Results of the May, 2020 Bike Winnipeg Open Streets Survey
(draft: June 16, 2020)

Background on Winnipeg's "Open Streets"

Four Winnipeg streets have long been closed to most vehicle traffic during summer months on Sundays from 8 AM to 8 PM, to facilitate use by bicycles and pedestrians. These streets include parts of Lyndale Drive, Scotia Street, Wellington Crescent, and Wolseley Avenue. Local traffic is still allowed to facilitate local access, but vehicles are expected to go no father than one block on these streets before turning. In an effort to assist with social distancing requirements during the COVID-19 pandemic, these restrictions were expanded on April 6, 2000 to apply seven days per week on the designated routes, and then further expanded in May to include parts of five additional streets: Assiniboine Avenue, Churchill Drive, Egerton Road, Kildonan Drive, and Kilkenny Drive. (https://www.winnipeg.ca/publicworks/pedestriansCycling/sundayHolidayBicycleRoute.stm)

The street restrictions were initially scheduled to continue through the month of May, and were then extended to July 6. A further extension to September 7 is now under consideration by Winnipeg City Council. Active transportation advocates refer to these streets as "Open Streets" since they open up more opportunities for pedestrians, cyclists and others to use streets with reduced danger from vehicle traffic.

In order to provide public information on the impact and value of these Open Streets Bike Winnipeg, in cooperation with the Winnipeg Trails Association, the Green Action Centre and others, initiated a survey of the numbers of pedestrians and cyclists using these streets. We were aware that the City of Winnipeg was monitoring the Open Streets using video cameras, but expected that the results of that monitoring process would probably not be reported quickly and might not take the form of a public report on findings.

The survey took place during the first phase of Manitoba's economic reopening process which began on May 4, and was completed before the second phase started on June 1. Our goals were:

- to provide timely information on the volume of pedestrian and bicycle use of the Open Streets that might assist public discussion of the value of these streets;
- to look at the differences between pedestrian and cyclist use of these streets;
- to provide information on the differences in use at different times of day and locations;
- to compare these counts to previous counts from Bike Winnipeg surveys where possible;
- to look at pattens of use at various points on a given street;
- to look at the relationship between weather conditions and numbers of pedestrians and cyclists;
- to provide an on-the-ground impression of whether COVID distancing practices were being observed;
- to provide direct observations of how the streets are being used.

The following report is a summary of how the survey was carried out, the survey results, and our conclusions and recommendations based on these results.

Survey Methods

The 2020 Open Streets survey followed similar methods to previous Bike Winnipeg commuter surveys, which took place during spring, in the years 2007 through 2017. As in these previous surveys the Open Streets survey relied on volunteers to count pedestrians and cyclists at selected locations. A call for volunteers was distributed by email and social media, and by contacting previous Bike Winnipeg volunteers, the Winnipeg Trails Association, the Green Action Centre, and others. A total of 39 people volunteered to assist in the survey. The process was managed by Jeremy Hull who also managed the previous Bike Winnipeg surveys.

The survey was carried out from May 20-31, 2020 at a number of specific locations, either during the middle of the week (Tuesday-Thursday) or on Saturdays. Except for one count, Sundays were avoided since we were interested in the impact of the expansion of the program to the rest of the week. Each of the surveys was intended to cover a specific two-hour period and to record all non-vehicle traffic in two categories:

pedestrians and cyclists. The surveys took place in early morning (7-9 AM), midday (11 AM – 1 PM), afternoon (4-6 PM) and early evening (6-8 PM). In two cases the survey lasted less than two hours and these results were used to estimate two-hour counts.

For the sake of this survey "pedestrians" included people on scooters and skateboards, while "cyclists" included people using wheelchairs and motorized bicycles. All individuals were counted including those riding in bicycle trailers, on tandem bicycles, or in child seats, strollers or carriers.

The survey was based on a "screen line" counting protocol which records people passing a specific point including those on the road, those on sidewalks (if any) and those on adjacent paths (if any). In some cases, where the quantity of traffic was expected to be heavy, two volunteers were assigned and counted as a team. All volunteers were provided with written instructions and forms to use while counting, customized to the time of day and location. Counts were recorded on the tally sheets by making tick marks in boxes organized into separate columns for pedestrians and cyclists by direction of travel, and in rows for five minute time periods. Some of the tally sheets provided separate sets of columns for those on the road vs. on the sidewalks and paths, while others provided a combined road/sidewalk/path count. This was dependent on the expected volume of traffic, and whether there was a second volunteer helping with the counting. Results were provided to the survey manager by email in the form of scans or photos of the completed sheets, or by entering data in a spreadsheet, or by returning the completed tally sheets to the manager.

In addition to counting people, volunteers were asked to keep track of instances of possible COVID distancing problems, based on their best judgement. This added task was clearly somewhat subjective, but was not meant to be definitive. It was intended to simply flag possible distancing issues in the various locations.

The choice of specific counting stations was subject to several considerations. Usually a location in the middle of one of the restricted segments was chosen because it was expected that there would capture the higher numbers of people using the streets at this point than at the end of the closed street section. Also, locations where there was an adjacent active transportation path were preferred over other locations because they would help provide an understanding the preferences of pedestrians and cyclists when different options were available. Some counting stations at the ends of the closed street segments were also selected in order to assess the differences in volumes between the middle and ends of segments.

