Appendix 5

Key Objectives and Results for the Mississauga School Streets Pilot Project

Objective 1: Increase awareness of active school travel

Based on data from the Community Surveys (Pre-Pilot n= 114; Post-Pilot n=366), it was found that School Streets are an effective tool for increasing awareness of active school travel. Although we cannot correlate individual responses before and after the pilot, since the surveys were collected anonymously, the overall trends between these time periods are useful for comparison.

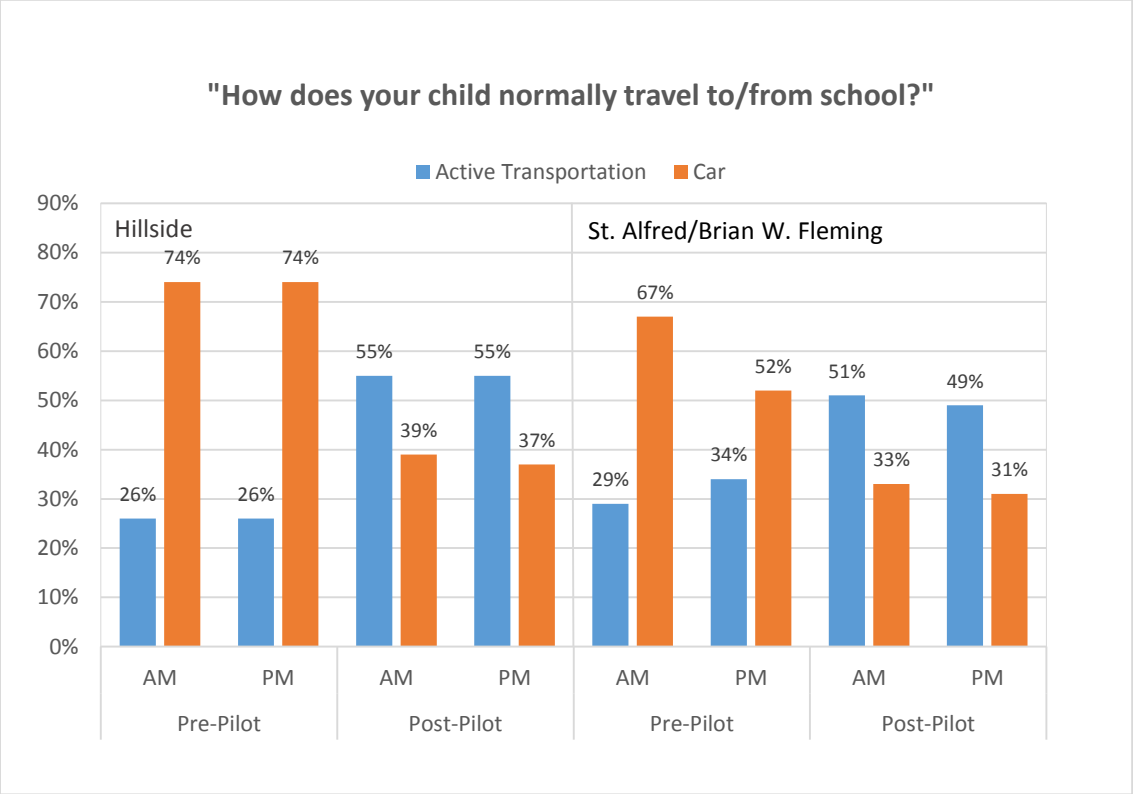

Figure 1: Community Survey Results: How does your child normally travel to/from school?

Pre-pilot, less than a third of respondents with children said their child normally travels by active transportation (i.e., bike, walk or roll) to school, and a majority said they travelled by car. Post-pilot the proportion saying their child normally travels by an active mode increased dramatically for both a.m. and p.m. travel periods, and the overall proportions of active modes versus travel by car were reversed. While self-reported measures tend to over-report active travel, the observed shift in overall responses reflects a greater awareness of active travel as being a preferred option.

