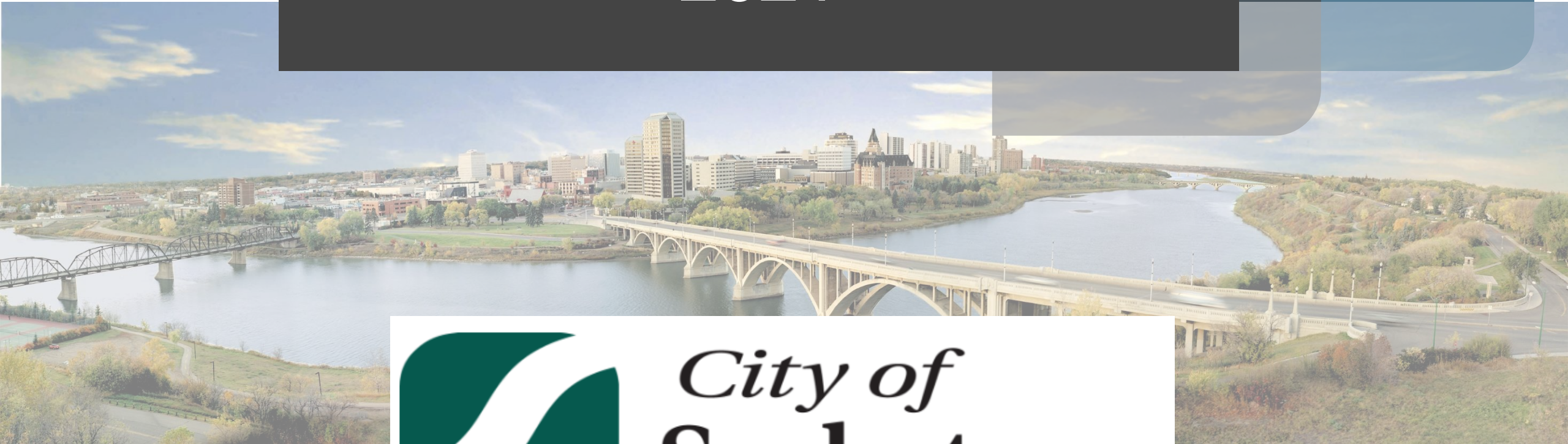


Speed Limit Review Survey 2021



City of
Saskatoon

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PURPOSE

The City of Saskatoon commissioned a Speed Limit Review survey, to gain insights on public opinions/perceptions of the speed limits on residential streets and their opinions about possible speed limit reductions for various circumstances (e.g., school zones, playground zones, senior zones, residential streets).

The results of the survey will be presented to City Council to consider when they make decisions on any potential changes in speed limits.

METHODOLOGY

Fieldwork Dates	April 8 - 30, 2021 (Forum Research Data) / March 3 – May 4, 2021 (Open Link Data)
Method	Computer Assisted Telephone Interviewing (CATI), Computer Assisted Web Interviewing (CAWI)
Criteria for Participation	Residents within the City of Saskatoon who are 18 years of age or older (Forum Research Data) / No criteria (Open Link Data)
Sample Size	414 (Forum Research Data) / 14,970 (Open Link Data)
Average Length	3.69 minutes (Forum Research Data) / 3.5 minutes (Open Link Data)
Margin of Error	±4.82% (Forum Research Data)

INTERPRETING THIS REPORT

The data in this report have been collected from two different sources: 'Forum Research Data' collected through computer assisted telephone and web interviews, and 'Open Link Data' promoted online and through the media by the City of Saskatoon. Since the methods used are different, these two sources cannot be combined. Subsequently, throughout this report, results from these data sources have been compared to each other and differences are indicated where available.

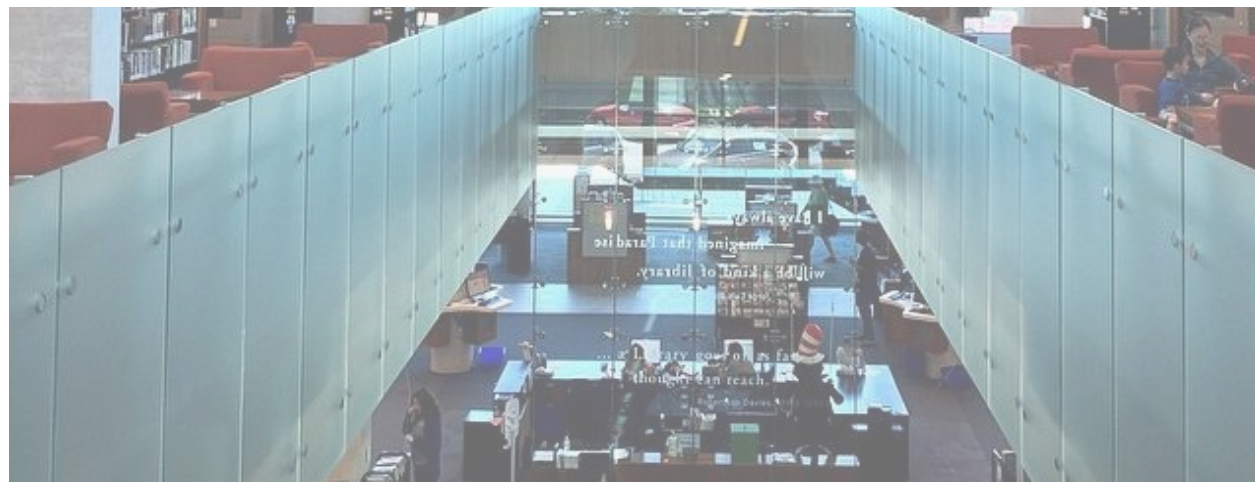
Due to rounding, numbers presented throughout this document may not add up to the totals provided. For example, in some cases, the sum of all question values may add up to 101% instead of 100%.

