



Smart Cities: Mobility Survey Results

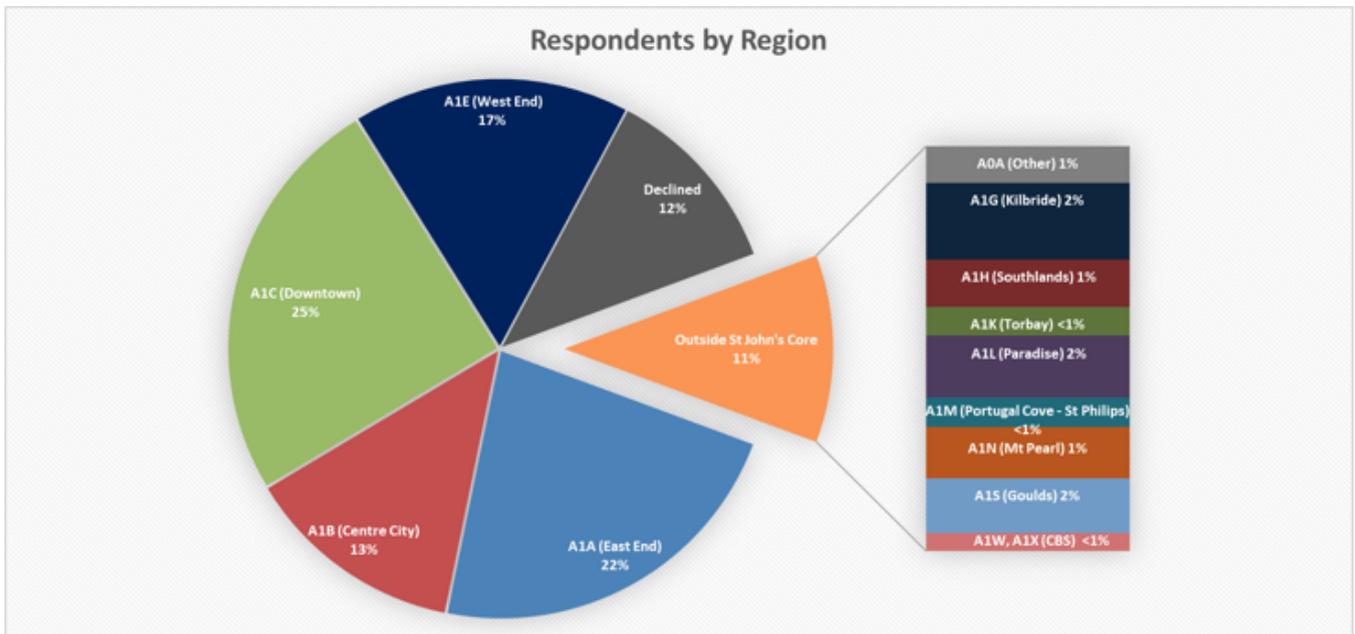
In April 2018, Happy City St. John's and the City of St. John's announced a partnership to prepare a proposal for the **Smart Cities Canada Challenge**, organized by Infrastructure Canada. This is a national competition encouraging municipalities and Indigenous communities across Canada to develop innovative approaches to solving local problems through a smart cities approach.

A smart city is a community that uses innovative, sustainable information and communication technologies to improve quality of government, efficiency of urban services and operations, and the wellbeing of residents. The focus of the St. John's application was using technology to improve policy and design related to the intersection of mobility and public health in the capital region.

Happy City was invited by Councillor Maggie Burton to participate in the public conversation throughout the Smart Cities Challenge process, which included distributing our Smart Cities Mobility Survey. The survey was distributed online to residents of St. John's and its surrounding area, with nearly 1,000 responses.

Citizens of St. John's voiced their opinions on how they navigate the city, how their mobility needs are being met, and whether they would like to see smart technologies integrated into St. John's mobility strategy. Most respondents indicated they use personal vehicles at least 50% of the time, with walking the second most popular mode of transportation overall. 44% of respondents disagreed with the statement "The layout of St. John's and its streets meet my mobility needs".

Who participated in our survey?