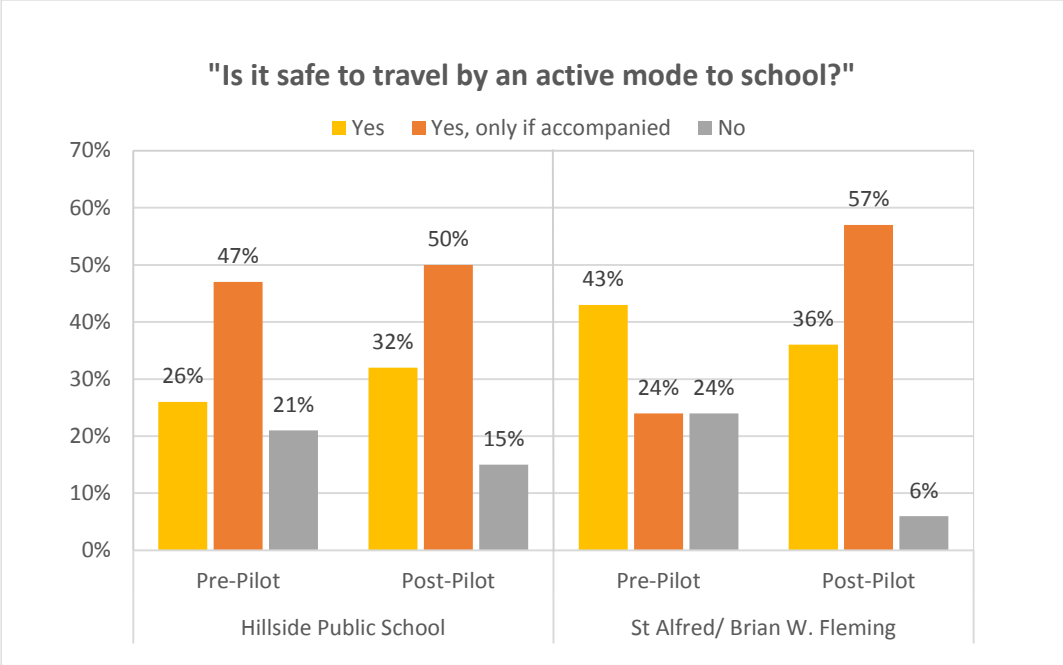

Figure 2: Community Survey Results: Is it safe to travel by an active mode to school?

Pre-pilot, around 70% of respondents with children felt it was safe for their child to travel by an active mode to school. Post-pilot this proportion rose to 82% at Hillside and to 93% at St. Alfred and Brian W. Fleming.

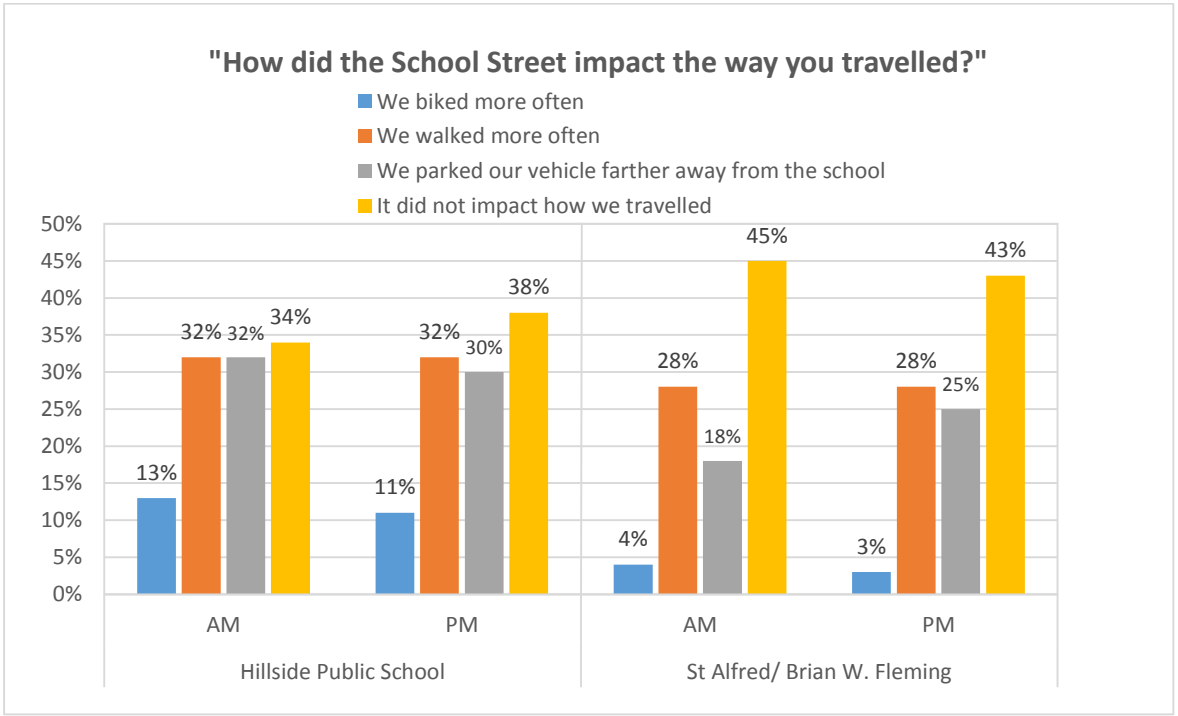

Figure 3: Community Survey Results: How did the School Street impact the way you travelled?

Post-pilot many respondents indicated that they biked or walked to and from school more often than they had before the pilot, or that they parked farther away from the school. Although the self-reported shifts in travel behaviour were higher at Hillside than at St. Alfred and Brian W. Fleming, large numbers of students and families were observed walking from both schools during the pilot, especially Brian W. Fleming. It may be inferred that these respondents may already have been walking before the pilot, so the pilot did not result in a mode change, but they now had the space to safely spread out onto the road compared to having been crowded onto the sidewalk previously. The question of how School Streets impacted school travel modes was only asked in the post-pilot survey.