In the questionnaire, local, collector, and arterial streets have been defined as follows:

- **Local streets**, which make up the majority of streets in residential neighbourhoods. They usually have lower volumes of traffic, and their main function is for access to residences.
- **Collector streets**, which have higher volumes of traffic and provide access to schools, parks and community centres, and often have bus routes. Some examples include Richardson Road, Assiniboine Drive, Kingsmere Boulevard, and Stensrud Road.
- **Arterial streets**, which are typically along the boundary of residential neighbourhoods and connect to other neighbourhoods, have higher volumes of traffic, and sometimes have more than one travel lane in each direction. Some examples include segments of Diefenbaker Drive, Spadina Crescent, and Taylor Street.



Key Findings



KEY FINDINGS

Open link respondents are less in favour of speed limit reductions compared to Forum respondents

- Throughout this report, open link respondents tend to be less in favor of lowering speed limits and also more supportive of the removal of reduced speed limits compared to Forum respondents

Majority of Forum respondents and about a third of open link respondents are concerned about the speed of the vehicles in their neighborhoods

- In both datasets, those who are very concerned with the speed of vehicles in their neighborhoods are more likely to drive almost never or never than to drive daily, and more likely to walk/jog or bike daily than to almost never or never walk/jog or bike

Respondents prefer 30 km/h or 40km/h speed limits more for local streets compared to collector or arterial streets, though no change in speed limits on any streets is the most preferred

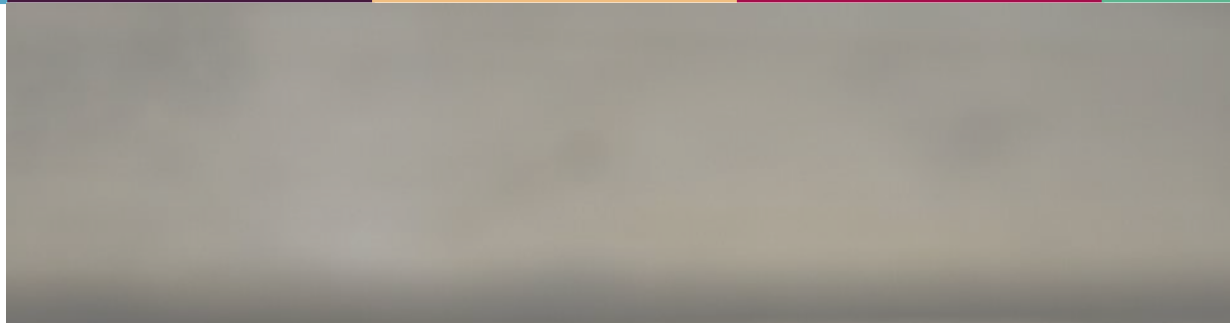
- Majority of open link respondents prefer no change in speed limits (i.e., keep at 50 km/h) on all types of streets
- About half of Forum respondents and a third of open link respondents prefer the speed limits to be lowered to 30km/h or 40km/h on local streets
- Of those who support a speed reduction on residential streets, 40km/h is the more preferred speed compared to 30km/h

Majority in both groups agree on the removal of the speed limits next to high schools and adding speed limits next to playgrounds

- Forum respondents are more in favour of lowering speed limits next to playgrounds and less in favour of removing speed limits next to high schools compared to open link respondents

Both Forum and open link respondents prefer no change in the times and days that school and playground zones are in effect

- Majority prefer 8:00 a.m. to 5:00 p.m., Monday to Friday, September through June (including holidays)

