

OPEN STREETS (ENHANCED SUNDAY/ HOLIDAY BIKE ROUTES)

November 2020

Background

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

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

Engagement

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

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

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

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

Data analysis

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

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

Response rates:

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

To learn more about the Open Streets(Enhanced Sunday/Holiday Bike Routes), please visit winnipeg.ca/walkbike2020

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

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

Promotion

Public engagement opportunities were promoted using the following methods:

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

Key Findings

Open Street Users

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

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

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

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Open Street Residents

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

2. Wolseley Avenue (87% (68% very positive and 19 % positive)
3. Wellington Crescent (75% (58% very positive and 17% positive)

Future of Open Streets

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

Next Steps

Findings of this report will be presented to SPC-IRPW at the November 3, 2020 meeting.

Public Works will consider the findings of this report when making recommendations to SPC-IRPW on the future of the Open Streets.

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

- Appendix A – Promotion
- Appendix B – Chart: Street by street analysis
- Appendix C – Overall and street by street analysis
- Appendix D – Improving Open Streets Qualitative Analysis
- Appendix E- Survey results: English
- Appendix F – Survey results: French

To learn more about the Open Streets(Enhanced Sunday/ Holiday Bike Routes), please visit winnipeg.ca/walkbike2020

Appendices

Appendix A

Promotion

-New Release

-Postcard

City seeking feedback regarding Open Streets

Released: 10:39 a.m.

Winnipeg, MB – The City of Winnipeg is asking for feedback from residents as we evaluate options for the potential future implementation of Open Streets (Enhanced Sunday/Holiday Bicycle Routes).

Currently, the City of Winnipeg Traffic By-Law defines a Sunday/Holiday Bicycle Route as limiting motor vehicle traffic to one block from the Sunday before Victoria Day (May long weekend) to Thanksgiving weekend from 8 a.m. to 8 p.m. on Sundays and holidays.

This year, in an effort to assist with social distancing requirements during the COVID-19 pandemic, the City enhanced its four annual Sunday/Holiday Bicycle Routes to 10 routes, limiting motor vehicle traffic to one block on these routes between 8 a.m. to 8 p.m. every day of the week. These Open Streets are in effect until at least September 7, 2020.

As part of our evaluation, we are interested in hearing from residents that live along Open Streets, residents that live on adjacent streets, and those who use the routes to better understand their experience to help inform recommendations for City Council's consideration.

Residents are asked to provide feedback by completing an online survey, available until September 7.

For more information about Open Streets, about the review, and to access the survey, please see: winnipeg.ca/walkbike2020.

Open Streets

(Enhanced Sunday/Holiday Routes)

We want to know about your experience with Open Streets (Enhanced Sunday/Holiday Bicycle Routes) as we evaluate the potential future implementation of Open Streets.

**WE WANT TO HEAR
FROM YOU.**



Rues ouvertes

(Rues désignées cyclables le dimanche et les jours fériés, version élargie)

Nous aimerions connaître votre expérience des rues ouvertes (Rues désignées cyclables le dimanche et les jours fériés, version élargie) pour nous aider à évaluer l'éventuelle mise en œuvre du projet Rues ouvertes.

**NOUS VOULONS
VOUS ENTENDRE.**



Open Streets

As part of our evaluation, we are interested in hearing from residents that live along Open Streets, residents that live on adjacent streets, and those who use the routes to better understand their experience to help inform recommendations for City Council's consideration.

Learn more and complete the online survey by September 7, 2020:
winnipeg.ca/walkbike2020

If you have questions or require alternate formats or interpretation to participate, please contact
204-986-4243 or
City-Engage@winnipeg.ca.

Rues ouvertes

Dans le cadre de cette évaluation, nous souhaiterions entendre ce qu'ont à dire les résidents qui habitent sur les rues ouvertes, ceux qui vivent sur les rues adjacentes et ceux qui utilisent ces itinéraires de transport actif, et ce pour mieux comprendre leur expérience afin d'éclairer les recommandations qui seront soumises au Conseil municipal.

Informez vous davantage et répondez au sondage en ligne d'ici le 7 septembre 2020 :
winnipeg.ca/apiedavelo2020

Si vous avez des questions ou si vous avez besoin d'un autre format ou de services d'interprétation pour participer au sondage, appelez nous au **204-986-4243** ou écrivez nous à **City-Engage@winnipeg.ca**.

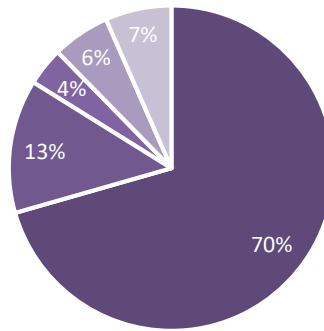
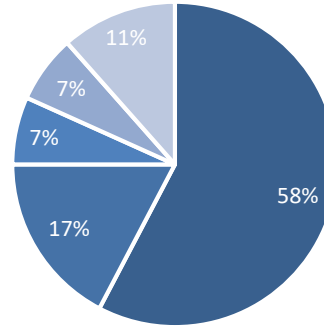
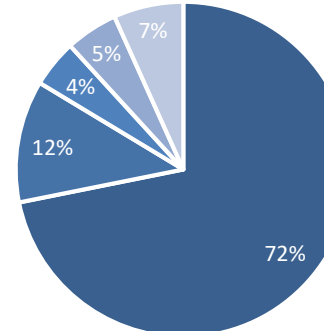
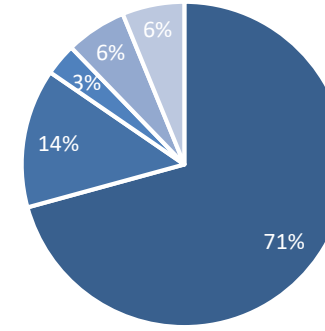
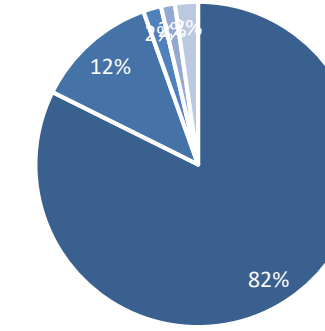
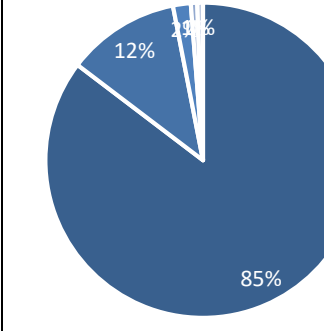
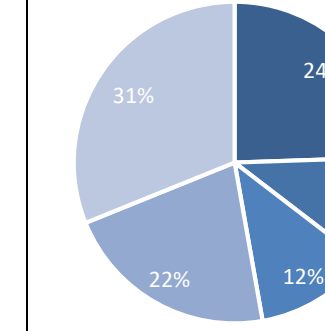
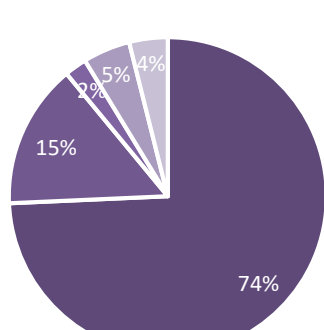
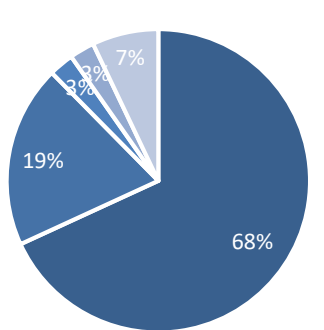
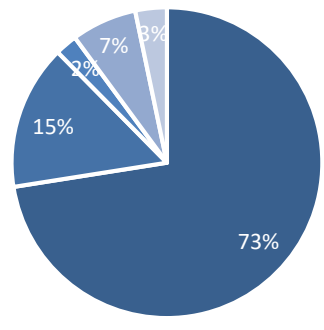
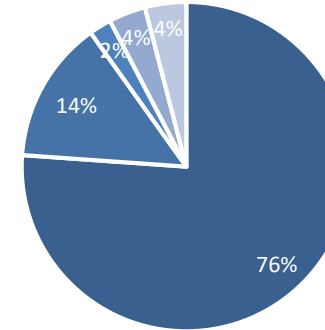
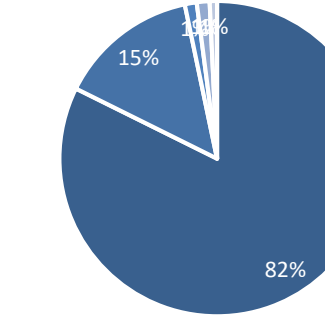
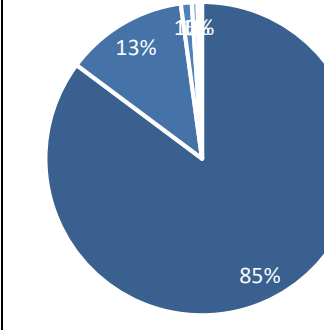
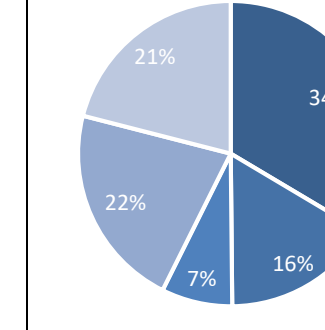
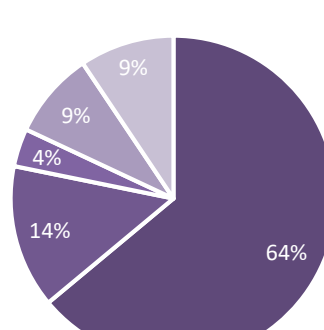
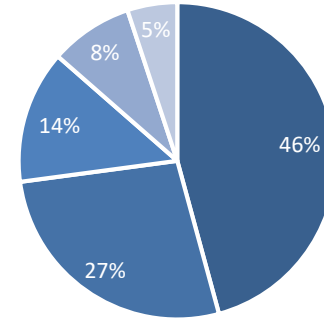
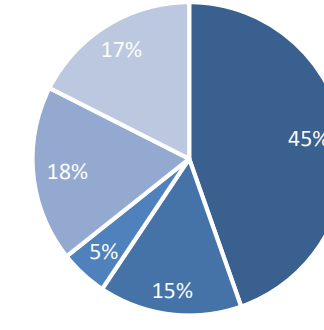
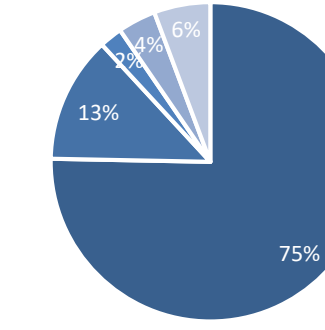
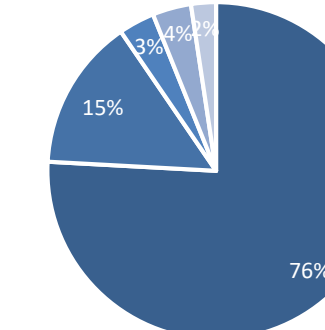
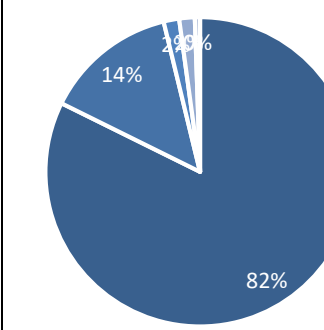
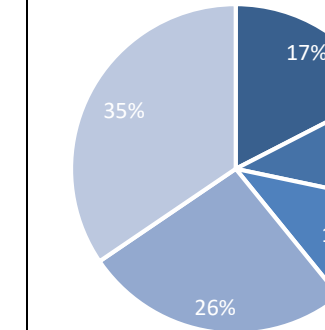
Appendix B

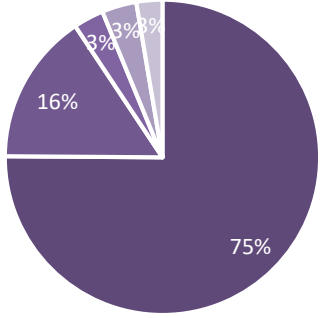
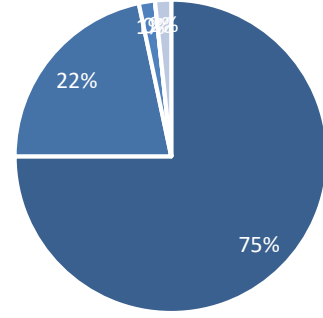
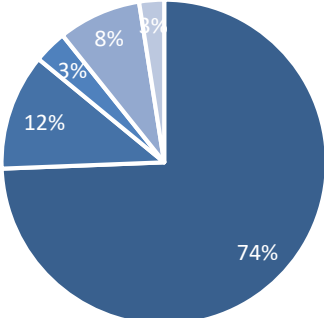
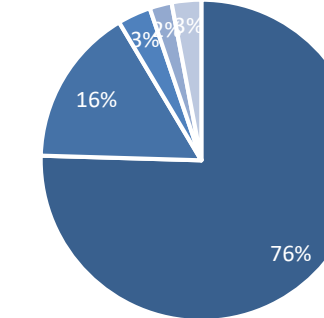
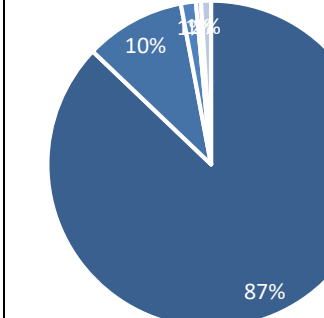
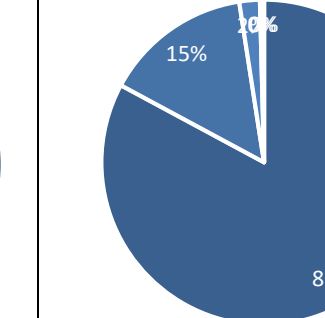
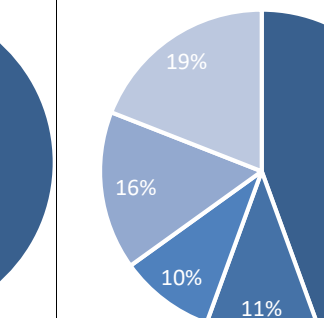
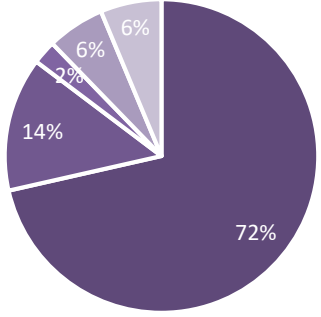
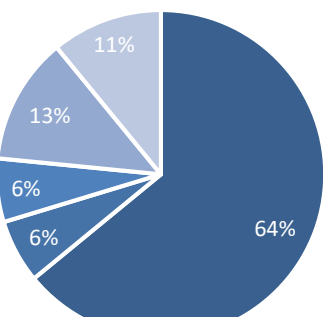
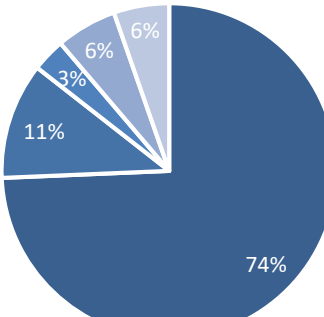
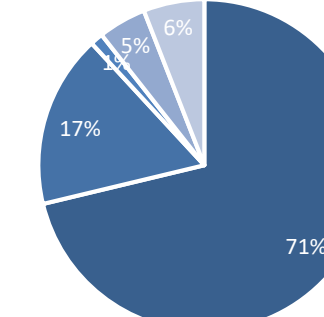
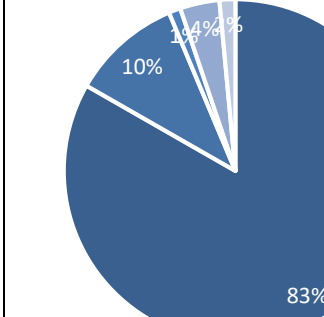
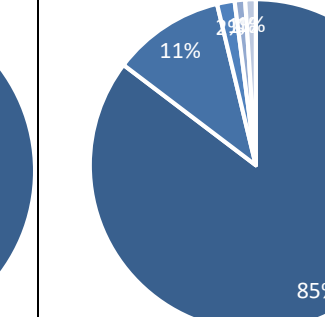
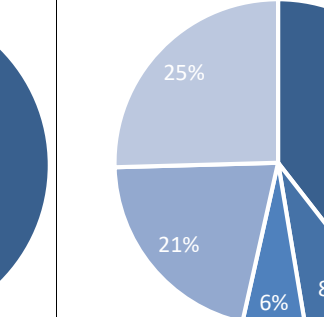
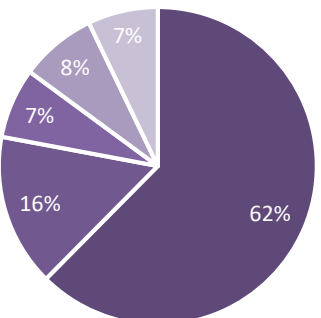
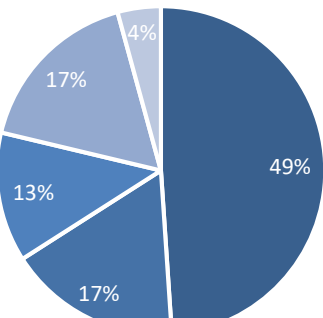
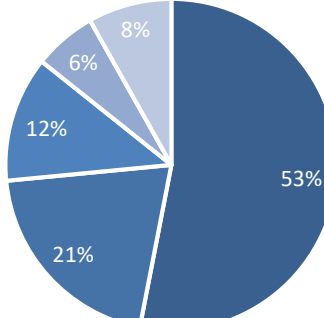
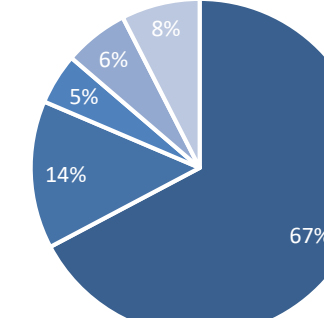
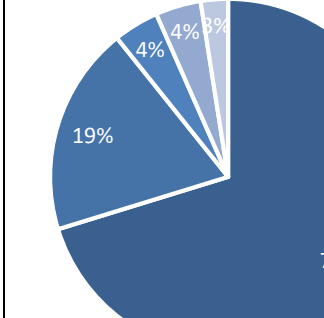
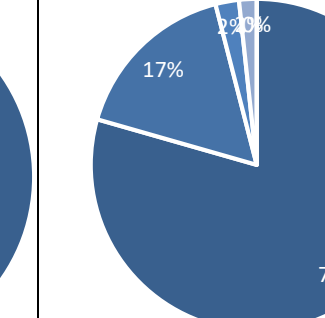
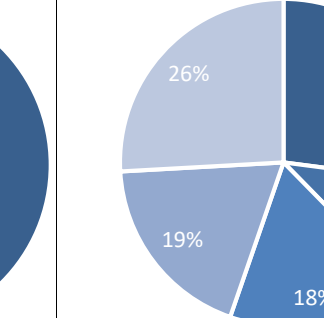
Chart: Street by street analysis

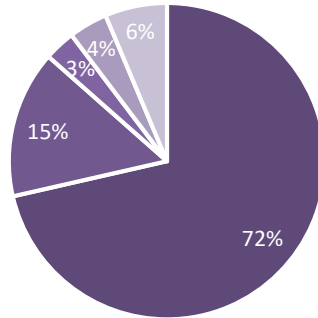
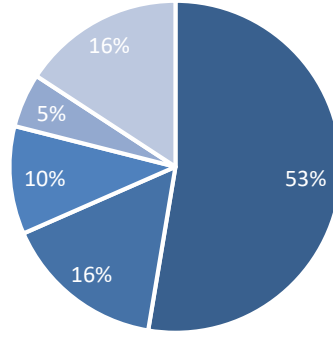
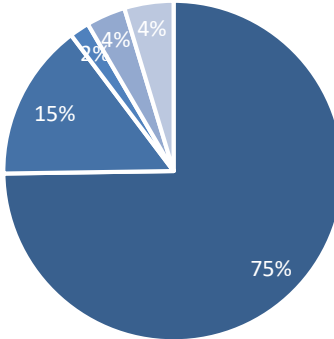
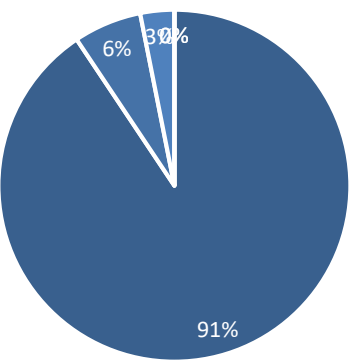
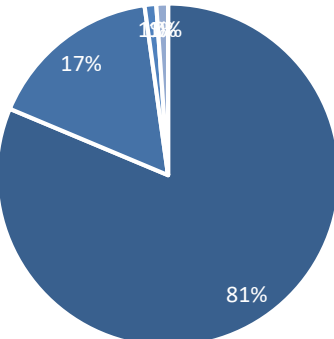
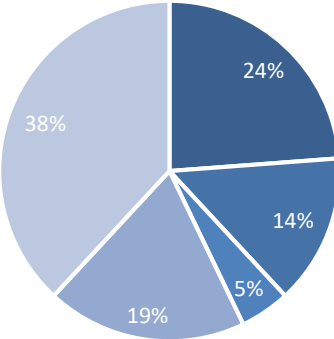
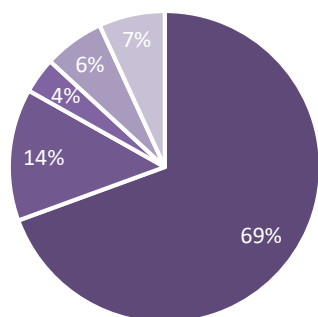
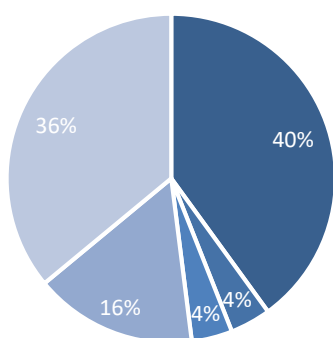
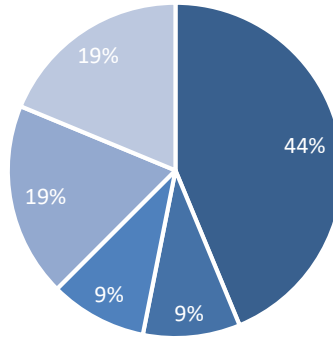
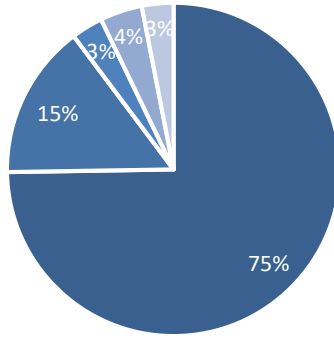
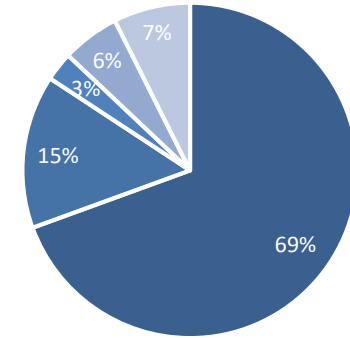
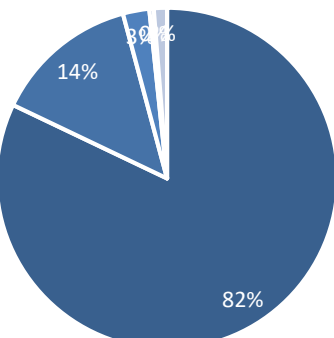
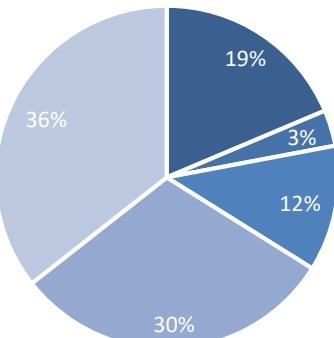
Open Streets (Enhanced Sunday/Holiday Routes) Analysis



	Overall Experience	On street residents experience	Adjacent residents experience	Users – don't live near experience	Pedestrians experience	Cyclists experience	Motorists experience
Open Streets Overall Total respondents = 5436 (5381 responses in English and 55 responses in French)	Total responses: 5436 	Total responses: 721 	Total responses: 2752 	Total responses: 1963 	Total responses: 2863 	Total responses: 2742 	Total responses: 1438
LYNDALE DRIVE – CROMWELL STREET TO GAUVIN STREET Total respondents = 894	Total responses: 894 	Total responses: 78 Response rate of on street residents: 54% (60 addresses out of 110) of directly affected properties reflected in responses. 	Total responses: 276 	Total responses: 510 	Total responses: 367 	Total responses: 465 	Total responses: 222
SCOTIA STREET – ANDERSON AVENUE (AT ST. CROSS STREET) TO ARMSTRONG AVENUE Total respondents = 647	Total responses: 894 	Total responses: 112 Response rate: 32% (94 addresses out of 296) of directly affected properties reflected in responses. 	Total responses: 135 	Total responses: 400 	Total responses: 282 	Total responses: 376 	Total responses: 164

<p>WELLINGTON CRESCENT – ACADEMY ROAD (AT WELLINGTON CRESCENT) TO GUELPH STREET Total respondents = 2504</p>	<p>Total responses: 2504</p> 	<p>Total respondents: 104</p> <p>Response rate: 46% (76 addresses out of 166) of directly affected properties reflected in responses.</p> 	<p>Total respondents: 831</p> 	<p>Total respondents: 1569</p> 	<p>Total respondents: 1008</p> 	<p>Total respondents: 1371</p> 	<p>Total respondents: 446</p> 
<p>WOLSELEY AVENUE – RAGLAN ROAD TO MARYLAND STREET Total respondents = 2120</p>	<p>Total responses: 2120</p> 	<p>Total responses: 113</p> <p>Response rate: 48% (66 addresses out of 136) of directly affected properties reflected in responses.</p> 	<p>Total responses: 822</p> 	<p>Total responses: 1185</p> 	<p>Total responses: 1064</p> 	<p>Total responses: 1331</p> 	<p>Total responses: 319</p> 
<p>CHURCHILL DRIVE – HAY STREET TO JUBILEE AVENUE Total respondents = 1032</p>	<p>Total responses: 1032</p> 	<p>Total responses: 59</p> <p>Response rate: 46% (50 addresses out of 109) of directly affected properties reflected in responses.</p> 	<p>Total responses: 325</p> 	<p>Total responses: 648</p> 	<p>Total responses: 377</p> 	<p>Total responses: 554</p> 	<p>Total responses: 258</p> 
<p>EGERTON ROAD – BANK AVENUE TO MORIER AVENUE</p>	<p>Total responses: 450</p>	<p>Total responses: 60</p>	<p>Total responses: 121</p>	<p>Total responses: 269</p>	<p>Total responses: 202</p>	<p>Total responses: 245</p>	<p>Total responses: 63</p>

<p>Total respondents = 450</p>		 <p>Response rate: 38% (40 addresses out of 105) of directly affected properties reflected in responses.</p>					
<p>KILDONAN DRIVE – HELMSDALE AVENUE TO ROSSMERE CRESCENT & LARCHDALE CRESCENT TO IRVING PLACE Total respondents = 571</p>	<p>Total responses: 571</p> 	<p>Total responses: 64</p>  <p>Response rate: 48% (49 addresses out of 102) of directly affected properties reflected in responses.</p>	<p>Total responses: 187</p> 	<p>Total responses: 320</p> 	<p>Total responses: 267</p> 	<p>Total responses: 293</p> 	<p>Total responses: 114</p> 
<p>KILKENNY DRIVE – BURGESS AVENUE TO PATRICIA AVENUE AND KINGS DRIVE Total respondents = 322</p>	<p>Total responses: 322</p> 	<p>Total responses: 47</p>  <p>Response rate: 30% (40 addresses out of 134) of directly affected properties reflected in responses.</p>	<p>Total responses: 49</p> 	<p>Total responses: 226</p> 	<p>Total responses: 121</p> 	<p>Total responses: 175</p> 	<p>Total responses: 85</p> 

<p>ROVER AVENUE – HALLET STREET TO STEPHENS STREET Total respondents = 126</p>	<p>Total responses: 126</p> 	<p>Total responses: 0 Response rate: 0% (0 addresses out of seven) of directly affected properties reflected in responses.</p>	<p>Total responses: 19</p> 	<p>Total responses: 107</p> 	<p>Total responses: 32</p> 	<p>Total responses: 91</p> 	<p>Total responses: 21</p> 
<p>VIALOUX DRIVE-ALCREST DRIVE TO WEXFORD STREET Total respondents = 350</p>	<p>Total responses: 126</p> 	<p>Total responses: 25 Response rate: 33% (25 addresses out of 76) of directly affected properties reflected in responses.</p> 	<p>Total responses: 32</p> 	<p>Total responses: 293</p> 	<p>Total responses: 108</p> 	<p>Total responses: 240</p> 	<p>Total responses: 59</p> 

Appendix C

Overall and street by street analysis

OVERALL RESULTS

Total respondents = 5436

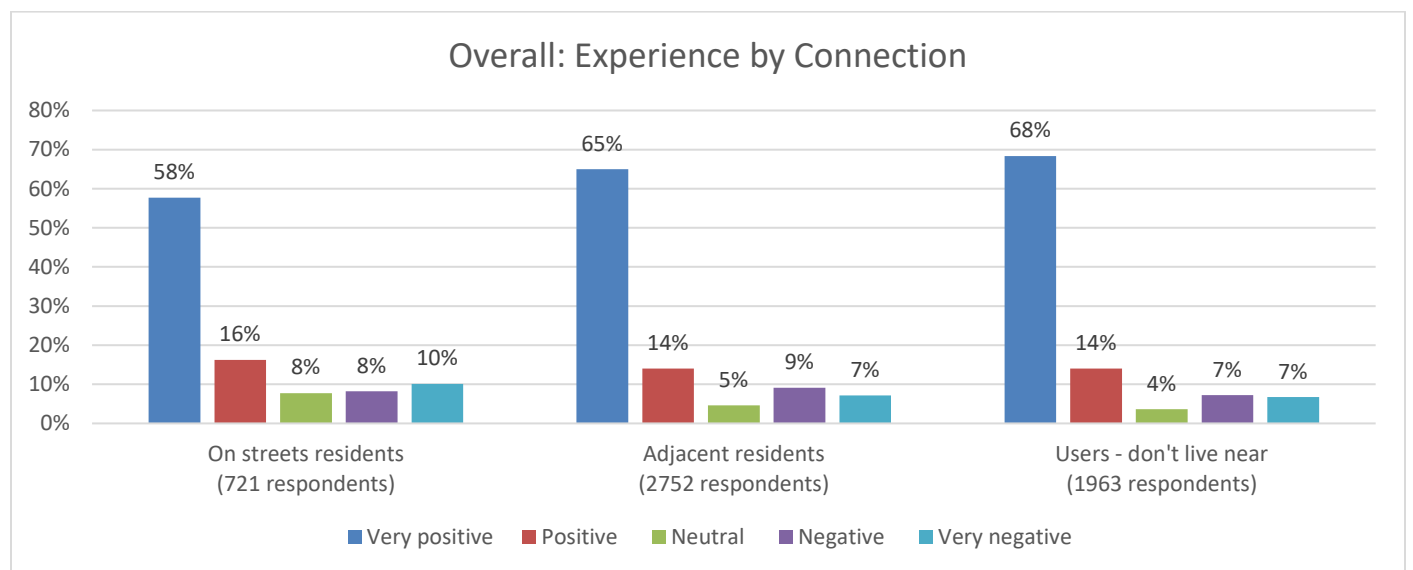
Very positive experience: 65%

Positive experience: 14%

Neutral: 5%

Negative: 8%

Very Negative: 8%



Overall respondents: 5436

Top likes



Positive or very positive experience with the open street:

1. It felt safer to use the street
2. Increased pedestrian and cyclist activity on the street
3. Less traffic on the street



Neutral experience with open street:

1. Less traffic on the street
2. Increased pedestrian and cyclist activity on the street

3. It felt safer to use the street



Negative or very negative experience with open street:

1. Other (most common answer was there was nothing liked about open streets)
2. Less traffic on the street
3. Encouraged exploration of new neighbourhoods

Top dislikes



Positive or very positive experience with the open street:

1. Drivers did not observe the rules
2. Routes didn't take me to other active transportation routes
3. Uncertainty on the rules for using the open street



Neutral experience with open street:

1. I couldn't drive for more than one block
2. Increases in vehicle traffic on surrounding streets
3. Pedestrians/cyclists did not observe the rules



Negative or very negative experience with open street:

1. I couldn't drive more than one block
2. Increases in vehicle traffic on surrounding streets
3. Pedestrians and cyclists did not observe the rules

On street residents: 721 respondents identified as living on an Open Street

Top likes



Positive or very positive experience with the open street:

1. Increased pedestrian and cyclist activity on the street
2. Less traffic on the street
3. It felt safer to use the street



Neutral experience with open street:

1. Less traffic on the street
2. Increased pedestrian and cyclist activity on the street
3. It felt safer to use the street



Negative or very negative experience with open street:

1. Other (most common answer was there was nothing liked about open streets)
2. Less traffic on the street
3. It felt safer to use the street

Top dislikes



Positive or very positive experience with the open street:

1. Drivers did not observe the rules
2. Uncertainty on the rules for using an Open Street
3. Other (most common answer was there was nothing they disliked about open streets)