Objective 2: Measure acceptability of School Streets

Acceptability of School Streets to communities was also measured via the Community Surveys, where it was found that **School Streets are supported by a majority of residents surveyed after implementation of the pilot.** Acceptability to local community members increased after the pilot had finished compared to before, demonstrating that seeing the concept in real life helped gain buy-in from residents.

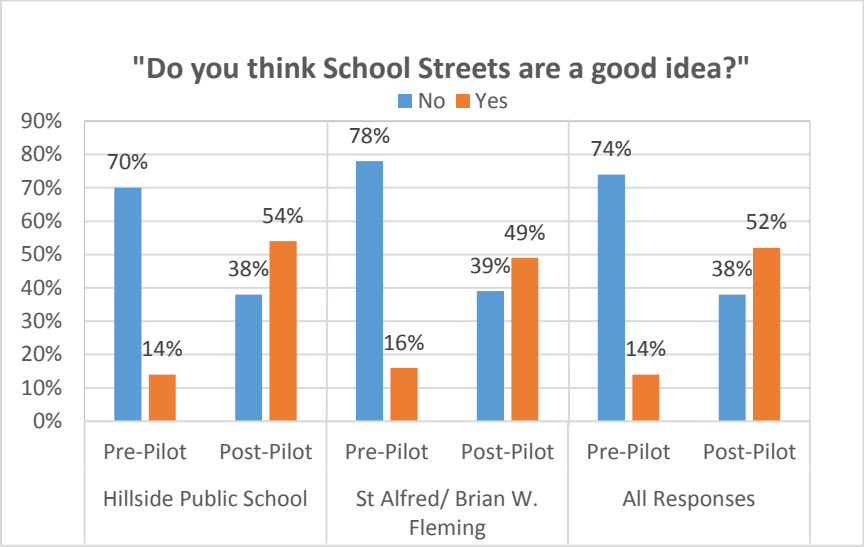

Figure 4: Community Survey Results: Do you think School Streets are a good idea?

Pre-pilot close to three quarters of respondents with a School Street happening in their community did not believe School Streets to be a good idea; however, after the pilot was complete, over half of all respondents with a School Street happening in their community believed the School Streets to be a good idea. (Note: Responses do not add up to 100%; “unsure” make up the remaining percentages.)

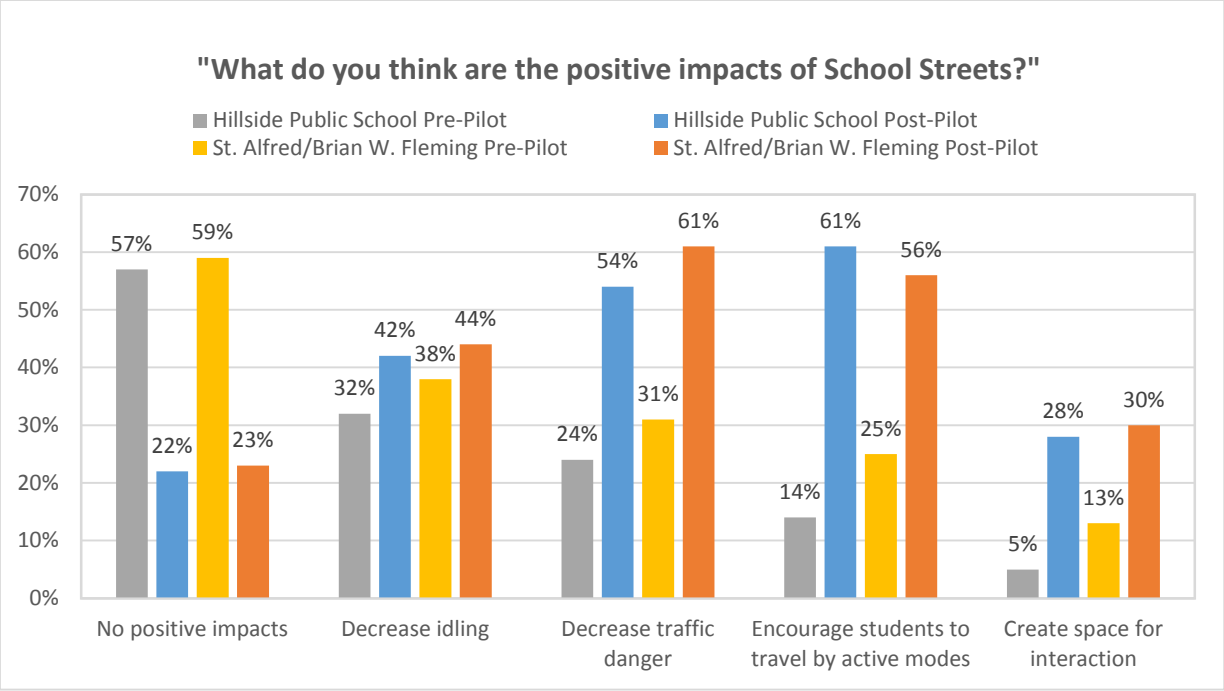

Figure 5: Community Survey Results: What do you think are the positive impacts of School Streets?