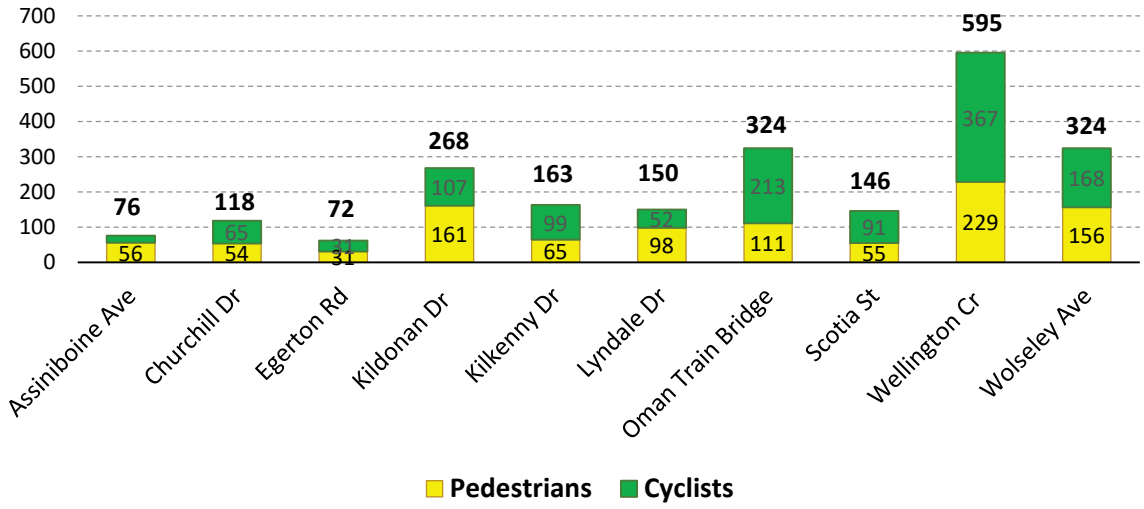
A majority of the volunteers had previous experience with Bike Winnipeg bicycle traffic surveys. Volunteers were assigned based on their time availability and preferred locations. All of the locations except two were on restricted traffic sections of designated streets that had restricted vehicle travel from 8 AM – 8 PM. Two locations that were not on designated sections were immediately adjacent to one of the designated sections and were of interest for that reason.

Overview of the Counts

* **A total of 39 volunteers completed 46 counts from May 20-31.**
* **Counts were done mid-week and on Saturdays**
* **A total of 6,499 pedestrians and 8, 174 cyclists were counted in the survey.**
* **One or more counts were completed on all nine designated Open Streets.**

The following figure provides an overview of average counts of pedestrians and cyclists on the nine Open Streets plus the train bridge at Omand's Creek. By far the highest counts were on Wellington Crescent, followed by Wolseley Avenue, the Omand's Creek Train Bridge and Kildonan. Counts on Kilkenny Drive, Lyndale Drive and Scotia Street and Churchill Drive were somewhat lower. The lowest average counts were recorded on Assiniboine Avenue and Egerton Road. Cyclist counts were higher than pedestrian counts on Wellington Crescent, the Omand's Creek Train Bridge, Scotia Street, Kilkenny Drive, Wolseley Avenue, and Churchill Drive. Pedestrian counts were higher than cyclist counts on Assiniboine Avenue, Kildonan Avenue and Lyndale Drive.

Figure 1
Average Two Hour Pedstrian and Cyclist Counts by Street



The following table provides a summary of the specific locations of the counts and the numbers of pedestrians and cyclists counted at each location. The table also shows the highest, lowest and average counts for each location.

To the extent of volunteer availability, multiple counts were carried out at a given location to provide data for different times of day, different weather conditions, weekdays and weekends, all of which may affect the counts. There was a greater focus on some of the streets that are known to have higher bicycle and pedestrian traffic volumes, especially on Wellington Crescent, Wolseley Avenue, Lyndale Crescent and Kildonan Drive. We also wanted to look at different points along these streets, particularly Wellington and Wolseley, to see where traffic was higher or lower.

It can be seen from the table that counts varied widely between locations and sometimes at the same location. At a majority of locations the numbers of cyclists were greater than the numbers of pedestrians, but at others there were more pedestrians than cyclists. Wellington Crescent at Lindsay and at Guelph had the highest numbers of both cyclists and pedestrians. Two hour counts at those locations reached highs of more than 500 cyclists and more than 380 pedestrians. Cyclist counts were also very high on Wellington at Lamont, Wellington at Academy, and Wolseley at Palmerston. Pedestrian counts were high on Wolseley at Palmerston, and on Kildonan Drive in addition to several Wellington Crescent locations. Counts were lower on Egerton, Assiniboine Avenue, Churchill Drive, and Scotia Street with average numbers of both pedestrians and cyclists below 100 on those streets.