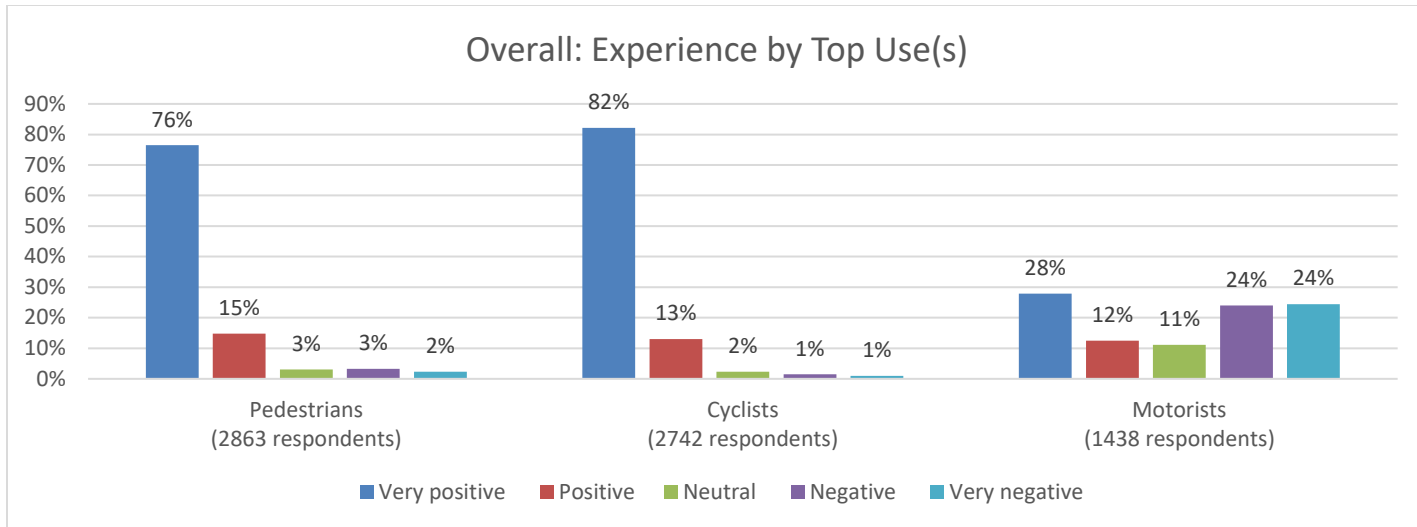
Neutral experience with open street:

1. Drivers did not observe the rules
2. I couldn't drive more than one block
3. Difficulty accessing my residence by vehicle



Negative or very negative experience with open street:

1. Pedestrians/cyclists did not observe the rules
2. Difficulty accessing my residence by vehicle
3. I couldn't drive for more than one block



Pedestrians: 2863 respondents identified as often using an Open Street as a pedestrian

Top likes



Positive or very positive experience with the open street:

1. Increased pedestrian and cyclist activity on the street
2. It felt safer to use the street
3. Less traffic on the street



Neutral experience with open street:

1. Increased pedestrian and cyclist activity on the street
2. Less traffic on the street
3. Increased my use of active transportation for recreation



Negative or very negative experience with open street:

1. Other (most common answer was there was nothing liked about open streets)
2. Less traffic on the street
3. Increased pedestrian and cyclist activity on the street

Top dislikes



Positive or very positive experience with the open street:

1. Drivers did not observe the rules
2. Uncertainty on the rules for using the open street
3. Routes didn't take me to other active transportation routes



Neutral experience with open street:

1. I couldn't drive for more than one block
2. Drivers did not observe the rules
3. Pedestrians/cyclists did not observe the rules



Negative or very negative experience with open street:

1. Difficulty accessing my residence by vehicle/ I couldn't drive more than one block
2. Pedestrians and cyclists did not observe the rules

Cyclists: 2742 respondents identified as often using an Open Street as a cyclist

Top likes



Positive or very positive experience with the open street:

1. It felt safer to use the street
2. Increased pedestrian and cyclist activity on the street
3. Less traffic on the street



Neutral experience with open street:

1. Less traffic on the street
2. Increased pedestrian and cyclist activity on the street
3. Increased my use of active transportation for recreation



Negative or very negative experience with open street:

1. Other (most common answer was there was nothing liked about open streets)
2. Less traffic on the street
3. Increased pedestrian and cyclist activity on the street

Top dislikes



Positive or very positive experience with the open street:

1. Drivers did not observe the rules
2. Routes didn't take me to other active transportation routes
3. Uncertainty on the rules for using the Open Street



Neutral experience with open street:

1. Drivers did not observe the rules
2. I couldn't drive more than one block
3. Difficulty accessing my residence by vehicle



Negative or very negative experience with open street:

1. Pedestrians/cyclists did not observe the rules
2. Difficulty accessing my resident by vehicle

3. I couldn't drive for more than one block

Motorists: 1438 respondents identified as often using an Open Street as a motorist

Top likes



Positive or very positive experience with the open street:

1. Increased pedestrian and cyclist activity on the street
2. It felt safer to use the street
3. Less traffic on the street



Neutral experience with open street:

1. Less traffic on the street
2. Increased pedestrian and cyclist activity on the street
3. It felt safer to use the street



Negative or very negative experience with open street:

1. Other (most common answer was there was nothing liked about open streets)
2. Less traffic on the street
3. Increased pedestrian and cyclist activity on the street

Top dislikes



Positive or very positive experience with the open street:

1. Drivers did not observe the rules
2. Uncertainty on the rules for using the open street
3. I couldn't drive for more than one block



Neutral experience with open street:

1. I couldn't drive for more than one block
2. Increases in vehicle traffic on surrounding streets
3. Difficulty accessing my residence by vehicle



Negative or very negative experience with open street:

1. I couldn't drive more than one block
2. Increases in vehicle traffic on surrounding streets
3. Pedestrians and cyclists did not observe the rules

LYNDALE DRIVE – CROMWELL STREET TO GAUVIN STREET

Total respondents = 894

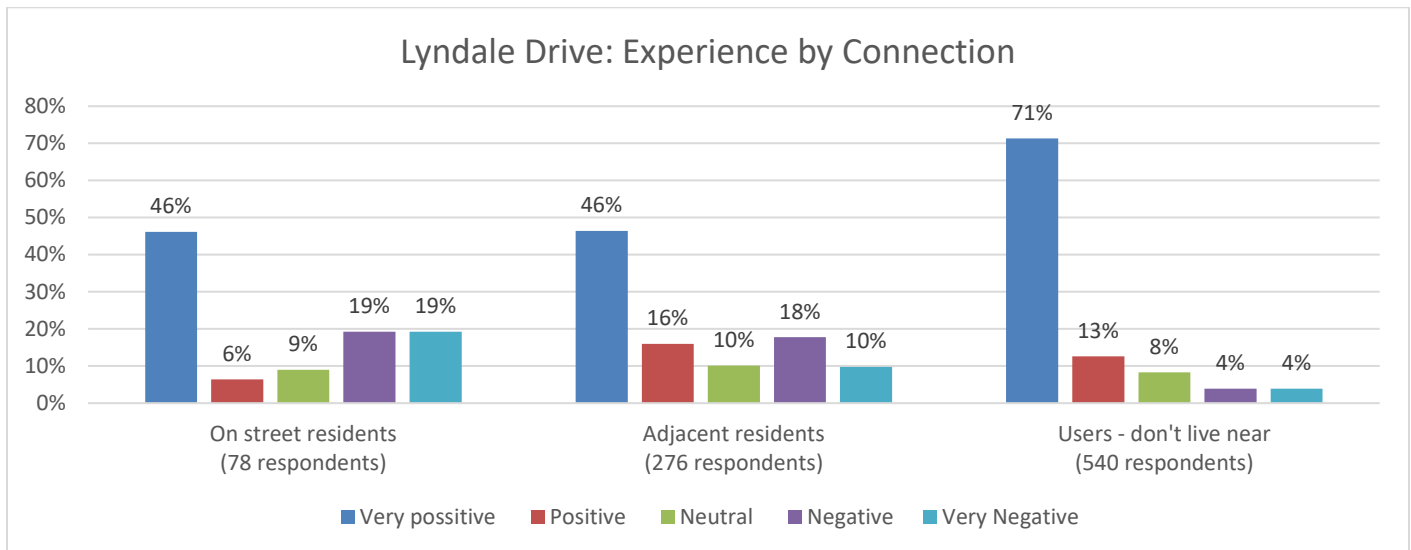
Very positive experience: 61%

Positive experience: 13%

Neutral: 9%

Negative: 10%

Very Negative: 7%



On-street residents (residents who live between the open street limits on Cromwell Street and Gauvin Street)

Total responses: 78

Response rate: 54% (60 addresses out of 110) of directly affected properties reflected in responses.

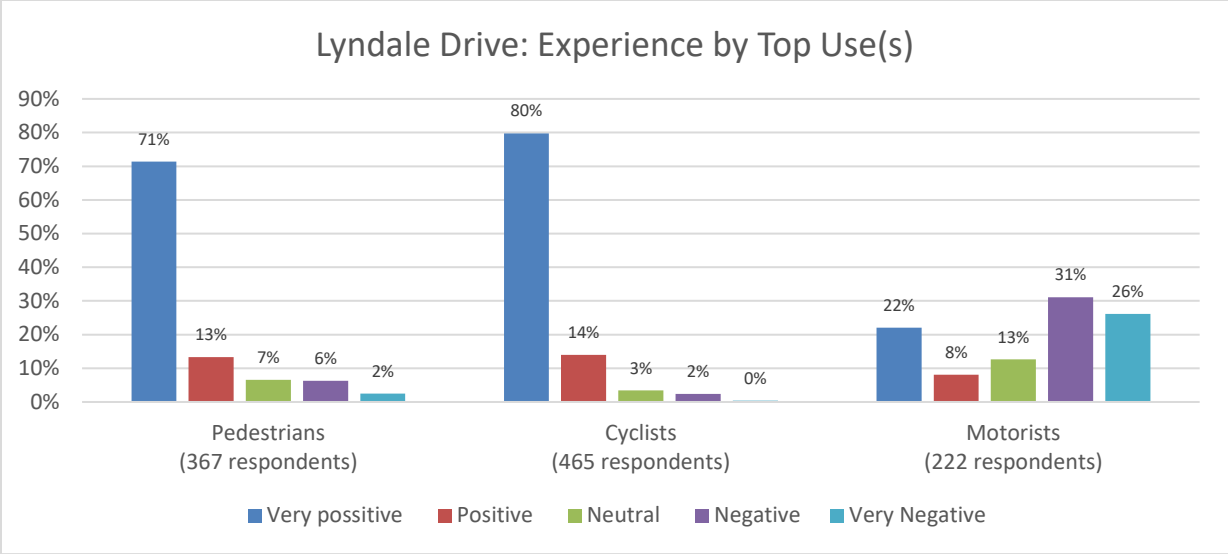
*16 addresses provided more than one response but no more than three.

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 276

Users – don't live near

Total responses: 510



Pedestrians: 367 respondents identified as often using Lyndale Drive as a pedestrian

Cyclists: 465 respondents identified as often using Lyndale Drive as a cyclist

Motorists: 222 respondents identified as often using Lyndale Drive as a motorist

SCOTIA STREET – ANDERSON AVENUE (AT ST. CROSS STREET) TO ARMSTRONG AVENUE

Total respondents = 647

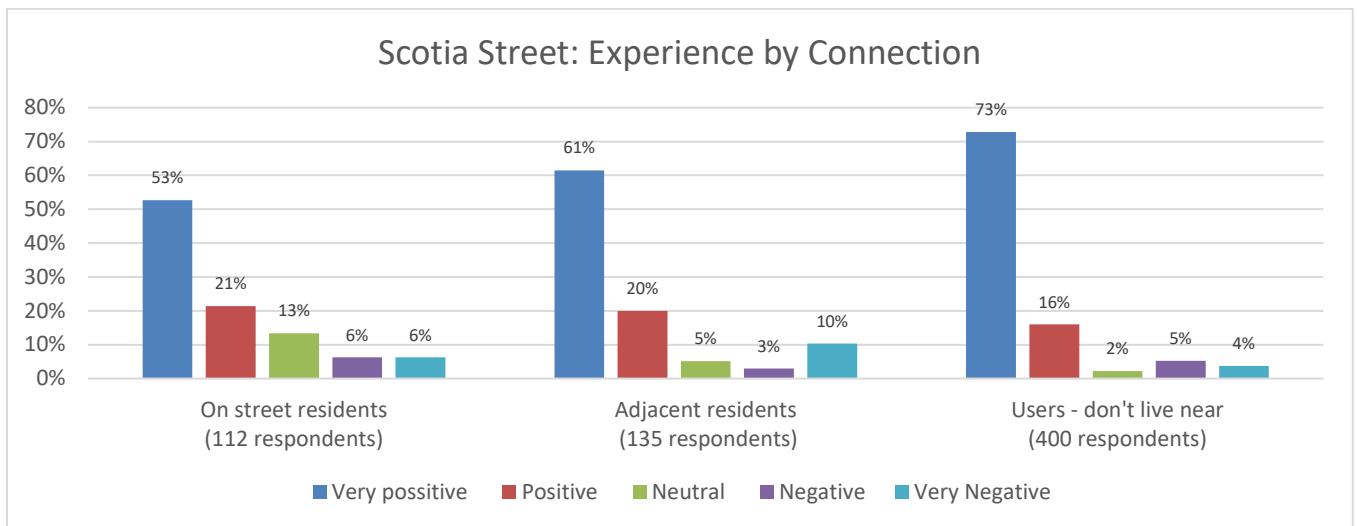
Very positive: 67%

Positive 18%

Neutral:5%

Negative 5%

Very negative:5%



On street residents (residents who live between the open street limits on Anderson Avenue (at St.Cross Street) to Armstrong Avenue)

Total responses: 112

Response rate: 32% (94 addresses out of 296) of directly affected properties reflected in responses.

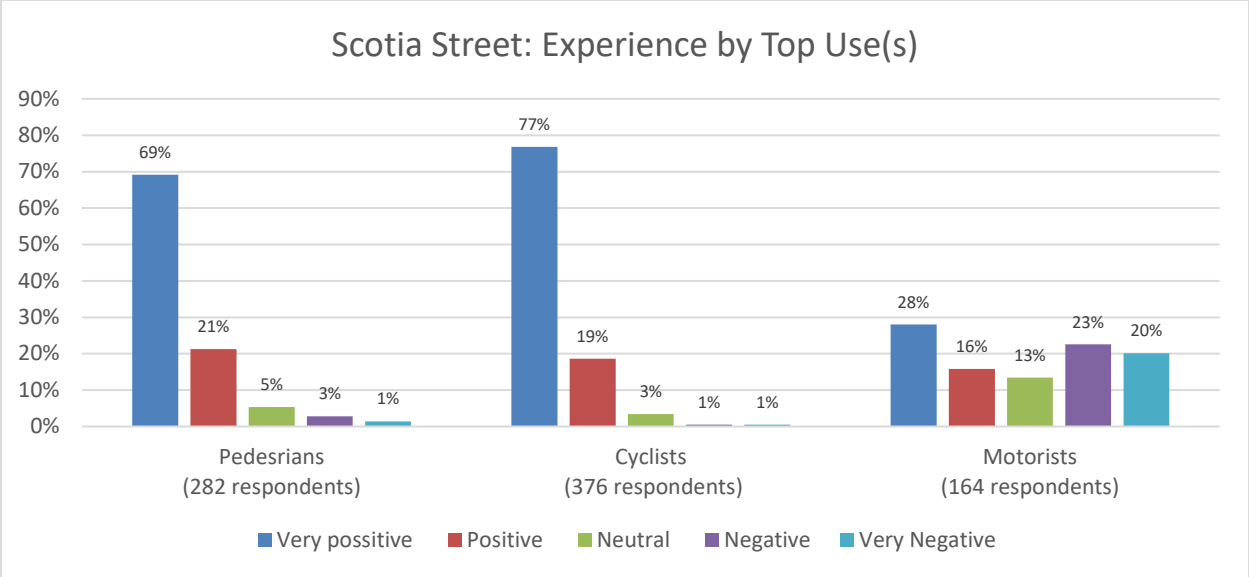
16 addresses provided more than one response but no more than two.

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 135

Users – don't live near

Total response: 400



Pedestrians: 282 respondents identified as often using Lyndale Drive as a pedestrian

Cyclists: 376 respondents identified as often using Lyndale Drive as a cyclist

Motorists: 164 respondents identified as often using Lyndale Drive as a motorist

WELLINGTON CRESCENT – ACADEMY ROAD (AT WELLINGTON CRESCENT) TO GUELPH STREET

Total respondents = 2504

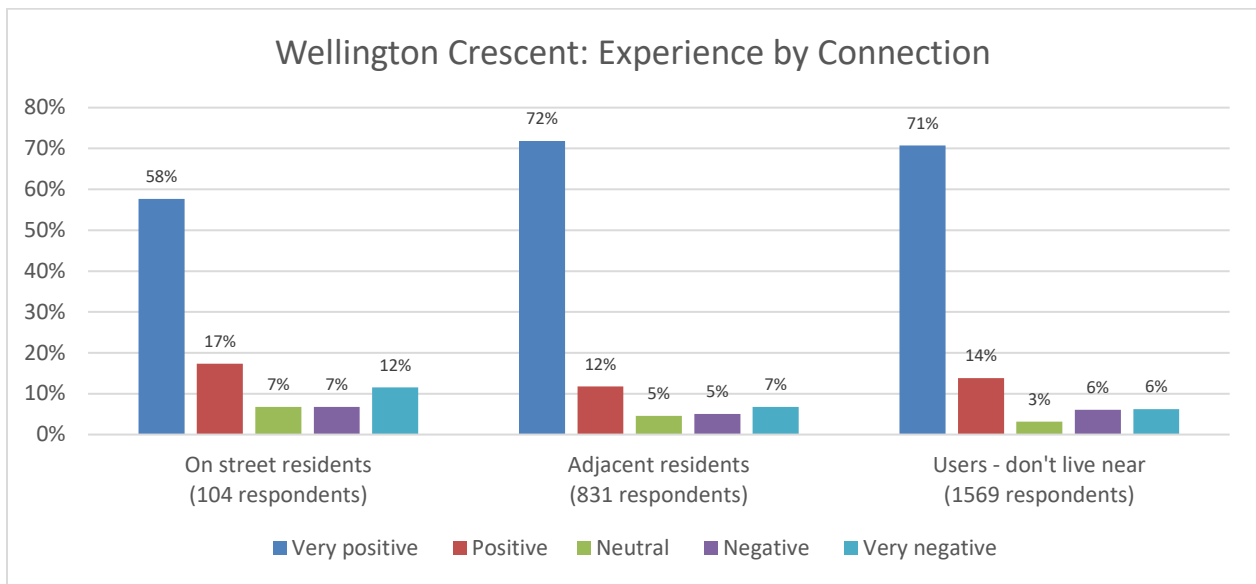
Very positive: 70%

Positive: 13%

Neutral: 4%

Negative 6%

Very negative 7%



On-street residents (residents who live between the open street limits Academy Road (at Wellington Crescent and Guelph Street)

Total responses: 104

Response rate: 46% (76 addresses out of 166) of directly affected properties reflected in responses.

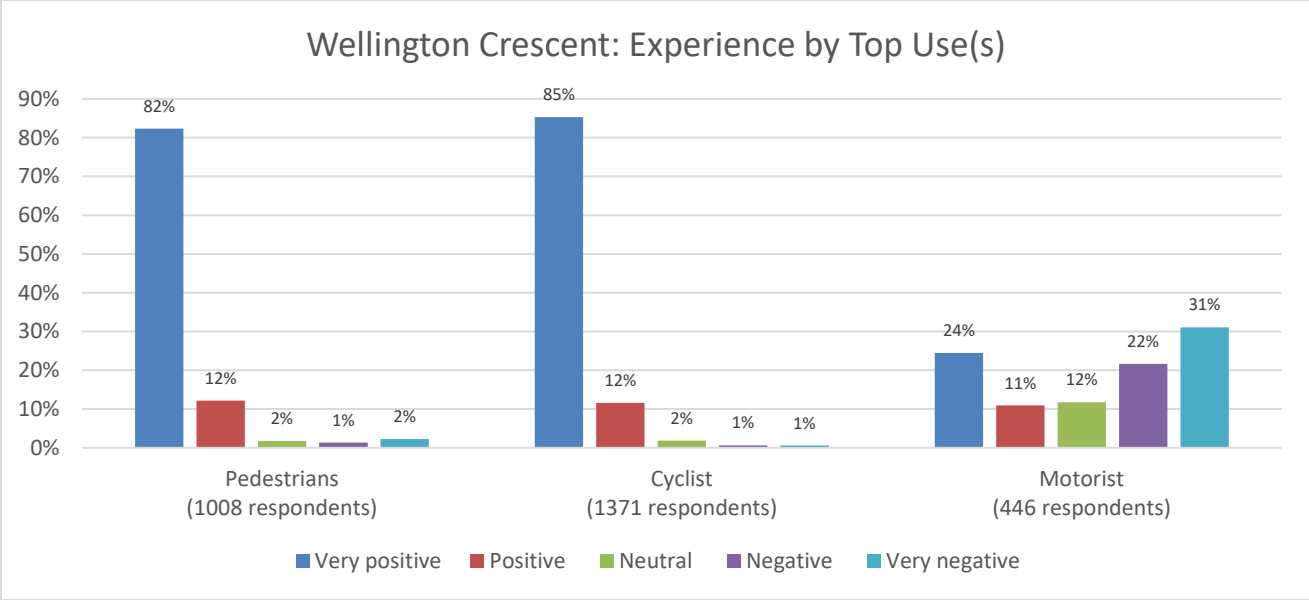
*23 addresses provided more than one response but no more than four.

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 831

Users – don't live near

Total response: 1569



Pedestrians: 1008 respondents identified as often using Lyndale Drive as a pedestrian

Cyclists: 1371 respondents identified as often using Lyndale Drive as a cyclist

Motorists: 446 respondents identified as often using Lyndale Drive as a motorist

WOLSELEY AVENUE – RAGLAN ROAD TO MARYLAND STREET

Total respondents = 2120

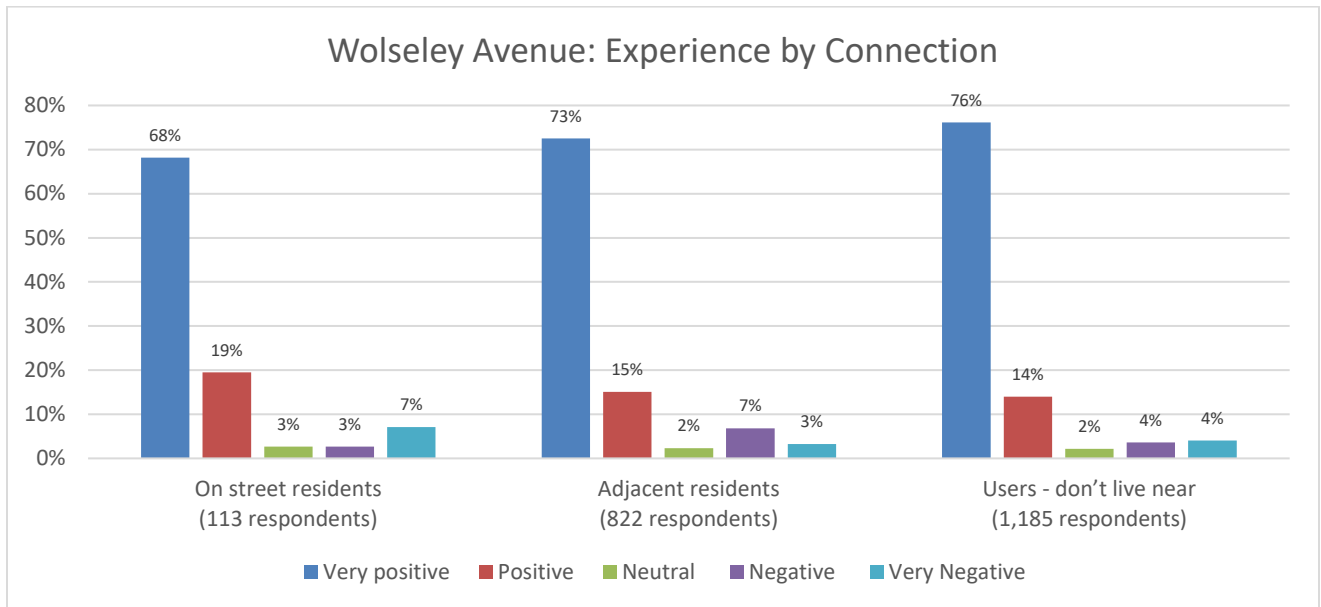
Very positive: 74%

Positive: 15%

Neutral: 2%

Negative: 5%

Very negative: 4%



On-street residents (residents who live between the open street limits Raglan Road to Maryland Street)

Total responses: 113

Response rate: 48% (66 addresses out of 136) of directly affected properties reflected in responses.

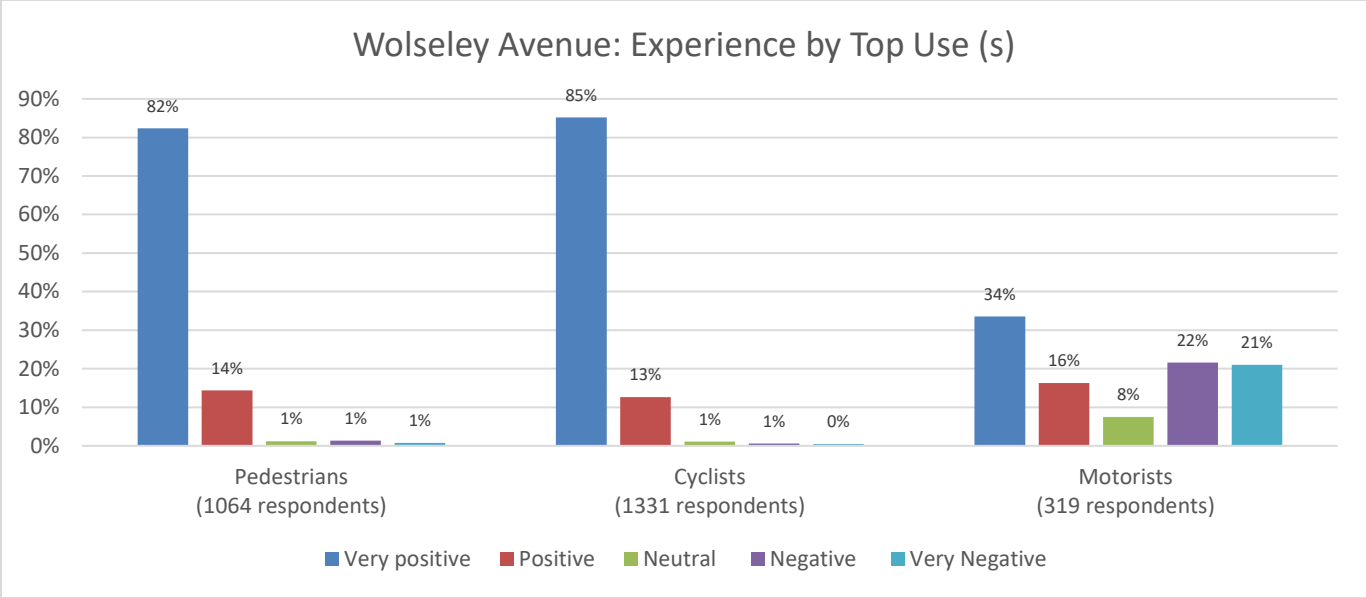
*66 addresses provided more than one response but no more than three at residential addresses and up to eight responses from some multiunit addresses.

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 822

Users – don't live near

Total response: 1185



Pedestrians: 1064 respondents identified as often using Wolseley Avenue as a pedestrian

Cyclists: 1331 respondents identified as often using Wolseley Avenue as a cyclist

Motorists: 319 respondents identified as often using Wolseley Avenue as a motorist

CHURCHILL DRIVE – HAY STREET TO JUBILEE AVENUE

Total respondents = 1032

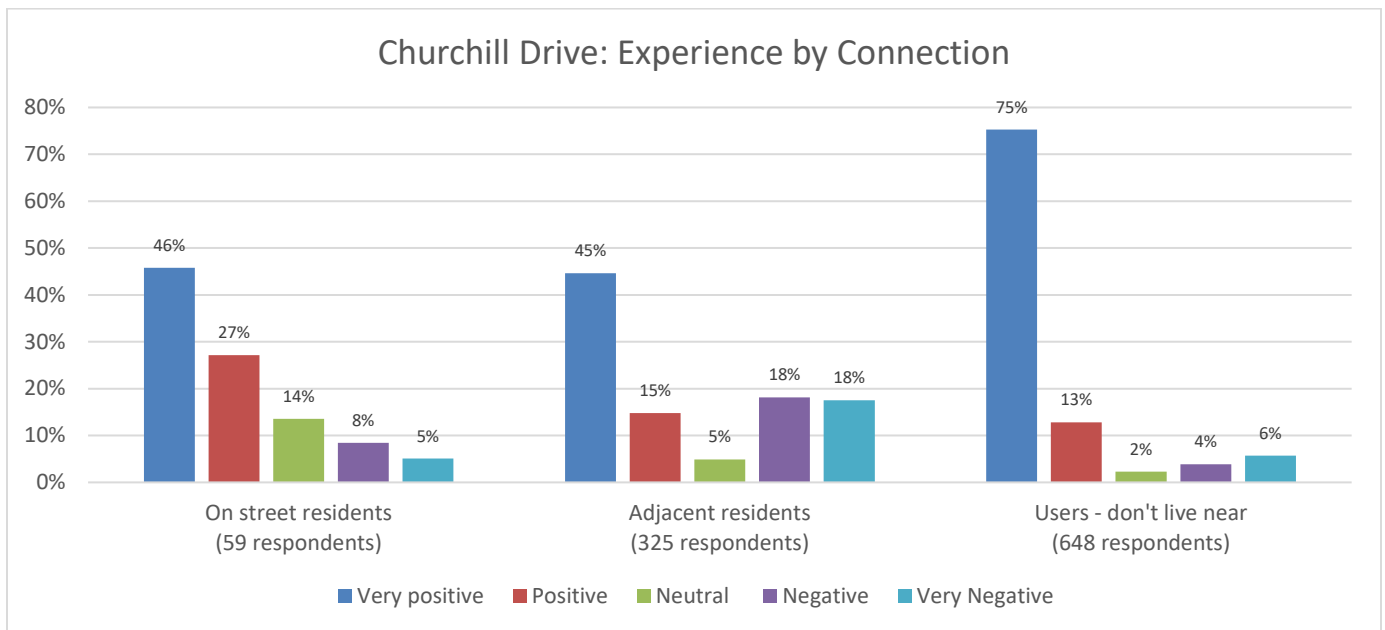
Very positive: 64%

Positive: 14%

Neutral: 4%

Negative: 9%

Very negative: 9%



On-street residents (residents who live between the open street limits Hay Street to Jubilee Avenue)

Total responses: 59

Response rate: 46% (50 addresses out of 109) of directly affected properties reflected in responses.

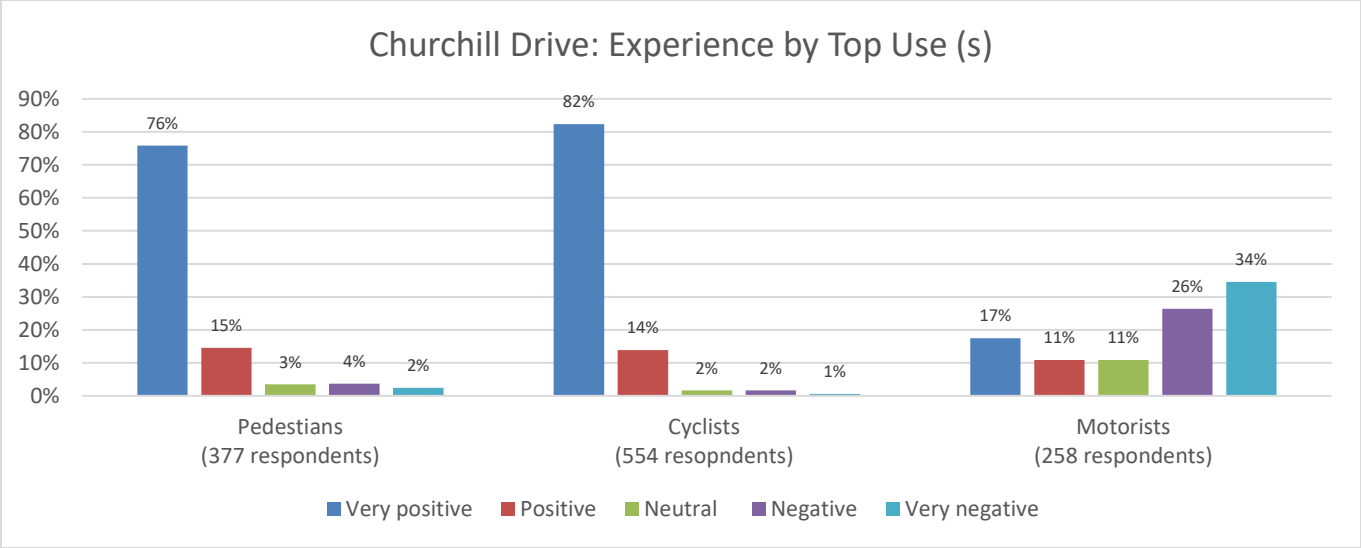
*6 addresses provided more than one response but no more than four

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 325

Users – don't live near

Total response: 648



Pedestrians: 377 respondents identified as often using Churchill Drive as a pedestrian

Cyclists: 554 respondents identified as often using Churchill Drive as a cyclist

Motorists: 258 respondents identified as often using Churchill Drive as a motorist

EGERTON ROAD – BANK AVENUE TO MORIER AVENUE

Total respondents = 450

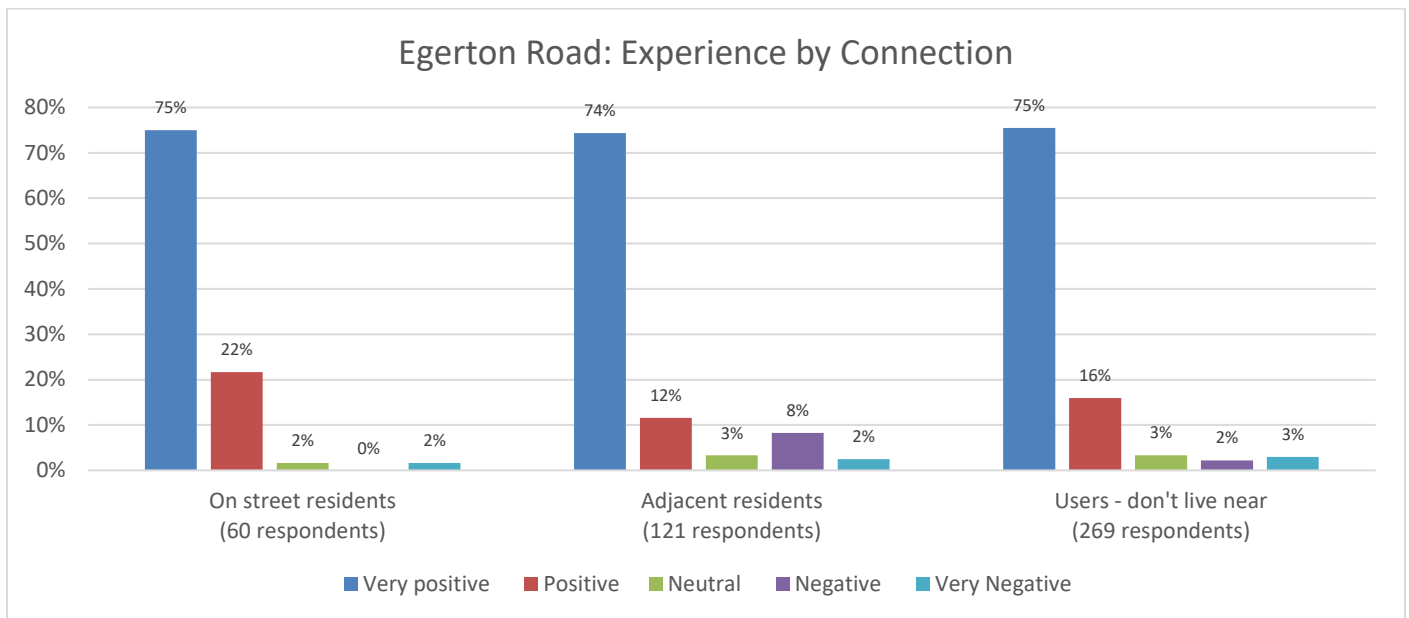
Very positive: 75%

Positive: 16%

Neutral: 3%

Negative: 3%

Very negative: 3%



On-street residents (residents who live between the open street limits Bank Avenue to Morier Avenue)

Total responses: 60

Response rate: 38% (40 addresses out of 105) of directly affected properties reflected in responses.

