SURVEY OBJECTIVES

- o Understand citizen sentiment and opinion re: **Low-speed streets in Pasig City.**

- o Identify key points of conversations and opinion groups.

- o Highlight key points to inform LGU Pasig's inclusive implementation of low-speed streets.

ABOUT THE SURVEY MECHANISM

- o Primary feedback collection tool: Pol.Is (online)
- o Self-reported survey
- o Non-personally identifiable
- o Assumption: No multiple voting per person*

Multiple voting is possible if there is enough utility for a malicious attacker to do so. This case however, is low-risk.

TOOLS and METHODS

- o Pol.Is live report page, Tableau, and R

- o Principal Components Analysis (c/o Pol.Is)

- o Frequency and Timeline Analysis, and Natural Language Processing (NLP)

- o Ground validation (Stakeholder dialogue)

VOTING SUMMARY

- o Voting ran from **June 4, 2021, to June 22, 2021** (18 days).

- o **301** total voters were counted and grouped.

- o There are a total of 45 statements and 8 metadata.

- o **11,847** votes were cast for all 54 statements.

- o An average of **27.15** votes cast per voter.

VOTING TIMELINE

Number of Voters (n=301)
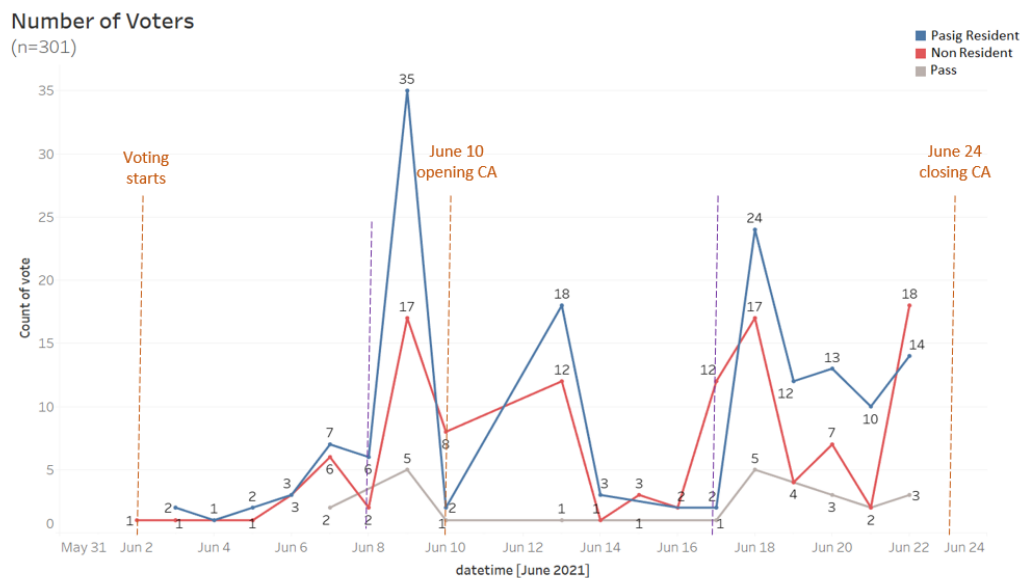
Opening citizen assembly held on June 10th, 2021. Closing citizen assembly held on June 24th, 2021.

OPINION GROUPS IDENTIFIED
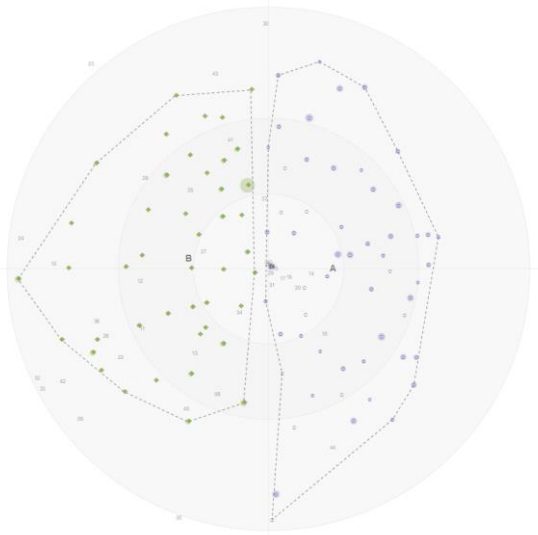
Two "Opinion Groups" were identified based on voting patterns. These are groups of respondents who tend to vote similarly on a number of statements.

