

Inclusion Criteria for the Mississauga School Streets Pilot Project

In spring of 2021, data was collected for all Peel District School Board (PDSB) and Dufferin-Peel District School Board (DPCDSB) elementary and middle schools, with support from members of a Project Advisory Group. This Project Advisory Group consisted of representatives from the PDSB, DPCDSB, Student Transportation of Peel Region, Peel Region, and Traffic Safety Council.

Schools were then ranked according to the criteria outlined below. Once a shortlist of schools had been created using these criteria, the Project Advisory Group discussed the top-ranked choices and voted on their preferred schools, based on their insights into the local stakeholders and communities, and the top-ranked schools were invited to participate.

- 1) Opportunities for active transportation:** A minimum of 70% of students must live within walking distance of the school; a maximum of 30% may be bussed to school; and a maximum of 10% may live outside of the school boundaries (i.e., students who live beyond walking distance and are also ineligible for transportation by school bus). These data were provided by Student Transportation of Peel Region. These criteria were deemed essential as it was important that a majority of students and families had the option to travel by active modes to school, and that a minimal number of school bus routes would be impacted.
- 2) Street design:** School must be situated on a local road; cannot be a Miway route; and alternate routes to divert traffic must exist. These criteria were deemed essential to ensure that minimal non-school-related traffic would be impacted and that minimal traffic would need to be redirected via alternate routes due to the closure. Additionally, it was preferred that the street design allow both ends of the closure to be at an intersection with another road, to allow easy diversion of traffic that might approach the barriers. Once the first round of reviews was complete, the decision was made to allow schools on minor collector roads and to allow midblock closures, due to not enough schools meeting all criteria.
- 3) Equity factors:** School must be considered in the top half of all Mississauga schools in terms of socioeconomic vulnerability (i.e., higher needs). This was determined using data from the PDSB's Socioeconomic Vulnerability Index. Because a similar index does not exist for the DPCDSB, proximity to PDSB schools was used to determine this value for DPCDSB schools. This criteria was introduced to prioritize opportunities for communities with equity-seeking populations to benefit from the project.
- 4) School interest in promoting active school travel:** This was measured by previous engagement of the school in active school travel initiatives, including Mississauga's School Walking Routes program, and participation in active school travel-focused programs led by external partners. This information was collected from a variety of internal and external partners, including members of Mississauga's Traffic Safety Council, Peel Region's Environmental Education and School Travel Planning programming, and representatives of Ecoschools programming for both school boards.