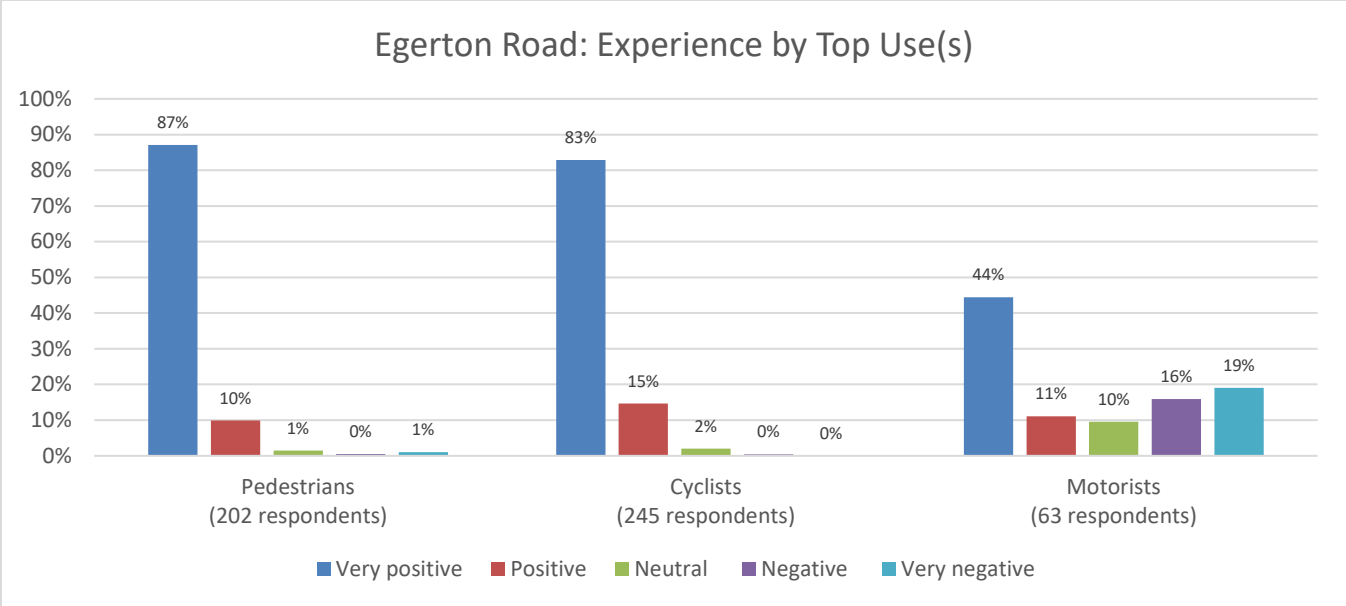
*18 addresses provided more than one response but no more than three

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 121

Users – don't live near

Total response: 269



Pedestrians: 202 respondents identified as often using Egerton Road as a pedestrian

Cyclists: 245 respondents identified as often using Egerton Road as a cyclist

Motorists: 63 respondents identified as often using Egerton Road as a motorist

KILDONAN DRIVE – HELMSDALE AVENUE TO ROSSMERE CRESCENT & LARCHDALE CRESCENT TO IRVING PLACE

Total respondents = 571

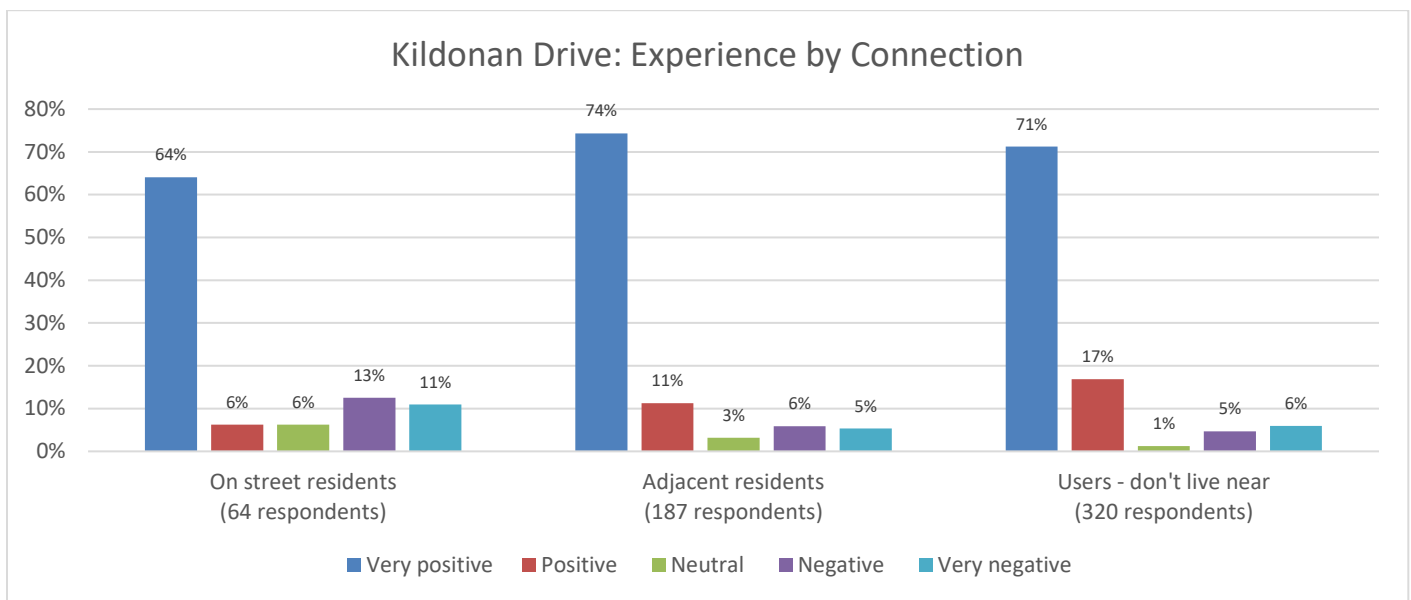
Very positive: 72%

Positive: 14%

Neutral: 2%

Negative: 6%

Very negative: 6%



On-street residents (residents who live between the open street limits Helmsdale Avenue to Rossmere Crescent and Larchdale Crescent to Irving Place)

Total responses: 64

Response rate: 48% (49 addresses out of 102) of directly affected properties reflected in responses.

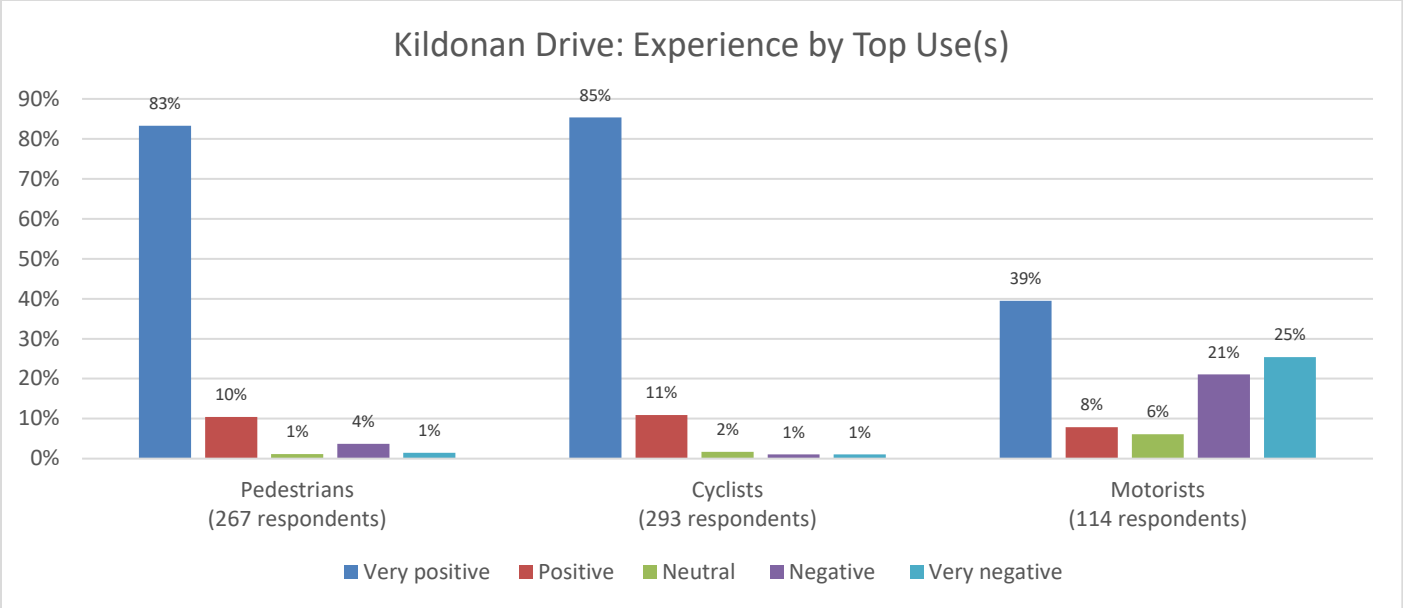
*12 addresses provided more than one response but no more than five

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 187

Users – don't live near

Total response: 320



Pedestrians: 267 respondents identified as often using Kildonan Drive as a pedestrian

Cyclists: 293 respondents identified as often using Kildonan Drive as a cyclist

Motorists: 114 respondents identified as often using Kildonan Drive as a motorist

KILKENNY DRIVE – BURGESS AVENUE TO PATRICIA AVENUE AND KINGS DRIVE

Total respondents = 322

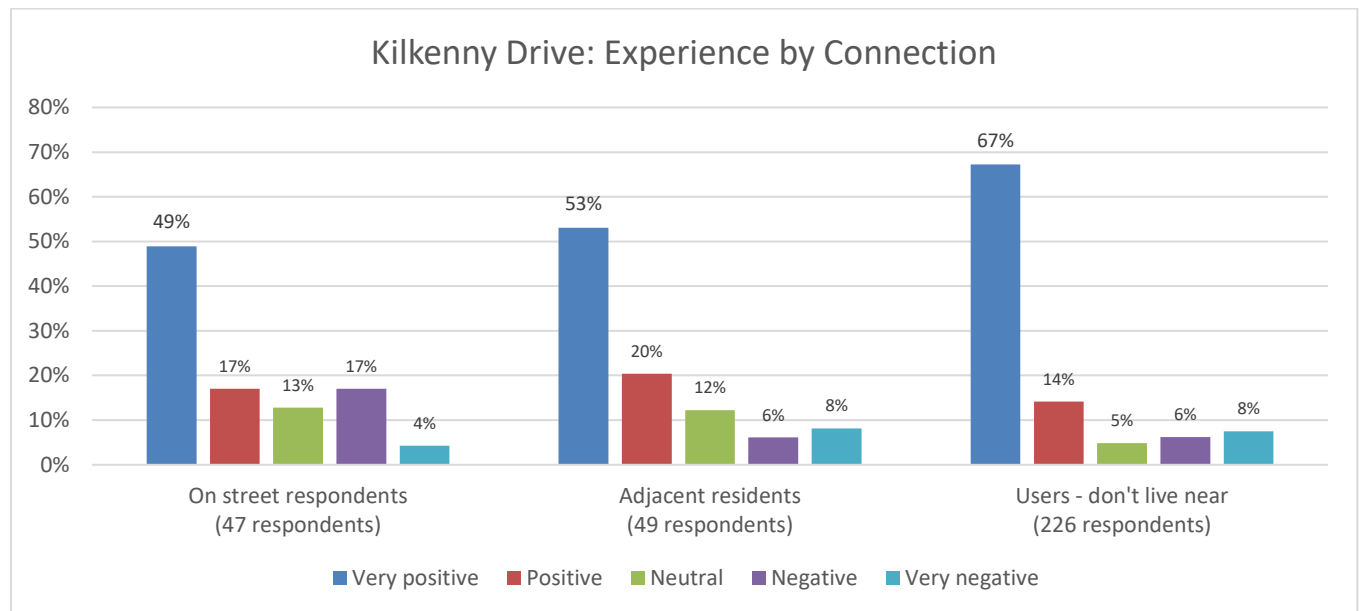
Very positive: 62%

Positive: 16%

Neutral: 7%

Negative: 8%

Very negative: 7%



On-street residents (residents who live between the open street limits Burgess Avenue to Patricia Avenue and Kings Drive)

Total responses: 47

Response rate: 30% (40 addresses out of 134) of directly affected properties reflected in responses.

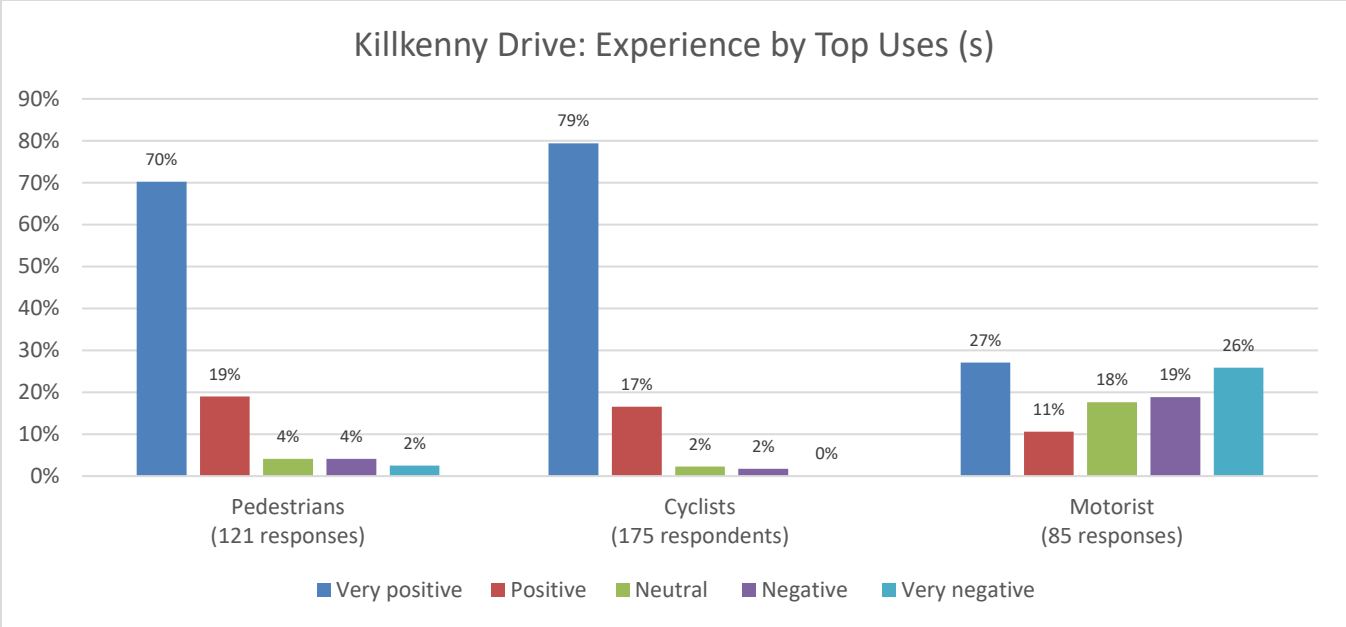
7 addresses provided more than one response but no more than two

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 49

Users – don't live near

Total response: 226



Pedestrians: 121 respondents identified as often using Killkenny Drive as a pedestrian

Cyclists: 175 respondents identified as often using Killkenny Drive as a cyclist

Motorists: 85 respondents identified as often using Killkenny Drive as a motorist

ROVER AVENUE – HALLET STREET TO STEPHENS STREET

Total respondents = 126

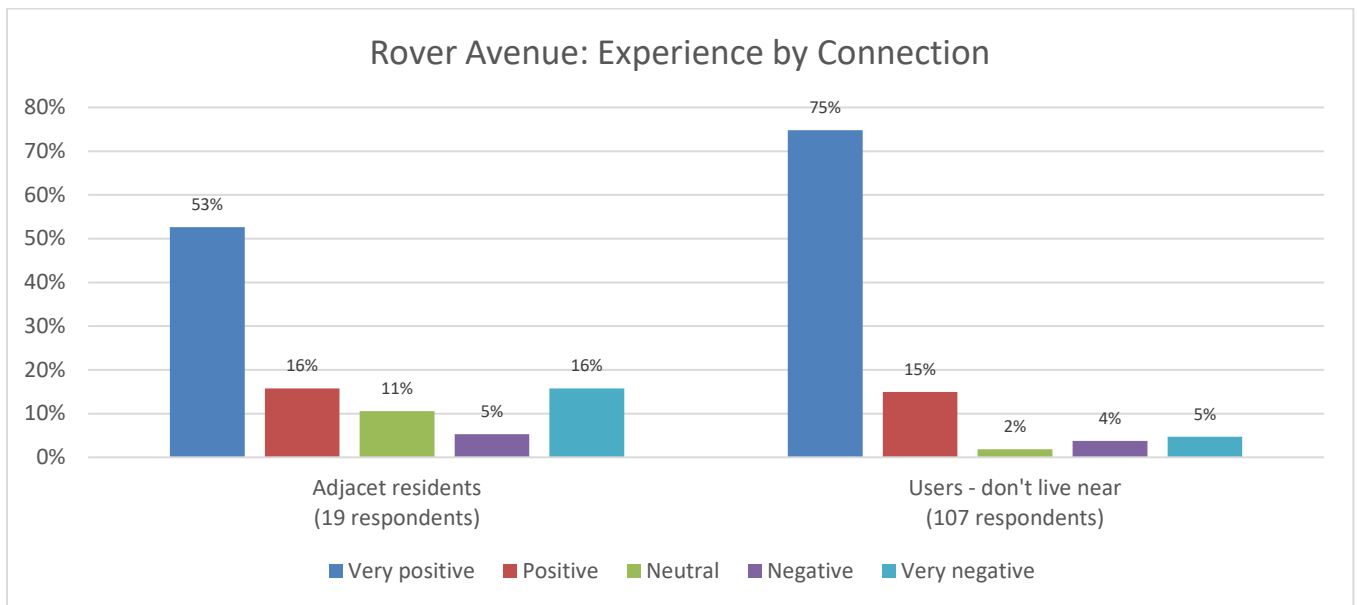
Very positive: 72%

Positive: 15%

Neutral: 3%

Negative: 4%

Very negative: 6%



On-street residents (residents who live between the open street limits Hallet Street to Stephens Street)

Total responses: 0

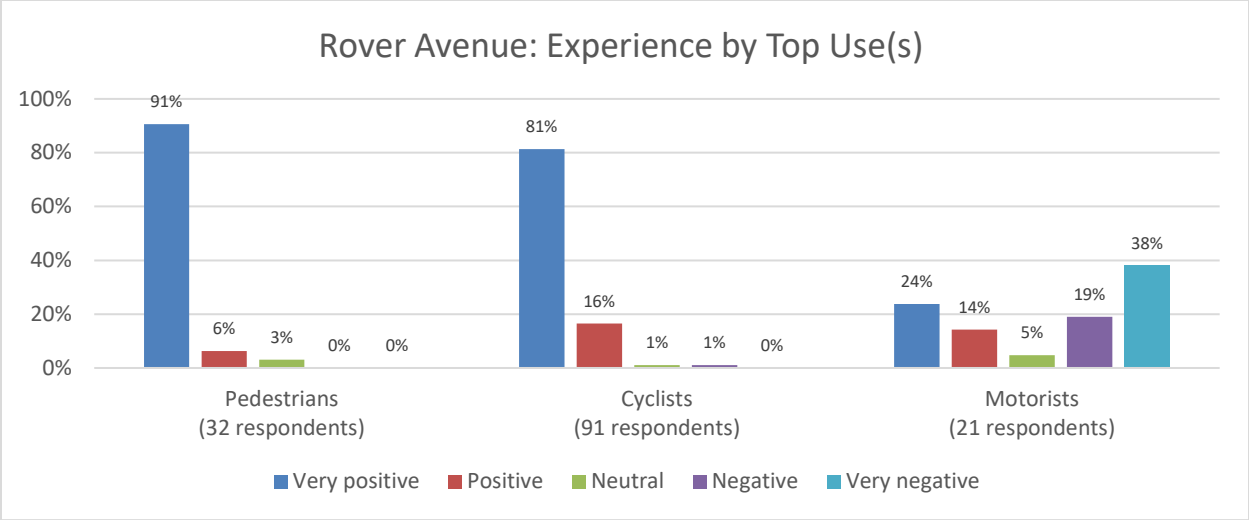
Response rate: 0% (0 addresses out of seven) of directly affected properties reflected in responses.

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 19

Users – don't live near

Total response: 107



Pedestrians: 32 respondents identified as often using Rover Avenue as a pedestrian

Cyclists: 91 respondents identified as often using Rover Avenue as a cyclist

Motorists: 21 respondents identified as often using Rover Avenue as a motorist

VIALOUX DRIVE- ALCREST DRIVE TO WEXFORD STREET

Total respondents = 350

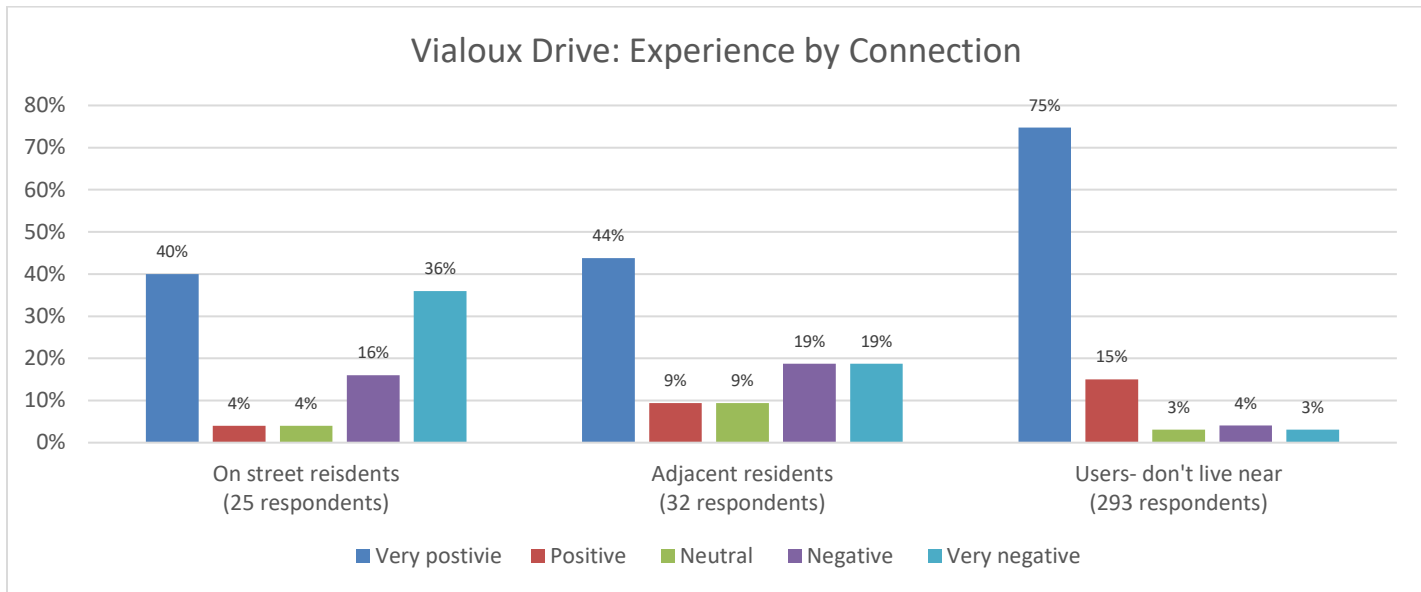
Very positive: 69%

Positive: 14%

Neutral: 4%

Negative: 6%

Very negative: 7%



On-street residents (residents who live between the open street limits Hallet Street to Stephens Street)

Total responses: 25

Response rate: 33% (25 addresses out of 76) of directly affected properties reflected in responses.

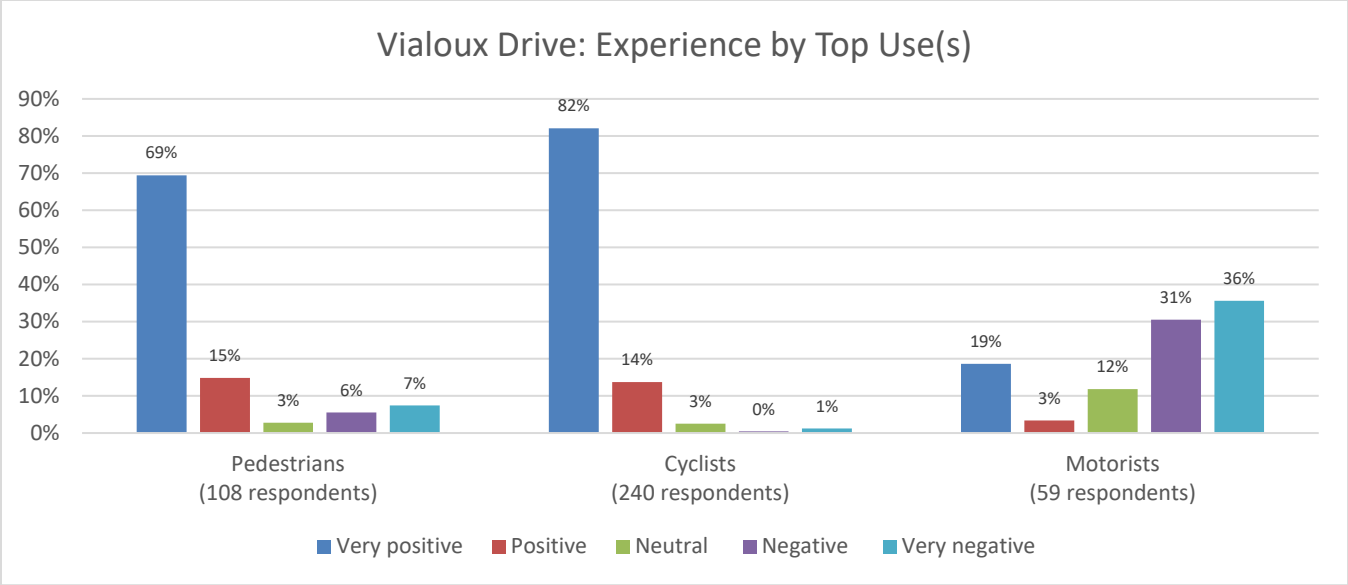
Six addresses provided more than one response but no more than two.

Adjacent residents (residents who identified as living near but not on the open street)

Total responses: 32

Users – don't live near

Total response: 293



Pedestrians: 108 respondents identified as often using Vialoux Drive as a pedestrian

Cyclists: 240 respondents identified as often using Vialoux Drive as a cyclist

Motorists: 59 respondents identified as often using Vialoux Drive as a motorist

Appendix D

Improving Open

Streets

Qualitative

Analysis

Question: Do you have any suggestions for improvements to Open Streets?

- 2,290 participants responded to this question
- Top 7 responses highlighted below

Theme (alphabetical)	Number of responses*
Add amenities (e.g. garbage cans, lighting)	72
Add more streets	241
Better barricades	220
Better connections	228
Better enforcement	496
Better infrastructure	24
Change name	1
Change parking	5
Collect data	2
Consider construction impacts	29
Consider nearby hospital	2
Consider nearby parks	14
Consider sidewalks	2
Consider traffic impacts	20
Education	247
Engagement	12
Extend time	36
General negative	23
General positive	95
Improve accessibility	4
Improve signage	536
Keep simple	2
Maintenance	19
Make permanent	113
Not during winter	1
Other	121
Reduce speeds	136
Reduce time (either time of day or time of year)	14
Remove open streets/Discontinue	253
Resident pass	20
Separate modes	43
Sundays only	47
Traffic calming	41

***note – some comments contained more than one theme**

Appendix E

Survey results: **English**

Online survey: Enhanced Active Transportation Routes (Open Streets)

SURVEY RESPONSE REPORT

17 August 2020 - 08 September 2020

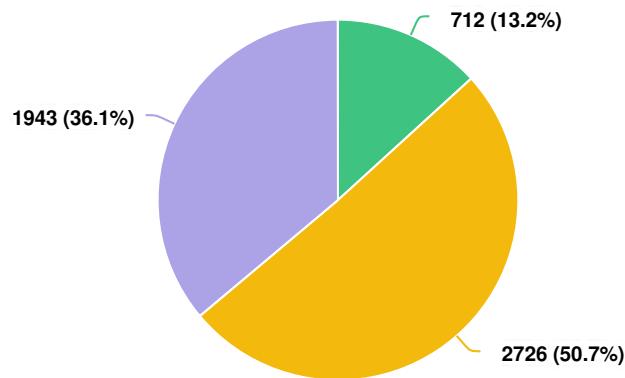
PROJECT NAME:

Open Streets (Enhanced Sunday/Holiday Bike Routes)



SURVEY QUESTIONS

Q1 | What is your connection to open streets? Please select the option that best matches your connection.

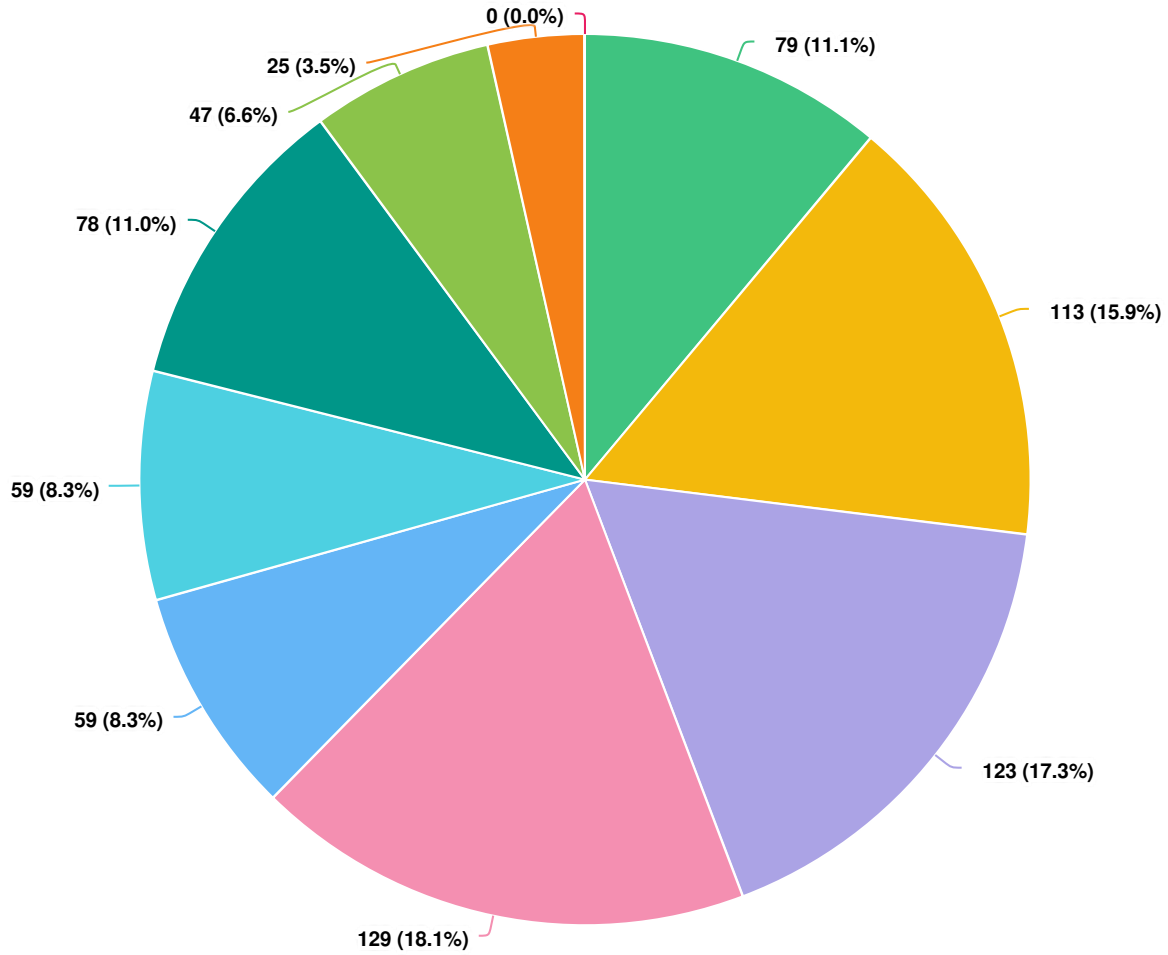


Question options

- I live on an Open Street
- I live on a street adjacent to or near an Open Street
- I use an Open Street but do not live on or near an Open Street

Mandatory Question (5381 response(s))
Question type: Dropdown Question

Q2 Which Open Street do you live on?