When asked about anticipated or observed positive outcomes of the pilot, pre-pilot close to 60% of respondents anticipated there would be no positive impacts. Post-pilot, less than one quarter of respondents still felt this way. Meanwhile, over 40% said they observed a decrease in idling, over 50% said they observed a decrease in traffic danger, close to 60% said it encouraged children to travel by active modes. Additionally, around one third of respondents observed that space was created for community members to interact.

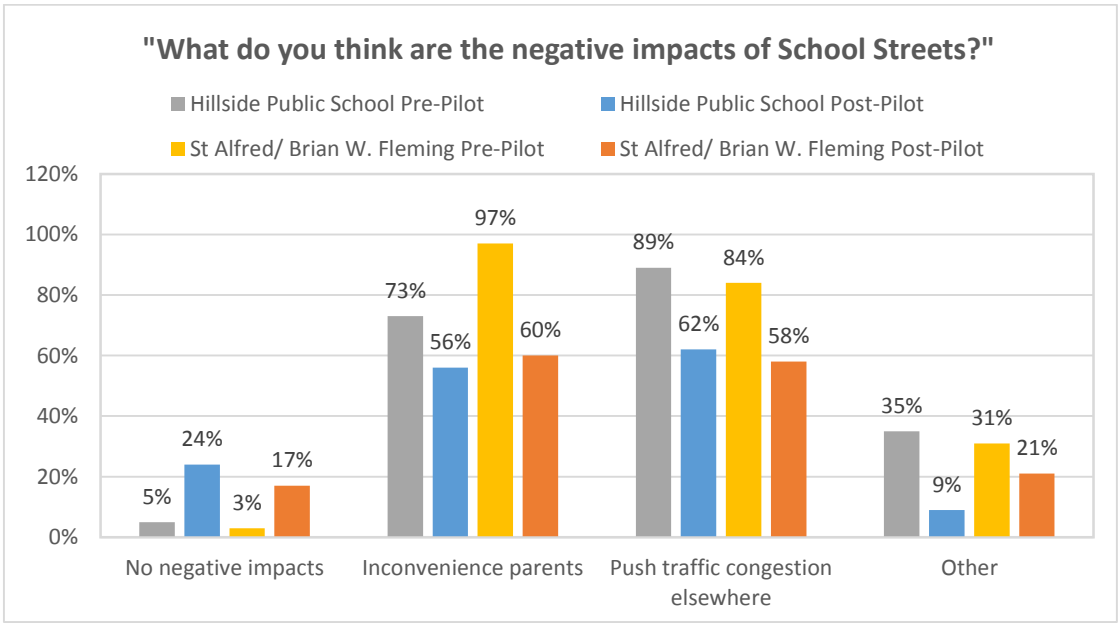

Figure 6: Community Survey Results: What do you think are the negative impacts of School Streets?

When asked about anticipated or observed negative outcomes of the pilot, pre-pilot a large majority anticipated it would inconvenience parents and that it would push traffic congestion elsewhere, and only 4% anticipated there would be no negative impacts. After the pilot had been implemented, significantly fewer respondents observed that it inconvenienced parents or that it pushed traffic congestion elsewhere, and around one fifth of respondents observed that there were no negative impacts at all.