The graph above shows the respondents based on their postal codes. Most respondents live in the city core, but residents from the surrounding area participated in our survey too:

A1A East End: 22%

A1C Downtown: 25%

Outside Core: 11%

A1L Paradise 2%

A1S Goulds: 2%

A1H Southlands: 1%

A1K Torbay: <1%

A1M Portugal Cove-St. Philip's: <1%

A1B Centre City: 13%

A1E West End: 17%

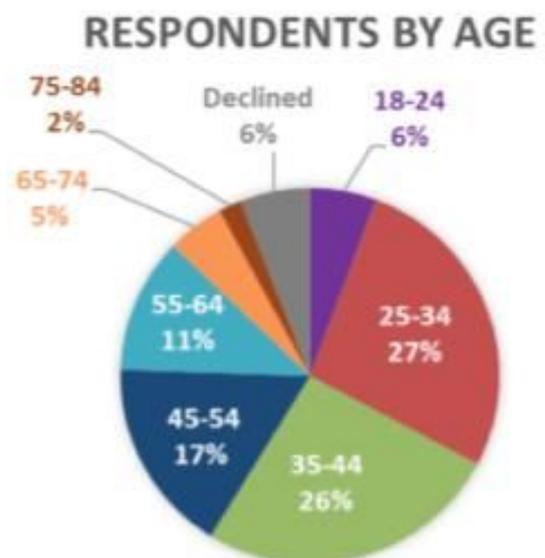
A1G Kilbride: 2%

A1N Mt. Pearl: 1%

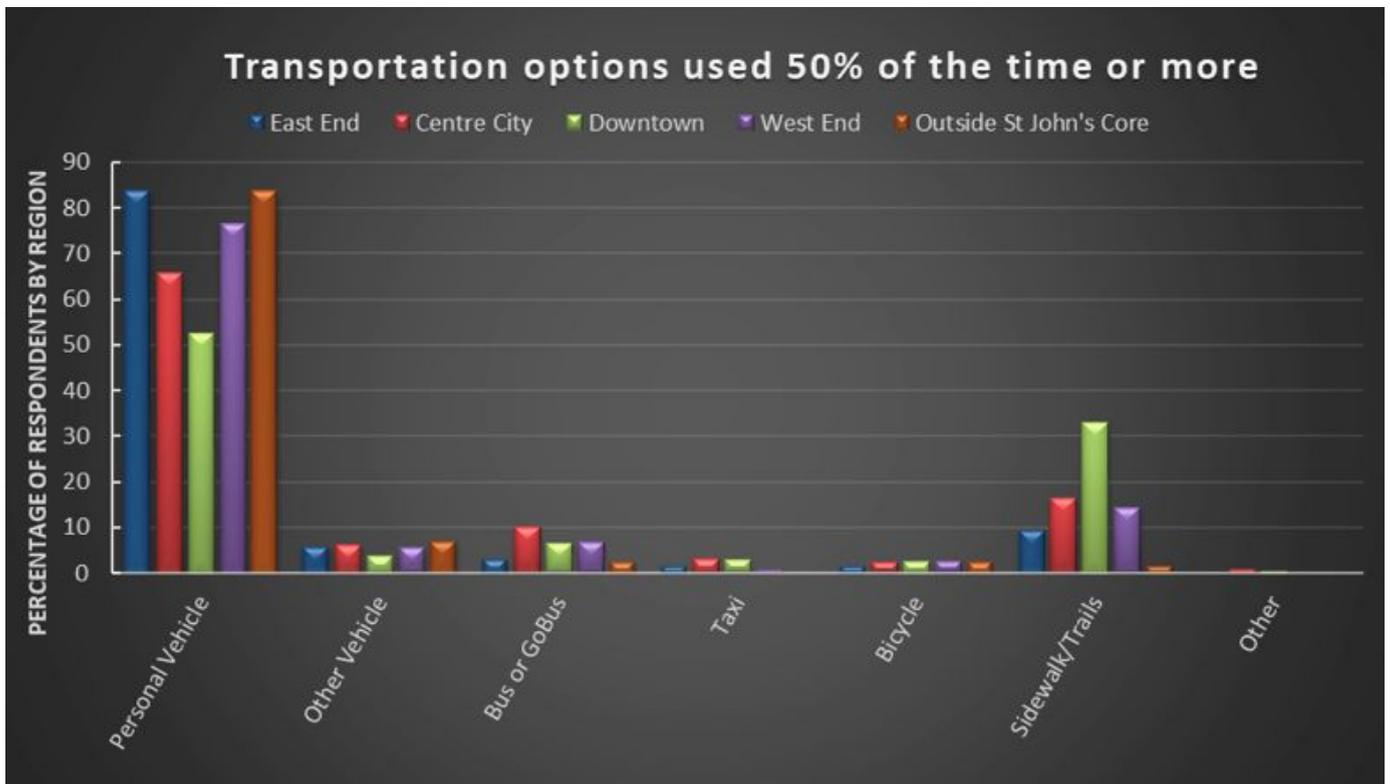
A0A Other: 1%

A1W, A1X CBS: <1%