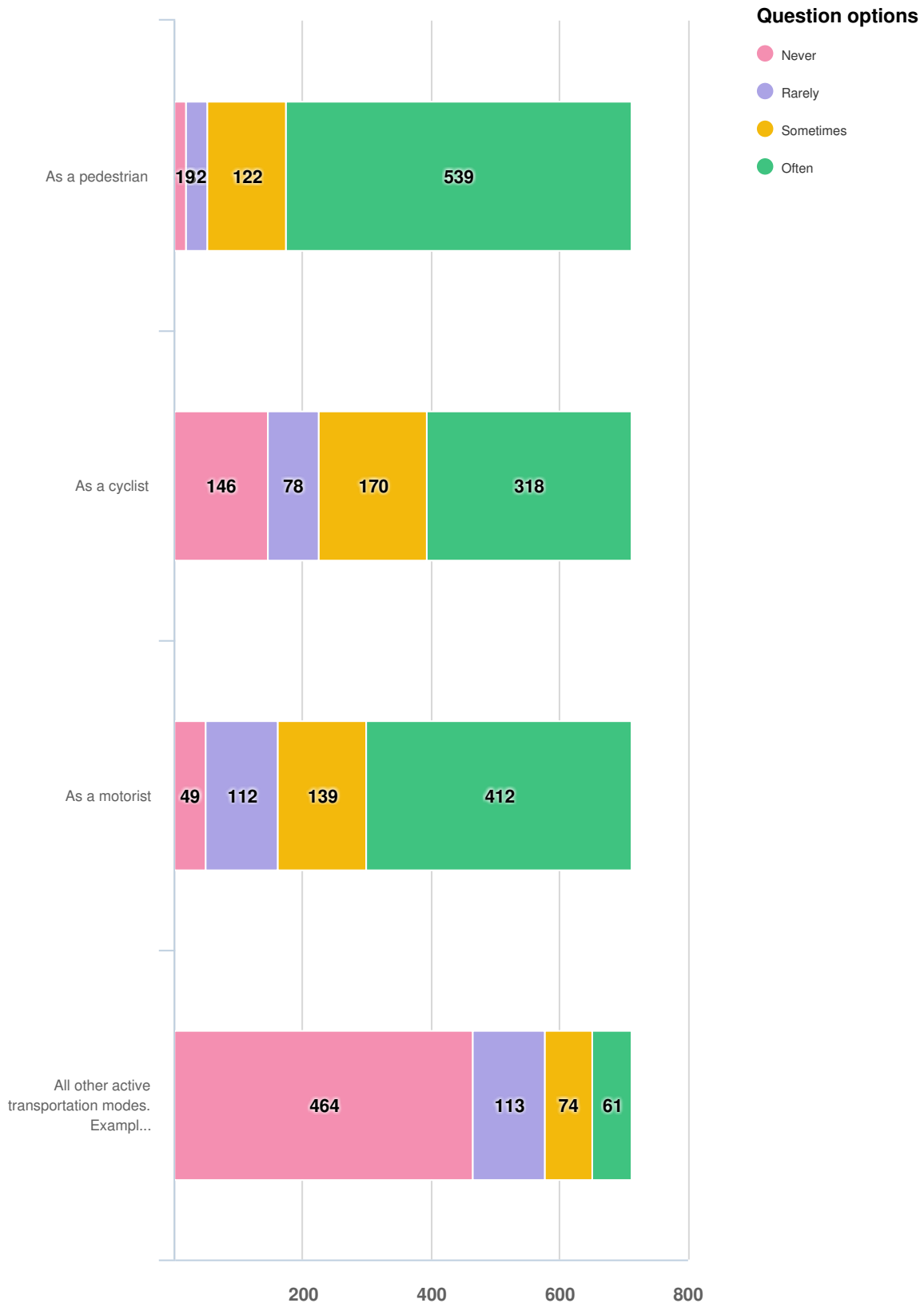


Question options

- Lyndale Drive – Cromwell Street to Gauvin Street
 ● Scotia Street – Anderson Avenue (at St. Cross Street) to Armstrong Avenue
- Wellington Crescent – Academy Road (at Wellington Crescent) to Guelph Street
 ● Churchill Drive – Hay Street to Jubilee Avenue
- Wolseley Avenue – Raglan Road to Maryland Street
 ● Egerton Road – Bank Avenue to Morier Avenue
- Kildonan Drive – Helmsdale Avenue to Rossmere Crescent & Larchdale Crescent to Irving Place
 ● Kilkenny Drive – Burgess Avenue to Patricia Avenue and Kings Drive
- Vialoux Drive – Alcrest Drive to Wexford Street – open as of July 31, 2020
 ● Rover Avenue - Hallet Street to Stephens Street

Mandatory Question (712 response(s))
 Question type: Dropdown Question

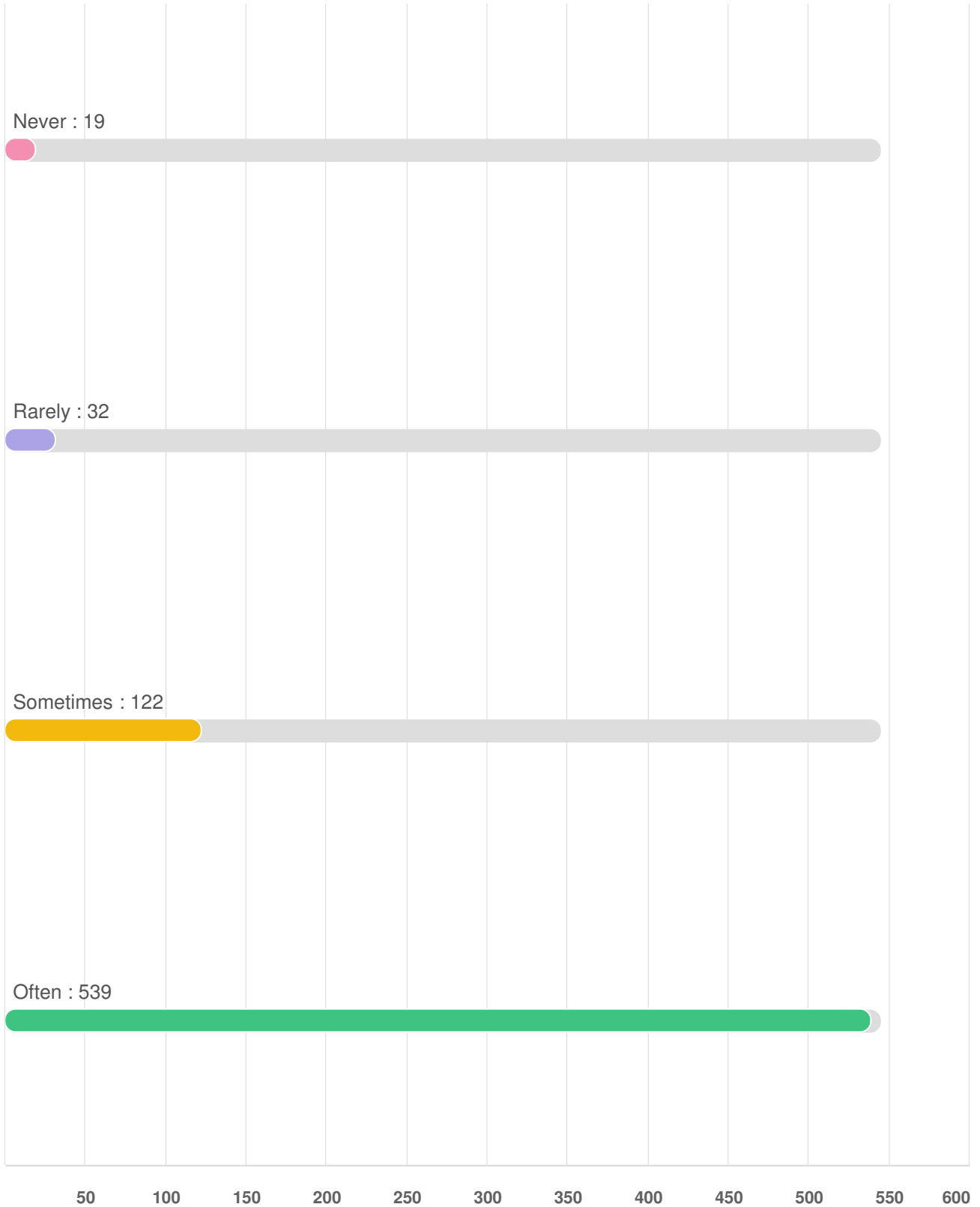
Q3 How do you typically use the Open Street?



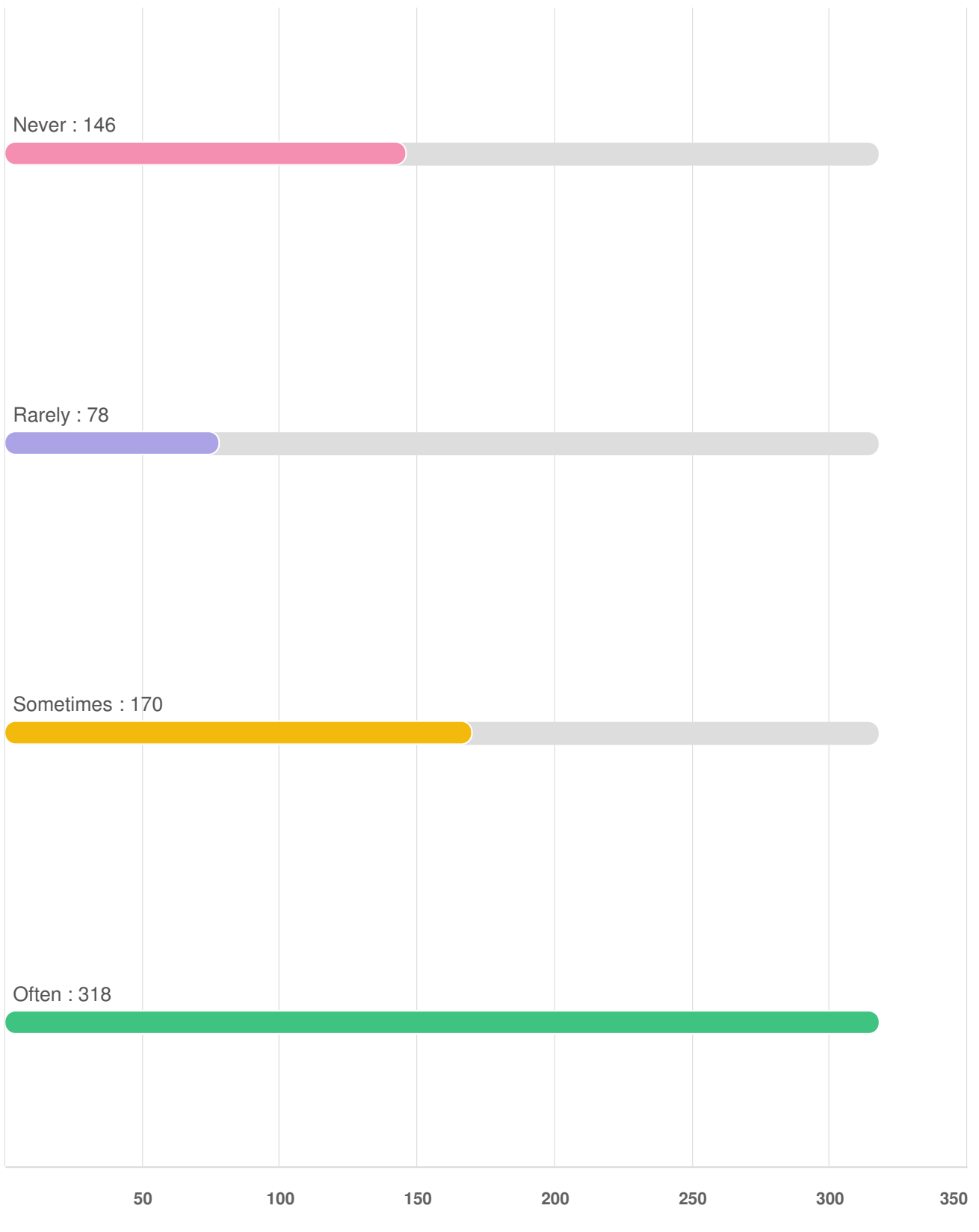
Mandatory Question (712 response(s))
Question type: Likert Question

Q3 | How do you typically use the Open Street?

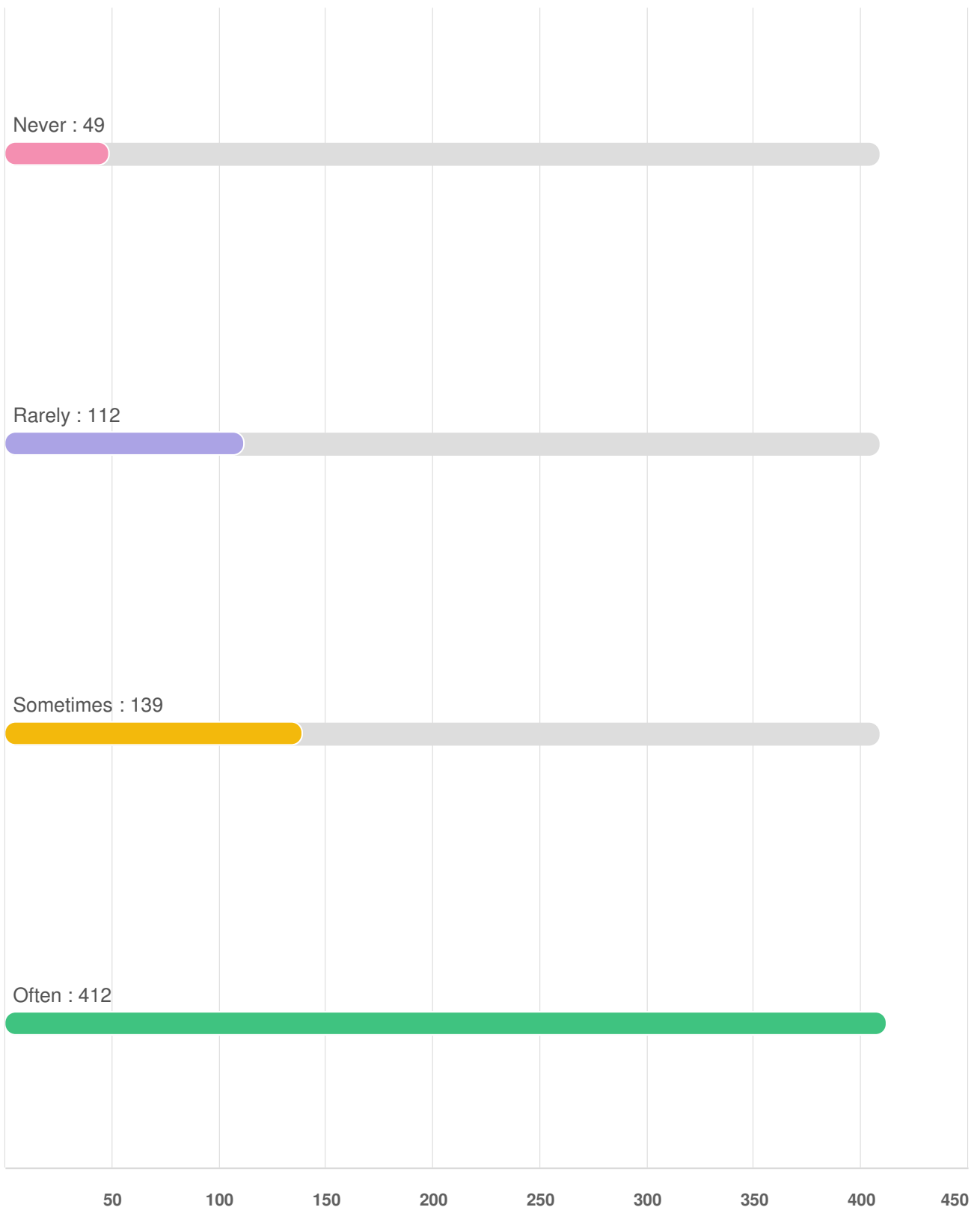
As a pedestrian



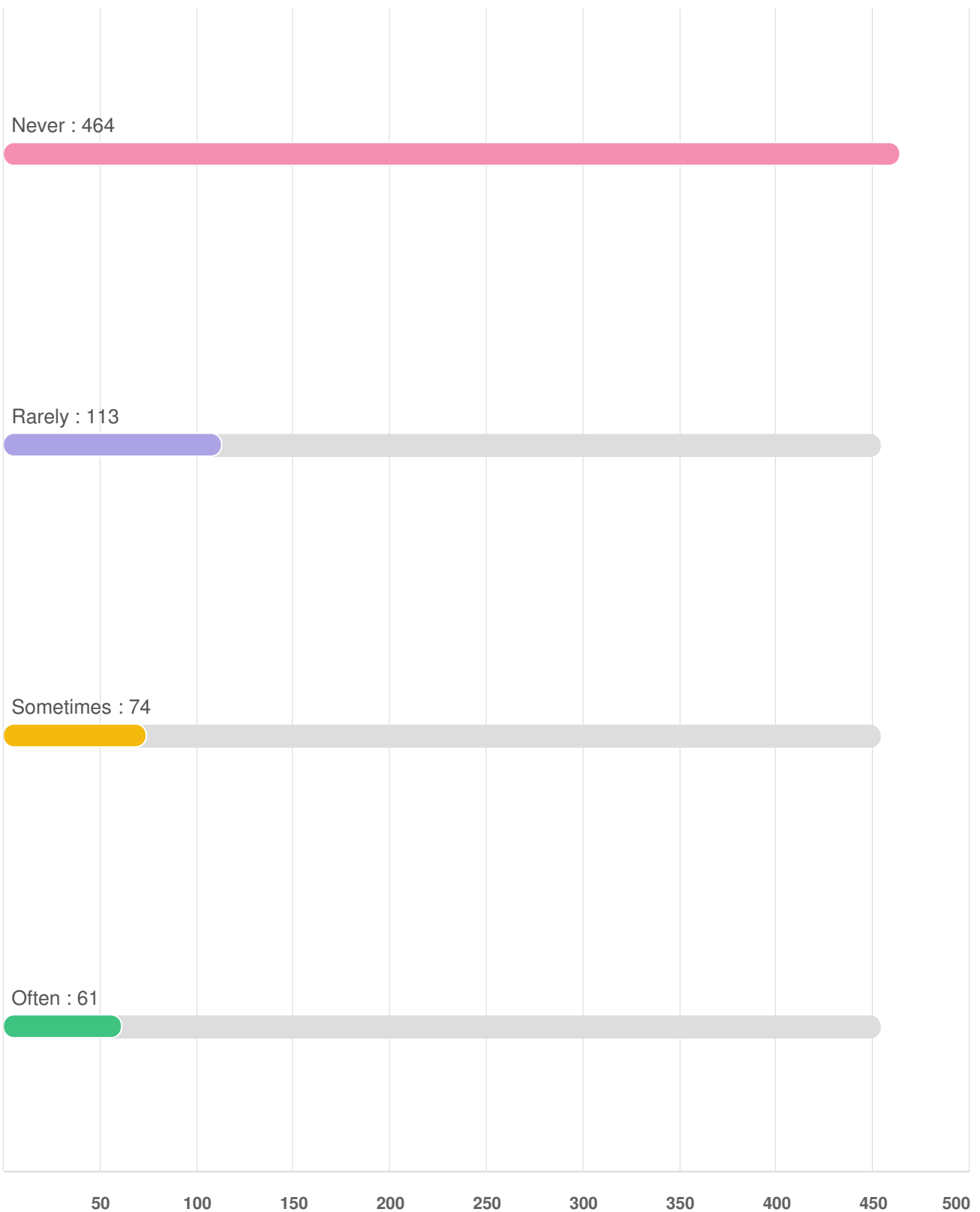
As a cyclist



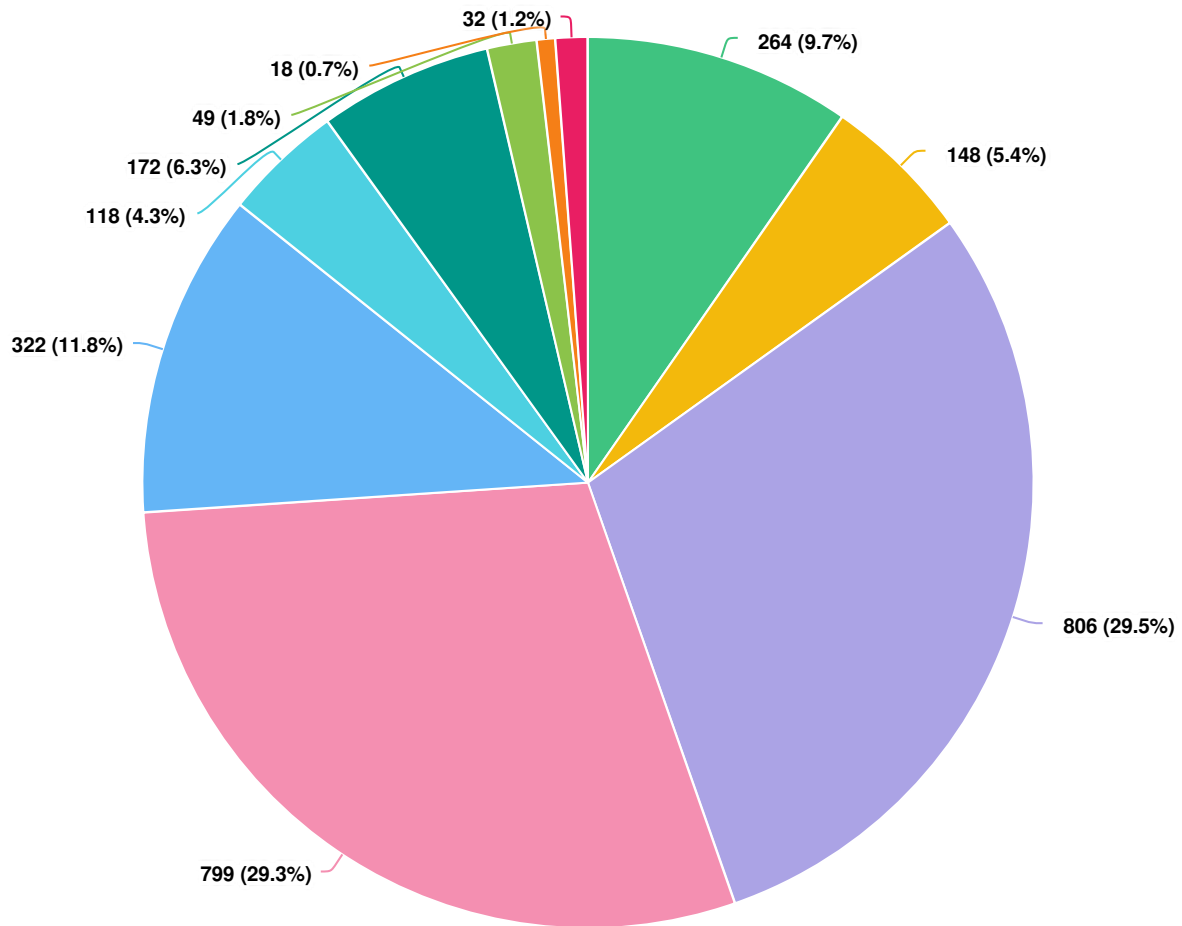
As a motorist



All other active transportation modes. Example: skateboards, rollerblades etc.



Q4 Which Open Street do you live near?

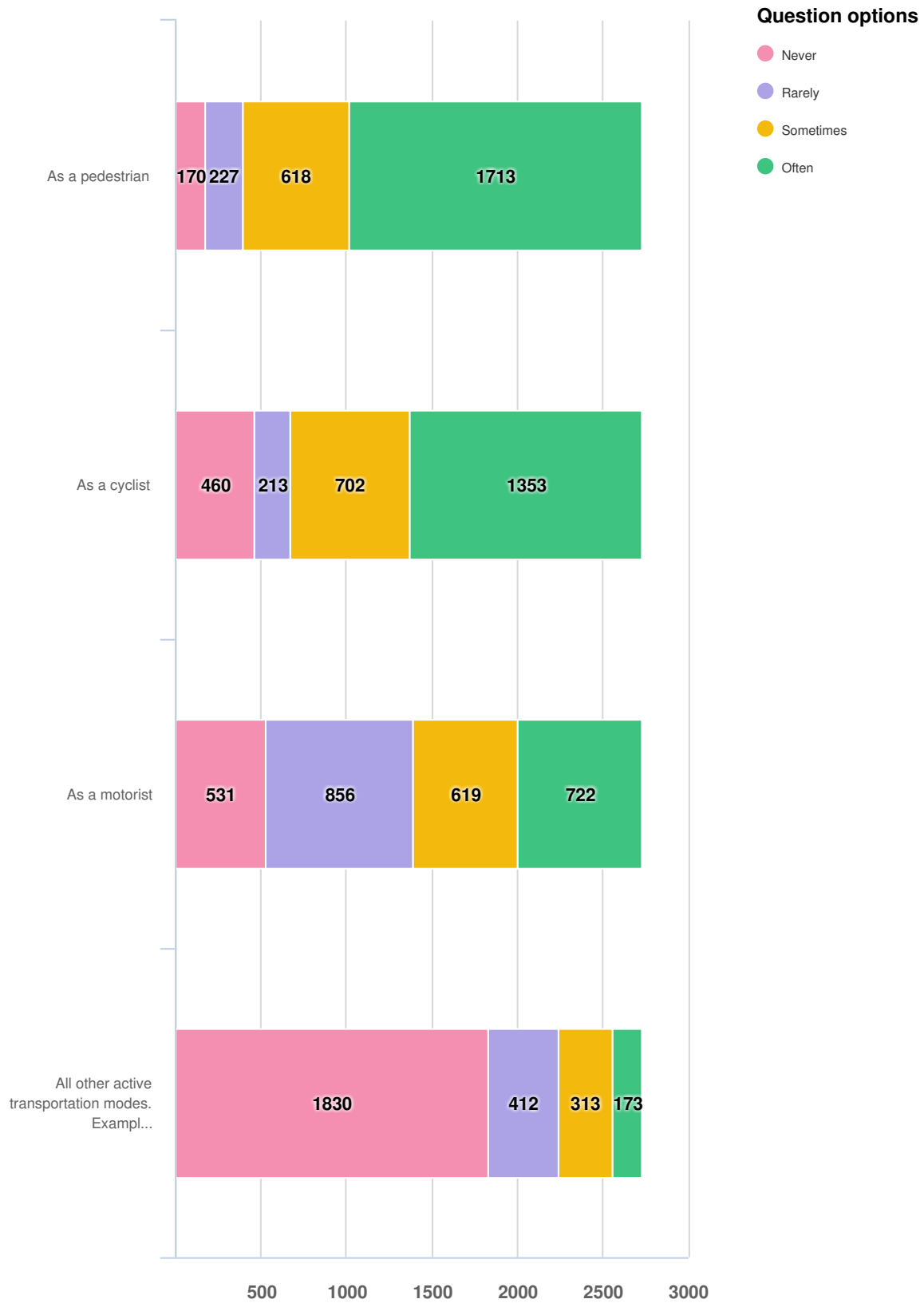


Question options

- Vialoux Drive – Alcrest Drive to Wexford Street – open as of July 31, 2020
- Rover Avenue - Hallet Street to Stephens Street
- Kilkenny Drive – Burgess Avenue to Patricia Avenue and Kings Drive
- Kildonan Drive – Helmsdale Avenue to Rossmere Crescent & Larchdale Crescent to Irving Place
- Egerton Road – Bank Avenue to Morier Avenue
- Churchill Drive – Hay Street to Jubilee Avenue
- Wolsley Avenue – Raglan Road to Maryland Street
- Wellington Crescent – Academy Road (at Wellington Crescent) to Guelph Street
- Scotia Street – Anderson Avenue (at St. Cross Street) to Armstrong Avenue
- Lyndale Drive – Cromwell Street to Gauvin Street

Mandatory Question (2728 response(s))
 Question type: Dropdown Question

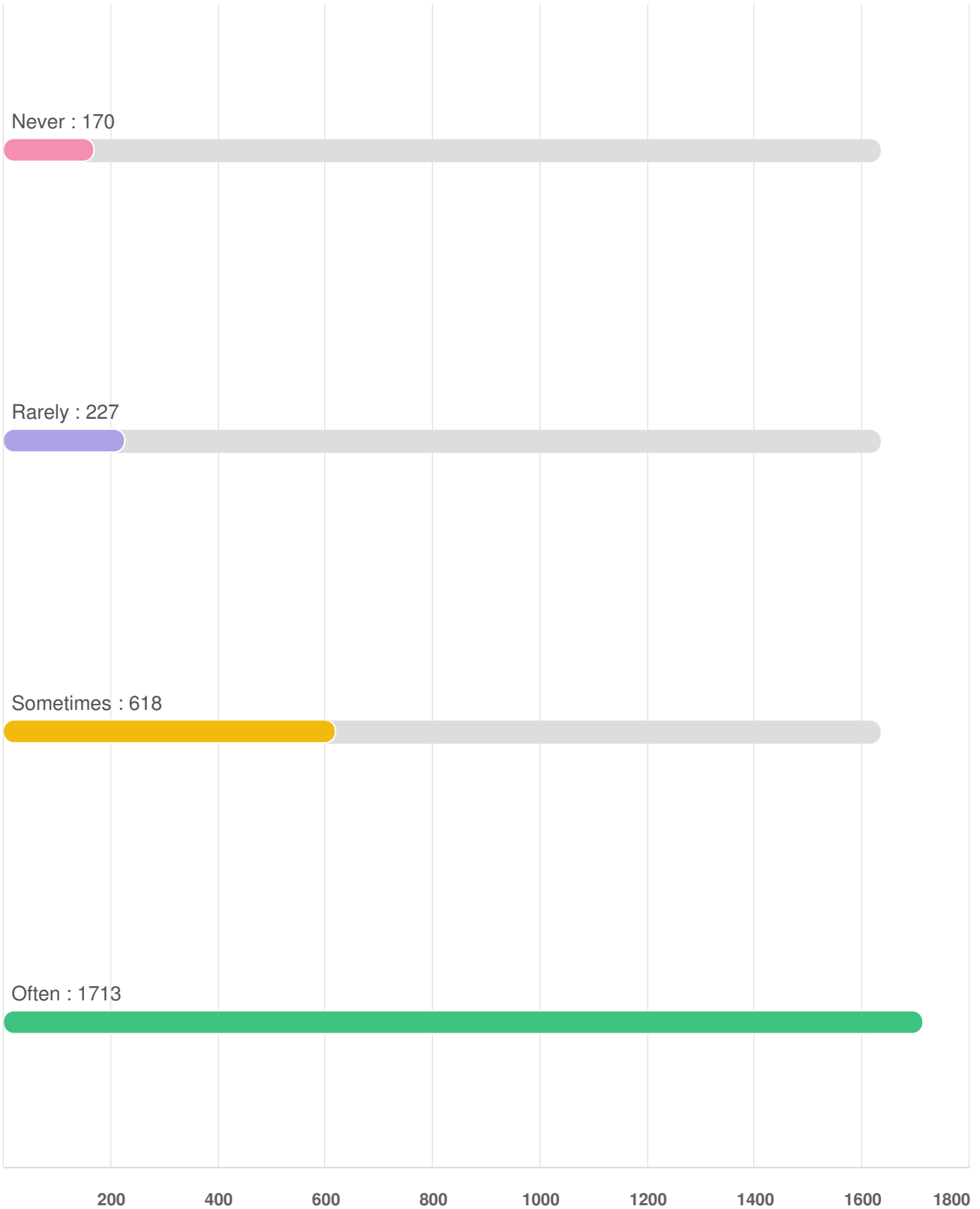
Q5 How do you typically use the Open Street?



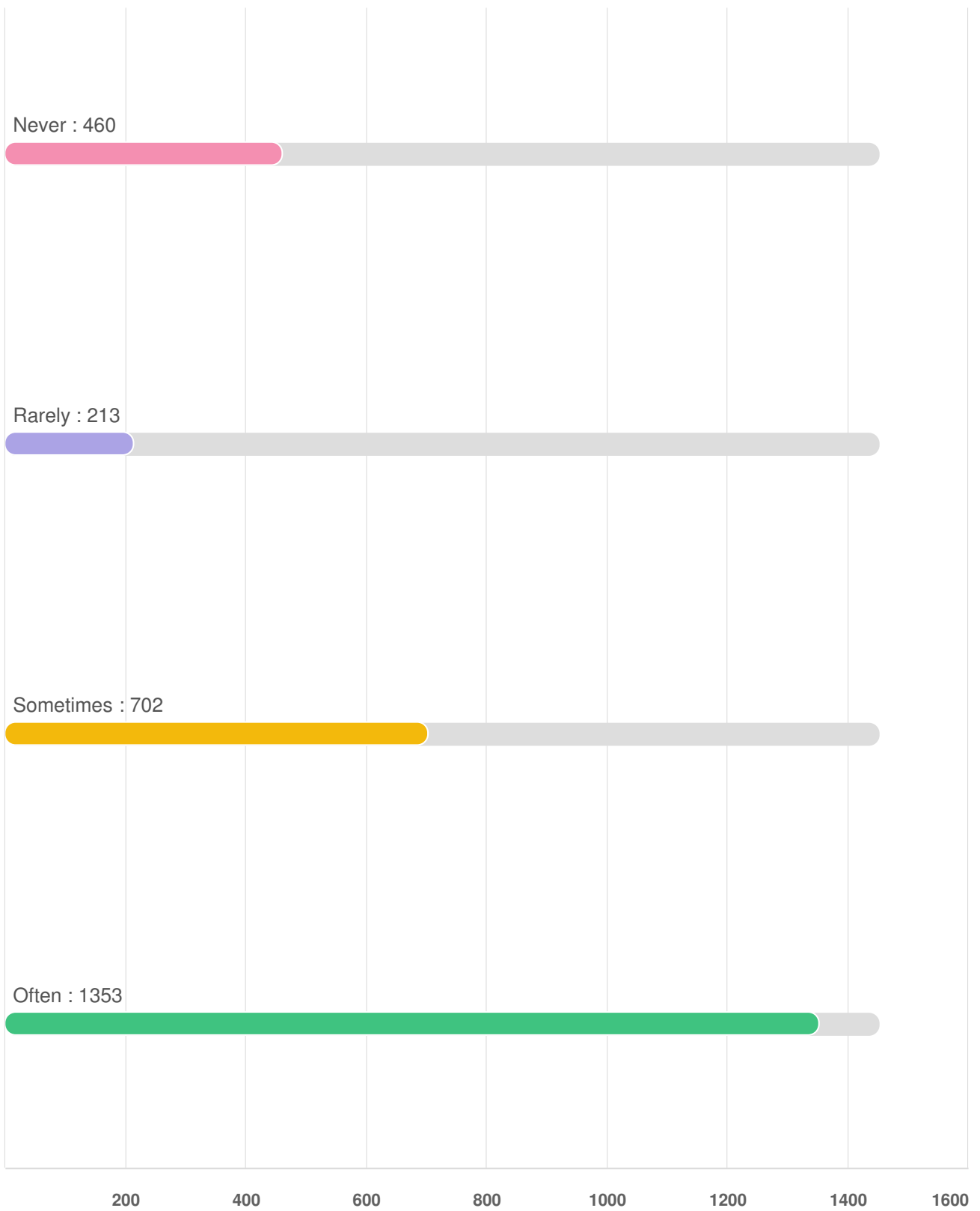
Mandatory Question (2728 response(s))
 Question type: Likert Question

Q5 | How do you typically use the Open Street?