Table 1
Overview of Counts Completed Showing High, Low and Average Counts by Location,

Street	Cross Street (near by)	Counts Completed	Pedestrians			Cyclists		
			High	Low	Average	High	Low	Average
Assiniboine Ave	Rouge Rd	1	***56***	***56***	***56***	***20***	***20***	***20***
Churchill Dr	various	3	***63***	***42***	***54***	***95***	***17***	***65***
Egerton Rd	Morier	3	***39***	***25***	***31***	***49***	***3***	***31***
Kildonan Dr	various	5	***248***	***89***	***161***	***168***	***76***	***107***
Kilkenny Dr	Kings Dr	2	***78***	***51***	***65***	***100***	***97***	***99***
Lyndale Dr	Balsom Pl	7	***207***	***60***	***98***	***169***	***12***	***52***
Omand's Cr Train Bridge	Omand's Park	1	**108**	**108**	**108**	**186**	**186**	**186**
Scotia St	various	3	***85***	***34***	***55***	***112***	***74***	***91***
Wellington Cr	Academy - east	1	***289***	***289***	***289***	***342***	***342***	***342***
Wellington Cr	Academy - west	1	***97***	***97***	***97***	***345***	***345***	***345***
Wellington Cr	Doncaster	1	***78***	***78***	***78***	***198***	***198***	***198***
Wellington Cr	Lamont	2	***112***	***54***	***83***	***602***	***89***	***346***
Wellington Cr	Lindsay	7	***383***	***125***	***269***	***561***	***120***	***375***
Wellington Cr	Guelph	2	***381***	***304***	***343***	***519***	***415***	***467***
Wolseley Ave	Maryland	2	***142***	***93***	***118***	***105***	***51***	***78***
Wolseley Ave	Palmerston	4	***226***	***126***	***182***	***311***	***171***	***237***
Wolseley Ave	Raglan Rd	1	***130***	***130***	***130***	***70***	***70***	***70***
Total		**46**	***383***	***34***	***141***	***602***	***3***	***178***

When pedestrians and cyclists are added together, half of the counts were under 200, and half were more than 200. In two of the counts the combined total reached 900 or more. Table 2 provides the distribution of the counts in terms of ranges.

Table 2
Distribution of Counts by Total Pedestrians and Cyclists per Two Hours

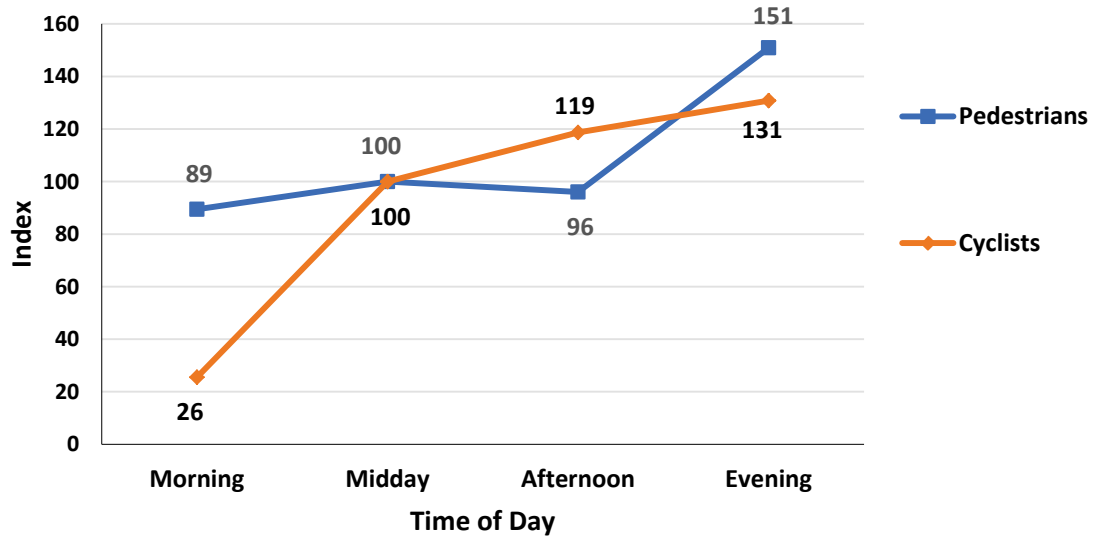
Range	Number of Counts in Range
0-99	8
100-199	15
200-299	4
300-399	6
400-499	3
500-799	7
800+	3
All	**46**

Time of Day

The numbers of pedestrians and cyclists varied over the day, generally increasing from morning (7-9 AM) to midday (11 AM to 1 PM) to afternoon (4-6 PM) to evening (6-8 PM). This is consistent with previous commuter cycling surveys in Winnipeg which found that the afternoon rush hour was busier than the morning rush hour. For this survey, in addition to rush hour counts we added midday and evening counts to get a more complete picture of daily patterns.

An index of the daily volume of traffic was developed based on comparable counts for a given location and weather conditions. Comparisons were only made for specific locations where weather for multiple counts at different times of day was rated as Good or Excellent based on temperature, wind and precipitation.[1] Only 11 such comparisons were possible. As shown in Figure 2, the index sets Midday counts equal to 100, and shows the other times of day in relation to Midday.

Figure 2
Index of Pedestrian and Cyclist Counts by Time of Day
Midday Counts = 100



This shows that counts were highest in the evening period (6-8 PM) for both pedestrians and cyclists. Among pedestrians evening counts were 51% higher than midday counts, while among cyclists evening counts were 31% higher than during midday. On the other hand, among pedestrians morning counts were 11% lower than midday counts, while among cyclists morning counts were 74% lower than midday counts. Over the course of the day cycling counts went up more dramatically than pedestrian counts. (Note that the pedestrian and cycling indexes were calculated separately, relative to pedestrian and cycling counts respectively. Actual cyclist counts were generally higher than pedestrian counts, as previously described.)