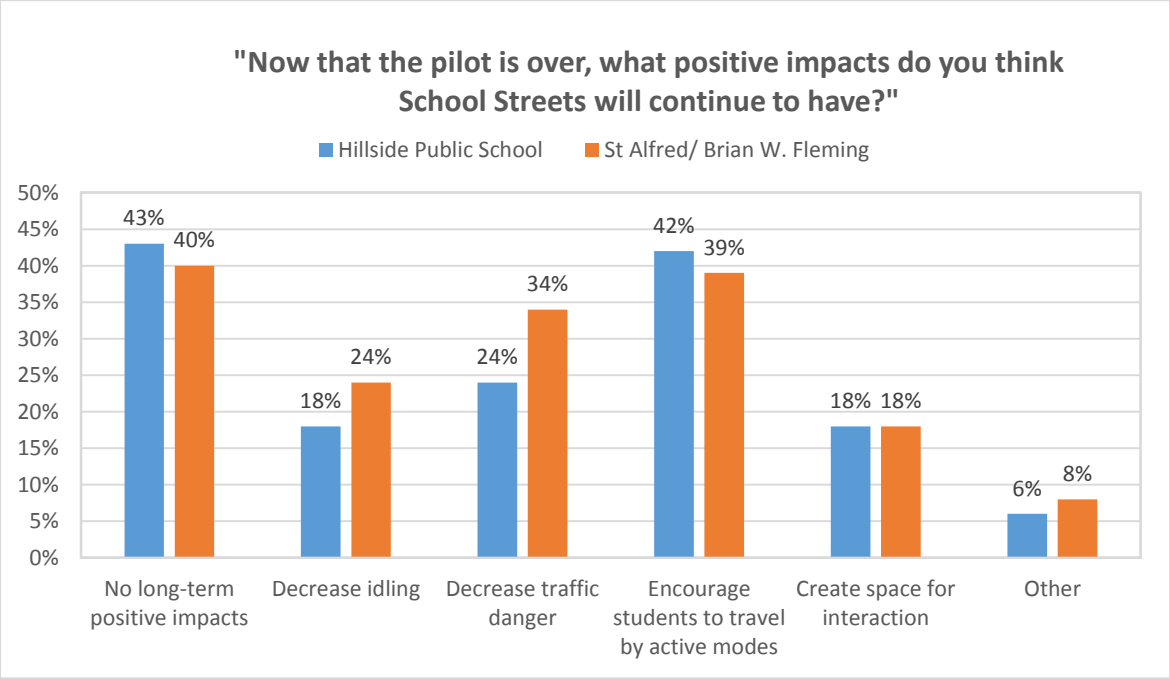

Figure 7: Community Survey Results: Now that the pilot is over, what positive impacts do you think School Streets will continue to have?

Post-pilot around 40% of all respondents said they believed the pilot would continue to encourage students to travel by active modes even after it was over, and many believed it would continue to decrease traffic dangers. Around 40% also thought the pilot would have no long-term impacts. The question of anticipated long-term impacts of School Streets was only asked in the post-pilot survey.

Objective 3: Increase active travel and decrease driving to school

Objectively-measured data demonstrate that **School Streets are effective at increasing active travel and decreasing driving for school trips.** While they do disperse traffic away from the front of the school, they do not necessarily create traffic congestion elsewhere, depending on the location. The methods employed to measure this objective collected data at three time points: before, during and after the pilot.

It is acknowledged that weather is a likely factor contributing to the observed increases in active transportation levels (i.e., the weather was getting warmer from pre-pilot to post-pilot as spring turned into summer); however, the decrease in active transportation rates after the pilot finished

(i.e., in June) implies the pilot itself also contributed to these increases independent of the weather.

Ward 2 Location

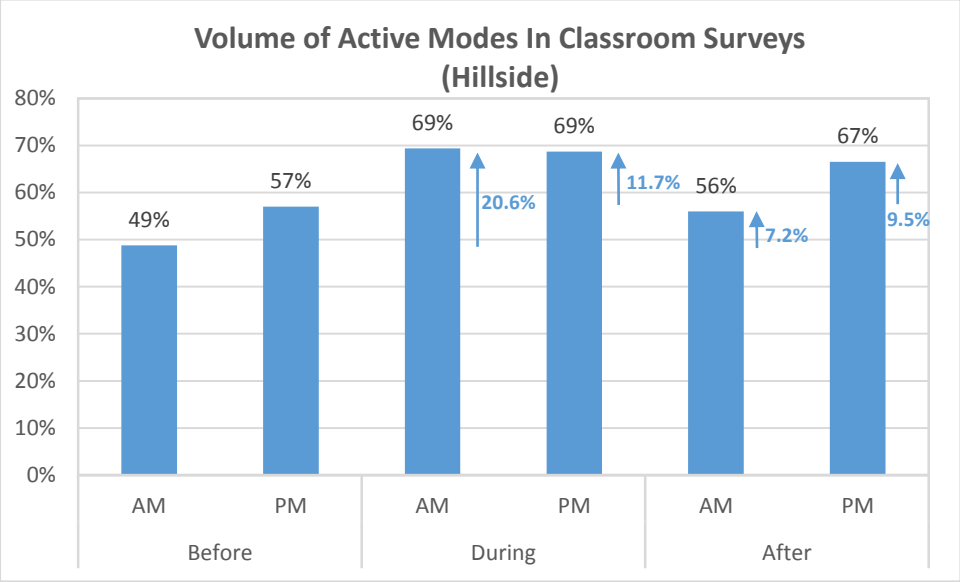

Figure 8: Classroom travel survey results for the Ward 2 pilot: Active transportation.

Student travel surveys conducted by classroom teachers demonstrated an average 16.1% increase (i.e., 20.6% in the a.m. travel period and 11.7% in the p.m. travel period) in active modes (i.e., bike, walk or roll) during the pilot compared to pre-pilot, and an 8.1% increase (i.e., 7.2% in the a.m. travel period and 9.5% in the p.m. travel period) compared to pre-pilot after the pilot had finished.