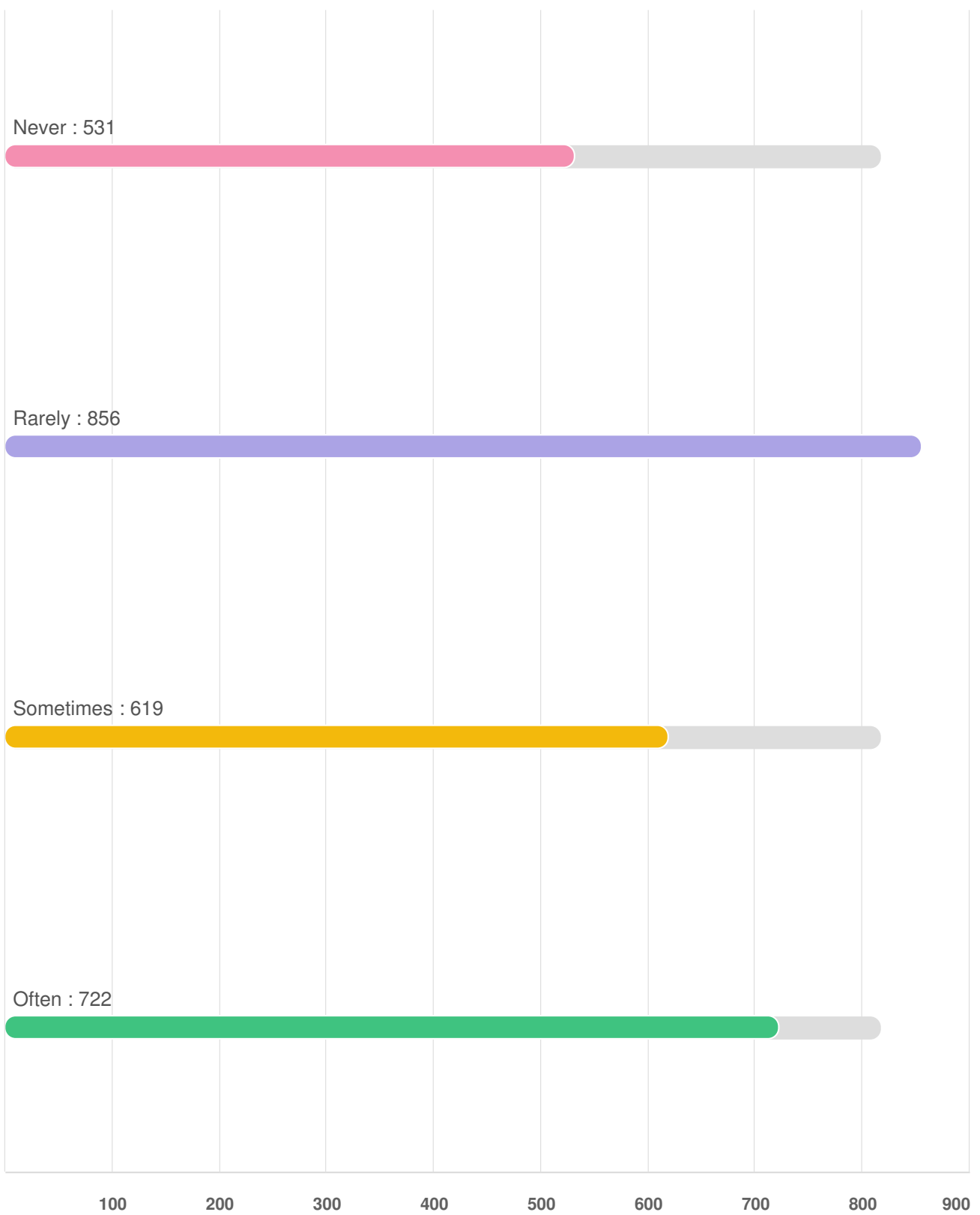
As a pedestrian



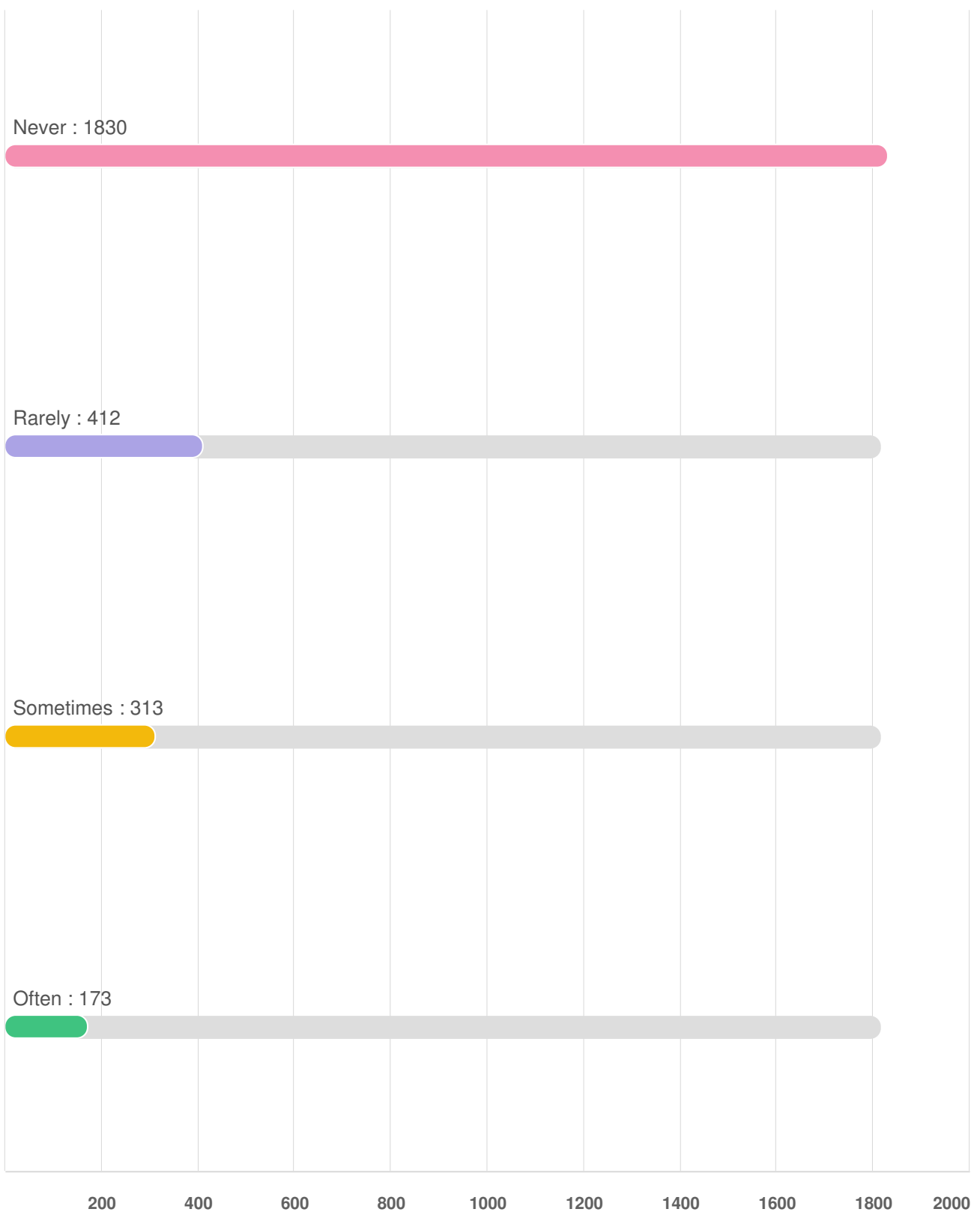
As a cyclist



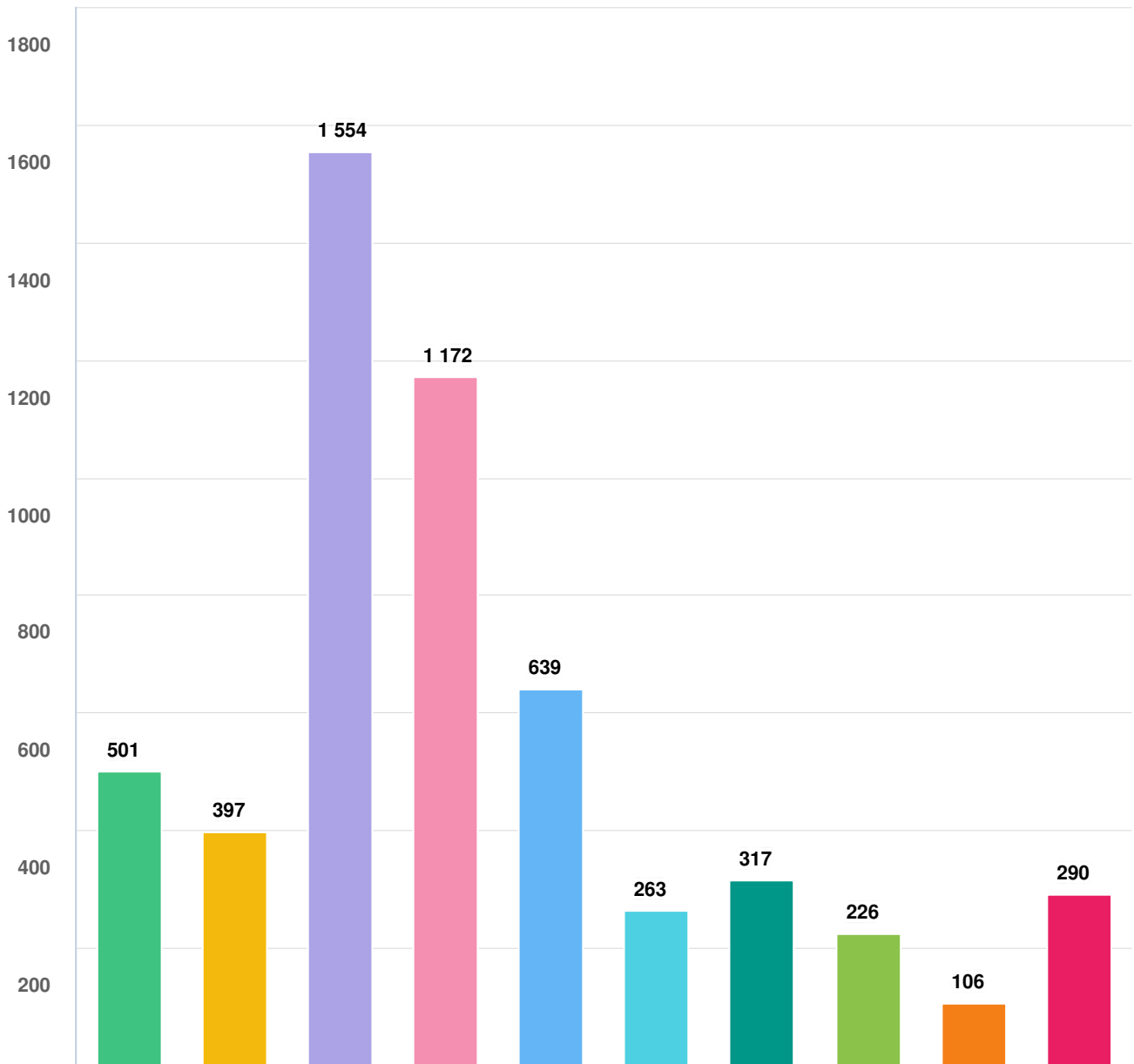
As a motorist



All other active transportation modes. Example: skateboards, rollerblades etc.



Q6 Which Open Street(s) do you use? Select all that apply.



Question options

- Vialoux Drive – Alcrest Drive to Wexford Street – open as of July 31, 2020
 ● Rover Avenue - Hallet Street to Stephens Street
- Kilkenny Drive – Burgess Avenue to Patricia Avenue and Kings Drive
- Kildonan Drive – Helmsdale Avenue to Rossmere Crescent & Larchdale Crescent to Irving Place
- Egerton Road – Bank Avenue to Morier Avenue
 ● Churchill Drive – Hay Street to Jubilee Avenue
- Wolseley Avenue – Raglan Road to Maryland Street
- Wellington Crescent – Academy Road (at Wellington Crescent) to Guelph Street
- Scotia Street – Anderson Avenue (at St. Cross Street) to Armstrong Avenue
 ● Lyndale Drive – Cromwell Street to Gauvin Street

Mandatory Question (1944 response(s))
 Question type: Checkbox Question

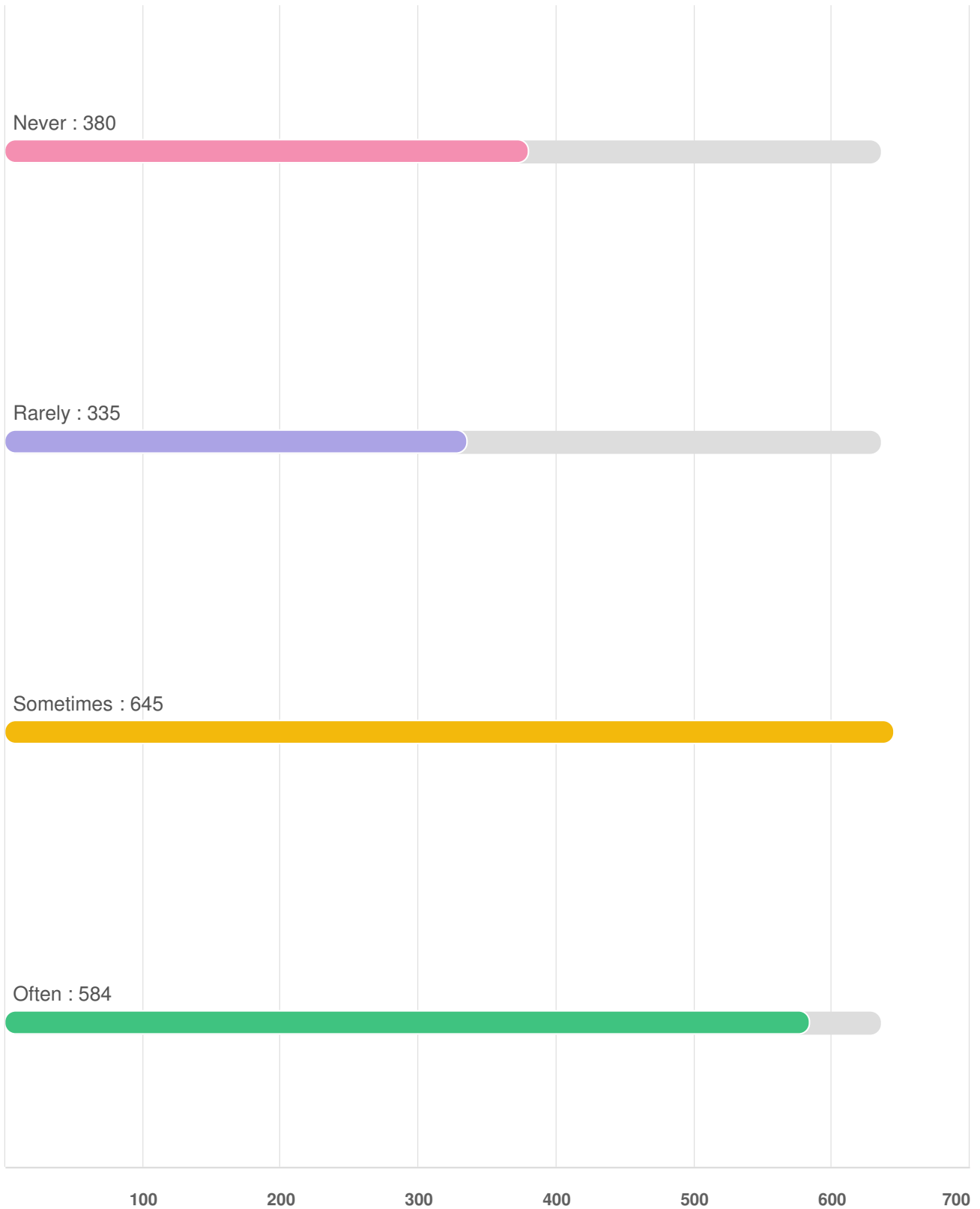
Q7 How do you typically use the Open Street?



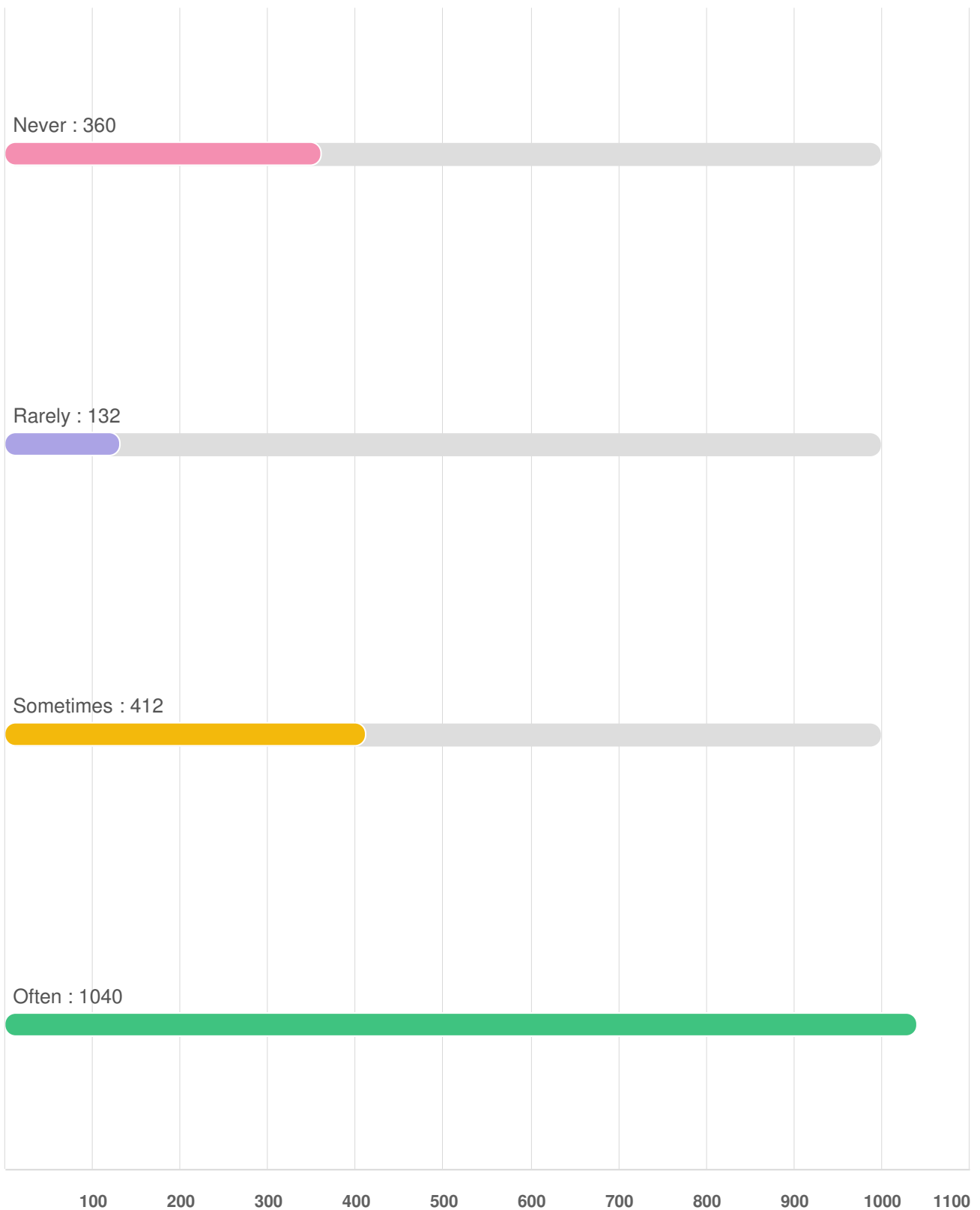
Mandatory Question (1944 response(s))
Question type: Likert Question

Q7 | How do you typically use the Open Street?

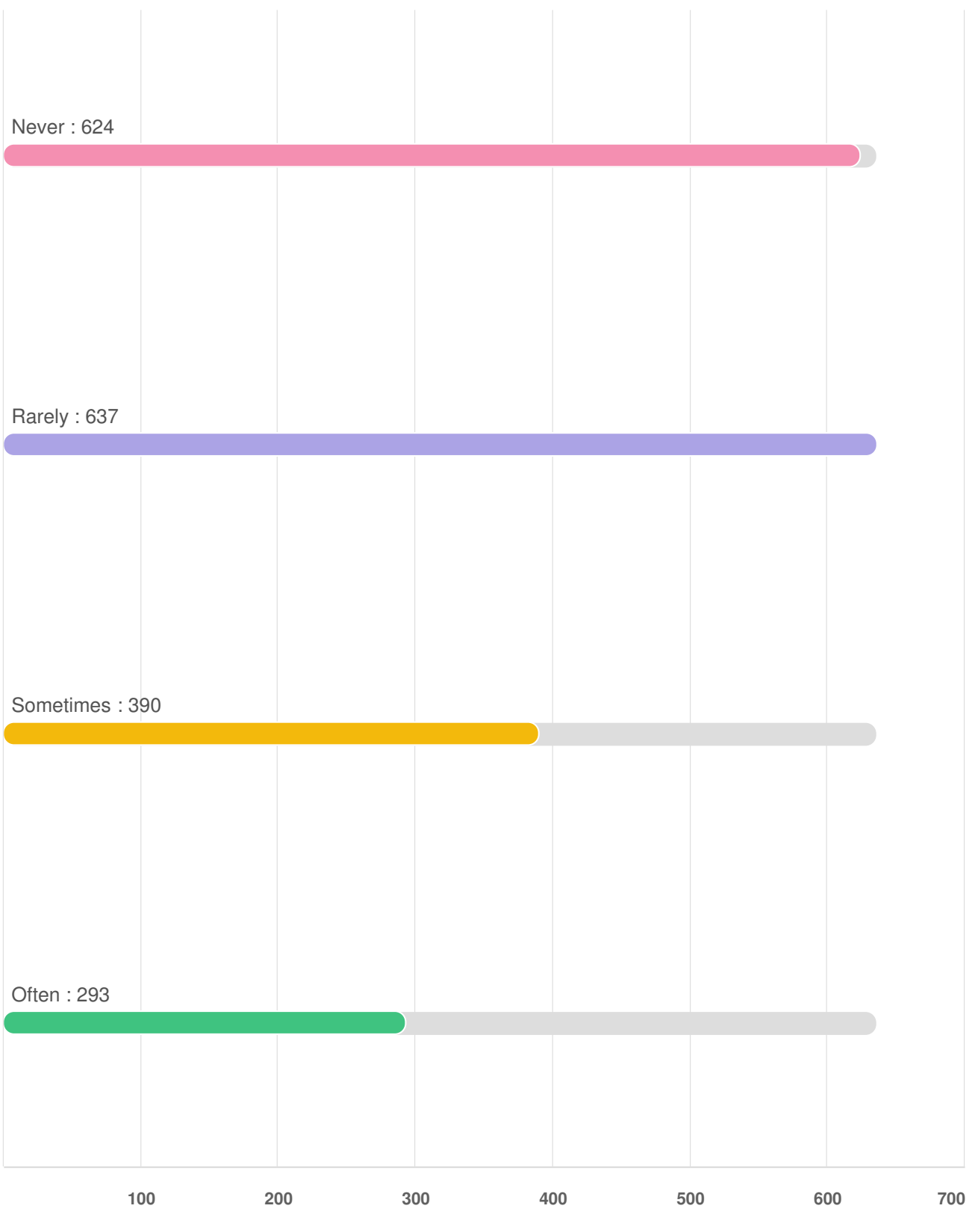
As a pedestrian



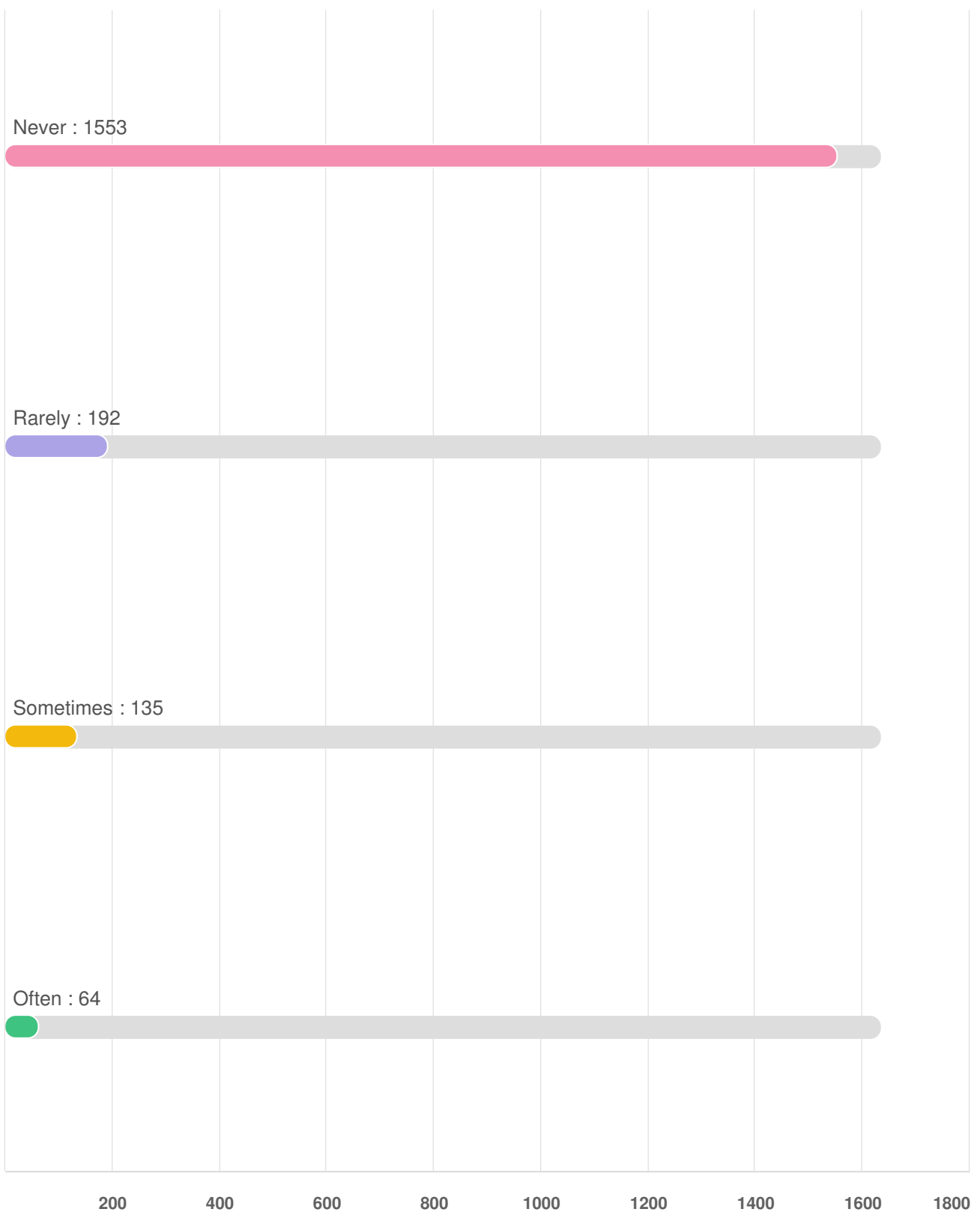
As a cyclist



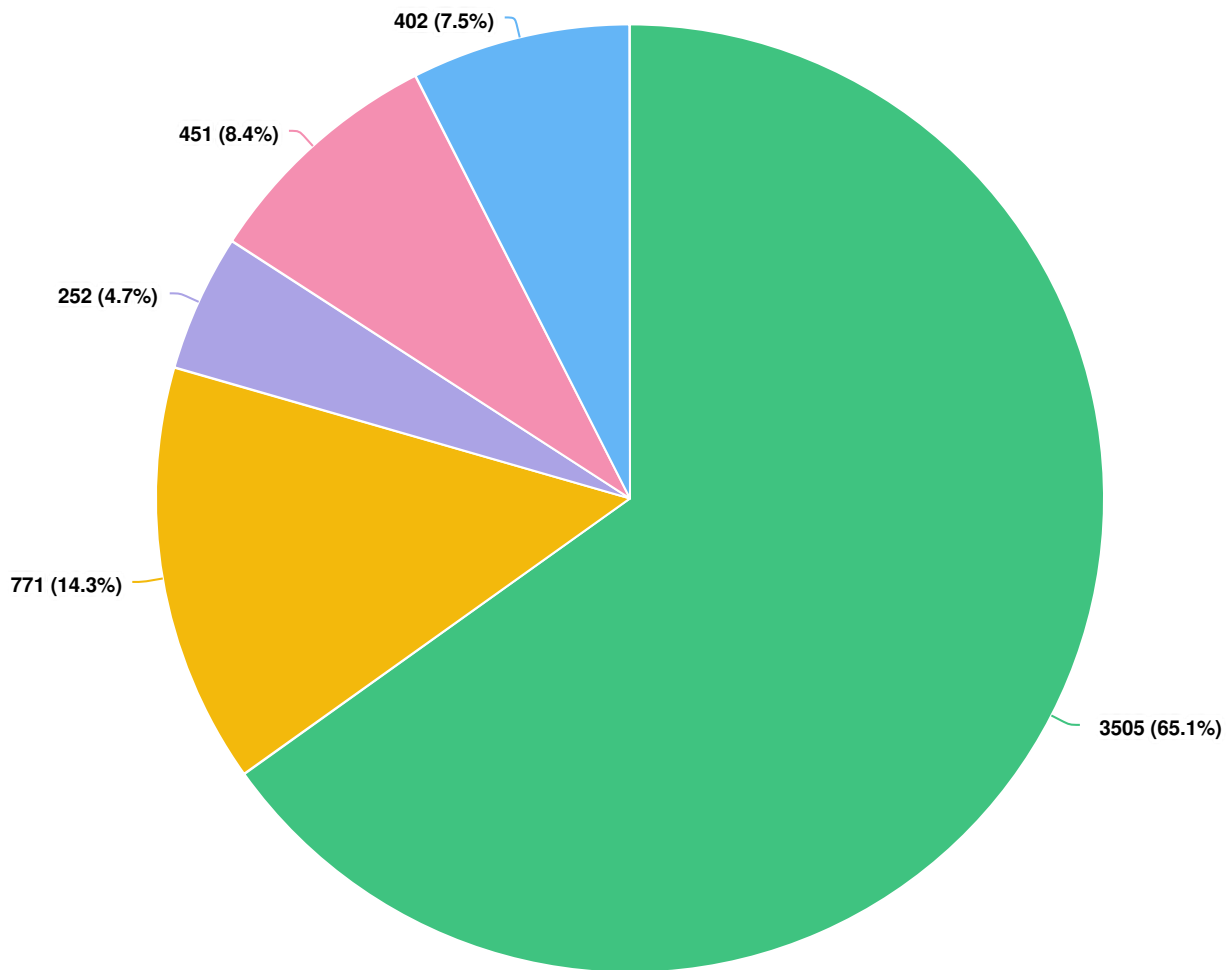
As a motorist



All other active transportation modes. Example: skateboards, rollerblades etc.



Q8 Overall, how would you rate your experience with the Open Street?