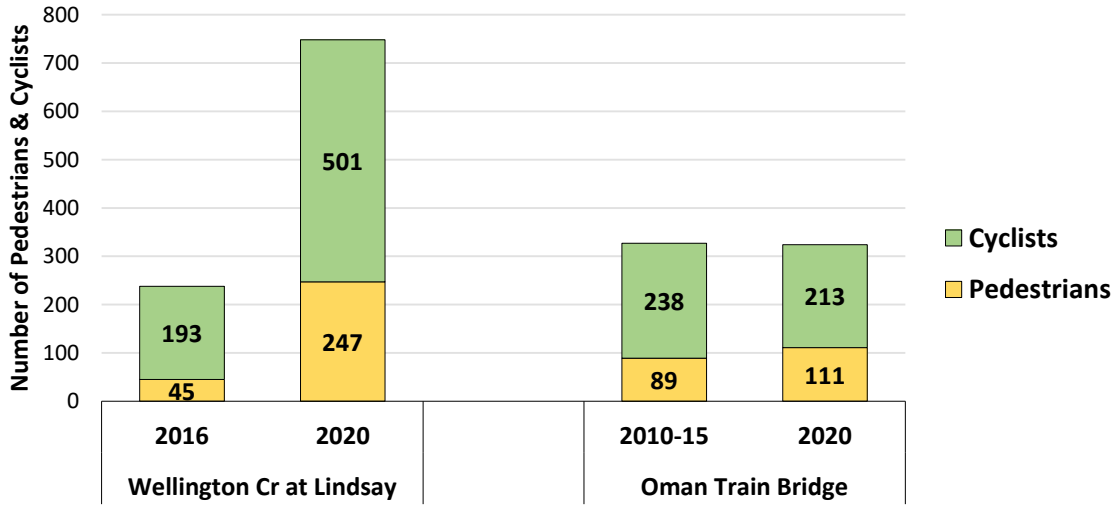
Comparisons to Past Counts

A few of the Open Streets locations were previously surveyed by Bike Winnipeg, and if care is taken to match the counts by time of day and weather conditions, some of these counts can be compared. The following chart compares the 2020 Open Streets counts to previous counts at two locations: Wellington Crescent at Lindsay, and the Omand's Creek Train Bridge. Note that all of these numbers were done during afternoon rush hour in excellent weather as defined by temperature, precipitation and wind speed. It can be seen that for the Wellington Crescent location there is a very large change in numbers, with **more than five times as many pedestrians and more than double the number of cyclists in 2020 as compared to 2016**. On the other hand,

[1] "Good" weather is where the temperature is 9-17 degrees Celsius with wind speed less than 40 km/hr and no rain. "Excellent" weather is where the temperature is 18" degrees Celsius with wind speed less than 30 km/hr and no rain. There are also Fair and Poor categories based on lower temperatures and/or high wind and/or precipitation. In previous commuter cycling surveys these categories were found to be directly related to cycling numbers.

there is little change in the numbers on the train bridge at Omand's Creek, with an increase of 22 pedestrians and a decrease of 15 cyclists.

Figure 3
Comparison of Pedestrian and Cyclist Counts at Two Locations
Afternoon Counts with Excellent Weather



These two locations are very different in that Wellington Crescent is quite wide with two lanes for traffic plus active transportation paths on the median. The train bridge, on the other hand, is barely wide enough for one bicycle or pedestrian to pass another. Of course, the train bridge is not a street and is not a designated Open Street. But it is a link in Winnipeg's active transportation network, connecting Wellington Crescent to Wolseley Avenue, both of which are designated Open Streets. This comparison points to the increased pedestrian and bicycle traffic on Open Streets, especially on a commuter route where there is ample space.

The volunteer who counted traffic on the train bridge noted that physical distancing is, in fact, impossible on that bridge, and that the problem increased on several occasions when people stopped half way across to admire the view. Clearly there is a limit to traffic on the bridge which seems to have been reached. On the other hand, volunteers counting on Wellington Crescent did not identify physical distancing issues.

Commuter vs. Recreational Traffic

Part of the rationale for the Open Streets is to provide people with a safe way of getting fresh air and exercise, which might be called recreational use of the streets. But the Open Streets can also serve as routes for commuting or other purposes such as shopping. It would be helpful to know whether any increases in traffic on the Open Streets are due to an increase in recreational activity or an increase in utilitarian travel, or both.

There is little evidence of commuter patterns in the survey. The survey identified the direction of travel of both pedestrians and cyclists. If people were following a typical commuter pattern we would expect many more people traveling towards the downtown area during the morning rush hour, and many more people traveling out of the downtown area during the afternoon rush hour. We completed 4 counts during the morning rush hour, and 25 counts during the afternoon rush hour. Most of these counts showed fairly even counts in either direction. In 10 of the counts there was an imbalance such that at least 60% of pedestrians and/or 60% of cyclists were traveling in one direction, and less than 40% were traveling in the opposite direction. However, in the majority of these imbalanced in/out counts, the larger percentages were traveling in the opposite direction from what would be expected if people were commuting in or out of the downtown area. (See Table 3)

Table 3
Evidence Related to Commuter Travel Patterns

Count Characteristics	Number of Counts	Percent of Total
Total AM or PM Rush Hour Counts	29	100.0%
Balanced In-Out Counts (<60% in either direction)	19	65.5%
Unbalanced: 60% or More in One Direction	10	34.5%
Consistent with Commuter Pattern*	3	10.3%
Inconsistent with Commuter Pattern*	7	24.1%

* Counts where either pedestrian patterns or cyclist patterns or both reflect the given characteristic.