This survey was online, so it reached residents who are old enough to be engaged and young enough to be tech savvy. The results may not be representative of the population due to the inherent bias of who takes online surveys. The age breakdown of our respondents can be seen in the following graph.



How do citizens get around St. John's?

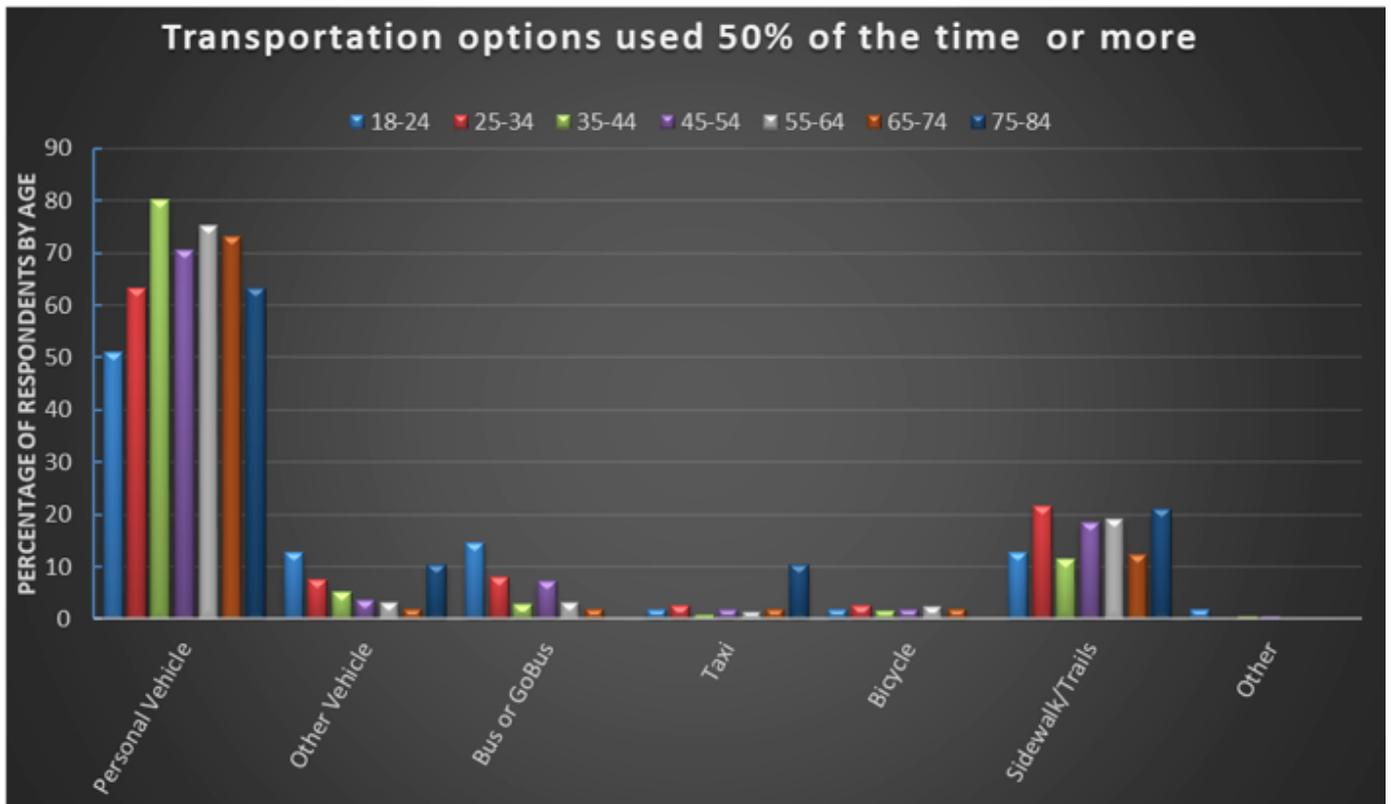


50% of the time or more, most citizens use their own vehicle

30% of downtown residents walk 50% of the time or more

With walking as the second most popular mode of transportation, improvements to the walkability of sidewalks and trails in St. John's could encourage more people to drive less.