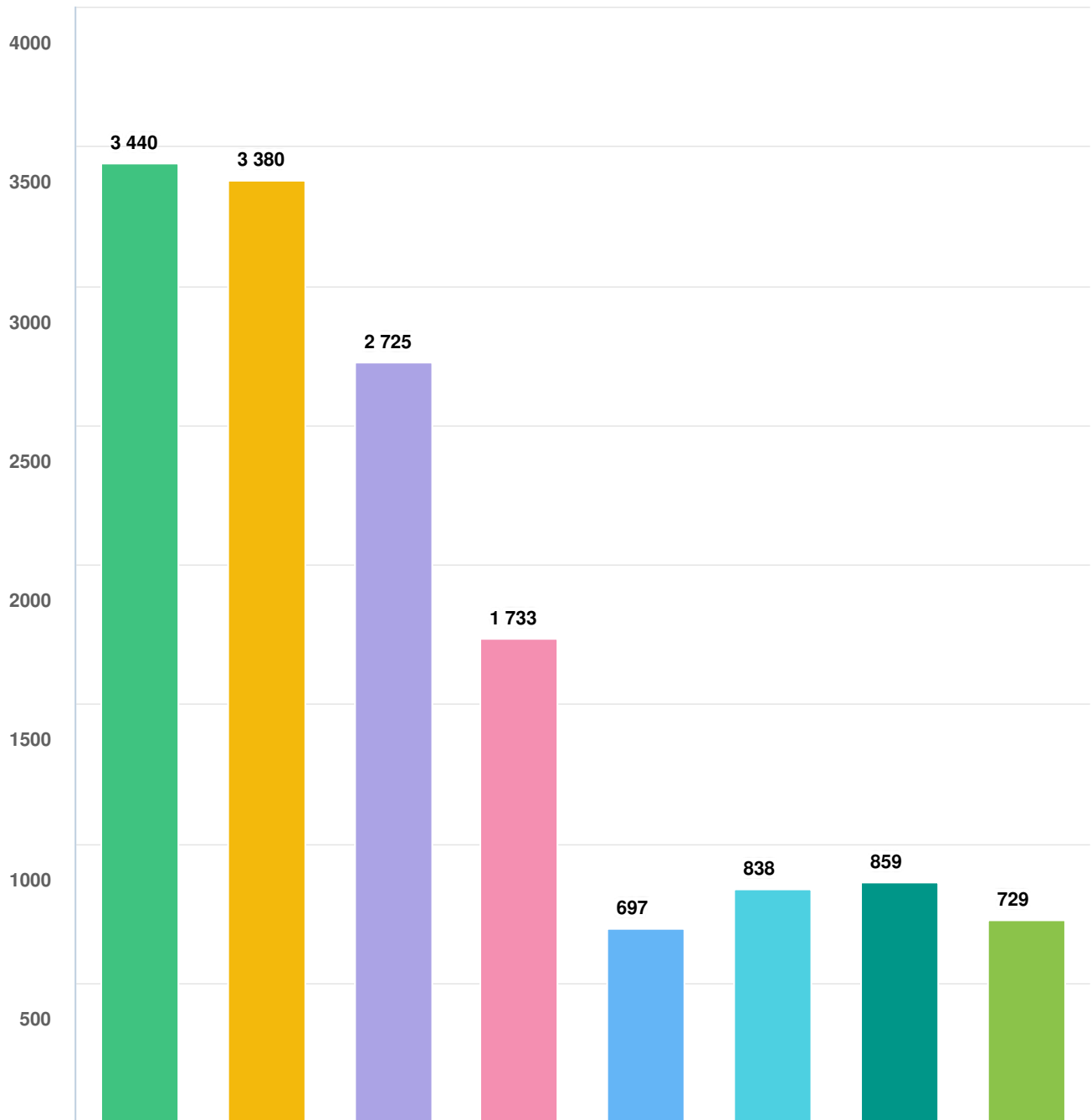


Question options

- Very negative
- Negative
- Neutral
- Positive
- Very positive

Mandatory Question (5381 response(s))
Question type: Radio Button Question

Q9 Please select the top three things you liked about the Open Street(s):



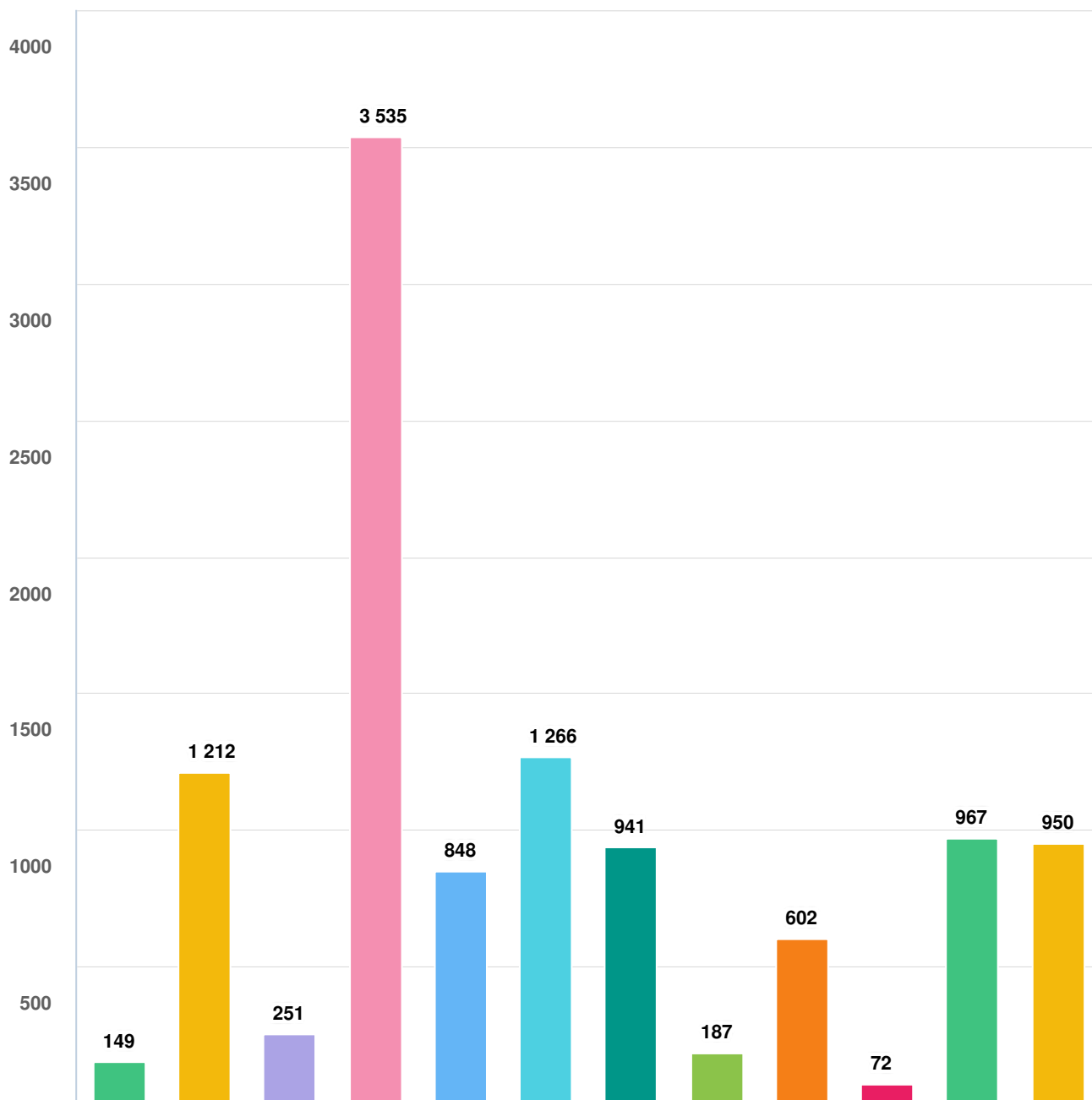
Question options

- Other (please specify)
 ● Encouraged exploration of new neighbourhoods
 ● Increased feeling of neighborhood security
- Increased my use of active transportation to connect to destinations (shopping, work)
- Increased my use of active transportation for recreation
 ● Less traffic on the street
- Increased pedestrian and cyclist activity on the street
 ● It felt safer to use the street

Mandatory Question (5381 response(s))

Question type: Checkbox Question

Q10 Please select the top three things you didn't like about the Open Street(s):



Question options

- Other (please specify)
 ● Increases in vehicle traffic on surrounding streets
 ● Decreased feeling of neighbourhood security
- Difficulty accessing my residence by vehicle
 ● Increased litter
 ● I couldn't drive more than one block
- Routes didn't take me to other active transportation routes
 ● Pedestrians/cyclists did not observe the rules
- Drivers did not observe the rules
 ● Increased pedestrian and cyclist activity on the street
- Uncertainty on the rules for using the Open Street
 ● It didn't feel safe using the street

Mandatory Question (5381 response(s))

Question type: Checkbox Question

Q11 Please rank the following Open Street time of year options from most preferred (1) to least preferred (6).

OPTIONS	AVG. RANK
April 1 to October 31	2.69
March 1 to December 1 to coincide with the snow parking ban	2.98
May long weekend to Thanksgiving weekend	3.07
All year	3.21
July long weekend to September long weekend	3.90
I don't think the City should continue implementation of these routes	5.15

*Mandatory Question (5381 response(s))
Question type: Ranking Question*

Q12 Please rank the following Open Street times of day options from most preferred (1) to least preferred (4).

OPTIONS	AVG. RANK
Continue 8 a.m. – 8 p.m.	1.97
Expanded timeframe beyond 8 a.m. to 8 p.m. but not overnight	2.03
24-hours	2.53
I don't think the City should continue implementation of these routes	3.46

*Mandatory Question (5381 response(s))
Question type: Ranking Question*

Q13 Please rank the following Open Street days of week options from most preferred (1) to least preferred (4).

OPTIONS	AVG. RANK
Seven days a week	1.69
Weekends and holidays only	2.10
Sundays and holidays only	2.68
I don't think the City should continue implementation of these routes	3.53

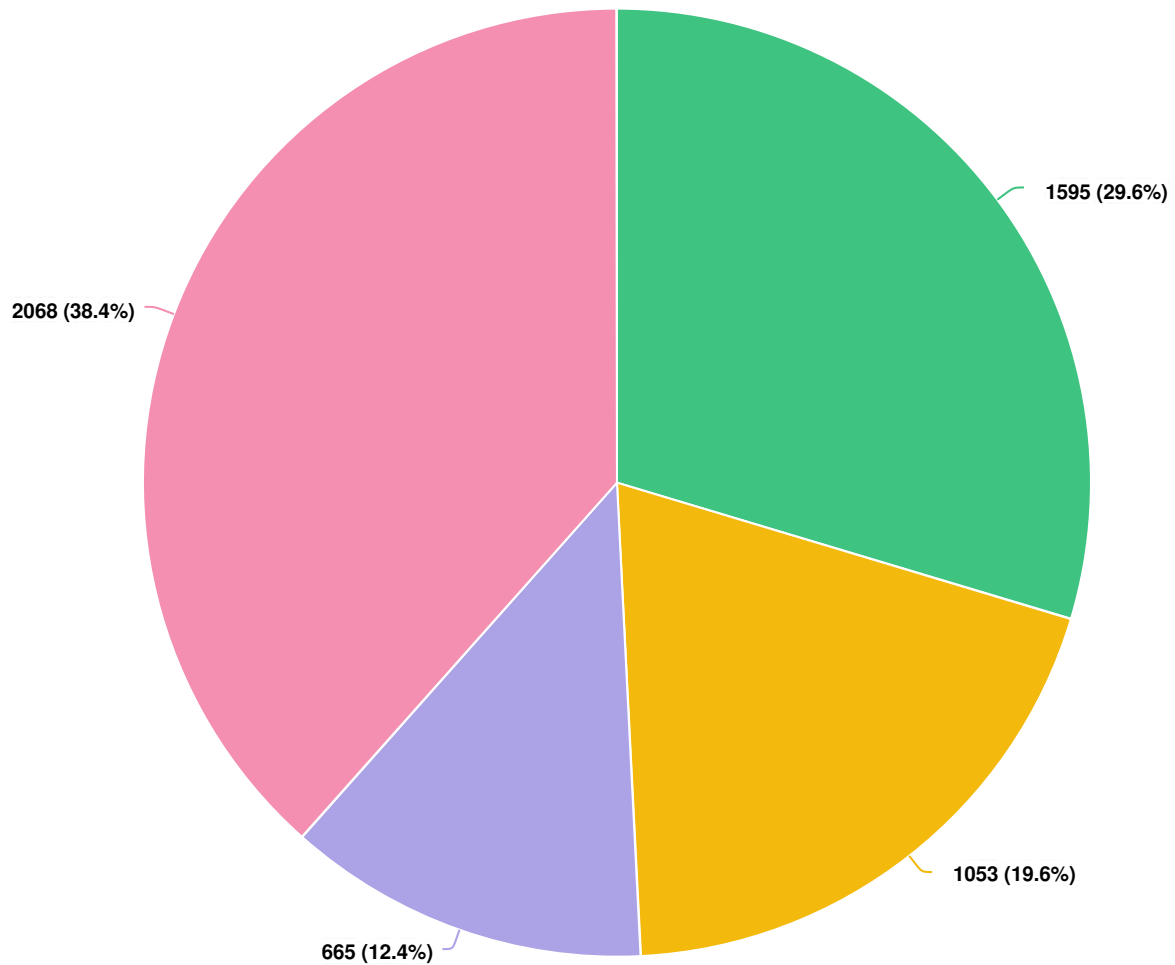
*Mandatory Question (5381 response(s))
Question type: Ranking Question*

Q14 Please rank your preference for the City implementing some routes as Open Streets and some routes as Sunday/Holiday bike routes. As a reminder, Sunday/holiday bicycle routes limit motor vehicle traffic to one block from the Sunday before Victoria D...

OPTIONS	AVG. RANK
A combination of Sunday/Holiday bike routes and Open Streets should be implemented by the City (Street A could be a Sunday/Holiday bike route and Street B could be an Open Street)	1.83
Only Open Streets should be implemented by the City	2.13
Only Sunday/Holiday bike routes should be implemented by the City	2.53
I don't think the City should continue implementation of these routes	3.51

*Mandatory Question (5381 response(s))
Question type: Ranking Question*

Q15 Did you use the Open Street as a pedestrian or cyclist with vulnerable users (children, youth and people with disabilities)?



Question options

- Never
- Rarely
- Sometimes
- Often

Mandatory Question (5381 response(s))
Question type: Radio Button Question

Appendix F

Survey results: French

Sondage en ligne : Rues ouvertes (rues désignées cyclables le dimanche et les jours fériés, version améliorée)

SURVEY RESPONSE REPORT

20 October 2019 - 28 September 2020

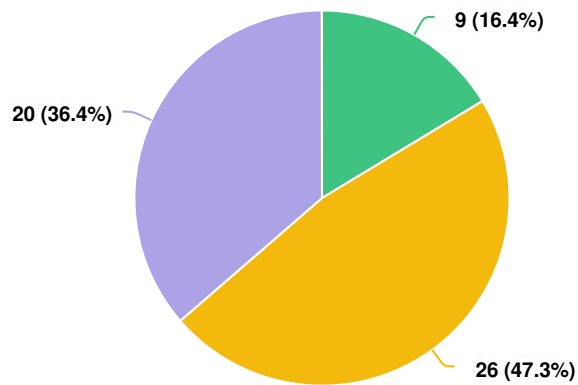
PROJECT NAME:

Rues ouvertes (Rues désignées cyclables le dimanche et les jours fériés,
version élargie)



SURVEY QUESTIONS

Q1 Quel est votre lien avec les rues ouvertes? Veuillez choisir la rÃ©ponse qui correspond le mieux Ã votre situation :



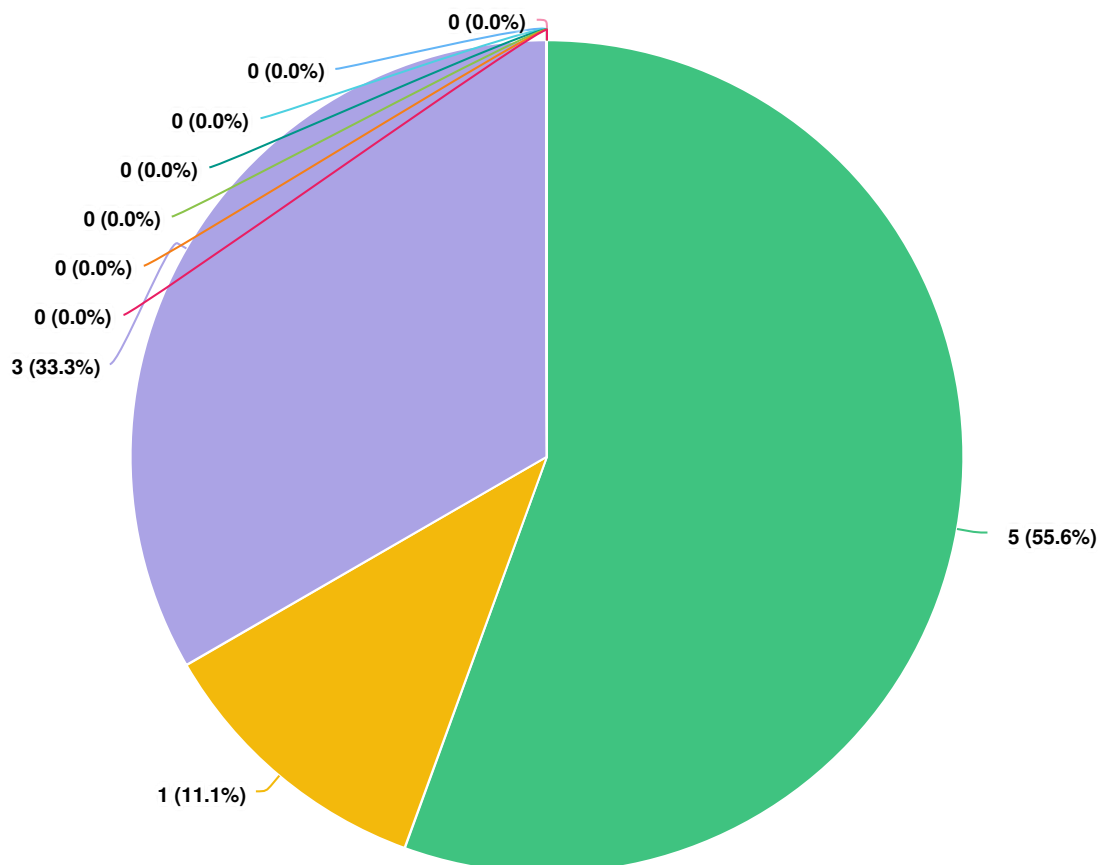
Question options

- J'habite sur une rue ouverte
- J'habite sur une rue adjacente Ã une rue ouverte ou voisine d'une rue ouverte
- J'utilise une rue ouverte, mais je n'habite pas sur une rue ouverte ni prÃ¨s d'une rue ouverte

Mandatory Question (55 response(s))

Question type: Dropdown Question

Q2 Sur quelle rue ouverte habitez-vous?



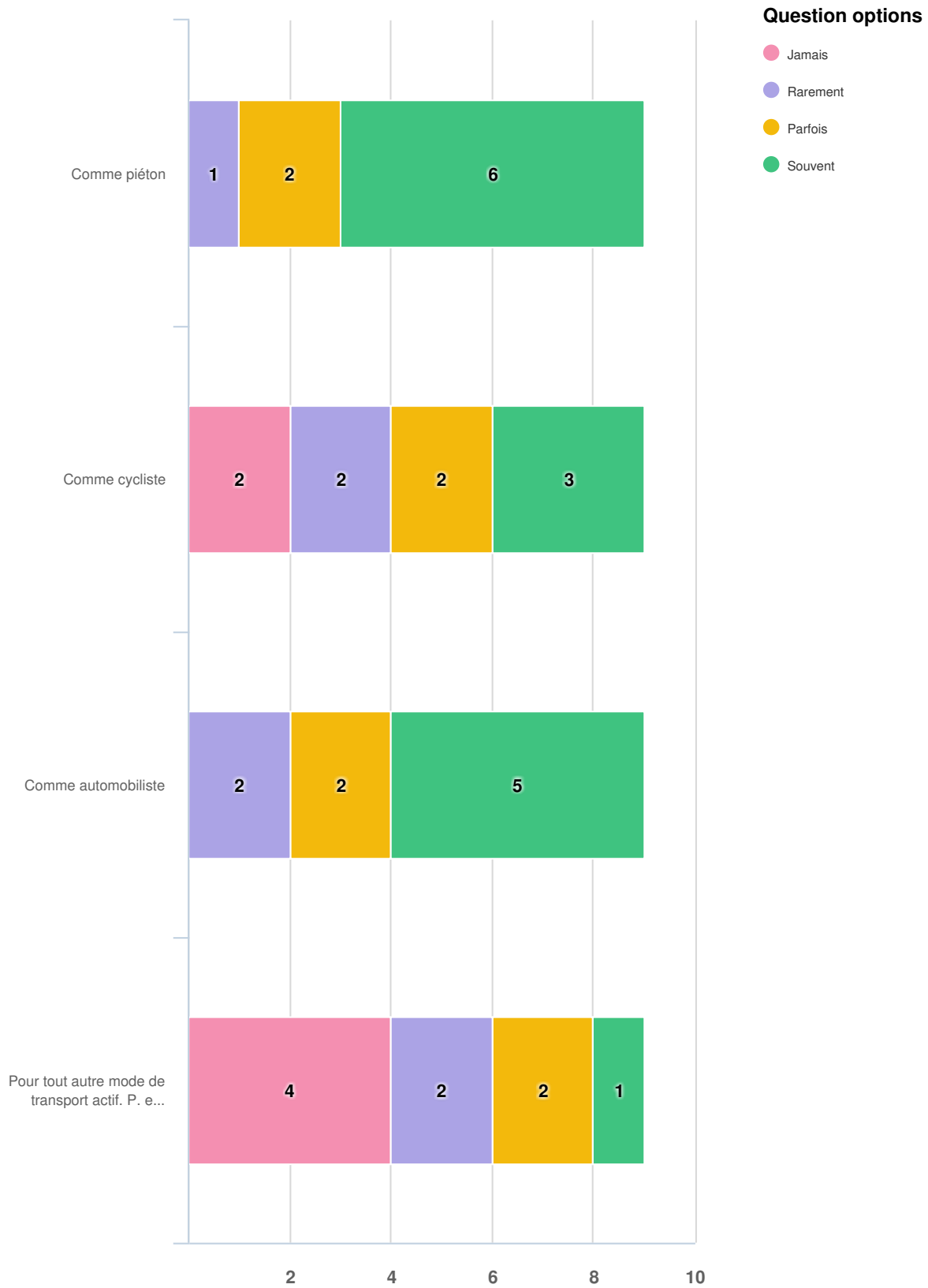
Question options

- promenade Lyndale, de la rue Cromwell à la rue Gauvin
- rue Scotia, de l'avenue Anderson (au niveau de la rue St. Cross) à l'avenue Armstrong
- chemin Egerton, de l'avenue Bank à l'avenue Morier
- croissant Wellington, du chemin Academy (au niveau du croissant Wellington) à la rue Guelph
- avenue Wolseley, du chemin Raglan à la rue Maryland
- promenade Churchill, de la rue Hay à l'avenue Jubilee
- promenade Kildonan, de l'avenue Helmsdale au croissant Rossmere, et du croissant Larchdale à la place Irving
- promenade Kilkenny, de l'avenue Burgess à l'avenue Patricia et à la promenade Kings
- avenue Rover, de la rue Hallet à la rue Stephens
- promenade Vialoux, de la promenade Alcrest à la rue Wexford – ouverte à partir du 31 juillet 2020

Mandatory Question (9 response(s))

Question type: Dropdown Question

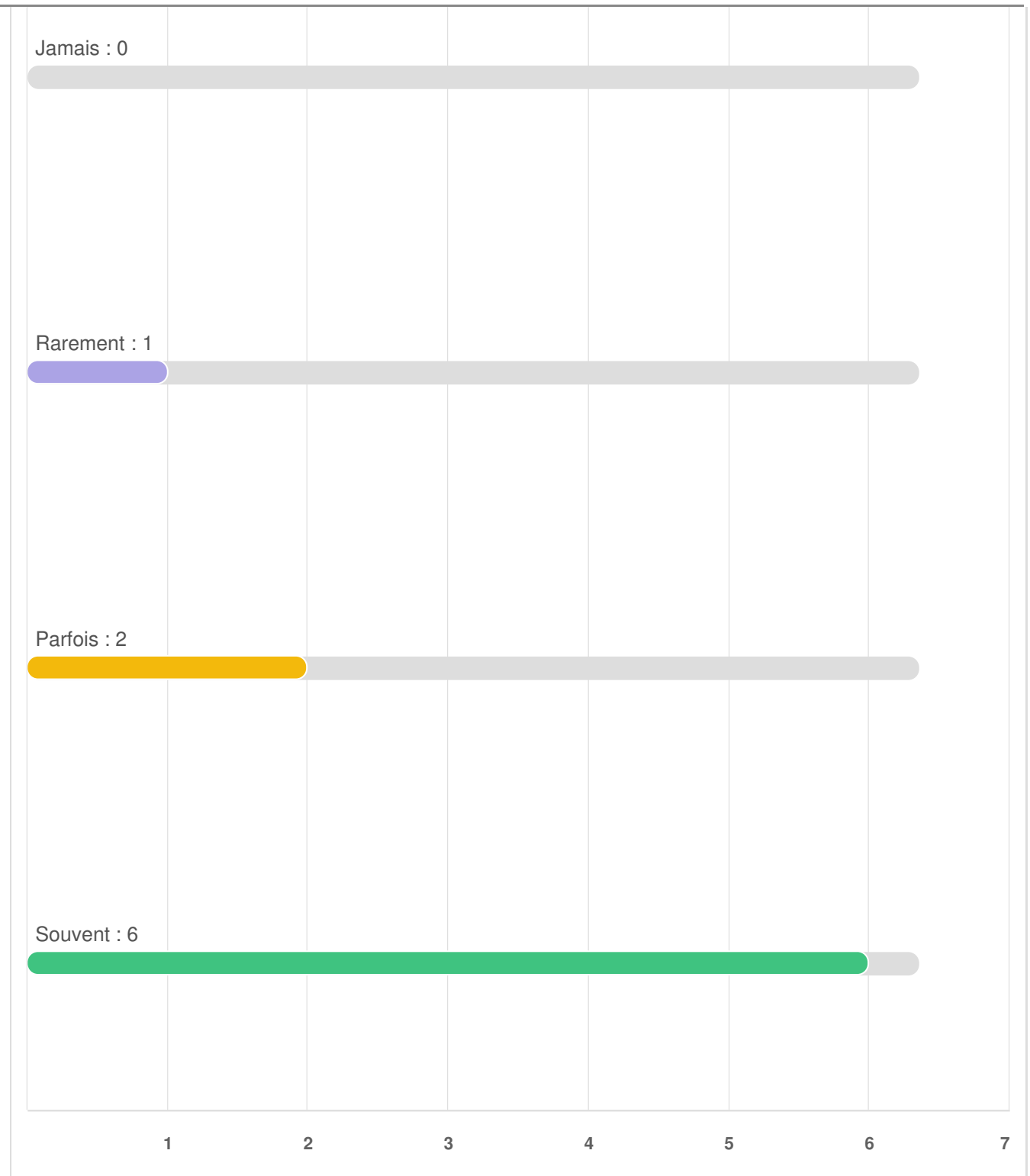
Q3 Comment utilisez-vous habituellement la rue ouverte?



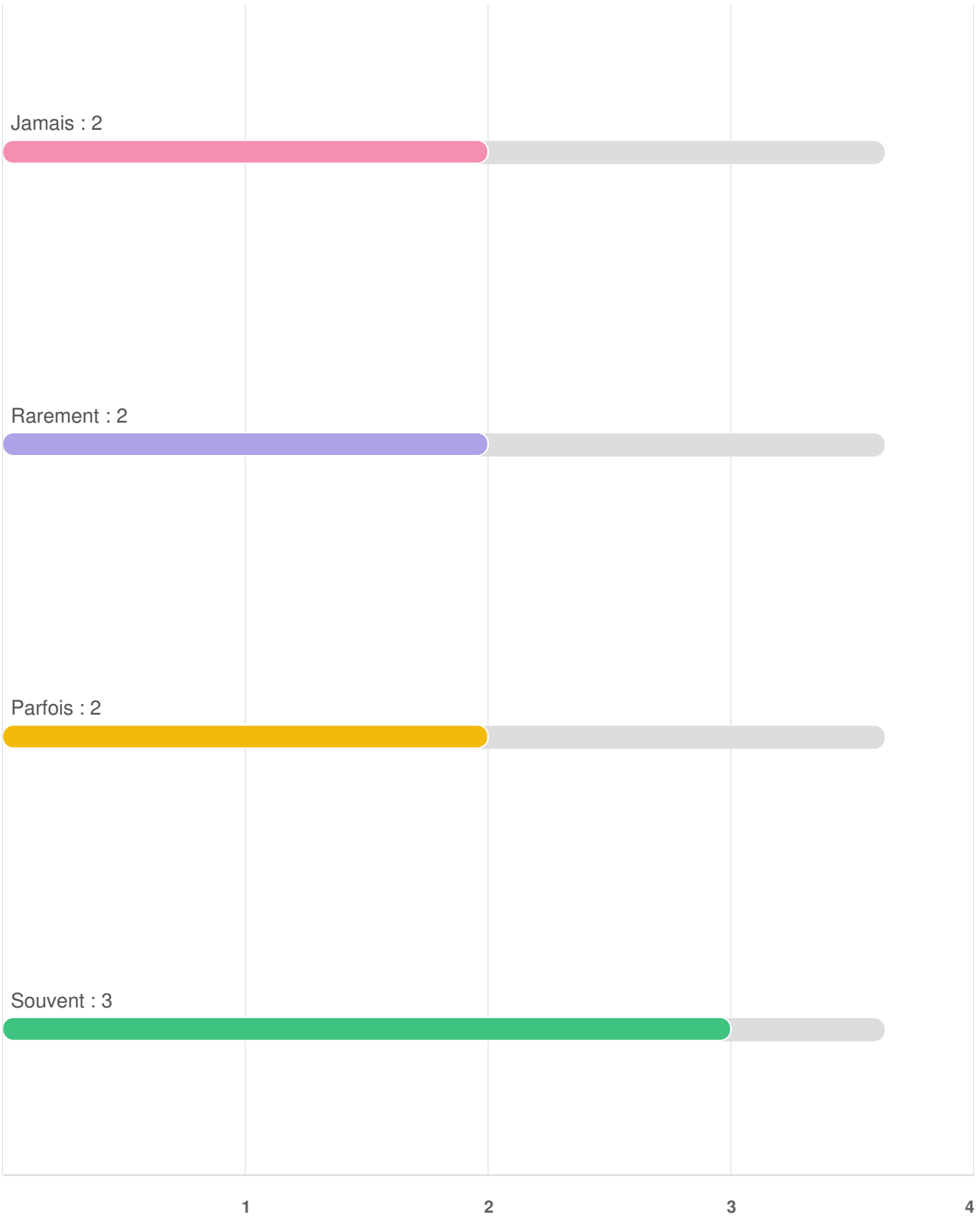
Mandatory Question (9 response(s))
Question type: Likert Question

Q3 | Comment utilisez-vous habituellement la rue ouverte?