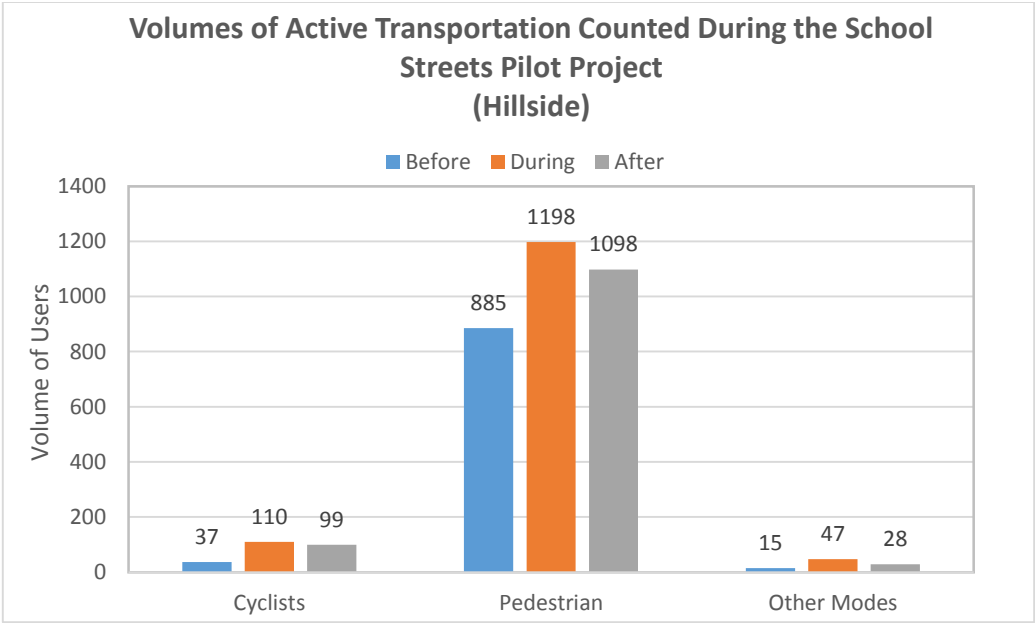

Figure 9: Active Transportation Counts for the Ward 2 pilot.

Active Transportation Counts conducted by City staff observing drop-off and pick up traffic with tally sheets showed a similar trend but even more significant differences. In particular:

- Overall active transportation volume increased by 45% during the pilot compared to pre-pilot, and remained elevated by 31% after the pilot, compared to pre-pilot.
- While pedestrians accounted for 90% of the total active transportation volumes, the biggest increases in active transportation were observed among cyclists and other active modes.
- Cyclist volumes increased 197% during the School Streets pilot and remained elevated (i.e., 168% higher than pre-pilot) after the pilot had finished. Other active modes (e.g., riding a scooter) increased 213% during the pilot and remained elevated (i.e., 87% higher than pre-pilot) after the pilot had finished.

Automated Average Daily Traffic Counts coordinated by City staff found significant decreases in vehicular traffic during the pilot compared to baseline levels.

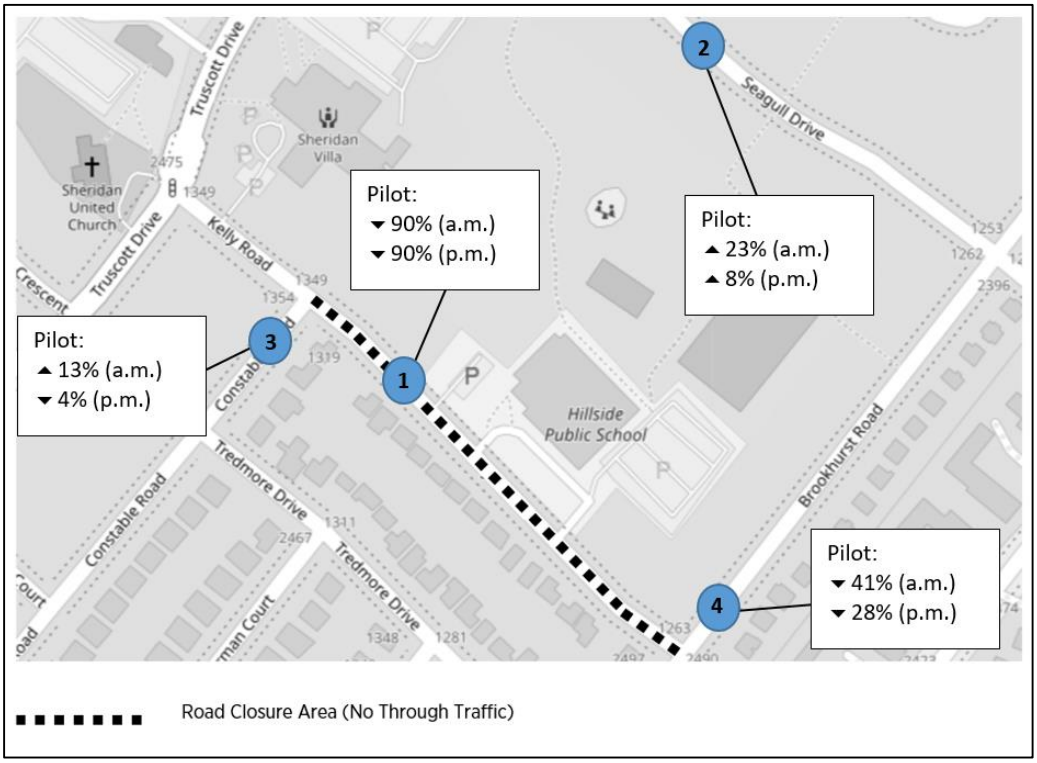

Figure 10: Automated Traffic Count locations and observed differences during the pilot for Ward 2 pilot.