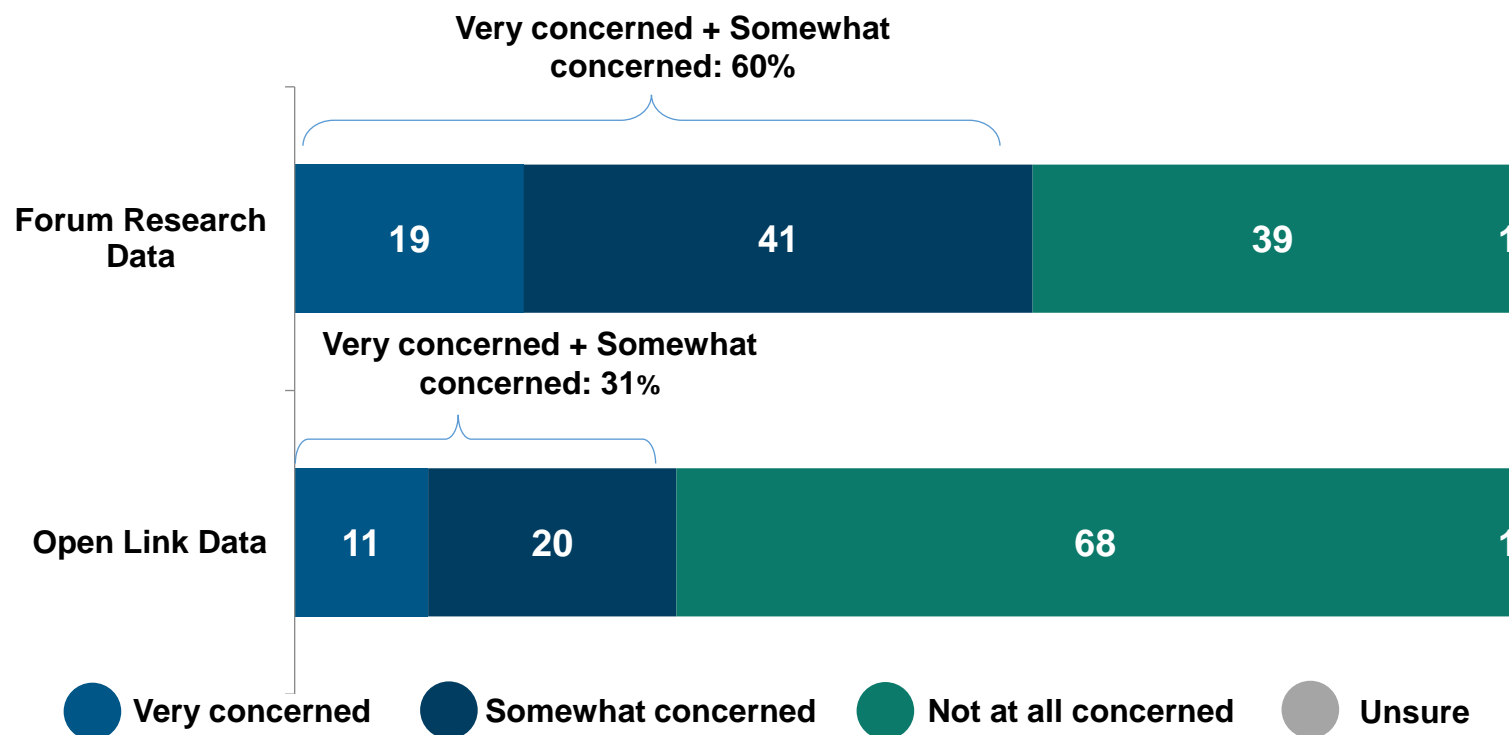


Detailed Findings



Concern with the Speed of Vehicles (%)

Forum respondents are substantially more concerned about the speed limits compared to open link respondents (60% vs. 31%)



Q1. How concerned are you with the speed of vehicles in your neighbourhood? Would you say you are...

Sample size: 414 (Forum Research data) / 14,939 (Open Link Data)