The two opinion groups identified were labeled **Group A** – The bikers, pedestrians, and commuters; and **Group B** – The car drivers.

The opinion groups were automatically generated by Pol.Is platform using Principal Components Analysis (PCA)
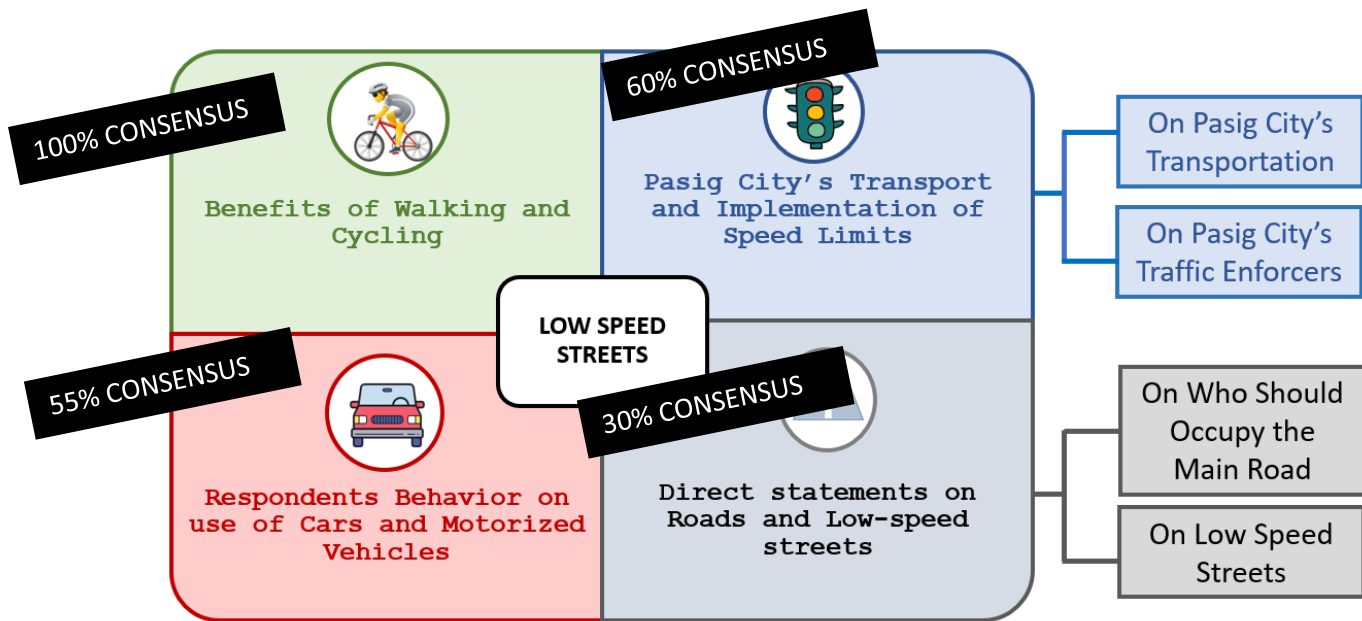
The live report page is accessible via Pol.Is: https://pol.is/report/r4jrzyh6mhddtxz9mth3x (Accessed: 7/4/2021)

What the opinion groups look like:

GROUP A Pro speed limit, mostly bikers, pedestrians, and commuters		GROUP B Pro-cars, a bit hesitant on speed limits
Almost half (49%)	Pasig resident?	Almost half (49%)
Majority (83%)	Metro Manila resident?	Majority (78%)
51% own a car (38% don't!)	Own a car?	70% own a car (21% don't!)
78% YES (15% don't!)	Own a bike or e-scooter?	43% YES (48% don't!))
58% YES	Using public transport?	44% YES
32% YES (55% don't!)	Walking to work?	26% YES (63% don't!)
25% bike ONLY on weekends.	Bikes ONLY on weekends?	29% bike ONLY on weekends.
17% have been apprehended.	Apprehended by TPMO? *	23% have been apprehended.

