilot Areas and Boundaries** • Question about how the pilot neighbourhoods were selected. Project team described selection process. Suggested that this is something to include on the FAQ sheet/website information. **Aspects that contribute to neighbourhood livability** • Ability to socialize outdoors and connect with neighbours • Ability to get around easily and quickly with convenience – to shop, small businesses and schools, and feel safe doing it • Attractiveness of being outside (comfort, safety) enforces a reason to be outside • Walkability is a huge asset and being off the road – grew up in area without sidewalks • Spontaneous and unplanned interactions with neighbours make you feel you have social connections • For my child to be able to ride her bike to school • Interacting with people of all ages and abilities • Being comfortable in front of your own home **Will reducing speeds impact neighbourhood vitality and livability?** • Definitely has the outcome to improve neighbourhood livability especially for those without sidewalks • Residents take to walking the lanes vs. front roads because of traffic • Preference is to walk on less travelled paths • Reducing speeds is not a singular tool but it is an important part of the whole toolbox – infrastructure and enforcement are also necessary
Questions	• Will there be extra enforcement? Project team in communication with WPS – and are aware of the pilot – but need to find the balance for good data (unbiased) collection. There will not be enforcement campaigns or extra enforcement in the pilot areas. • Will there be entryway signage? Again, need to balance the good data collection on behaviour. The neighbourhoods have multiple gateways. Regulatory signage will be in place but what about digital speed reader signs. These are a good education tool. Possibly in the beginning of the pilot but there should be no influence to behaviour – maybe set one up outside venue of the public events. • Some stakeholders are very supportive of reduced speed but understand the desire for unbiased data – is this data the only source to make recommendations to Council? No speed data is one aspect, along with research, other technical information, mode shift information, public input, etc.

	• Is it possible to do any data collection/measurement on vibration and noise? Definitely a consideration for mental health and liveablity. We are unsure if there is a direct correlation between reduced speed and noise. City has purchased some noise monitoring devices. • Is there any information from other jurisdictions (Canada or elsewhere) about the length of the pilot to realize behavioural changes and mode shifts? Some pilots have collected data at beginning, halfway and ending of pilot – maybe not as applicable because of our unique seasonal changes. It was noted that this is one of the longest running studies with the most robust approach to stakeholder and public engagement. • It is difficult to measure the latent demand for walking and cycling and may not be measurable after a one year period. Actual results may come years later after speeds are reduced. • What is the background context to some neighbourhoods 30km while others 40km? Council direction to collect data for both for decision-making. Acknowledge that there may not be a one-size-fits-all approach to applying speed reduction across Winnipeg and neighbourhoods/streets will differ.
Follow up required	• Steering Committee to receive information on reduced speed studies.
Recorded by	Maureen Krauss, HTFC