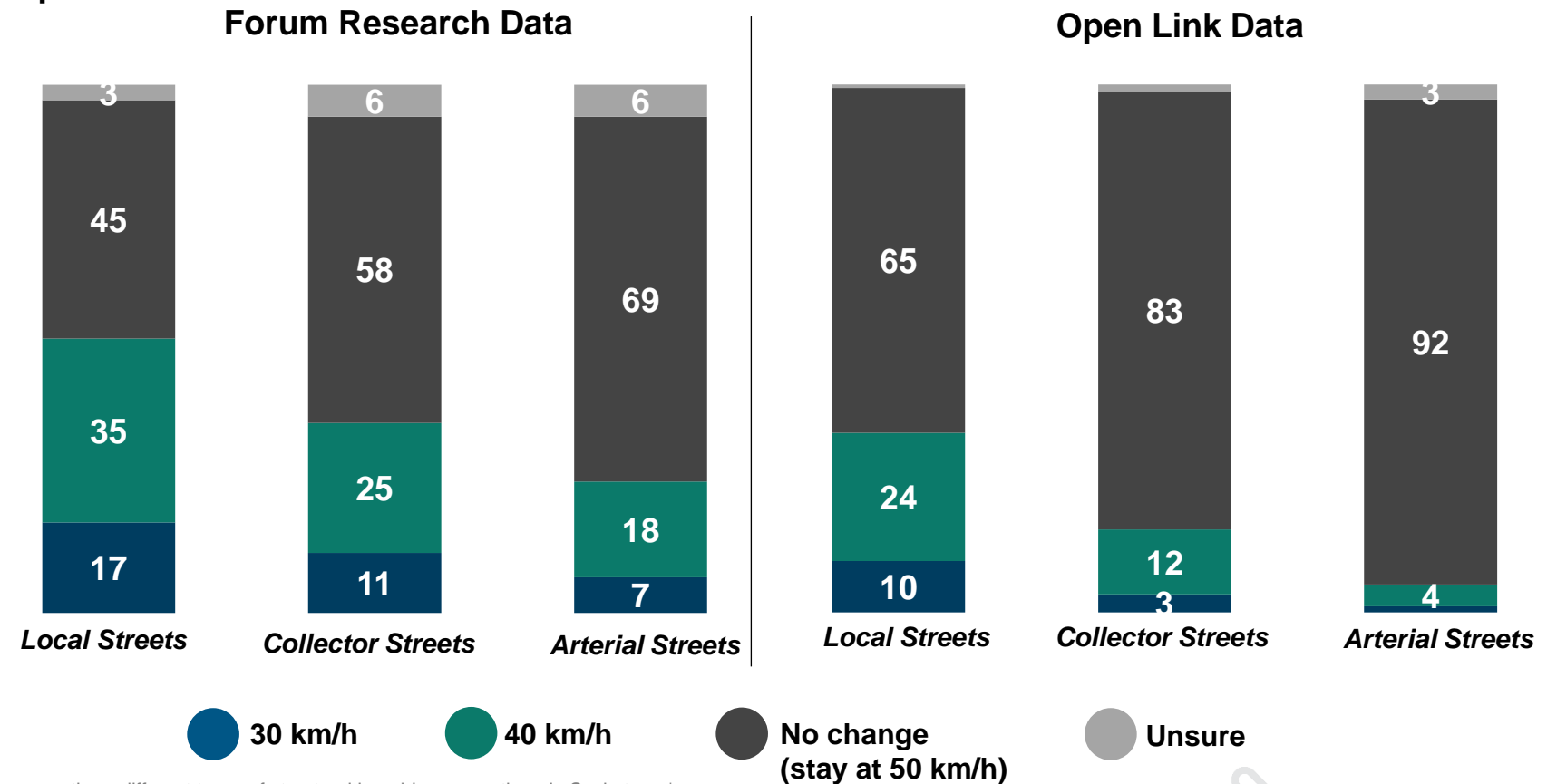
Sample framework: All respondents

- While the majority of Forum respondents (60%) are concerned about the speed of vehicles in their neighbourhood, only 3 in 10 (31%) open link respondents are concerned
- Forum respondents who are most likely to say they are **very concerned** include those who:
 - drive almost never or never (23%)
 - walk/jog daily in winter (28%) and in warmer seasons (21%)
 - bike weekly in winter (41%) and monthly in warmer seasons (28%)
 - be aged 35-64 (24% to 29%) rather than the other age groups (10% to 16%)
- Open link respondents who are most likely to say they are **very concerned** include those who:
 - drive almost never or never (29%)
 - walk/jog daily in winter (16%), and in warmer seasons (13%)
 - bike daily in winter (28%) and in warmer seasons (17%)
 - be aged 35+ (12% to 13%) rather than 19-34 (7%)

Preferences on Speed Limits (%)

- Half of Forum respondents (52%) prefer a lower speed limit than 50 km/h on local streets
- 34% of open link respondents prefer a lower speed limit on local streets, whereas the majority (65%) prefer the limit to stay at 50km/h
- In both datasets
 - the majority do not prefer a change in speed limits for collector and arterial streets
 - those who prefer no change in the speed limits are more likely to drive daily than to drive less frequently
 - those who prefer the speed limits to be decreased to 30km/h-40km/h are more likely to walk/jog or bike daily than to walk/jog or bike less frequently

Respondents prefer 30 km/h or 40km/h speed limits more for local streets compared to collector or arterial streets, though no change in speed limits on any streets is the most preferred



Q2. There are three different types of streets with residences on them in Saskatoon:*
Which speed limit being considered would you prefer for each type of residential street?

Sample size: 414 (Forum Research data) / Local: 14,517, Collector: 14,475, Arterial: 14,449 (Open Link Data)

Sample framework: All respondents

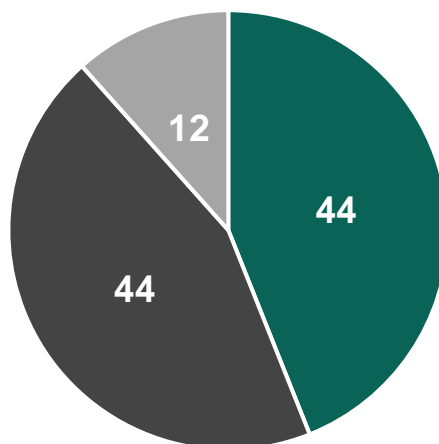
Opinions on Changes of Speed Limits (%)

Removal of school zone speed limits on arterial streets

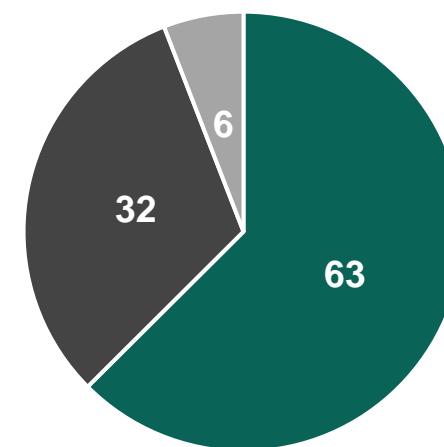
- 44% of Forum respondents are in favor of the removal of school zone limit of 30km/h on arterial streets, while another 44% do not support the removal
- Almost two thirds (63%) of open link respondents prefer the removal of the school zone speed limit on arterial streets
- In both datasets
 - those who support the removal are more likely to drive daily than to drive almost never or never
 - those who support the removal are less likely to walk/jog or bike daily than to almost never or never walk/jog or bike

There is an equal split between supporters and opponents for the removal of the school zone speed limits for Forum respondents, while the majority of open link respondents prefer the removal

Forum Research Data



Open Link Data



No

Yes

Unsure

Q3. The City is considering removing school zone speed limits of 30 km/h on arterial streets next to schools. Examples of arterial streets include school zones on Clarence Avenue, Lenore Drive, and 20th Street West. This is being considered because other safety measures can be used to control how students access the street, such as with fencing and controlled crosswalks, while still allowing traffic to flow smoothly. Would you support the removal of school zones on arterial streets?