* Traffic and Parking Management Office

100% CONSENSUS

Benefits of Walking and Cycling

60% CONSENSUS

Pasig City's Transport and Implementation of Speed Limits

On Pasig City's Transportation

On Pasig City's Traffic Enforcers

LOW SPEED STREETS

55% CONSENSUS

Respondents Behavior on use of Cars and Motorized Vehicles

30% CONSENSUS

Direct statements on Roads and Low-speed streets

On Who Should Occupy the Main Road

On Low Speed Streets

All statements voted on, including qualitative comments submitted, are grouped into four statement categories as shown above. Sub-groups under Pasig City's transport and implementation of speed limits, and direct statements on roads and low-speed streets, were also identified.

There is least divisiveness among respondents in the first category, "Benefits of Walking and Cycling." On the other hand, the voters are most divided on who should occupy the road, and beliefs of the effects of having low-speed streets.

UNIQUE VOTING PATTERN:

GROUP A AGREE ON THE FOLLOWING (while Group B does not, or is divided)

1. Cars are NOT the fastest way to reach their destination.

2. The presence of bicycles and pedestrians on the road does NOT increase traffic and accidents.

3. Pedestrians and cyclists should also be allowed on the main road.

4. Rigorous enforcement of Pasig speed limits does NOT increase traffic.

UNIQUE VOTING PATTERN:

GROUP B AGREE ON THE FOLLOWING (while Group A does not, or is divided)

1. Cyclists and pedestrians should stay only on their part of the road to avoid accidents.

2. Pedestrians and cyclists should not be on the main road.

3. Cars are the FASTEST way to reach their destination.

4. Cars are more comfortable than other forms of transportation.

5. Cars, cycles, and pedestrians sharing the road makes me nervous.

**KEY STATEMENTS IDENTIFIED (STATEMENTS OF INTEREST)**

The following are key statements identified. These statements are either most divisive or interesting to the local context.

> **STATEMENT 1**: We need more information about speed limits in Pasig.
>
> **STATEMENT 2**: Pasig speed limits are enforced regularly.
>
> **STATEMENT 3**: Pedestrians and cyclists should NOT be on the main road.
>
> **STATEMENT 4**: Low-speed streets increase traffic.

Pedestrians and cyclists should not be on the main road
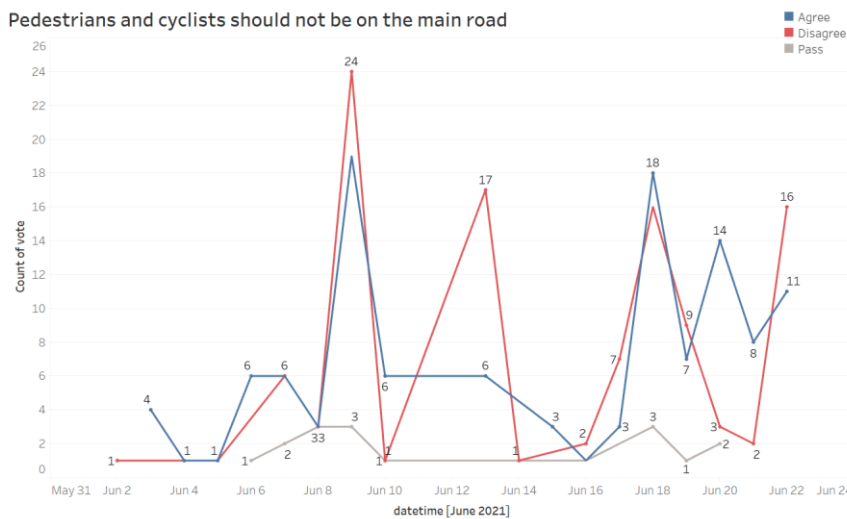
From the June 10th opening assembly, agreement to this statement decreased while disagreement and 'pass' increased. Six days after opening CA, however, agreement started to increase again.