In past commuter cyclist surveys we have generally found what would be expected, the great majority of cyclists traveling towards downtown in the morning, and away from downtown in the evening. In those surveys, however, the locations were selected because they were on major commuting routes leading to or from downtown. In the Open Streets survey the routes are not always clear commuting routes, and some, such as Wellington Crescent, may serve as many commuters who are traveling to other parts of the city as are traveling to and from the downtown area.

As part of this survey counts were done at a several locations along both Wellington Crescent and Wolseley Avenue. On Wellington Crescent there were counts at Guelph near the east end of the restricted segment of the street, and at Academy (east) near the intersection with the Maryland/Sherbrook bridges, a bit east of the restricted segment. On Wolseley there were counts at Palmerston and near Maryland. If pedestrians and cyclists were mainly out for exercise and recreation it seems likely that some of them at least would confine their routes to the sections of the street with restricted vehicle traffic rather than continue to the end of restricted segment, and beyond.

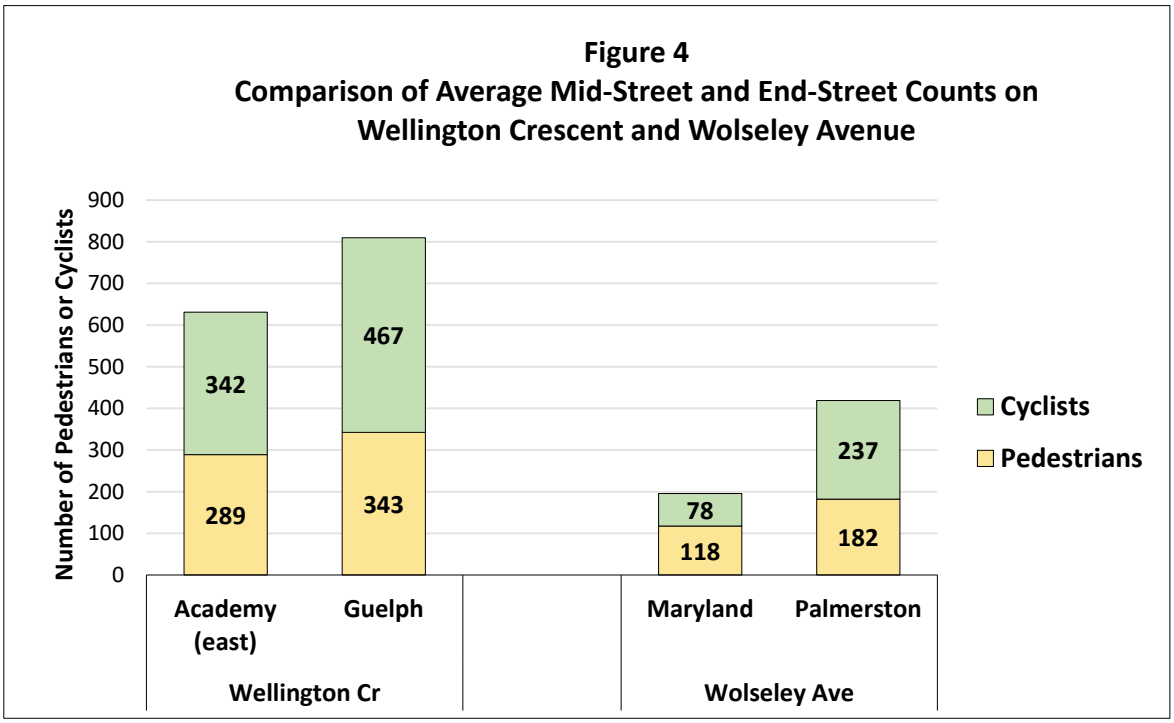
Although the counts weren't perfectly comparable in terms of time of day and weather they were clearly higher at the mid-segment locations (Guelph or Palmerston) compared to the end-segment locations (Academy east or Maryland). On Wellington Crescent at Guelph there were two counts with averages of 343 pedestrians and 467 cyclists, a total of 810 while on Wellington at Academy east 289 pedestrians and 342 cyclists were counted, coming or going, for a total of 631. Although we can't know the exact purpose or destination of these people, the difference between these two points (179) indicates there were people on Wellington who were not connecting with other points east or north. This suggests that about 78% of Wellington Crescent traffic was commuter oriented and 22% recreationally oriented. (See table.)

Table 4
Comparison of Counts in the Middle and Ends of Open Street Segments

	Wellington Crescent Counts			Wolseley Avenue Counts		
	Guelph	**Academy (east)**	**Difference**	**Palmerston**	**Maryland**	**Difference**
Pedestrians	343	289	54	182	118	65
Cyclists	467	342	125	237	78	159
Total	**810**	**631**	**179**	**419**	**196**	**224**
Percent	***100.0%***	***77.9%***	***22.1%***	***100.0%***	***46.7%***	***53.3%***

Similarly counts were done on Wolseley at Palmerston and at Maryland in the evening, both in excellent weather. There were averages of 182 pedestrians and 237 cyclists at Palmerston, but at Maryland averages of only 118 pedestrians and 78 cyclists were counted coming or going. This suggests that 47% of Wolseley traffic could be commuter or utilitarian travelers, and 53% could be recreationally oriented. Comparisons of these counts are shown in Figure 3.