Sustainable modes of transportation including public transit, walking, and bicycling represent 3.1%, 4.6%, and 0.2% of work trips, respectively. Among the 20 small and medium-sized Census Metropolitan Areas in Canada, St. John's has the 5th lowest use of sustainable transportation.



When broken down by age, we see more usage of public transit and carpooling from younger demographics in particular.

All age groups rely on walking as their second most popular transportation option.

Making our transportation systems more responsive will increase ridership. Improving pedestrian/cycling connections to transit will increase ridership.

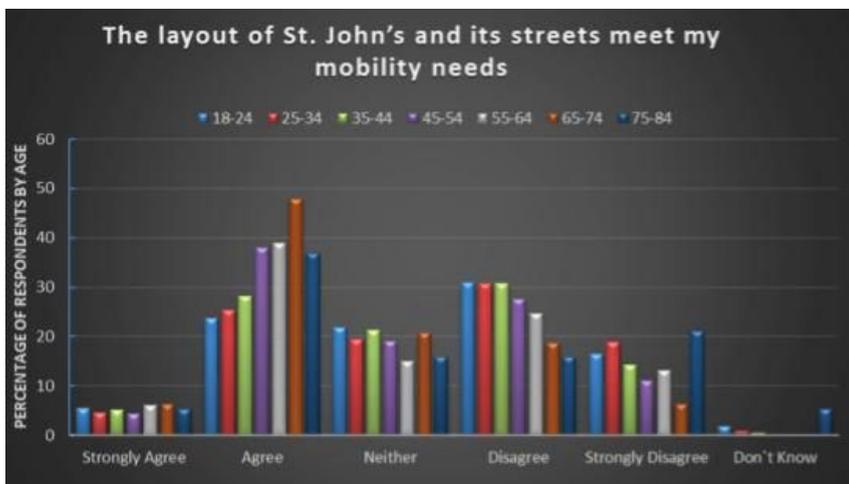
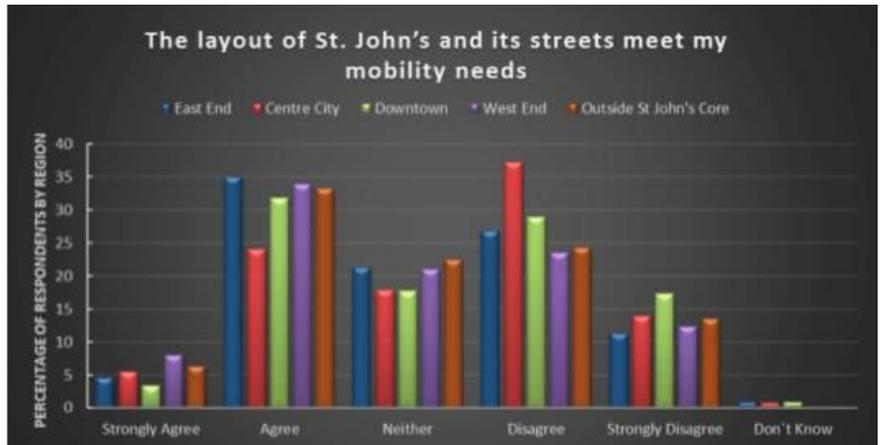
Are citizens' mobility needs being met in St. John's?

In a city where the car continues to dominate, and citizens are divided on whether the city meets their mobility needs, smart technology may be a solution.

Mobility in this context refers to how people get around the city.

Results are complex.

Based on region within the city, we see that more people “**strongly disagree**” than “strongly agree” that the layout of St. John's meets their mobility needs. We also see a higher proportion of citizens in the Centre City area who **disagree** that the city meets their mobility needs.



Citizens around the retirement age are more likely to **agree** that the city meets their mobility needs, however we see a jump in stronger disagreement from the oldest age demographic.