In particular:

- On average across all count days, traffic across all count locations was decreased by 38% in the morning and by 15% in the afternoon. The street directly in front of the school (i.e., the area that was closed) saw an average 90% reduction in traffic during the pilot in the morning and afternoon periods.
- Two count locations saw minor increases in total number of cars during the pilot. Seagull Drive by the back walkway to the school experienced an average 23% increase during the morning drop-off period (i.e., 23 more cars over a 45 minute data collection period) and an average 8% increase during the afternoon pick-up period (i.e., 12 more cars over

a 1 hour data collection period). Constable Road at Kelly Road experienced an average 13% increase in traffic during the morning drop-off only (i.e., 14 more cars over 45 minutes).

- Two weeks after the pilot had finished, all count locations saw decreases in overall traffic compared to baseline levels. Overall, there was an average 25% reduction in number of cars during morning drop-off and an average 2% reduction during afternoon pick-up.

Figure 11: School pick-up before and during the pilot in Ward 2.

Ward 3 Location

Increases in active school travel and decreases in the total number of vehicles were also observed at the Ward 3 location during the pilot, but with some differences in how the remaining traffic was dispersed.

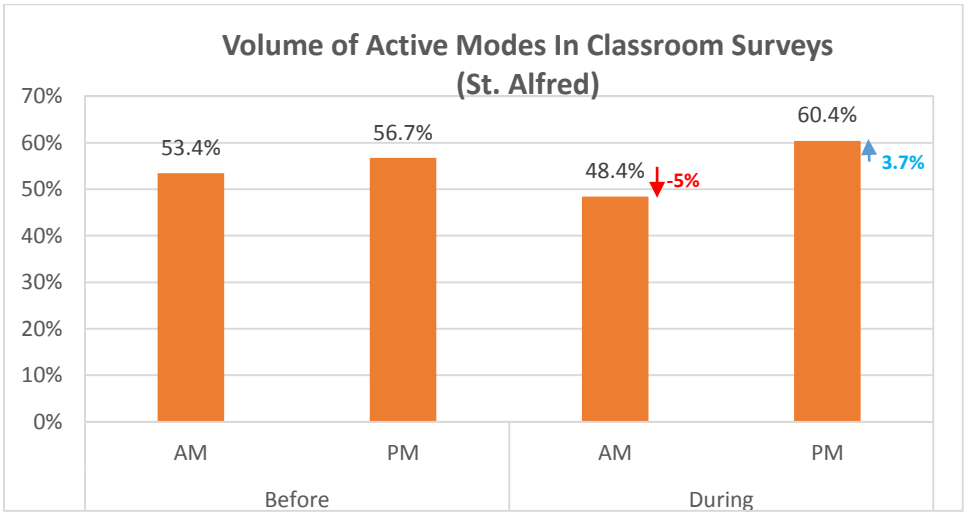

Figure 12: Classroom travel survey results for the Ward 3 pilot: Active transportation.

Student travel surveys were conducted by classroom teachers at St. Alfred only. These results demonstrated a 3.7% increase in active modes (i.e., bike, walk or roll) during the afternoon

travel period of the pilot compared to pre-pilot. The number of survey responses collected post-pilot was very low, and hence will not be presented here, as they are unlikely to be representative of the school as a whole.