Sample size: 414 (Forum Research data) / 14,235 (Open Link Data)

Sample framework: All respondents

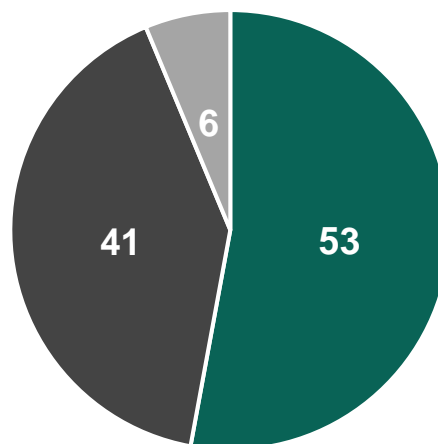
Opinions on Changes of Speed Limits (%)

Removal of school zone speed limits next to high schools

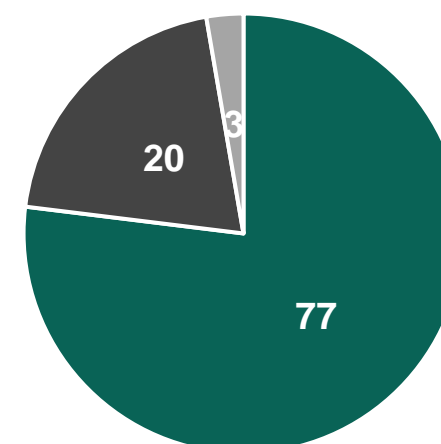
- In both datasets, those who support the removal are more likely to drive daily than to drive almost never or never
- Open link respondents who support the removal are less likely to walk/jog or bike daily than to almost never or never walk/jog or bike

Over half of Forum respondents (53%) and over three quarters of open link respondents (77%) support the removal of the speed limits next to high schools

Forum Research Data



Open Link Data



No

Yes

Unsure

Q4. The City is considering removing school zone speed limits of 30 km/h next to high schools. Older students are more aware of their surroundings and better able to assess when it's safe to cross the street. Would you support the removal of school zones next to high schools?

Sample size: 414 (Forum Research data) / 14,250 (Open Link Data)

Sample framework: All respondents

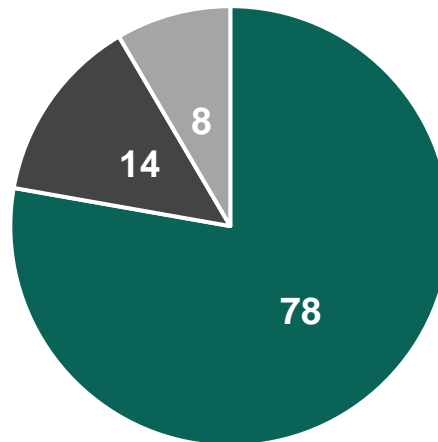
Opinions on Changes of Speed Limits (%)

Adding speed limits next to playgrounds

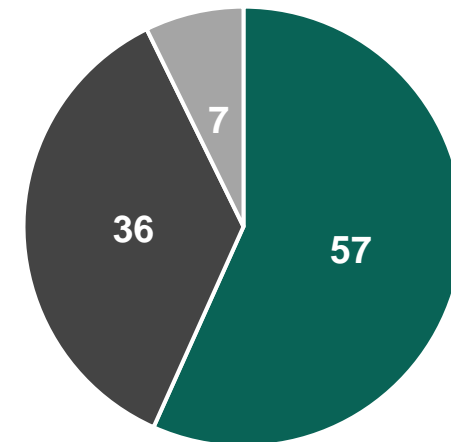
- Over three quarters of Forum respondents (78%) and over half of open link respondents (57%) support lower speed limits next to playgrounds
- Forum respondents who support the lowering of speed limits are more likely to drive daily and weekly compared to drive monthly or almost never or never drive (81% vs. 53% and 66%)
- Open link respondents who support the lowering of speed limits next to playgrounds are less likely to drive daily than to almost never or never drive (55% vs. 74%)

Majority of both Forum and open link respondents are in favor of lowering speed limits next to playgrounds

Forum Research Data



Open Link Data



No

Yes

Unsure

Q5. The City is considering adding playground zone speed limits next to parks that are directly beside the street, do not have fencing, and have play equipment structures for younger children. This is being considered because young children at play may not be paying close attention to their surroundings. In general, would you support lower speed limits next to playgrounds geared towards younger children?

Sample size: 414 (Forum Research data) / 14,245 (Open Link Data)

Sample framework: All respondents

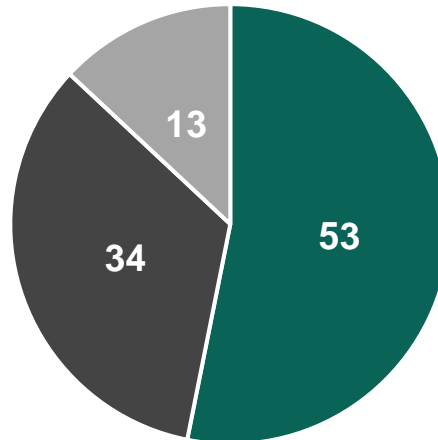
Opinions on Changes of Speed Limits (%)

Lowering speed limits where a high number of seniors live

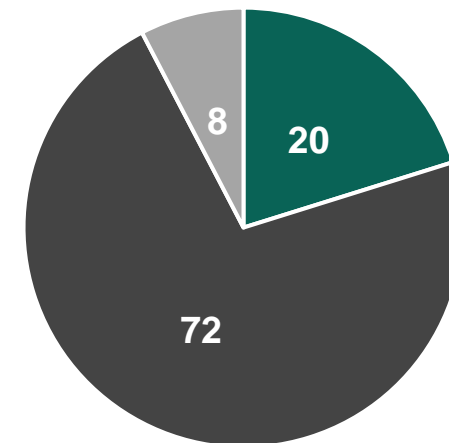
- Just over half of Forum respondents (53%) are in favor of lowering the speed limits in areas where a high number of seniors live
- However, almost three quarters of the open link respondents (72%) do not support a decrease in speed limits where seniors live
- In both datasets, those who support the lowering of the speed limits are less likely to drive daily than to drive almost never or never
- Forum respondents who support the lowering of the speed limits are more likely to walk/jog or bike daily than to almost never or never walk/jog or bike

Forum respondents are more likely to prefer lower speed limits where seniors live than open link respondents

Forum Research Data



Open Link Data



No

Yes

Unsure

Q7. The City is also reviewing speed limits in areas where a high number of seniors live, as some seniors may take longer to cross the street, may have slower reaction times, and may be more prone to injury. In general, would you support lower speed limits in areas where a high number of seniors live?