This statement is also flagged as most divisive.

**What other statements are related to the divisive statements identified?**
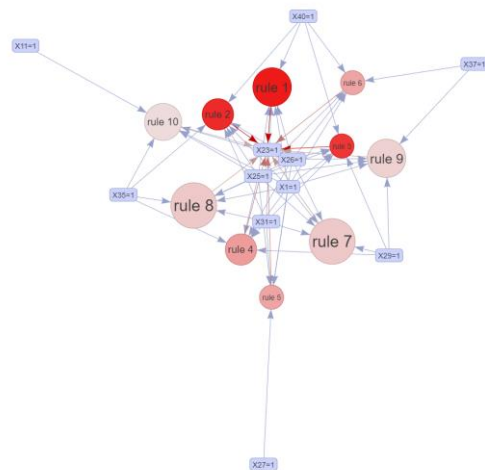
About 10% of respondents who agreed with the following statements:

X1 — "I am a resident of Metro Manila."
X25 — "Cyclists and pedestrians should stay on their part of the road to avoid accidents."
X26 — "It's confusing for car drivers to share the road with cyclists and pedestrians."
X31 — "There are not enough signs that display speed limits in Pasig."
X40 — "I don't feel safe cycling, driving, or walking next to fast moving cars."

Agreed with the statement:
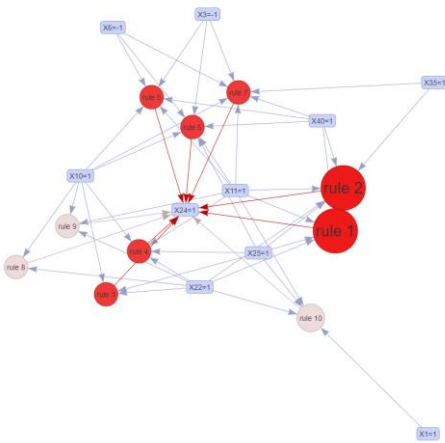*"Pedestrians and cyclists should NOT be on the main road."*
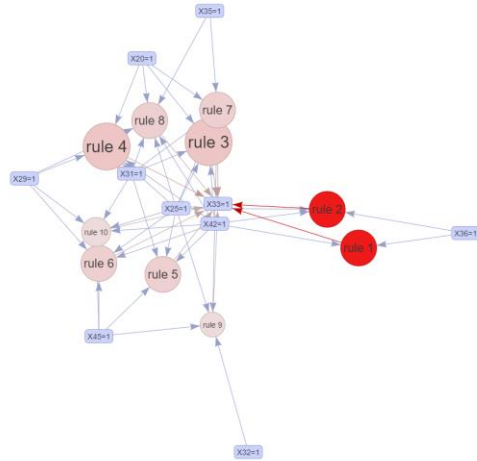
About 5% of respondents who agreed with the following statements:

X36 "Low speed limits will increase pollution and vehicle emissions."

X42 "Rigorous enforcement of Pasig speed limits increases traffic."

Agreed with the statement:
"Low speed streets increase traffic."

About 5% of respondents who agreed with the following statements:

X11 "Cars are the most comfortable mode of transportation."

X22 "Roads were made for cars."

X25 "Cyclists and pedestrians should stay on their part of the road to avoid accidents."

And **disagreed** with this statement:
X40 [disagree] "I don't feel safe cycling, driving, or walking next to fast moving cars."

Agreed with the statement:
"The presence of pedestrians and cyclists on the road increases traffic and accidents."