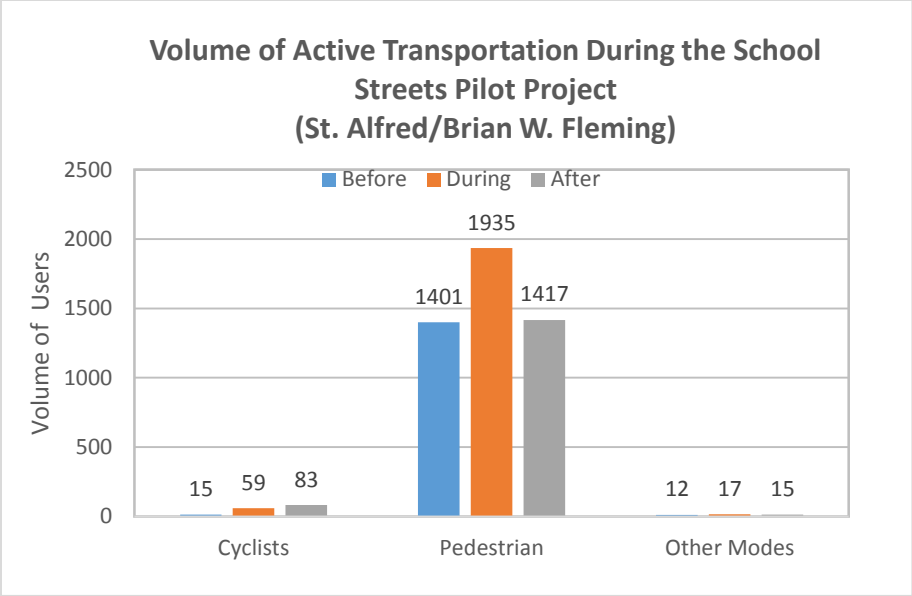

Figure 13: Active Transportation Counts for the Ward 3 pilot.

Active Transportation Counts conducted by City staff showed much higher increases in active transportation compared to the student surveys, perhaps because these also included families from Brian W. Fleming school as well as the broader community. In particular, they found:

- Overall active transportation volumes increased by 41% during the pilot compared to pre-pilot, and remaining elevated by 6% after the pilot, compared to pre-pilot.
- Pedestrians accounted for 96% of the total active transportation volumes, and there were observed increases across all active modes during the pilot. Pedestrian volumes increased by 38%, cyclist volumes increased by 293%, and all other active modes combined increased by 42%.
- Unlike at the Ward 2 location, active transportation rates returned close to baseline levels once the pilot was complete, with the exception of cycling rates which continued to climb to 453% higher than at baseline.

Automated Average Daily Traffic Counts coordinated by City staff found decreases in vehicular traffic during the pilot compared to baseline levels.

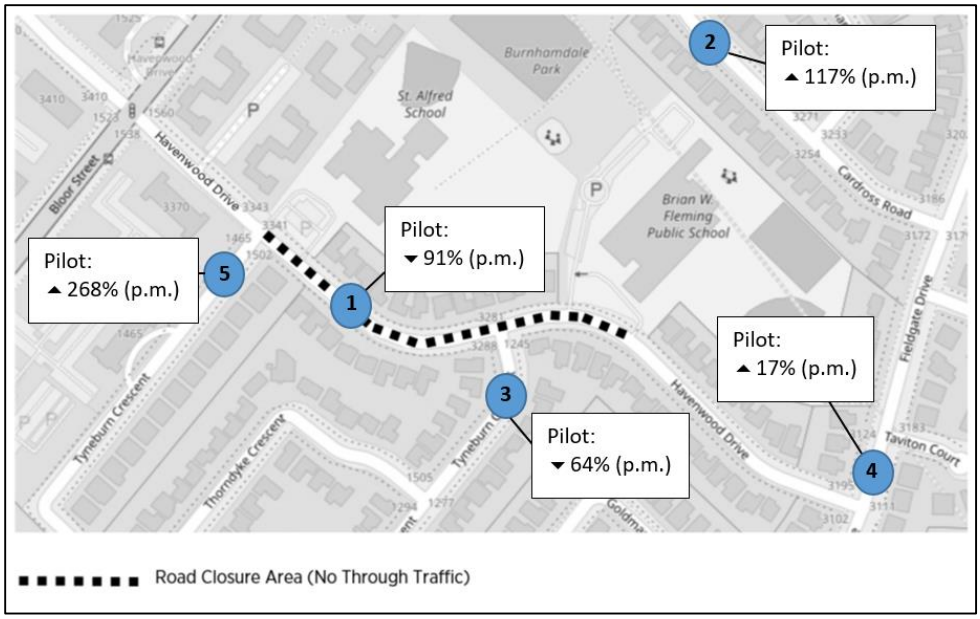

Figure 14: Automated Traffic Count locations and observed differences during the pilot for Ward 3 pilot.

In particular:

- On average across all count days, traffic across all count locations was decreased by 10% during the afternoon closure. The street directly in front of the two schools (i.e., the area that was closed) saw an average 91% reduction in traffic during the pilot.
- 3 of 4 other count locations saw increases in total number of cars during the pilot. Fieldgate near Havenwood experienced an average 17% increase (i.e., 19 more cars over a 1 hour and 15 minute data collection period). Cardross by the back walkway to the two schools experienced an average 117% increase (i.e., 23 more cars over a 1 hour and 15 minute period). The north leg of Tyneburn Crescent, near the St. Alfred school parking lot, experienced significant increases in vehicle counts, with an average 268% increase (i.e., 143 more cars over a 1 hour and 15 minute period).
- Two weeks after the pilot had finished, all count locations experienced decreases in vehicle counts compared to baseline. Overall, there was an average 16% reduction in number of cars during afternoon pick-up compared to before the start of the pilot.

Figure 15: School pick-up before and during the pilot in Ward 3.