Sample size: 414 (Forum Research data) / 14,206 (Open Link Data)

Sample framework: All respondents

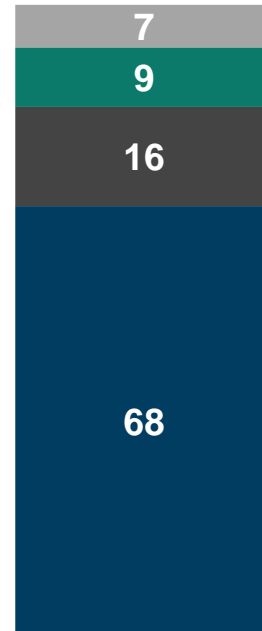
Preferences on times and days (%)

School and playground zones

- Almost 7 in 10 Forum respondents (68%) and 8 in 10 (80%) open link respondents would prefer the times and days that school and playground speed limit zones are in effect to remain the same
- Forum respondents are more in favour of extending speed limit zones from 8am-5pm to 8am-10pm compared to open link respondents (16% vs 9%)

In both groups, the majority prefer to keep the same times and days that school and playground speed limit zones are in effect as opposed to changing them

Forum Research Data



Open Link Data



- Unsure
- All day, every day of the year
- 8:00 a.m. to 10:00 p.m., every day of the year
- 8:00 a.m. to 5:00 p.m., Monday to Friday, September through June (including holidays)

Q6. The City is considering extending the times and days that school zones are in effect, which is currently from 8:00 a.m. to 5:00 p.m., Mondays to Fridays, September through June (including holidays). This is being considered because schoolyards can also be used by children in evenings, on weekends, and throughout the year. Any changes to times and days would also apply to playground zones if City Council were to approve them. Which option do you prefer for times and days that school and playground zones would be in effect?

Sample size: 414 (Forum Research data) / 14,213 (Open Link Data)