KEY TOPICS MINED FROM QUALITATIVE COMMENTS

Apart from the votes, respondents also sent qualitative responses and messages, which reflected the following key topics:

Topic #	Label
0	Road Design & Purpose
2	Traffic signs & enforcement of speed limit
3	Advisories on use of bike lanes
1 & 4	Traffic Ordinances Regulate speed limit (low speed limit)
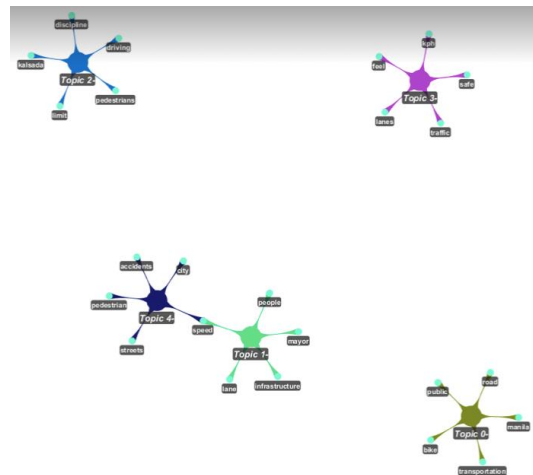
SPOTLIGHTS

PRIMARY CONCERNS OF RESPONDENTS (Consensus between opinion groups A and B)

1. There is NOT enough space for a biker to pass if s/he uses a gutter.

2. There is lack of SAFE walking and cycling areas.

3. There are NOT enough signs that display speed limits in Pasig.

4. I am NOT aware of Pasig's speed limits in urban areas.

5. There is NOT enough info on Pasig's speed limits.

6. Are Pasig's roads designed for low-speed streets (like other countries?) Other countries' successes may not necessarily apply to Pasig due to differences in design.

AREAS OF UNCERTAINTY:

1. Pasig speed limits are (not) enforced regularly.

2. Speed limits are being used as excuse for corruption by traffic enforcers.

KEY POINTS THAT NEED TO BE CLARIFIED/EXPLAINED FURTHER:

1. Low speed limits SHOULD only be for CARS or motorized vehicles.

2. Low speed limits INCREASES POLLUTION.

3. Rigorous enforcement of speed limits in Pasig INCREASES TRAFFIC.

4. Lower speed limit means it'll take longer for me to reach my destination.

5. Low speed streets INCREASE TRAFFIC.

Reflections from the Closing Citizen Assembly

To help address concerns of citizens re: low-speed streets, stakeholders proposed to:

1. EDUCATION
    a. Conduct information campaigns at the grassroots level on proper road use.
    b. Incorporate information campaigns from students learning to drive, up to LTO officers.

2. ENGINEERING
    a. Incorporate engineering solutions in traffic management.
    b. Design roads that will inform people how fast they are driving, such as incorporating speed calming measures.
    c. Provide ample space for both pedestrians, bikes, and cars.
    d. Balancing infrastructure development to benefit the majority (which is the pedestrians and public transport users).

3. ENFORCEMENT
    a. Train officers to effectively work with people. Explain the entire vision behind the rules and regulations.
    b. Explore contactless enforcement or other means that would make enforcement a last resort.

Integrating Citizen Feedback in Decision Making and Monitoring Policy Implementation

- ✓ Citizen sentiments change over time and can be correlated with activities, events, and initiatives of the local government and its partners. Feedback data provides decision-makers another layer of insight as to which initiatives work, and to what extent.
- ✓ Individual experiences from the ground, when systematically collated and analyzed vis a vis other project data and local government records, provide powerful, first-hand insight.
- ✓ Be careful, however, with false and malicious feedback that aims to influence the output.
- ✓ Example sources of feedback data are:
    o Social Media (e.g. NLP, Topic analysis on collected comments);
    o Survey using online tools like Pol.Is, online forms, CloudCT, etc.;
    o Paper-based survey in strategic locations (e.g. Barangay halls) for areas with no internet connection.
    o SMS or voice-based surveys.

END OF REPORT
Revised: 7/7/2021