Figure 4
Comparison of Average Mid-Street and End-Street Counts on Wellington Crescent and Wolseley Avenue



Weather Conditions

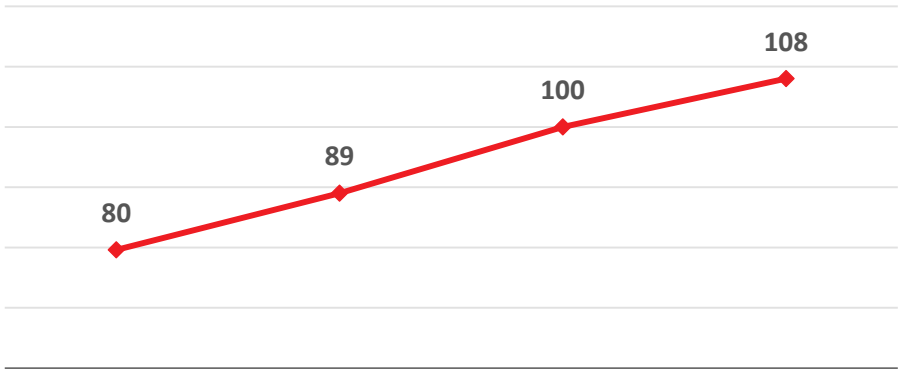
In general, weather conditions influence how many pedestrians and cyclists are using streets, paths and sidewalks, and this has been confirmed in past analysis of commuter cyclists in Winnipeg.[2] For the 2020 Open Streets survey weather conditions were defined as shown below:

Weather Conditions – Definition of Categories	
Poor:	Rain or Snow, or Temperature less than 0º Celsius
Fair:	Temperature = 0º to 8º Celsius, or wind of 40 km/hr or more (without rain or snow)
Good:	Temperature = 9º to 17º Celsius with wind less than 40 km/hr (without rain)
Excellent:	Temperature ≥ 18º Celsius with wind less than 30 km/hr (without rain)

For this analysis hourly weather data as recorded by Environment Canada at the Winnipeg airport was used, based, for one hour after the count started. For example, the data for 5 PM was used for afternoon counts that began at 4 PM. The weather during the Open Streets survey was generally excellent with afternoon highs in the 20s and little rain, although winds tended to be high. Of the 46 counts 25 was categorized as Excellent, 11 as Good, 9 as Fair, and only one as Poor.

[2] See "Commuter Cycling in Winnipeg, 2007-2016," available from Bike Winnipeg.

Figure 5
Index of Combined Pedestrian and Cyclist Counts
By Weather Conditions
"Good" Weather = 100



The analysis confirms a direct relationship between weather and numbers of both pedestrians and cyclists. Ideally analysis of this relationship would control for location and time of day, however the number of observations available in this survey did not allow for this level of analysis. Instead, a more general analysis of the average numbers of combined pedestrians and cyclists was calculated for each of the four weather categories, and converted into an index, setting the value for "good" weather to 100. As shown in Figure 5, on average there were 8% more pedestrians and cyclists counted when weather was "Excellent," 11% fewer pedestrians and cyclists when weather was "Fair," and 20% fewer pedestrians and cyclists when weather was "Poor" compared to when weather was "Good."

COVID Distancing Observations

Volunteers were asked to identify possible instances of people or groups who might not be following COVID distancing guidelines. This was not meant to be a precise count; rather we asked people to give their impressions as best they could when they noticed problems. They were also instructed to assume groups who appeared to be traveling together were a family group and therefore not in violation of the guidelines.

The following table summarizes counts where the number of possible issues reported by volunteers was at least five over a two hour period. Overall 7 of 46 counts reached this level of concern, at least as judged by the volunteers. This did not indicate a widespread problem, just occasional issues or certain locations that did not provide adequate space. Most of the volunteers reported few if any distancing problems, and there were positive comments about how people were handling things. For example, a volunteer on Lyndale Drive noted that "there was a neighbourhood parade further down the street, ~70 adults and children in properly distanced groups." Another Lyndale Drive volunteer echoed this: "My general observation, when I'm walking, is that people using Lyndale for recreation are keeping their distance."

Table 5
Number of Counts Where Five or More Instances
Of Inadequate Physical Distancing Were Identified

Location	Number of Counts with 5 or More Possible Instances Reported	Total Counts at Location
Assiniboine Ave	0	1
Churchill Drive	1	3
Egerton Road	0	3
Kildonan Drive	0	5
Kilkenny Drive	1	2
Lyndale Drive	0	7
Omand's Cr Train Bridge	1	1
Scotia Street	1	3
Wellington Crescent	2	14
Wolseley Ave	1	7
Total Counts	**7**	**46**

Comments by volunteers mentioned some specifics (in addition to the problems noted above concerning the Omand's Cr train bridge). These included identifying points where there was not enough space for people to pass by each other without coming too close, points where groups congregate closely while waiting for a light, and the tendency of some cyclists to pass pedestrians too closely. One person noted that cyclists riding in the street "have very little regard for social distancing themselves from pedestrians." Another volunteer, counting on Wellington at Guelph noted this COVID issue: "a dozen people stopped to use the water fountain, which was not working but not marked as closed." One notable problem location is at the west end of Wellington Crescent near Assiniboine Park where cyclists are funnelled onto a narrow bike path. But by and large the volunteers reported good compliance with physical distancing.

Vehicle Compliance with Traffic Restrictions

Although it was not part of the formal survey, several volunteers were concerned about vehicles that did not respect the limit of one block of travel on the Open Streets, prior to turning off. Specific locations where multiple violations were noted by one or more volunteers included Kilkenny Drive, Lyndale Drive, Scotia Street, Wellington Crescent at Lindsay and Wellington Crescent at Lamont. A chronic problem with vehicles turning onto Wellington at the west end of Academy without stopping at the stop sign was identified.