Sample framework: All respondents

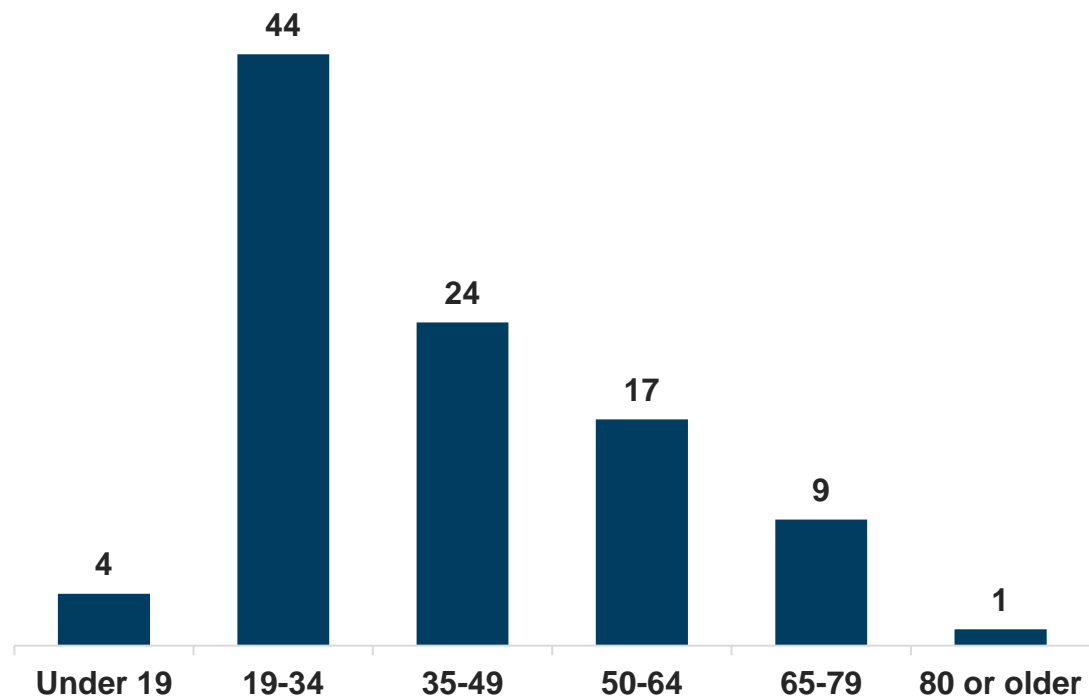


Respondent Profiles

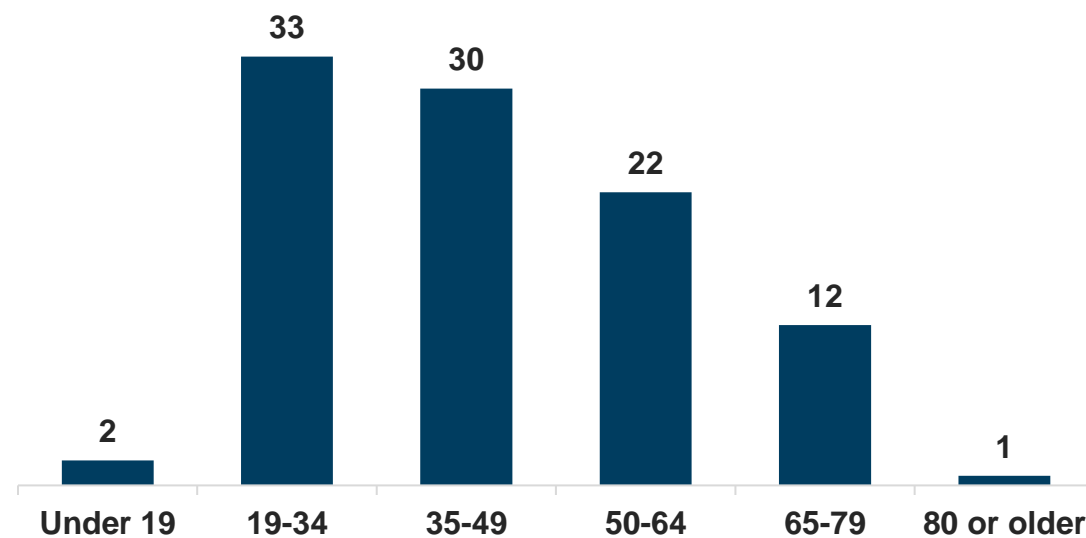


Age (%)

Forum Research Data



Open Link Data



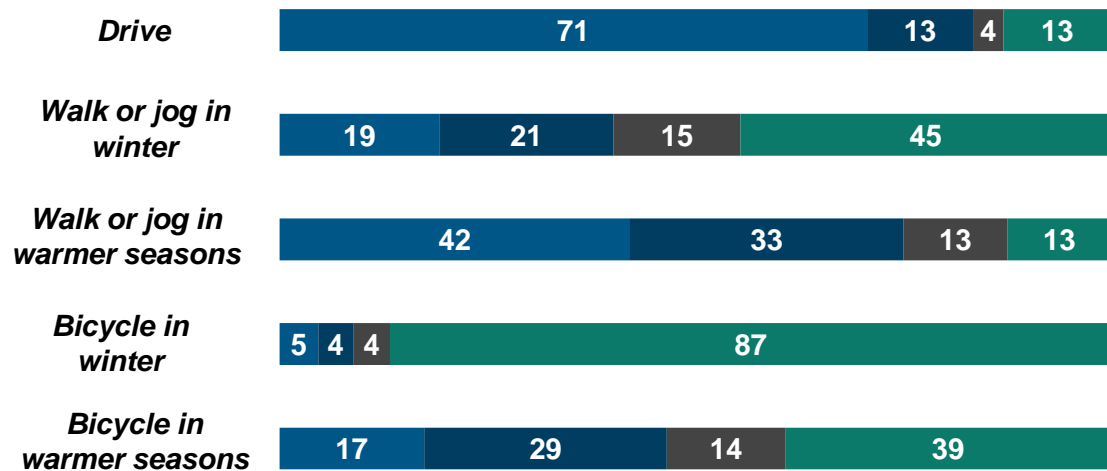
Q10. What is your age?

Sample size: 414 (Forum Research data) / 13,925 (Open Link Data)

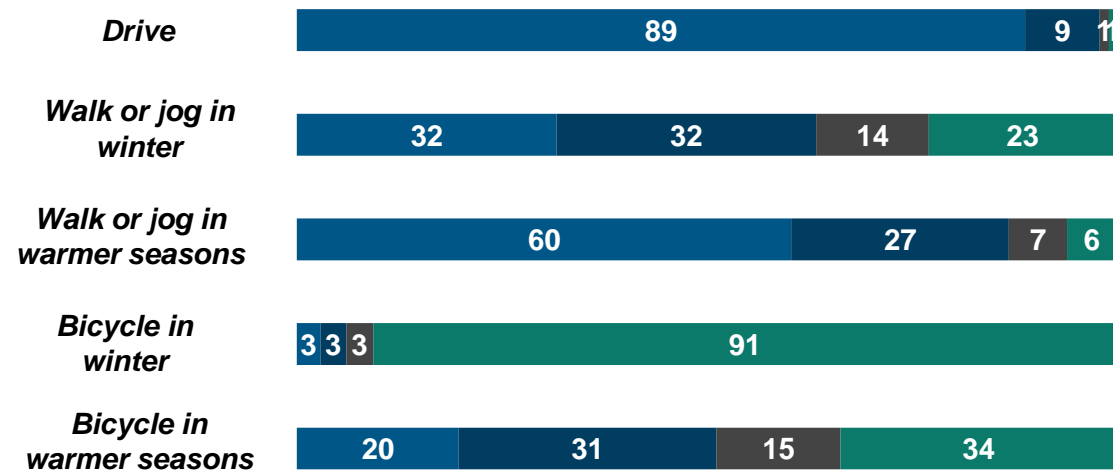
Sample framework: All respondents; excluding "prefer not to answer" responses

Frequency to drive, walk / jog or bicycle (%)