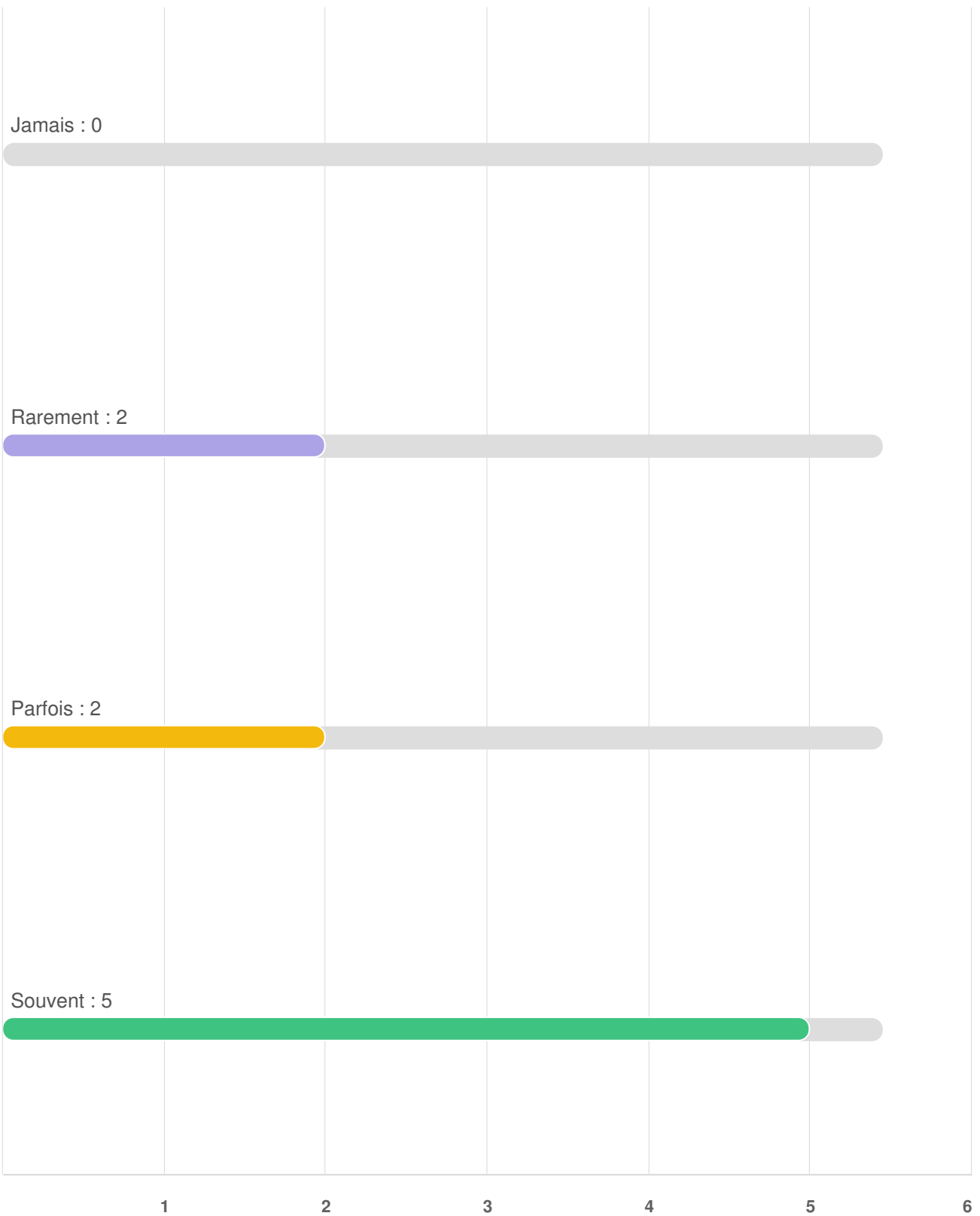
Comme piéton



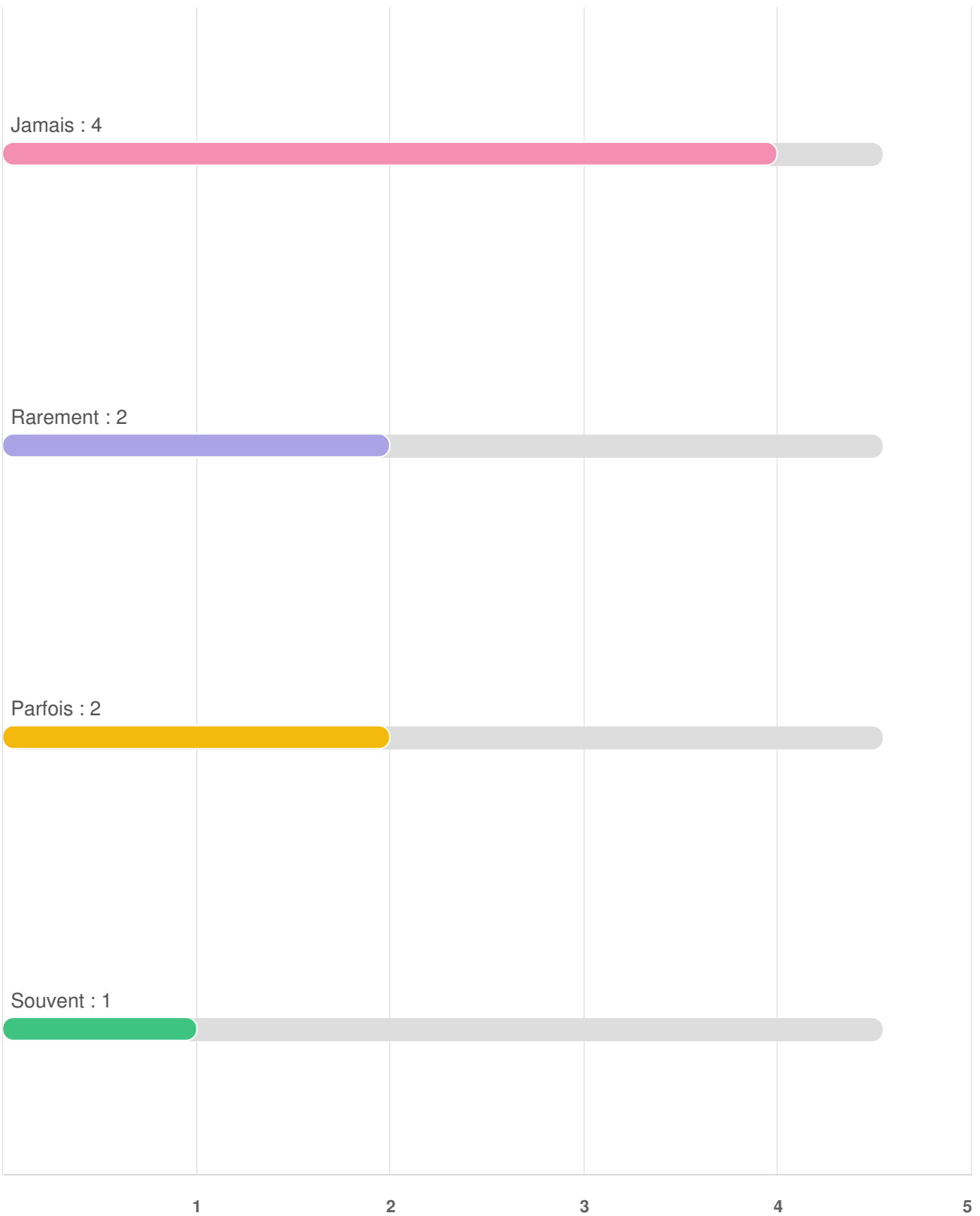
Comme cycliste



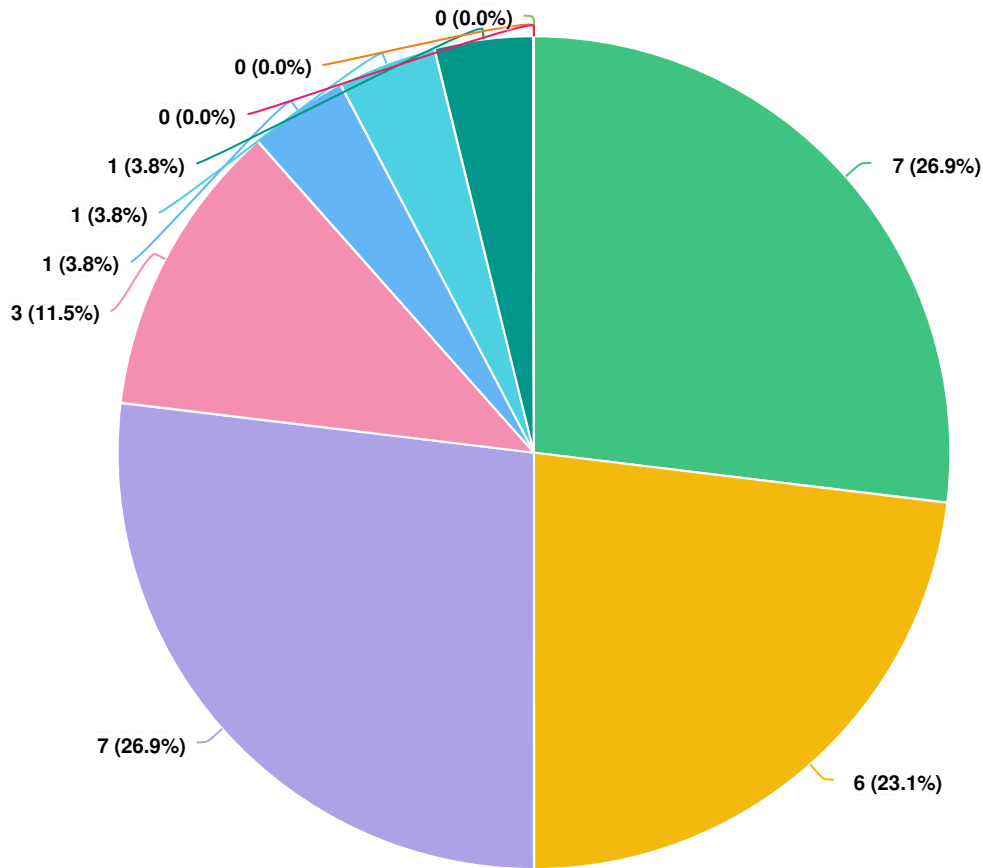
Comme automobiliste



Pour tout autre mode de transport actif. P. ex. planche Ã roulettes, patin en ligne, etc.



Q4 Près de quelle rue ouverte habitez-vous?



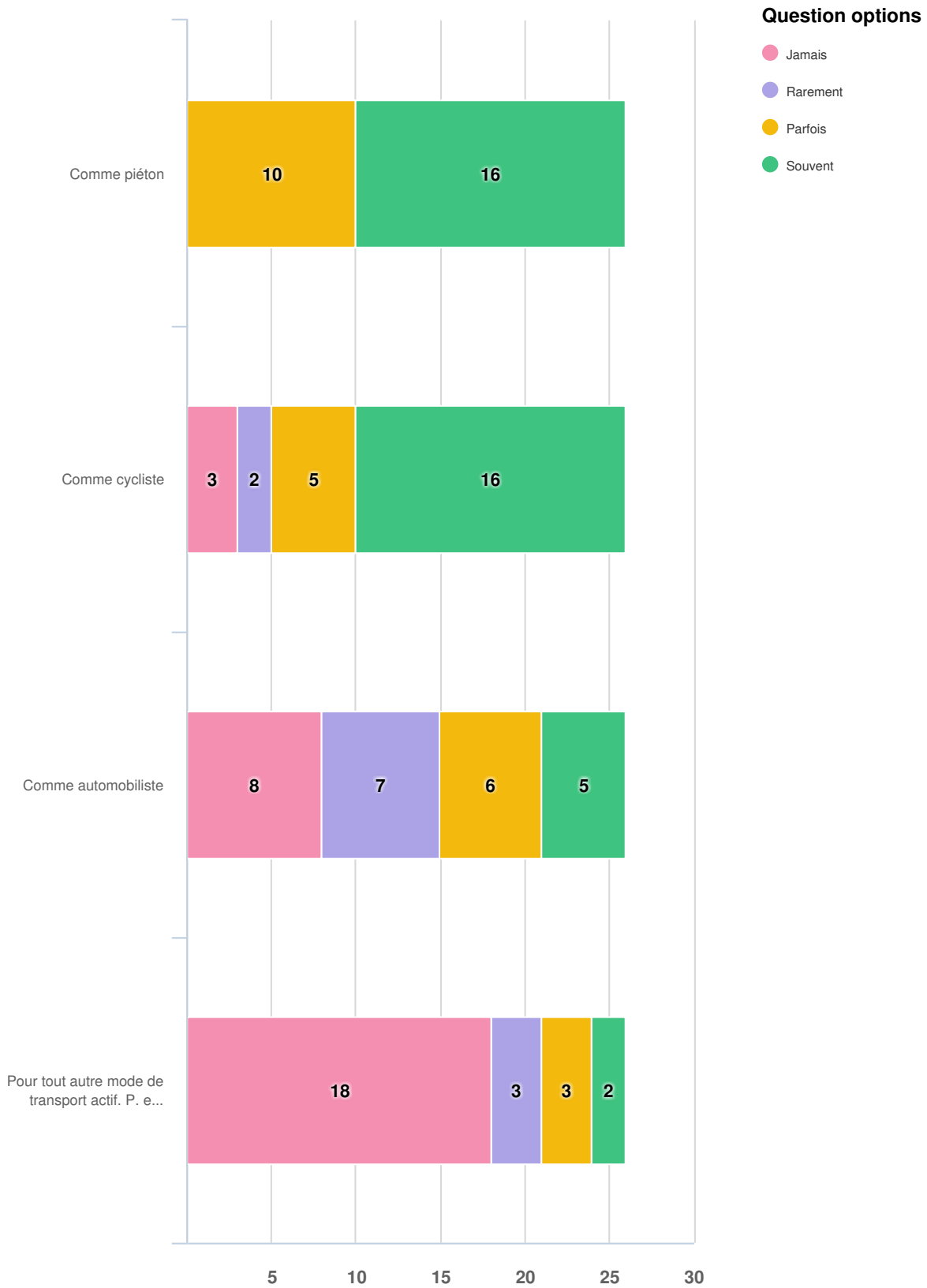
Question options

- promenade Vialoux, de la promenade Alcrest à la rue Wexford – ouverte à partir du 31 juillet 2020
- promenade Kilkeny, de l'avenue Burgess à l'avenue Patricia et à la promenade Kings
- rue Scotia, de l'avenue Anderson (au niveau de la rue St. Cross) à l'avenue Armstrong
- avenue Rover, de la rue Hallet à la rue Stephens
- promenade Kildonan, de l'avenue Helmsdale au croissant Rossmere, et du croissant Larchdale à la place Irving
- chemin Egerton, de l'avenue Bank à l'avenue Morier
- promenade Churchill, de la rue Hay à l'avenue Jubilee
- avenue Wolseley, du chemin Raglan à la rue Maryland
- croissant Wellington, du chemin Academy (au niveau du croissant Wellington) à la rue Guelph
- promenade Lyndale, de la rue Cromwell à la rue Gauvin

Mandatory Question (26 response(s))

Question type: Dropdown Question

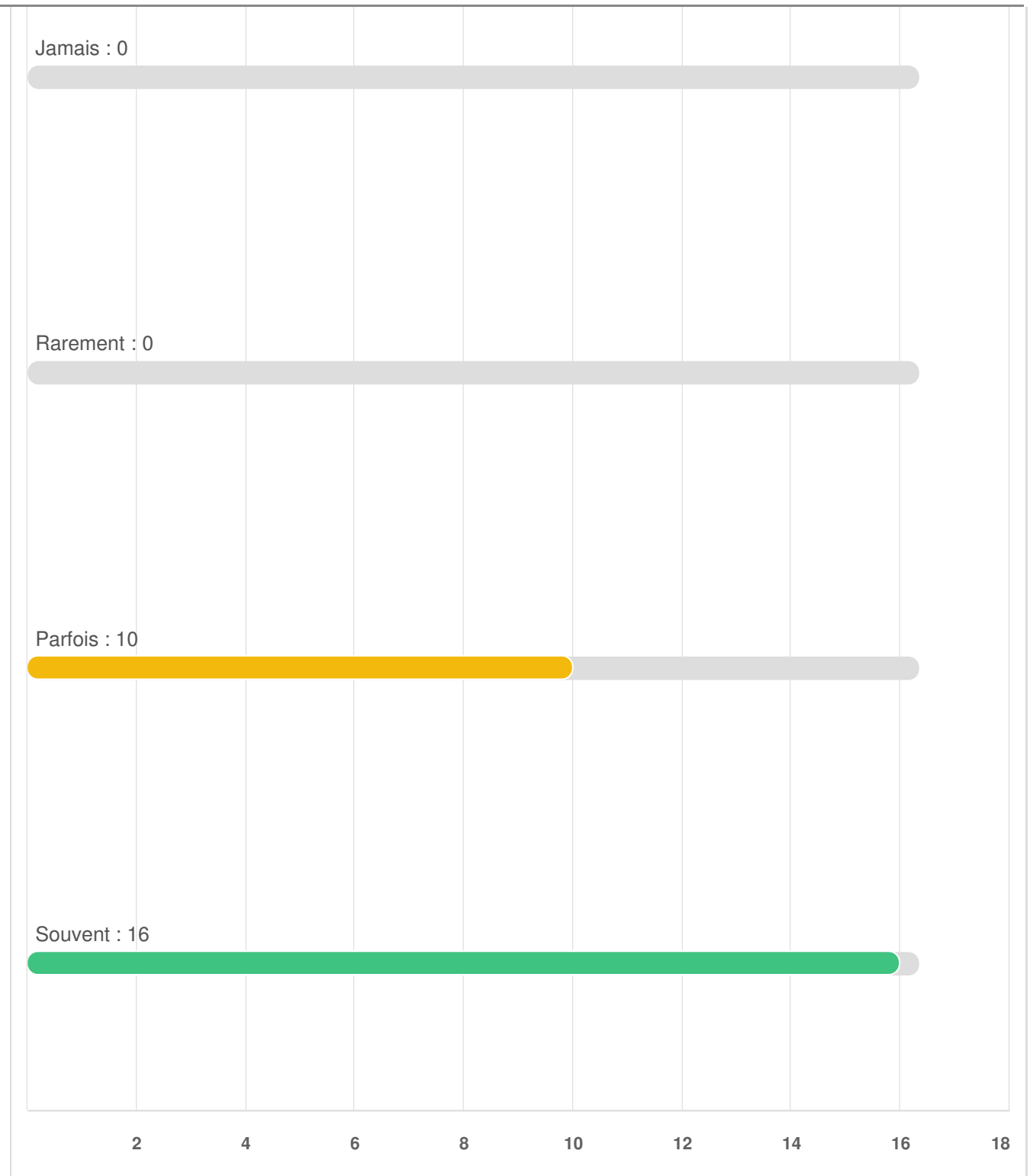
Q5 Comment utilisez-vous habituellement la rue ouverte?



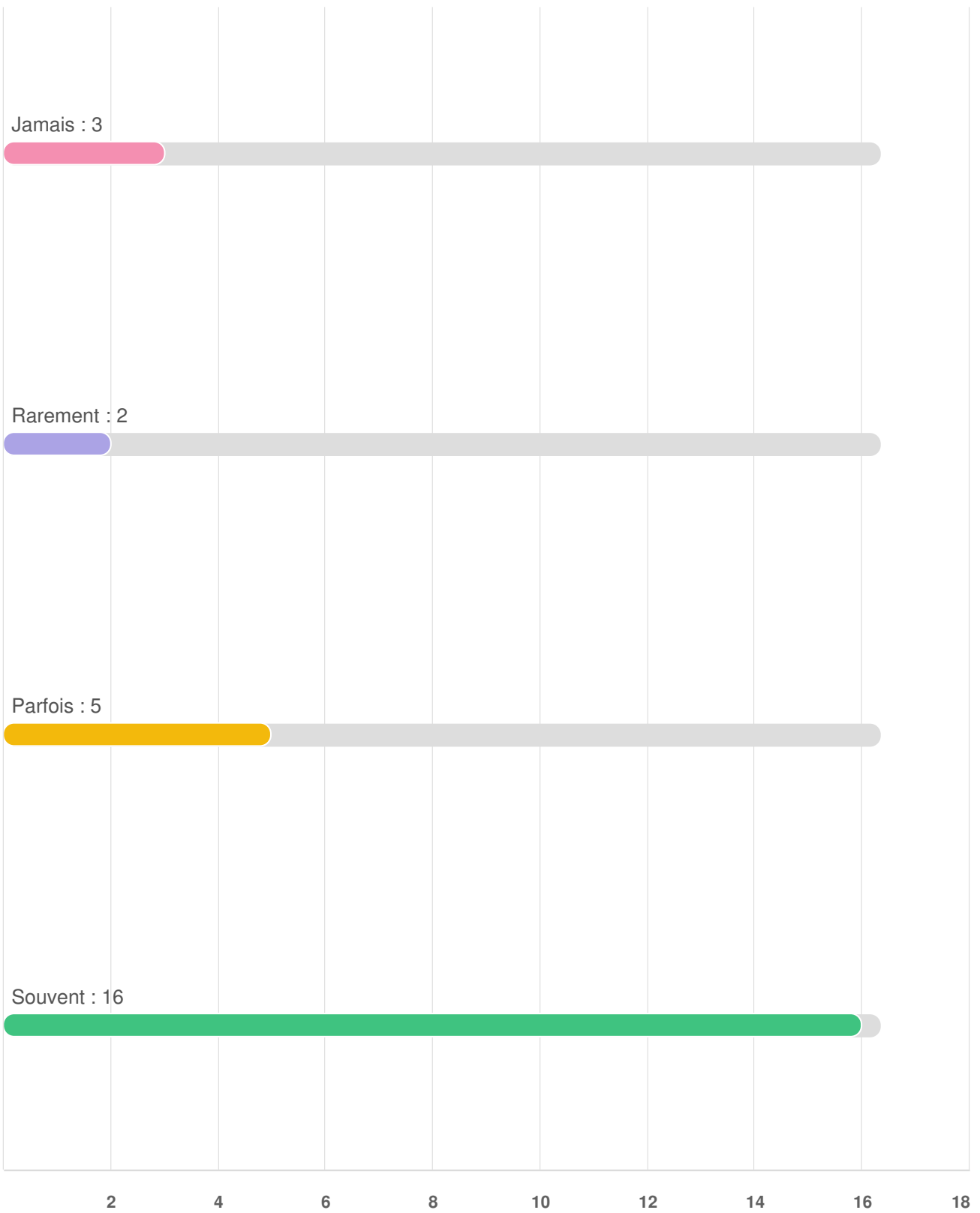
Mandatory Question (26 response(s))
Question type: Likert Question

Q5 | Comment utilisez-vous habituellement la rue ouverte?

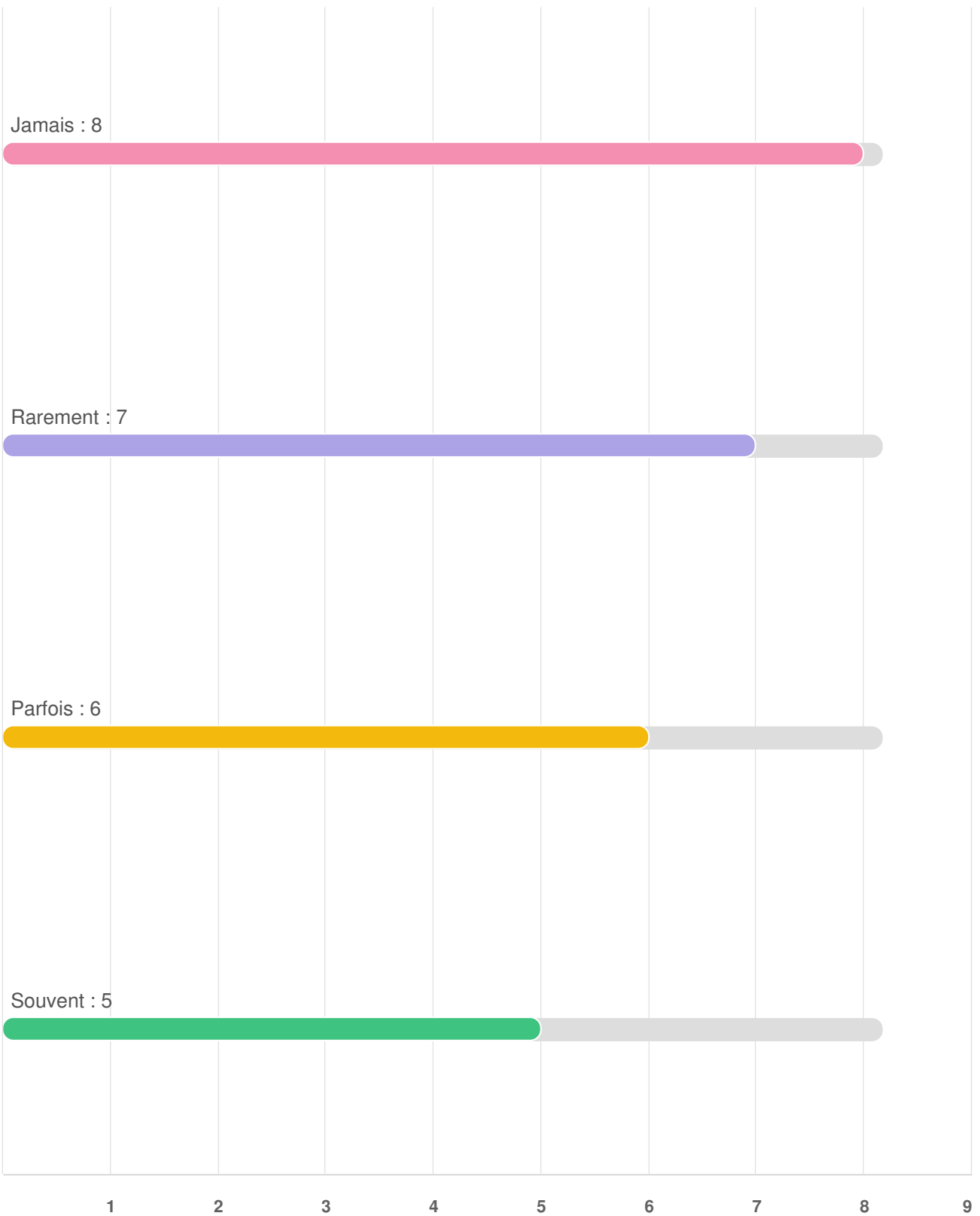
Comme piéton



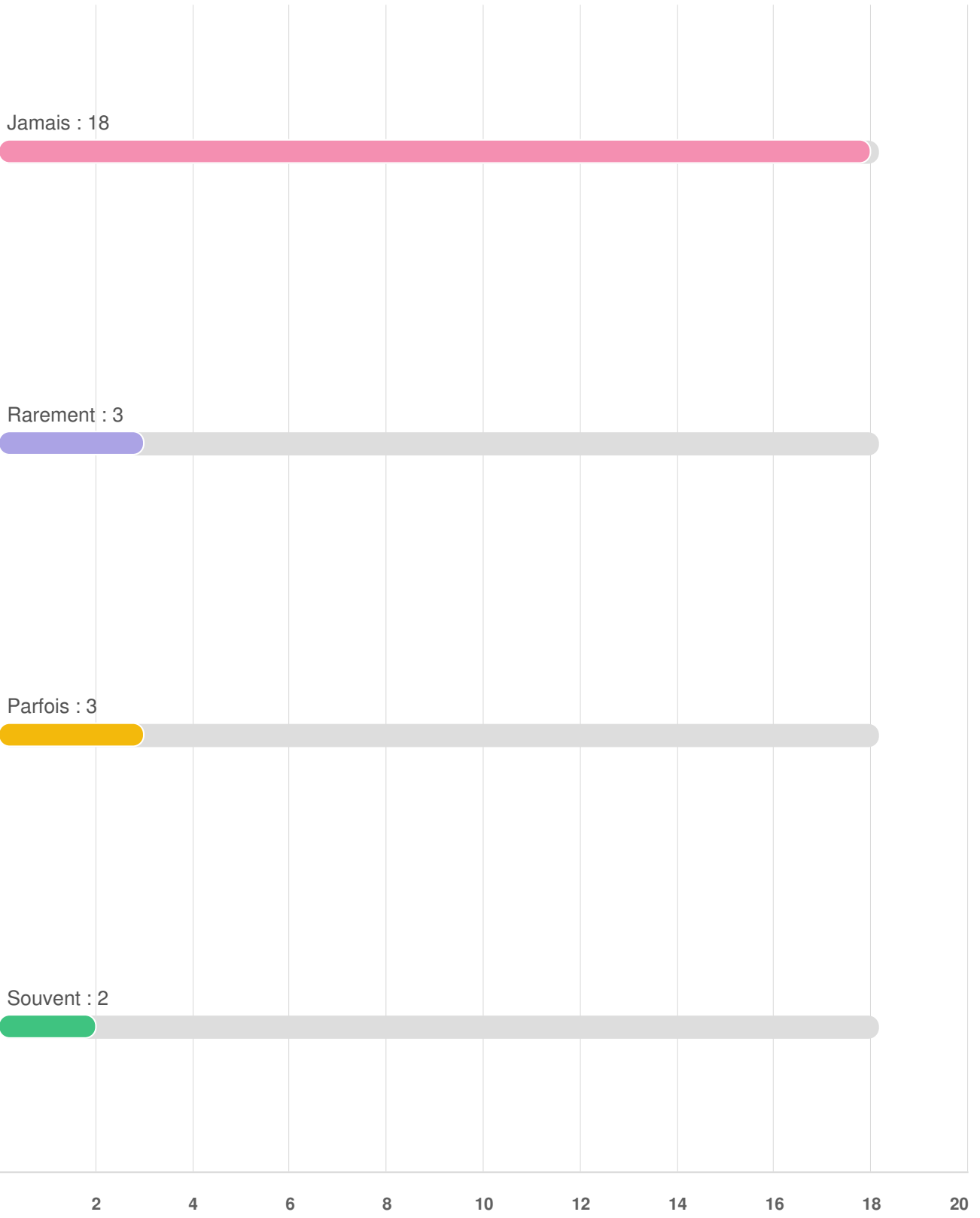
Comme cycliste



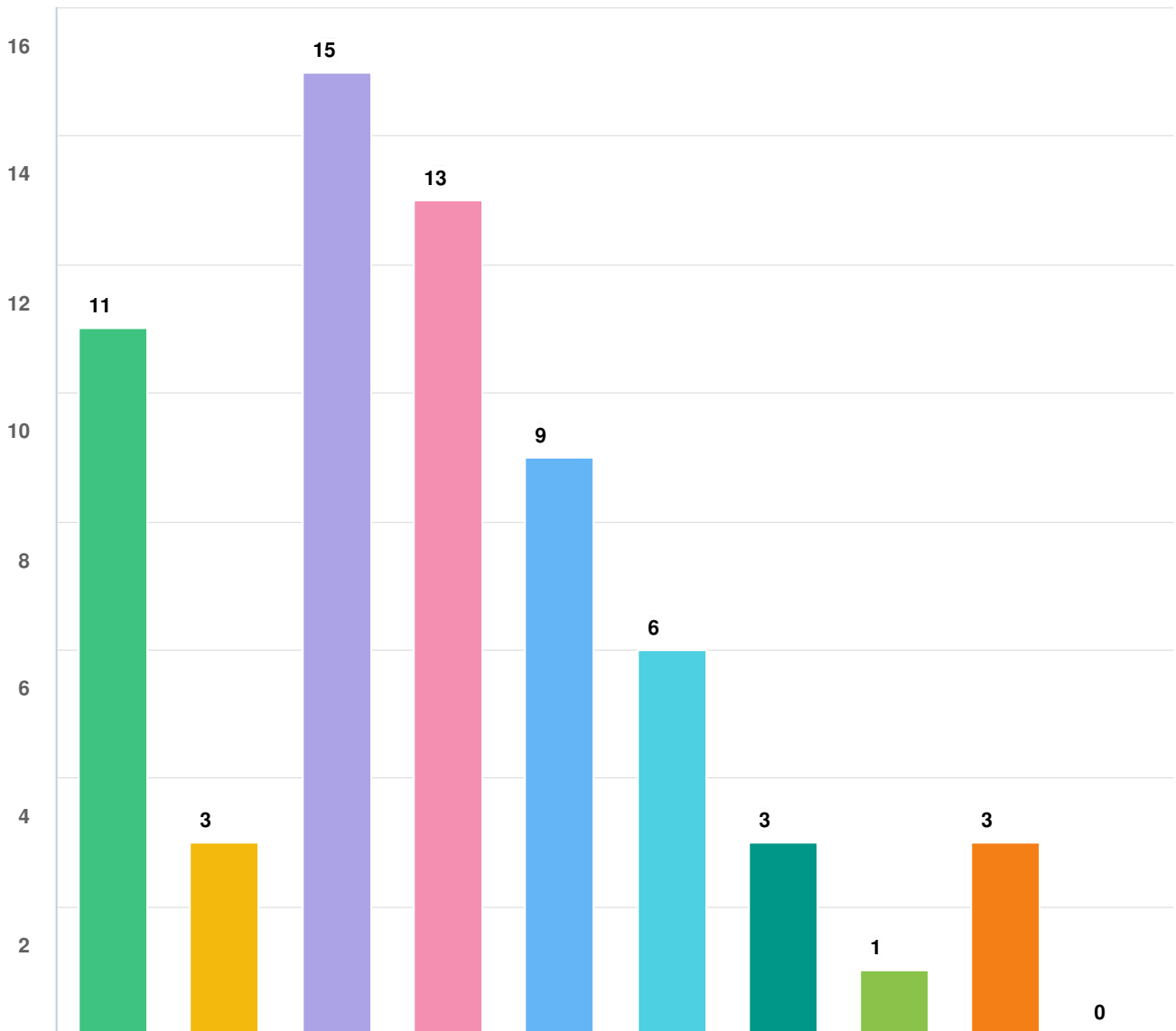
Comme automobiliste



Pour tout autre mode de transport actif. P. ex. planche à roulettes, patin en ligne, etc.



Q6 Quelles rues ouvertes utilisez-vous? Cochez toutes les réponses pertinentes.



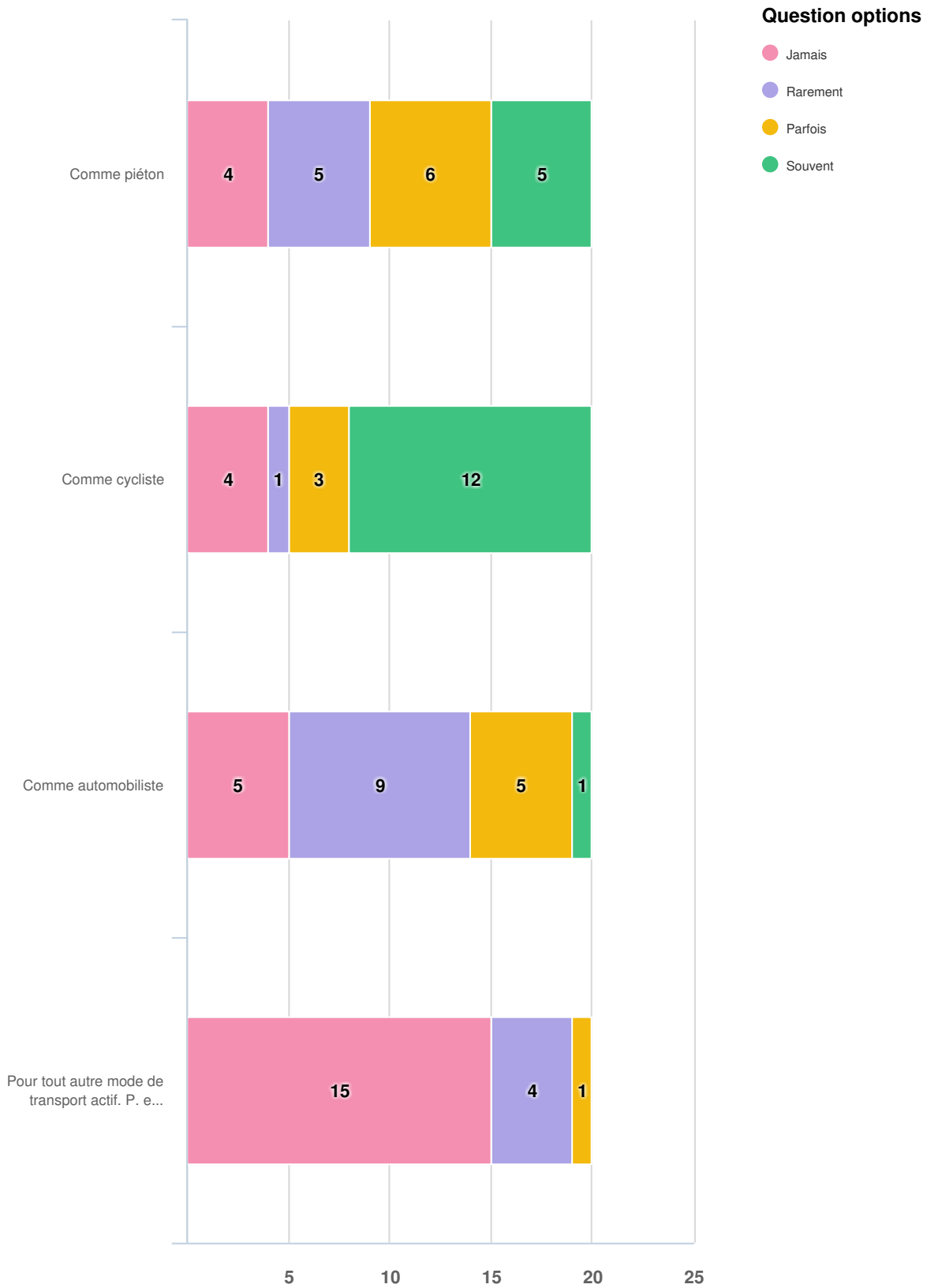
Question options

- Promenade Kilkenny, de l'avenue Burgess à l'avenue Patricia et à la promenade Kings
- Promenade Vialoux, de la promenade Alcrest à la rue Wexford – ouverte à partir du 31 juillet 2020
- Avenue Rover, de la rue Hallet à la rue Stephens
- Promenade Kildonan, de l'avenue Helmsdale au croissant Rossmere, et du croissant Larchdale à la place Irving
- Chemin Egerton, de l'avenue Bank à l'avenue Morier
- Promenade Churchill, de la rue Hay à l'avenue Jubilee
- Avenue Wolseley, du chemin Raglan à la rue Maryland
- Croissant Wellington, du chemin Academy (au niveau du croissant Wellington) à la rue Guelph
- Rue Scotia, de l'avenue Anderson (au niveau de la rue St. Cross) à l'avenue Armstrong
- Promenade Lyndale, de la rue Cromwell à la rue Gauvin

Mandatory Question (20 response(s))

Question type: Checkbox Question

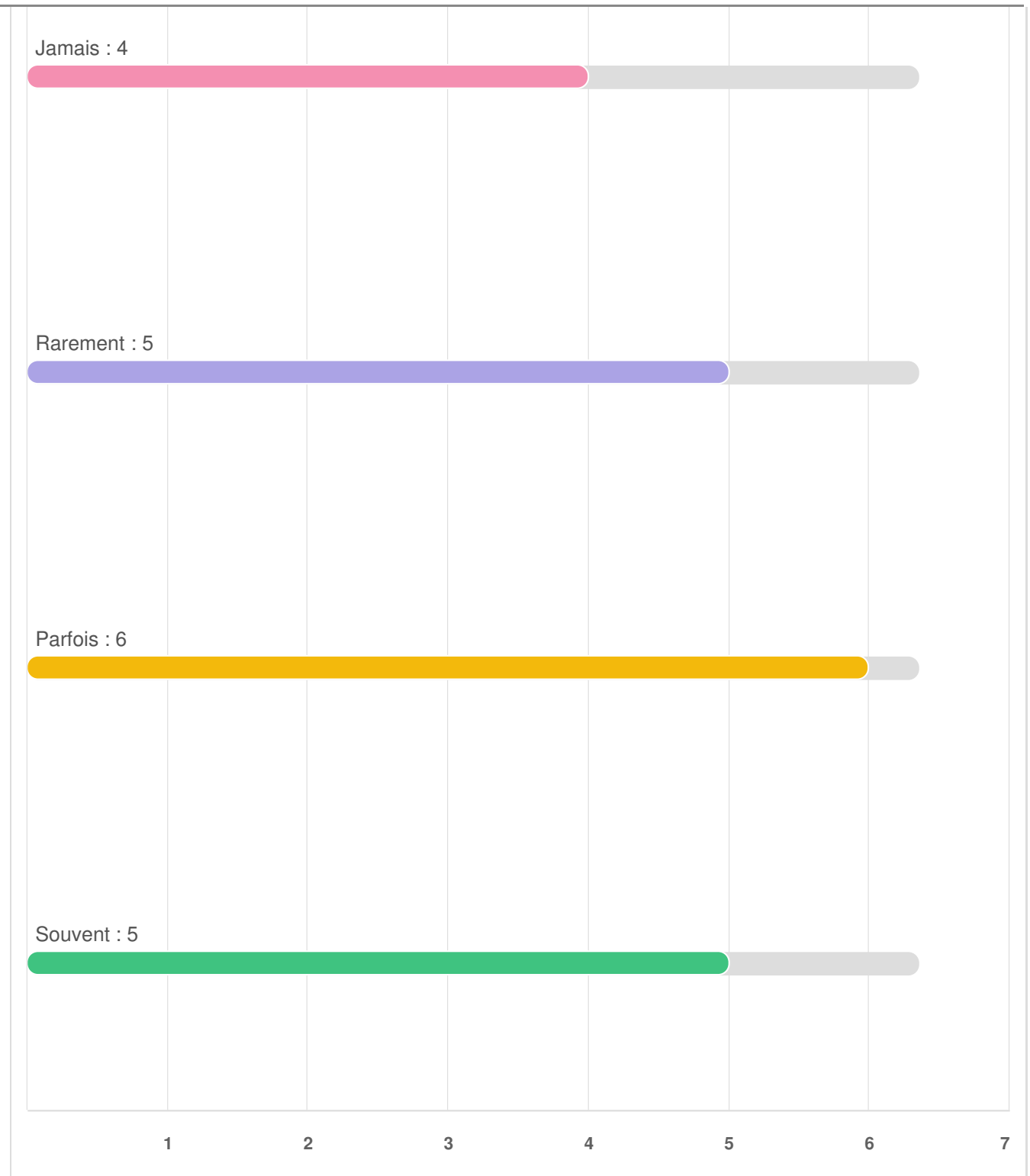
Q7 Comment utilisez-vous habituellement la ou les rues ouvertes?



