

KISS AND RIDE PROGRAM EXECUTIVE SUMMARY

One year review and recommendations

This 1-page summary highlights key findings from the *Kiss and Ride Program: One Year Review and Recommendations Report*.

KNR was introduced and implemented at Robert Moore School, JW Walker and St-Francis schools in August 2013. A post-implementation review took place in April 2014. An online survey asked respondents to rate safety improvements, ease of use, traffic flow and provide feedback regarding implementation. Eighty respondents completed the survey. Key findings from the survey:

- 72% of respondents were satisfied or very satisfied overall with the program so far.
- 63% agreed or strongly agreed that KNR made it easier to drop off their kids at school.
- 46% agreed or strongly agreed that KNR made it easier to pick up their kids at school.
- 71% agreed or strongly agreed that the program has improved before-school safety.
- 61% agreed or strongly agreed that the program has improved after-school safety.
- 66% agreed or strongly agreed that the program has improved traffic flow in school areas.
- About half (49%) of students who live less than 2 km from their school are driven by car.
- Many respondents noted that having school staff present every day contributes significantly to creating a great program.

Based on survey results and preliminary findings, the following recommendations are presented to the Traffic Safety Committee for review and future planning considerations:
(see page 2 for additional comments/feedback from respondents)

1. Review strategies to **improve efficiency for pick up** after school. Respondents noted time to pick-up students after school is a barrier.
2. **Continue education and enforcement** along KNR traffic routes and within school zones. Program effectiveness relies on continued use of designated routes. Feedback suggests that parents are dropping off or picking up children at alternate locations (parking lots, block away, side streets) to avoid KNR loops. Enforcement will encourage on-going use of the program and maintain safety for all pedestrians, cyclists, buses and vehicles.
3. **Monitor traffic flow patterns.** Respondents noted traffic congestion at key intersections along designated KNR routes for all three schools. A review of designated routes, at peak user times, is recommended to determine congestion points and possible alternate routes. Winter conditions, including snow banks and snow removal continue to present barriers along traffic routes.
4. **Advocate for safe routes** for children walking and biking to school. Lack of sidewalks, vehicle speed and winter conditions were noted concerns. There may be a correlation between the number of students being driven (*and living less than 2km from school*) and perceived safety along routes. School-based programs like walking school buses, bike trains and audits can increase safety and number of students walking/cycling to school.

The one year review illustrates both areas of strength and areas for improvement. We trust that the Committee will continue to work together to discuss findings, to build on strengths and address areas emerging from the feedback provided by KNR users, parents, general public, and community stakeholders.

Please contact Elaine Fischer at the Northwestern Health Unit (efischer@nwhu.on.ca) if you would like more information about the key findings or the full report.

Additional survey feedback and comments received regarding the four 4 recommendations:

1. **Review strategies to improve efficiency for pick up after school.**
 - Many respondents noted time to pick-up students after school can be a barrier.
 - Comments suggest that more people are picking up and/or dropping off students a block away to avoid KNR particularly after school. Several respondents noted pick-ups are occurring regularly on 'north side of 2nd, in St-Francis parking lot, Robert Moore parking lot, Third St. E., the gym or restaurants behind school to avoid KNR'
 - Supervision and monitoring of students waiting to be picked was also noted as a potential concern (i.e. horseplay, pushing, close to cars, lack of supervision while waiting for pick-up).
2. **Continue education and enforcement** along traffic routes and within school zones.
 - Police and bylaw presence was high at the beginning of the program. Several respondents noted police presence should occur at regular intervals to continue to enforce use of correct traffic routes, parking restrictions and texting while waiting.
 - The survey also identified the potential need for more signage so vehicles understand the correct KNR routes.
3. **Monitor traffic flow patterns.**
 - Many respondents noted traffic congestion at key intersections along designated KNR routes or users not following correct routes. Congestion was noted along Keating Avenue at pick-up time. This makes it difficult for vehicles and kids walking from both schools.
 - Respondents noted traffic issues along Armit Avenue. The line-up can create traffic issues along Second Street. It was also noted that when cars are lined up waiting, the road becomes narrow for travel. This forces travelling vehicles to cross into the opposing lane. Some observations included: vehicles 'cutting in line, exiting and turning around in yards, or at the apartment block instead of following the route. This creates congestion and danger for vehicles and pedestrians. Several noted that the original plan involving 4th street/Christie route instead of lining up on Armit.
 - Winter conditions, including snow banks and snow removal continue to present barriers along traffic routes (Armit, Keating in front of Church near JW Walker).
4. **Advocate for safe routes for children walking and biking to school.**
 - Lack of sidewalks, vehicle speed and winter conditions were noted concerns. Respondents noted emphasis should be placed on creating safe spaces for kids walking to and from school. Availability of properly maintained sidewalks was noted for all school areas. Keating continues to present barriers for pedestrians, especially with KNR traffic. It was noted that the school should have trained students or personnel to assist students crossing Keating and King's Highway.
 - It appears that many students driven to school live less than 2 km from school. There may be a correlation between students driven to school and perceived safety for walkers and cyclists. School-based programs like walking school buses, bike trains and walking audits can increase number of students walking and cycling to school.
 - KNR has interfered with walkers leaving St-Francis and JW Walker. Walking along 1st and Keating Ave is now difficult because of the line-up waiting for KNR.
 - Winter conditions including snow removal and high snowbanks continue to be a barrier for walkers.