

# Mississauga School Streets Pilot: Results

Presentation to Traffic Safety  
Council

Nov 30 2022



# Situating the Mississauga Pilot

## Green Communities Canada

- Funder
- Provide link to broader Active School Travel Initiatives
- Share findings
- Convene broader OAST Network + community
- Report to Ministry of Education about program.

## 8 80 Cities

- School Street Pilot training and technical support
- Provide tools and resources to City Teams
- Ongoing project monitoring with check-ins
- Analyze data, summarize, and share findings of pilots

## Hamilton, Mississauga and Markham

- On the ground implementation of School Streets pilots
- Coordinate engagement, implementation, and data collection
- Provide final progress report to GCC

## Kingston Coalition for Active Transportation

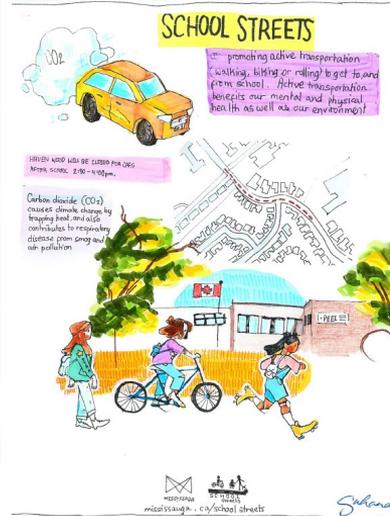
- Share knowledge and findings from Kingston School Street Pilot

# Location 1: Hillside



# Location 2: Brian W. Fleming / St. Alfred





## Local Project Planning Teams

- School principals, teachers and Councillors
- Local residents, parents, trustees, community organizations
- Collaboration on planning
- Helping with community outreach



## Measures of Success. We will:



Increase active mode share



Decrease driving mode share



Increase awareness of active school travel



Demonstrate acceptability of this approach among local community members

...So did it work?

# Location 1: Hillside



## Location 1: Hillside (Pilot Phase)



**20.6% and 11.7% increases** in rates of students walking, cycling and using other AT modes



**31% increase** in rates of walking, cycling and other AT modes observed in the community as a whole

**Post-Pilot:** Increases in AST remained 2 weeks after the pilot, but at more modest rates.

## Location 1: Hillside (Pilot Phase)



**38% and 42% decreases** in average daily number of vehicles in AM and PM periods, respectively.

**Post-Pilot:** Decreases in vehicle traffic remained 2 weeks after the pilot, but at more modest rates.

## Location 2: Brian W. Fleming / St. Alfred



## Location 2: St. Alfred and Brian W. Fleming (Pilot Phase)



**3% increase** in rates of students walking, cycling and using other AT modes in the PM travel period\*



**29% increase** in rates of walking, cycling and other AT modes observed in the community as a whole in the PM

**\* Not measured for Brian W. Fleming**

**Post-Pilot:** Increases in community AST remained 2 weeks after the pilot, but at more modest rates. In sufficient data for both schools to comment on AST mode share.

## Location 2: St. Alfred and Brian W. Fleming (Pilot Phase)



**10% decrease** in average daily number of vehicles in PM travel period

**Post-Pilot:** Decreases in vehicle traffic remained 2 weeks after the pilot, but at more modest rates.

## Challenge: Localized Congestion at Location 2



- Minor collector road
- Limited alternate connectivity through the neighbourhood
- Proximity to major intersection (shortcut)
- Local context: Resident parking
- School siting: % of students not within walking distance

## Both Locations



**School Streets are an effective tool for increasing awareness of active school travel.**

**Pre-Pilot:** **27% and 30%** of respondents pre-pilot said their child normally travels by an active mode (i.e. bike, walk or roll) to or from school, respectively.

**Post-pilot:** **54%** said their child normally travels by an active mode for both a.m. and p.m. travel periods.

## Both Locations



**Pre-pilot:** **70%** of respondents felt it was safe for their child to travel by an active mode to school.

**Post-Pilot:** **85%** of respondents felt it was safe for their child to travel by an active mode to school.

**47%** of respondents believed the pilot would continue to encourage students to travel by active modes even after it was over.

**28%** said they believed it would continue to decrease traffic dangers.

## Both Locations



**Post-pilot:** **11%** of respondents said they biked to school more often during the pilot, and **70%** said they walked more often.

For the afternoon travel period, **10%** said they biked home more often and **32%** said they walked home more often during the pilot.

## Both Locations



Seeing School Streets in action helps local community buy-in.

“Do you think School Streets are a good idea?”

**Pre-pilot:** 60% of respondents said “no” and 27% said “yes”

**Post-pilot:** 37% said “no” and 53% said “yes”

## Both Locations



**“Would you want a School Street in your community in the future?”**

**Pre-pilot:** **64%** of all respondents said “no” and **28%** said “yes”

- Of respondents who identified as living near one of the pilot sites, **80%** said “no” and **11%** said “yes”

**Post-pilot:** **40%** of respondents said “no” and **47%** said “yes”

- Of respondents who identified as living near one of the pilot sites, **42%** said “no” and **44%** said “yes”.

## Both Locations



**“What positive outcomes do you think could come/came of the School Street?”**

**Pre-pilot: 55%** of all respondents said “no positive impacts”

**Post-pilot: 23%** of respondents said “no positive impacts”

- **43%** observed a decrease in idling
- **57%** observed a decrease in traffic danger
- **59%** said it encouraged children to travel by active modes
- **29%** observed that space was created for community members to interact.

## Challenge: Resistance from Local Residents

*“Closing streets is ridiculous. It forces traffic elsewhere and makes other streets congested and a possible danger zone. Maybe good old police presence with tickets would be an effective way to send a message to those breaking rules. Punishing a neighbourhood isn’t very neighbourly. When you live near a school you know there will be traffic etc. You don’t sign up for road closures and other nonsense dreamed up.”*

Resident, Location 1

# Challenge: Volunteer Management



# Other Outcomes: Community Building



## Other Outcomes: New Partnerships



## Achieved!



Increase active mode share



Decrease driving mode share



Increase awareness of active school travel



Demonstrate acceptability of this approach among local community members

### PLUS:

- Community Building
- New Partnerships

## Next Steps



### To repeat:

- Focus on local roads with simple alternate routes
- Collaborative planning through community engagement
- Being open to how the project can best benefit local communities

### To revisit:

- Length of closure area
- Providing chaperone service
- Volunteer model

# Thank you!

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← To see the Ontario School Streets Summary Report by 8 80 Cities, go here!