General Response from the Public

Volunteers reported a positive response from people they talked to. One person counting on Wolseley noted that "the folks we talked to where unanimous in their support for the road closures and most expressed hope that it would continue through the summer." A volunteer counting on Wellington said, "It was nice to hear from one ped who stopped to chat that she lives on the street and really hopes it will stay open past July 6th." On the other hand there was sometimes confusion about what the volunteers were doing: "Questions people asked: Is it a treasure hunt? Are you an artist? Whatcha doing there?"

A volunteer on Egerton noted that the inconvenience to cars of closing the street is minimal. "For residents having the street closed poses little inconvenience to them in terms of their car usage, while giving a long, undisturbed walk or bike ride close to the river with beautiful trees on either side. As Egerton becomes known as an open street, more cyclists will make their way there."

Preliminary Conclusions

The Open Streets pedestrian and cyclist survey was an initial effort to collect and share information on the use of the nine streets with restricted vehicle traffic seven days per week, established by the City of Winnipeg. The survey took place at an early stage of the COVID-19 response in Winnipeg. 46 two-hour counts were completed by 39 volunteers within a two week period, and an effort was made to survey locations at a variety of locations, days and times. This is seen as a preliminary effort that provides timely information at a point in time which may help the City of Winnipeg in looking at the value of the program, and which may provide some baseline information that can be followed up in the future.

The survey suggests some preliminary conclusions:

Large numbers of pedestrians and cyclists are taking advantage of the improved opportunities for recreation and commuting that these streets provide. The numbers vary widely from location to location with the highest counts on Wellington Crescent, Wolseley Avenue, Kildonan Drive and Lyndale Drive. Half of the counts recorded a combined total of more than 200 pedestrians and cyclists. 40% of the counts recorded 300 or more pedestrians and cyclists over two hours.

On Wellington Crescent there were more than five times as many pedestrians and more than double the number of cyclists in 2020 as compared to 2016. Some of the cyclist counts on Wellington exceed any of the commuter cycling counts completed in previous surveys.

Counts increased over the course of the day. Among pedestrians evening counts were 51% higher than midday counts, while among cyclists evening counts were 31% higher than during midday.

On the other hand, among pedestrians morning counts were 11% lower than midday counts, while among cyclists morning counts were 74% lower than midday counts.

It is clear that the Open Streets are being used for recreation and exercise. They are also being used as commuter routes to some degree, but evidence for this is limited. Comparisons of mid-segment and end-segment travel suggest there is a relatively high proportion of commuters using Wellington Crescent, estimated at 78%, while on Wolseley the proportion of commuters is estimated at 47%.

As has been shown in other research, weather is an important factor. On average there were 8% more pedestrians and cyclists counted when weather was "Excellent," 11% fewer pedestrians and cyclists when weather was "Fair," and 20% fewer pedestrians and cyclists when weather was "Poor" compared to when weather was "Good."

There are concerns about COVID distancing but only on a minority of the Open Streets, depending on the specific street and volume of people. In 7 of the 46 counts the volunteers counted at least 5 incidents which appeared to involve individuals or groups who were too close together.

Overall, the program appears to be achieving its goals, and on some streets has led to a huge increase in pedestrian and bicycle use and activity, especially on some of the previously established commuter routes. The streets are being used throughout the day, and especially afternoons and early evenings when many people come out to walk, jog or cycle. We believe the Open Streets have been a boon to the City of Winnipeg and its citizens during the current COVID.

Recommendations

We recommend that the program be continued at least through the snow-free part of the year to October 31.

We also note that so far, Open Streets are not accessible to people in all parts of the city. We recommend that suitable streets be identified in under-served parts of Winnipeg that could be included in the Open Streets program, in consultation with local communities.

-- Jeremy Hull, Survey Manager, Bike Winnipeg

Acknowledgements: Thanks to the 39 individual volunteers who assisted with this survey, some of whom did multiple counts. Thanks also to the City of Winnipeg for undertaking the Open Streets project in response to the community's need for safe outdoor walking, jogging and cycling spaces.

(Detailed count data attached.)

