

#### Context

- All-way stop signs are used as a cheap, efficient way of reducing speed on local streets.
  - This is despite the fact that they are NOT meant to do this...
- The borough of Villeray-St-Michel-Parc-Extension decided to move forward with such an intervention in a bloc of streets.

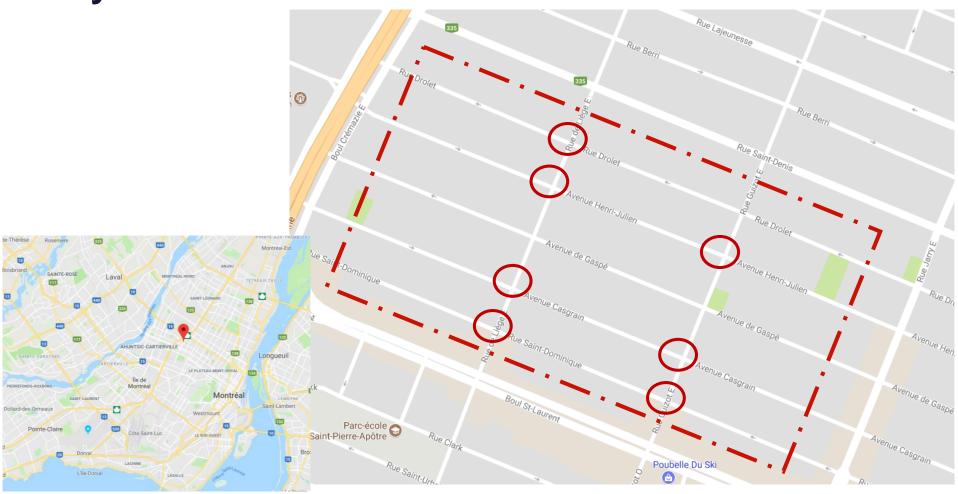


#### Question

 What is the PERCEPTION of road users (especially pedestrians) AFTER the implementation of all-way stop signs in their neighbourhood?



# Study Area: 7 intersections between 4 arterials



#### Combination of 3 methods

#### 1. On-street questionnaire to the local residents (postal code)

- Data collection in July and August 2017
- 229 respondents (41%response rate)

#### 2. Focus group

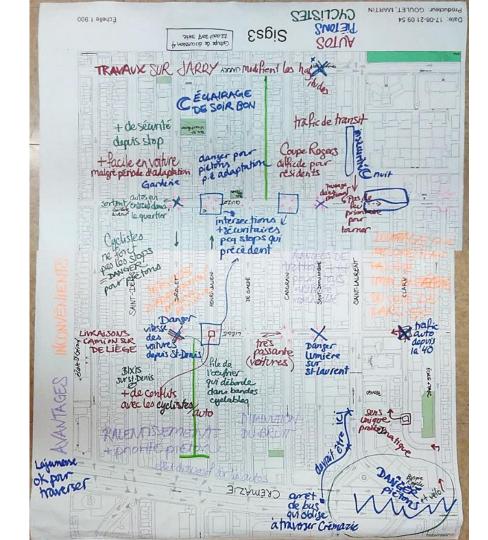
- Recruitment during the on-street questionnaire
- 4 Focus groups in July and August 2017
- 15 participants

#### 3. Interviews (based on a photojournal)

- Recruitment during the on-street questionnaire
- 12 participants(15 photos each)



Exemple of a map from the focus group







# Participants happy with the project!

- As pedestrians 95% « somehow or very satisfied » with the AWSS
- As drivers 88% « somehow or very satisfied » with the AWSS
- 84% of participants considered that drivers stop at the new stop signs « always or often »
- Easier to walk around the neighbourhood: no need to go to the only pre-existing AWSS intersection to cross anymore!



#### Perception of pedestrian priority and time to cross

	Usually (n=229)			Since the AWSS project (n=180)		
	Always/ often	Sometimes	Rarely	Better	Same	Worse
Drivers respect the pedestrian priority	88%	8%	3%	83%	12%	1%
Cyclists respect the pedestrian priority	24%	30%	33%	3%	57%	25%
Do you feel in a hurry when you cross?	6%	17%	76%	72%	20%	4%



## Perceptions of the AWSS project

POSITIVE	NEUTRAL/NEGATIVE		
Slower speed in the neighbourhood	No clear <b>reduction of trafic or noise</b>		
Drivers respect pedestrian priority more often	Risky for pedestrians when outside of this specific zone		
The only pre-existing AWSS is also a <b>safer place to cross</b> now	New AWSS <b>visibility</b> is important (careful with the vegetation!)		
When the new AWSS were properly marked, it worked!	Cyclists are now dangerous for pedestrians!		
	Drivers being <b>impatient</b> (mostly non-residents)		



#### Perceptions of the built environment in the neighbourhood

- Corner « safe » distance not respected by drivers if nothing is there to mention it (5-meters rule)
  - Marking is not enough!
- In favour of curb extensions and speed bumps, where they are needed/strategically installed (schools, parks)
- Arterial roads are still a problem!
- Alleys are not always secured enough...



# Photo 3 : Non-respect de l'interdiction de stationnement à 5 mètres (coin Guizot/St-Dominique)



Source : Participant entretien #5

# Photo 4 : Présence de bollards (coin Guizot/De Gaspé)



Source: Participant entretien #6



Photo 5 : Présence d'une avancée de trottoir (coin Guizot/Drolet)



Source: Participant entretien #10

Photo 6 : Présence d'une station de Bixi (coin Faillon/St-Denis)



Source : Participant entretien # 10



Photo 14 : Intersection Crémazie/Saint-Dominique



Source : Participant entretien #3

Photo 15 : Intersection Crémazie/De Gaspé



Source: Participant entretien #6



# Photo 10 : Présence d'escargots à la sortie des ruelles



Source: Participant entretien #6

Photo 11 : Présence de bollards à la sortie de ruelle



Source: Participant entretien #9



### Discussion/Take-home messages

- Despite the fact that people are aware of the problems with them, AWSS are highly appreciated
- Perceptions of cyclists need to be adressed
- Considering the need of pedestrians in a project helps its acceptance:
  - Maybe another intervention would have given the same result if it values quality of life and safety



#### Thank you!

Comments, questions?



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