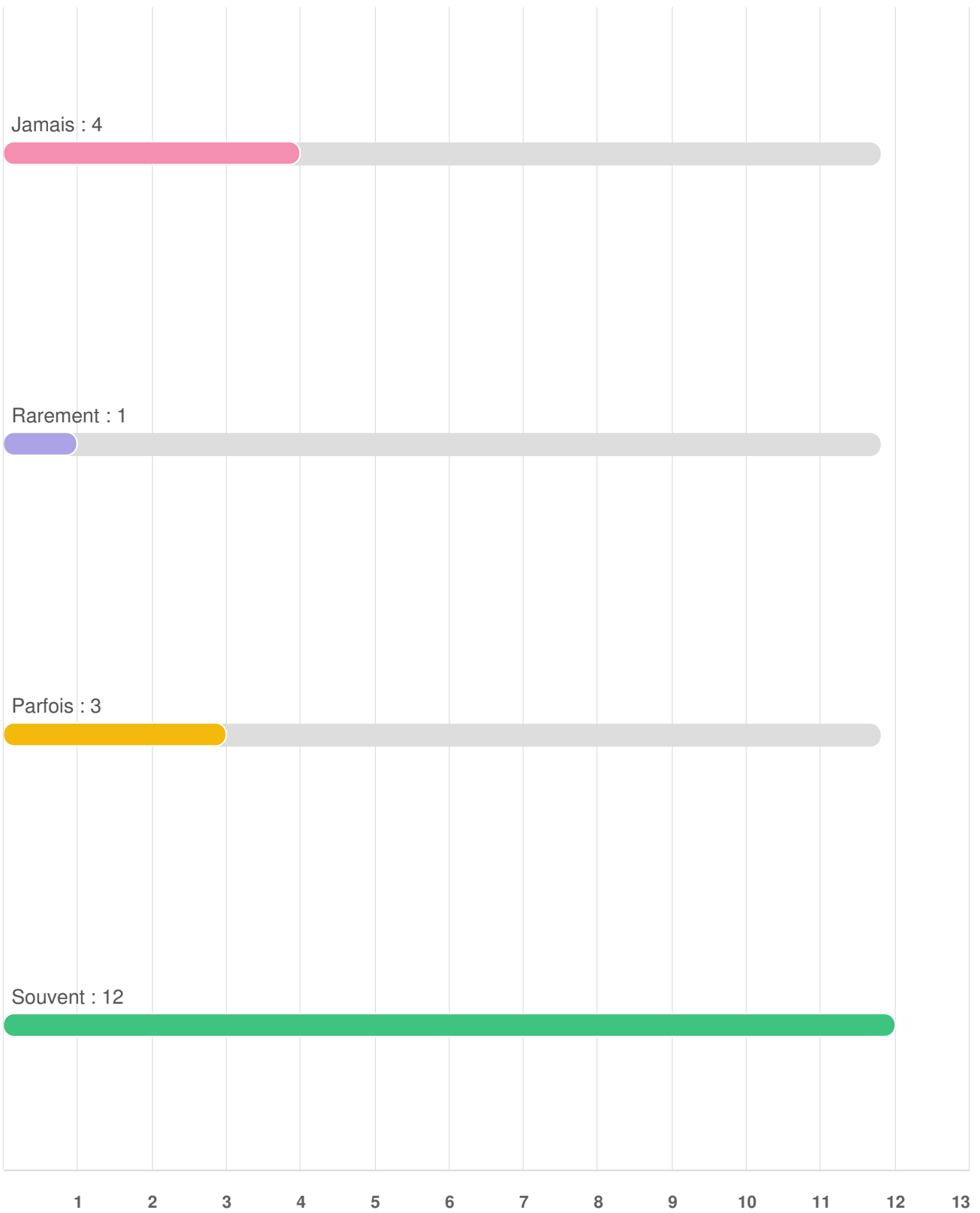
Mandatory Question (20 response(s))
Question type: Likert Question

Q7 | Comment utilisez-vous habituellement la ou les rues ouvertes?

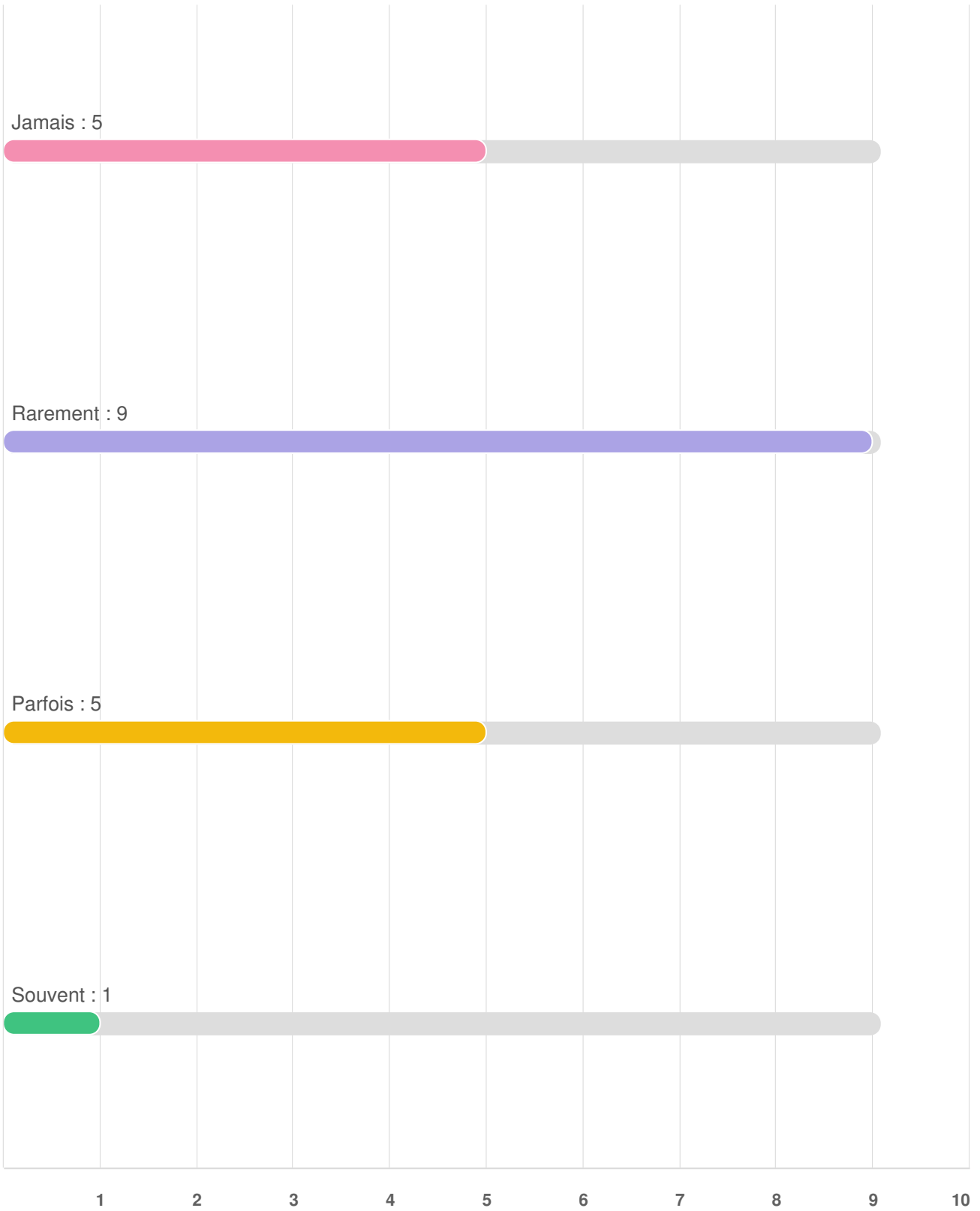
Comme piéton



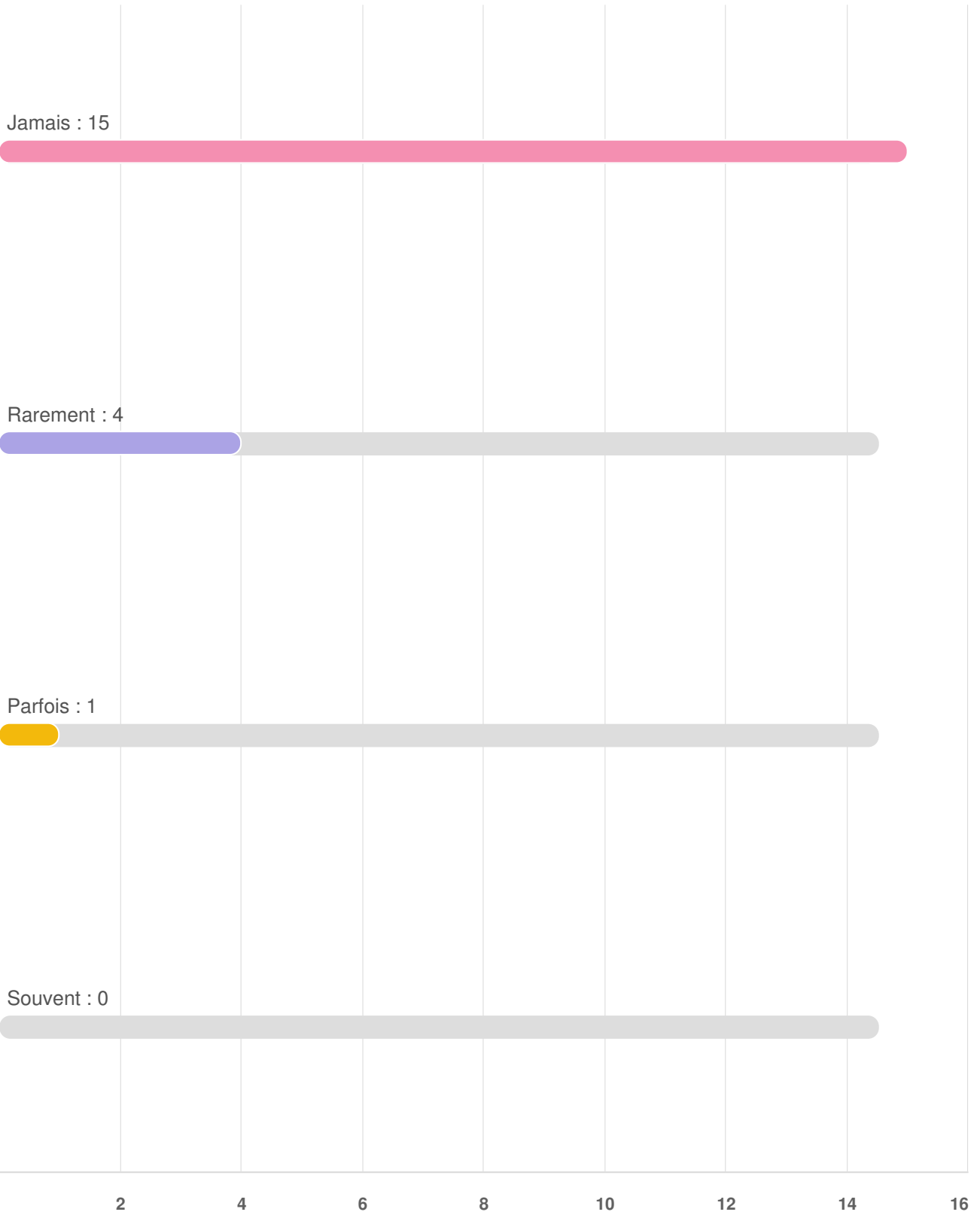
Comme cycliste



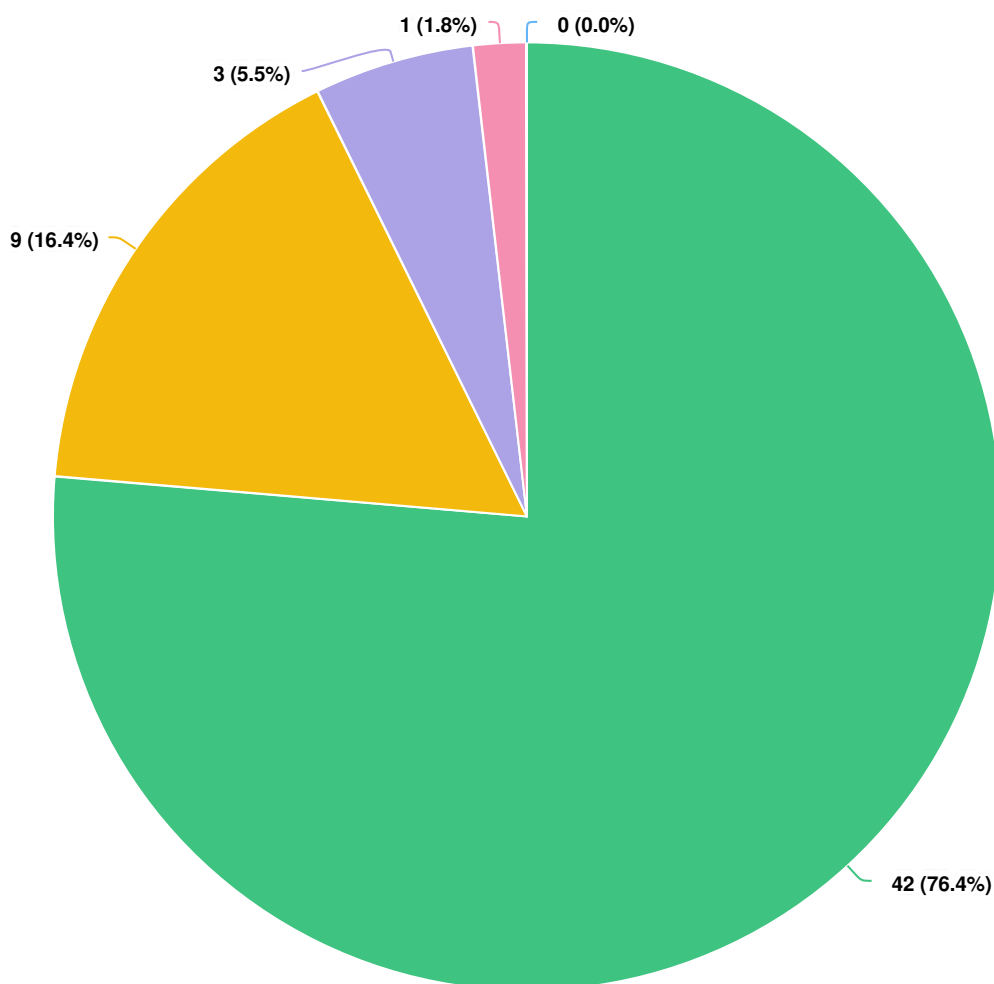
Comme automobiliste



Pour tout autre mode de transport actif. P. ex. planche à roulettes, patin en ligne, etc.



Q8 Dans l'ensemble, comment qualifieriez-vous votre expérience des rues ouvertes?

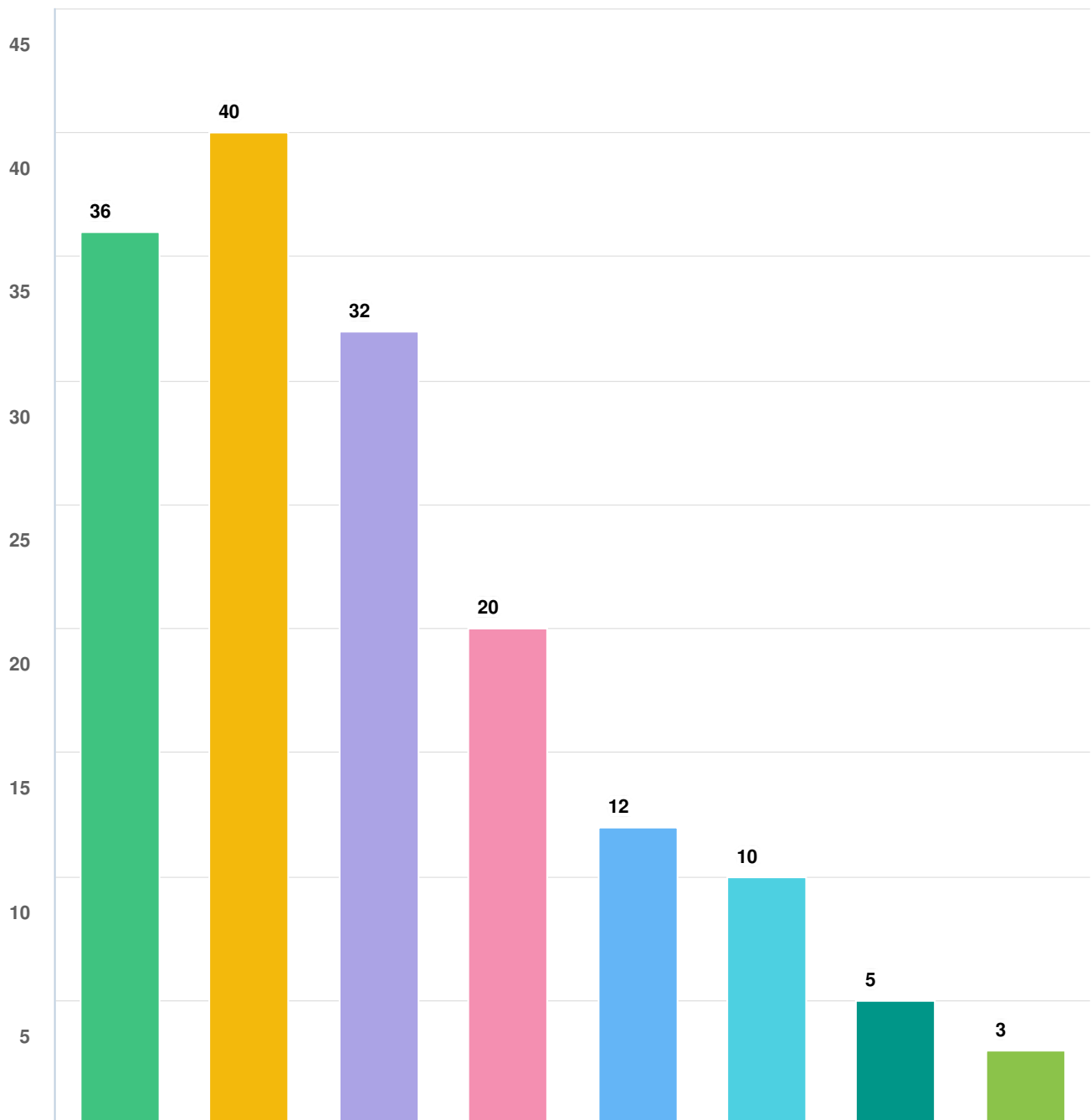


Question options

- Ni positive ni négative
- Très négative
- Négative
- Positive
- Très positive

Mandatory Question (55 response(s))
Question type: Radio Button Question

Q9 Veuillez indiquer les trois aspects des rues ouvertes que vous avez le mieux aimés :



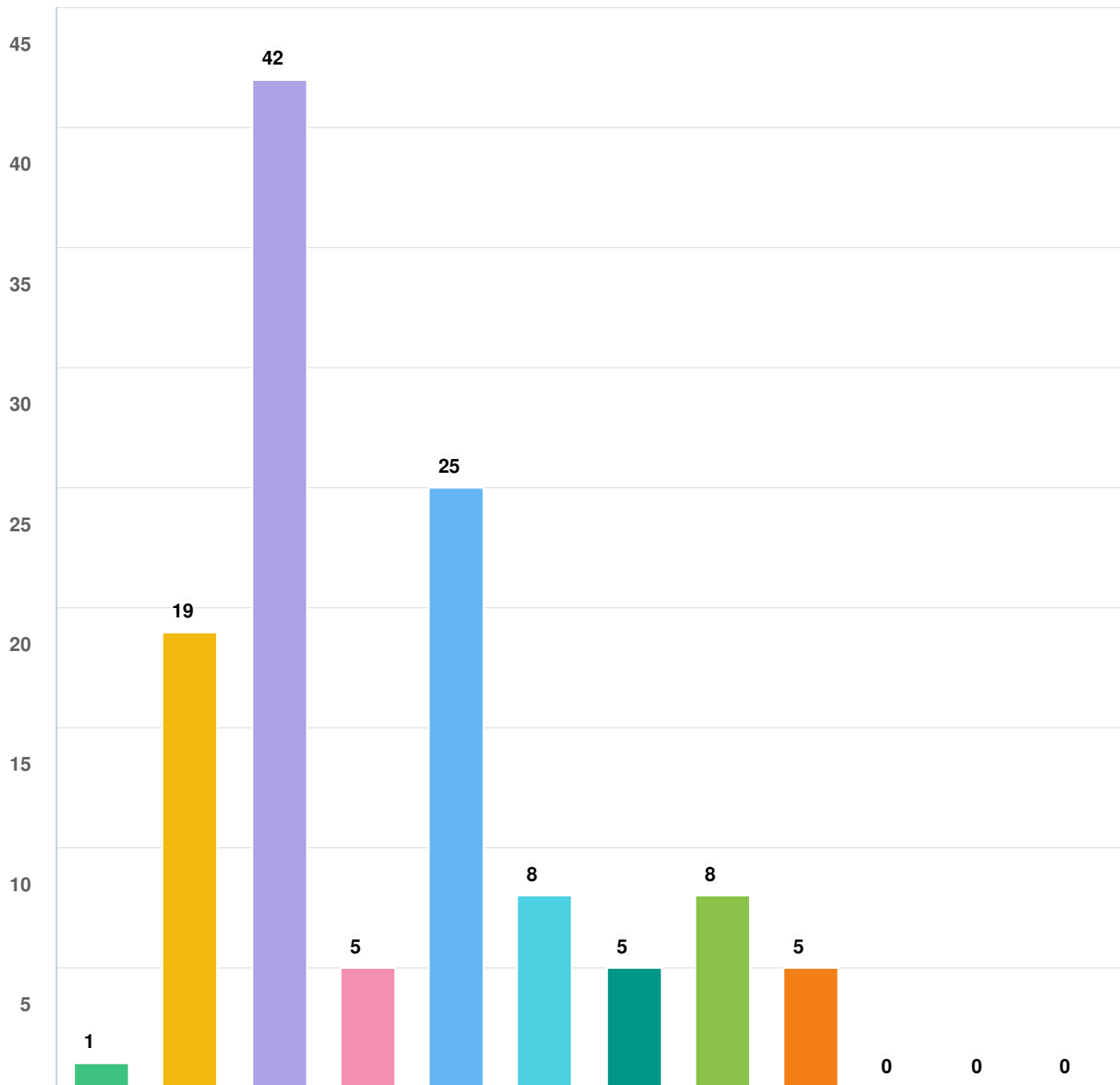
Question options

- Other (please specify)
- Incitation à découvrir de nouveaux quartiers
- Sentiment accru de sécurité dans le quartier
- Incitation à utiliser davantage le transport actif pour me rendre d'un point à un autre (magasinage, travail)
- Incitation à utiliser davantage le transport actif pour mes loisirs
- Moins de circulation sur la rue
- Augmentation de l'activité piétonne et cycliste sur la rue
- Je me sentais plus en sécurité sur la rue

Mandatory Question (55 response(s))

Question type: Checkbox Question

Q10 Veuillez indiquer les trois aspects des rues ouvertes que vous avez le moins aimés :



Question options

- Sentiment de sécurité moindre dans le quartier
 ● Plus de débris sur la rue
- Augmentation de l'activité piétonne et cycliste sur la rue
 ● Other (please specify)
- Augmentation de la circulation automobile dans les rues avoisinantes
 ● Difficulté d'accéder à mon domicile en voiture
- La circulation automobile se limitait à un seul îlot
 ● Les itinéraires ne conduisaient pas à d'autres itinéraires de transport actif
- Les piétons ou les cyclistes n'observaient pas les règles
 ● Les conducteurs ne respectaient pas les règles
- Incertitude quant aux règles d'utilisation des rues ouvertes
 ● La rue ne semblait pas sécuritaire

Mandatory Question (55 response(s))

Question type: Checkbox Question

Q11 | Veuillez classer les périodes de l'année suivantes par ordre décroissant de préférence (de 1 à 6) pour la mise en vigueur des rues ouvertes :

OPTIONS	AVG. RANK
du 1er avril au 31 octobre	2.36
du 1er mars au 1er décembre, pour coïncider avec l'interdiction de stationnement aux fins de déneigement	2.60
toute l'année	2.76
de la longue fin de semaine de mai à la fin de semaine de l'Action de grâce	3.35
de la longue fin de semaine de juillet à la longue fin de semaine de septembre	4.29
Je ne crois pas que la Ville devrait continuer de mettre en vigueur ces itinéraires de transport actif	5.64

Mandatory Question (55 response(s))

Question type: Ranking Question

Q12 | Veuillez classer les choix d'heures de la journée suivantes par ordre décroissant de préférence (de 1 à 4) pour la mise en vigueur des rues ouvertes :

OPTIONS	AVG. RANK
étendre la plage horaire actuelle (8 h à 20 h) sans toutefois aller jusqu'au lendemain	1.85
24 heures par jour	2.16
conserver la plage horaire de 8 h à 20 h	2.16
Je ne crois pas que la Ville devrait continuer de mettre en vigueur ces itinéraires de transport actif	3.82

*Mandatory Question (55 response(s))
Question type: Ranking Question*

Q13 | Veuillez classer les choix de jours de la semaine suivants par ordre décroissant de préférence (de 1 à 4) :

OPTIONS	AVG. RANK
sept jours par semaine	1.42
les fins de semaine et les jours fériés	1.98
les dimanches et les jours fériés	2.76
Je ne crois pas que la Ville devrait continuer de mettre en vigueur ces itinéraires de transport actif	3.84

*Mandatory Question (55 response(s))
Question type: Ranking Question*

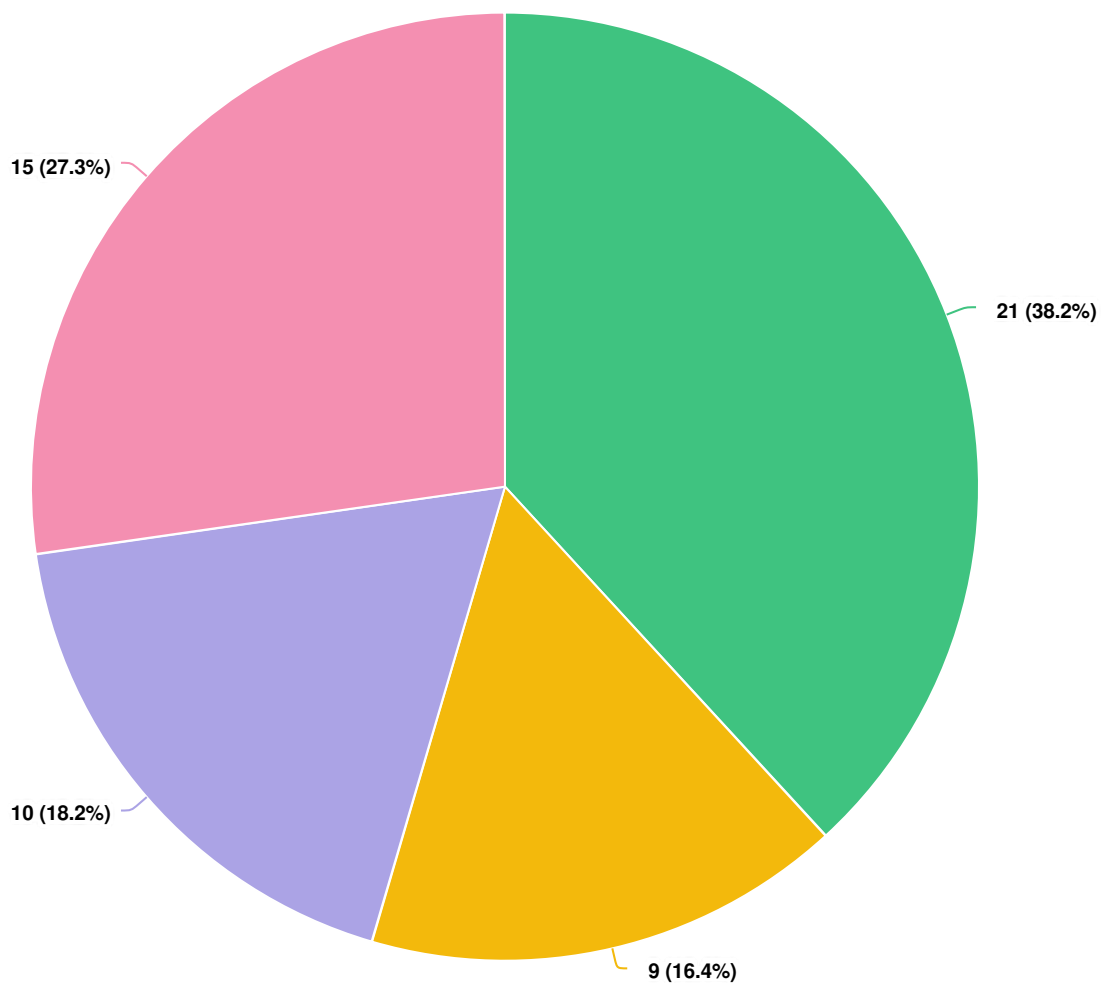
Q14 | Veuillez indiquer votre ordre de préférence pour la mise en vigueur, par la Ville, de certains itinéraires comme rues ouvertes, et d'autres, comme rues désignées cyclables le dimanche et les jours fériés. N'oubliez pas que les rues désignées cyclab...

OPTIONS	AVG. RANK
La Ville devrait mettre en vigueur une combinaison de rues désignées cyclables le dimanche et les jours fériés et de rues ouvertes (la rue A pourrait être une rue désignée cyclable les dimanches et les jours fériés, et la rue B, une rue ouverte)	1.47
La Ville ne devrait mettre en vigueur que les rues ouvertes	2.34
La Ville ne devrait mettre en vigueur que les rues désignées cyclables le dimanche et les jours fériés	2.49
Je ne crois pas que la Ville devrait continuer de mettre en vigueur ces itinéraires de transport actif	3.62

Optional question (50 response(s), 5 skipped)

Question type: Ranking Question

Q15 Avez-vous utilisé la rue comme piéton ou cycliste en compagnie d'usagers vulnérables (enfants, adolescents ou personnes handicapées)?



Question options

Jamais Rarement Parfois Souvent

Mandatory Question (55 response(s))
Question type: Radio Button Question