Appendix Table: Open Streets Pedestrian and Cyclists Counts Data, May 2020

Location	Date	Time period	Weather*	Total - Street, Sidewalks, Paths				*2 Hours*		
				Pedestrians		Cyclists		Pedns	Cyclists	Both
				In	Out	In	Out	Total	Total	Total
Assiniboine Ave at Rouge Rd	30-May	4-6 pm	excellent	24	32	10	10	***56***	***20***	**76**
Churchill Dr at Eccles	23-May	4-6 pm	excellent	21	35	34	48	***56***	***82***	**138**
Churchill Dr at Eccles	26-May	11 am - 1 pm	good	16	26	12	5	***42***	***17***	**59**
Churchill Dr at Montgomery	30-May	4-6 pm	excellent	42	21	60	35	***63***	***95***	**158**
Egerton at Morier	23-May	11 am - 1 pm	excellent	15	14	20	20	***29***	***40***	**69**
Egerton at Morier	28-May	11 am - 1 pm	fair	14	11	1	2	***25***	***3***	**28**
Egerton at Morier	30-May	4-6 pm	excellent	30	9	36	13	***39***	***49***	**88**
Kildonan Dr at Greene	27-May	4-6 pm	fair	43	46	38	40	***89***	***78***	**167**
Kildonan Dr at Larchdale	30-May	4-6 pm	excellent	99	84	78	66	***183***	***144***	**327**
Kildonan Dr at Rossmere	20-May	4-6 pm	good	56	60	46	30	***116***	***76***	**192**
Kildonan Dr at Rossmere	27-May	4-6 pm	fair	84	85	36	32	***169***	***68***	**237**
Kildonan Dr at Rossmere	27-May	6-8 pm	excellent	117	131	88	80	***248***	***168***	**416**
Kilkenny & Kings Dr	30-May	12-2 pm	excellent	20	31	51	49	***51***	***100***	**151**
Kilkenny & Kings Dr	30-May	4-6 pm	excellent	43	35	53	44	***78***	***97***	**175**
Lyndale Dr at Balsom Pl.	23-May	4-6 pm	excellent	36	26	38	36	***62***	***74***	**136**
Lyndale Dr at Balsom Pl.	23-May	7-9 am	excellent	47	46	4	8	***93***	***12***	**105**
Lyndale Dr at Balsom Pl.	26-May	11 am - 1 pm	good	28	32	4	12	***60***	***16***	**76**
Lyndale Dr at Balsom Pl.	27-May	6-8 pm	excellent	106	101	80	89	***207***	***169***	**376**
Lyndale Dr at Balsom Pl.	28-May	6-8 pm	good	37	40	22	12	***77***	***34***	**111**
Lyndale Dr at Balsom Pl.	30-May	8-10 am	good	49	34	4	8	***83***	***12***	**95**
Lyndale Dr at Balsom Pl.	30-May	11 am - 1 pm	excellent	50	54	15	32	***104***	***47***	**151**
Omand's Cr Train Bridge	23-May	4-6 pm	excellent	54	54	100	86	***111***	***213***	**324**
Scotia at Matheson	27-May	4-6 pm	fair	22	24	54	58	***46***	***112***	**158**
Scotia at St Cross	20-May	11 am - 1 pm	fair	16	18	31	43	***34***	***74***	**108**
Scotia: Marymount at Leila	21-May	4-6 pm	good	46	39	37	50	***85***	***87***	**172**

Appendix Table: Open Streets Pedestrian and Cyclists Counts Data, May 2020, Continued

Location	Date	Time period	Weather*	Total Street, Sidewalks & Paths				*2 Hours*		
				Pedestrians		Cyclists		*Pedns*	*Cyclists*	Both
				In	Out	In	Out	*Total*	*Total*	Total
Wellington Cr at Academy (east)	30-May	4-6 pm	excellent	157	132	157	185	***289***	***342***	**631**
Wellington Cr at Academy (west)	26-May	4-6 pm	excellent	46	51	145	200	***97***	***345***	**442**
Wellington Cr at Doncaster	22-May	11 am - 1 pm	good	40	38	94	104	***78***	***198***	**276**
Wellington Cr at Lamont	28-May	4-6 pm	fair	21	33	40	49	***54***	***89***	**143**
Wellington Cr at Lamont	31-May	***4-5 pm***	good	30	26	142	159	***112***	***602***	**714**
Wellington Cr at Lindsay	21-May	11 am - 1 pm	good	94	92	71	61	***186***	***132***	**318**
Wellington Cr at Lindsay	23-May	11 am - 1 pm	excellent	178	173	226	244	***351***	***470***	**821**
Wellington Cr at Lindsay	30-May	11 am - 1 pm	good	216	167	160	179	***383***	***339***	**722**
Wellington Cr at Lindsay	20-May	4-6 pm	excellent	129	149	265	252	***278***	***517***	**795**
Wellington Cr at Lindsay	22-May	4-6 pm	excellent	102	114	227	258	***216***	***485***	**701**
Wellington Cr at Lindsay	27-May	4-6 pm	fair	161	184	286	275	***345***	***561***	**906**
Wellington Cr at Lindsay	28-May	4-6 pm	poor	74	51	64	56	***125***	***120***	**245**
Wellington Cr at Guelph	20-May	***4:10-6:00 pm***	good	131	148	174	206	***304***	***415***	**719**
Wellington Cr at Guelph	26-May	6-8 pm	excellent	188	193	254	265	***381***	***519***	**900**
Wolseley Ave at Maryland	20-May	11 am - 1 pm	fair	79	63	65	40	***142***	***105***	**247**
Wolseley Ave at Maryland	20-May	7-9 am	excellent	60	33	40	11	***93***	***51***	**144**
Wolseley Ave at Palmerston	27-May	4-6 pm	fair	107	103	157	154	***210***	***311***	**521**
Wolseley Ave at Palmerston	27-May	6-8 pm	excellent	80	87	120	114	***167***	***234***	**401**
Wolseley Ave at Palmerston	23-May	4-6 pm	excellent	77	49	135	96	***126***	***231***	**357**
Wolseley Ave at Palmerston	26-May	3:30-5:30 pm	excellent	100	126	80	91	***226***	***171***	**397**
Wolseley Ave at Raglan Rd	20-May	7-9 am	excellent	50	80	29	41	***130***	***70***	**200**
Totals	**46 counts**			**3,235**	**3,180**	**3,883**	**3,948**	**6,499**	**8,194**	**14,693**
Averages				***70***	***69***	***84***	***86***	***141***	***178***	***319***

*For definitions of weather categories see text.