Forum Research Data



Open Link Data



● About daily
 ● About weekly
 ● About monthly
 ● Almost never or never

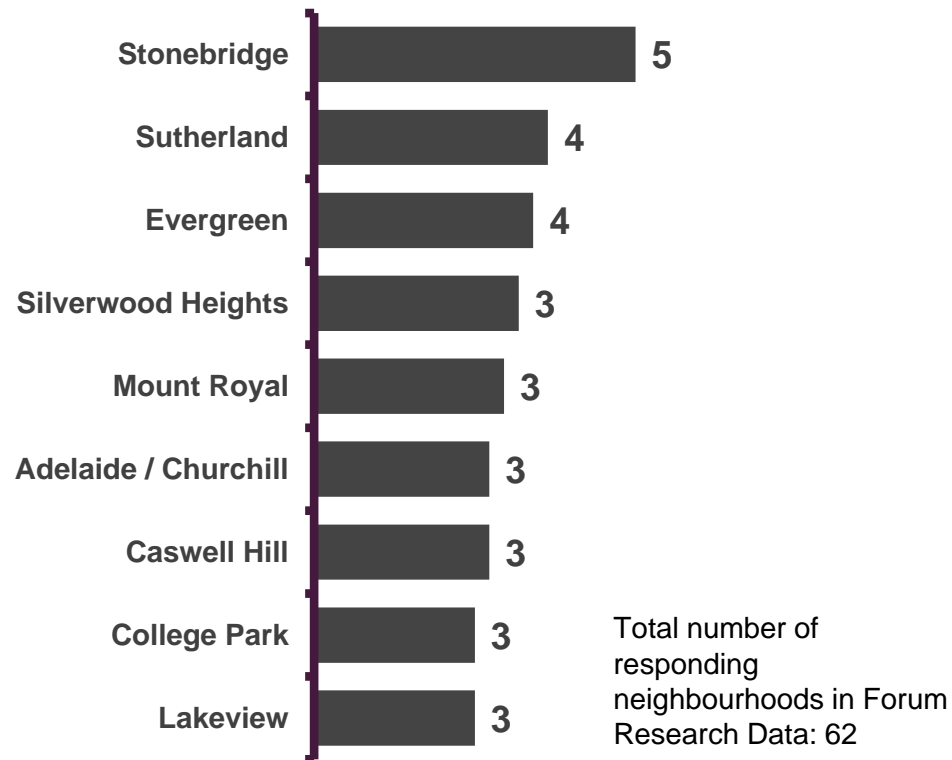
Q11. About how often do you do the following in a residential area in Saskatoon?

Sample size: 414 (Forum Research data) / Drive: 13,907, Walk/jog in winter: 13,810, Walk/jog in warmer seasons: 13,858, Bicycle in winter: 13,683, Bicycle in warmer seasons: 13,795 (Open Link Data)

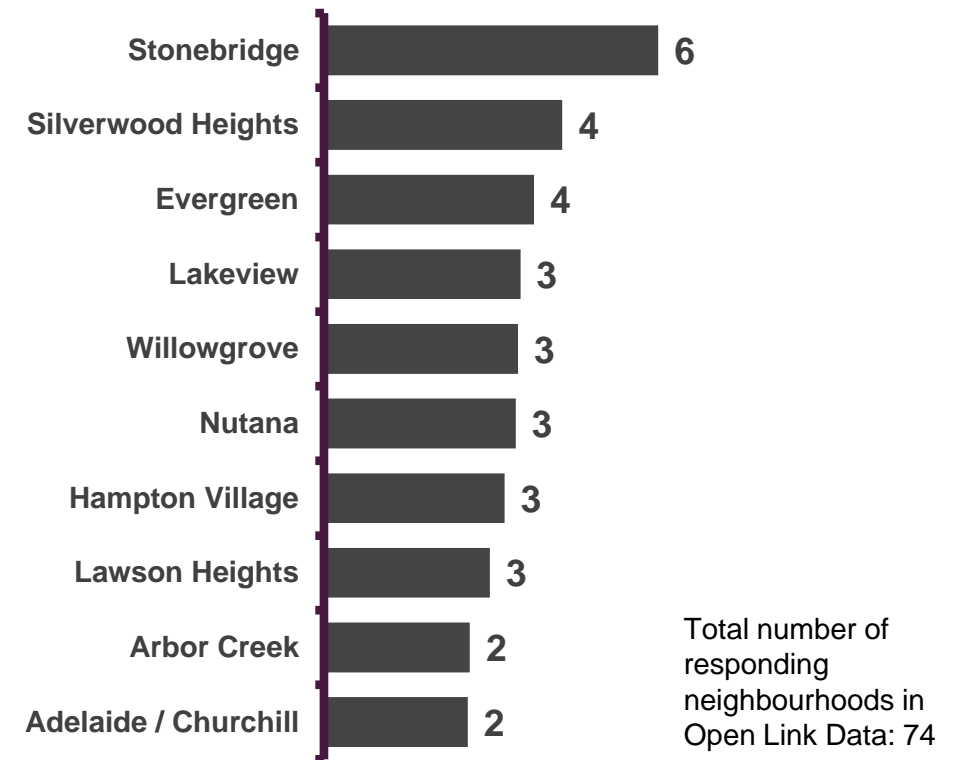
Sample framework: All respondents; excluding "prefer not to answer" responses

Top 10 Responding Neighbourhoods (%) *

Forum Research Data



Open Link Data



Q9. Which neighborhood do you live in?

Sample size: 414 (Forum Research data) 13,862 (Open Link Data)

Sample framework: All respondents; excluding "don't know" responses

*Only top 10 are shown