Younger citizens are the ones who primarily **disagree** that the city meets their mobility needs, although they are less likely to have physical mobility issues. Perhaps this relates to challenges with functional mobility, such as available public transit and walking or cycling options.

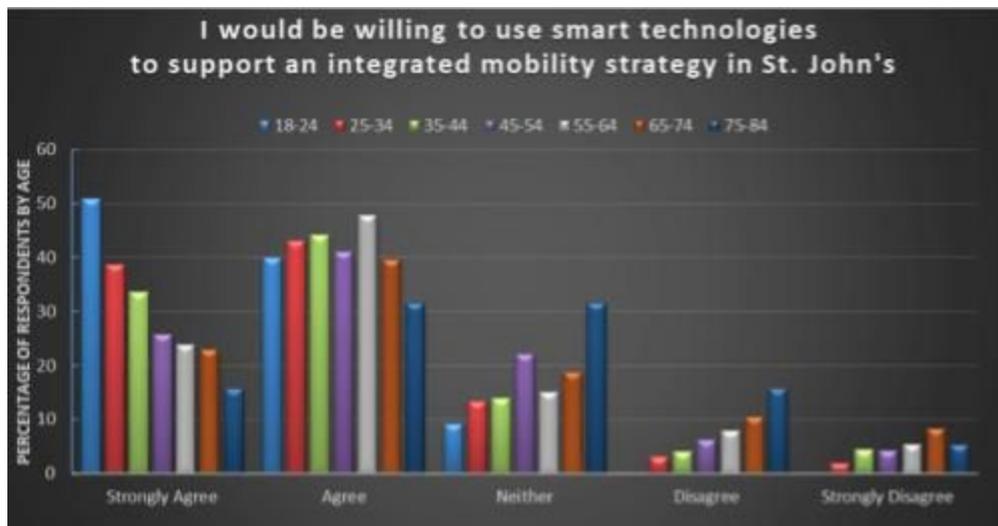
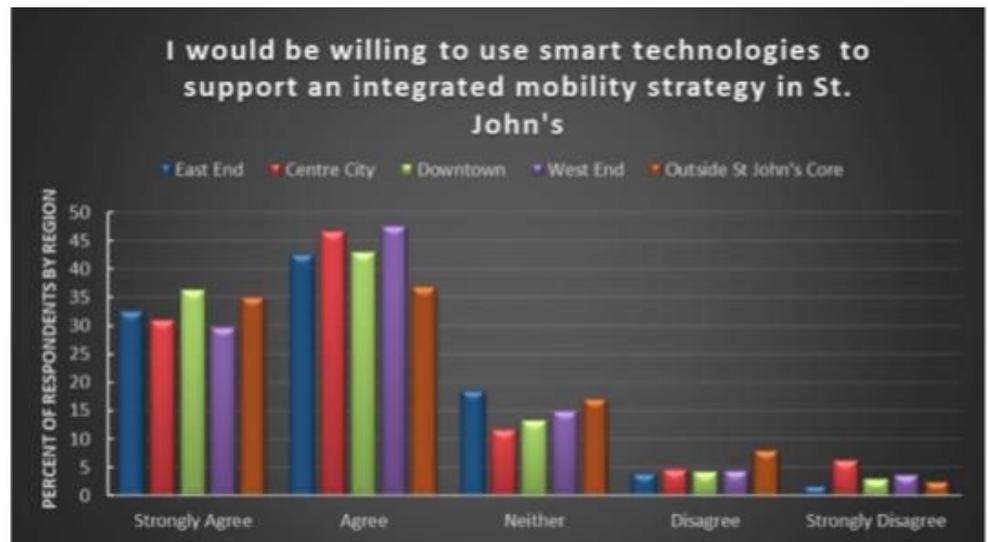
“ Smart technology can provide solutions to one of the biggest challenges faced by residents of St. John's—mobility. We have a passive, car-dominant transportation culture here that is making us sick. Our health, both physical and mental, suffers when there are transportation barriers.

Creating more predictable and seamless transportation solutions will fundamentally change how residents move around, and smart technology could help us with that. It could create community and improve connectivity in St. John's. It could help us break down barriers to education and employment and increase access to the environment and social activities for everyone, regardless of age, income, or ability.

- Councillor Maggie Burton

Do citizens want smart technology in St. John's?

Overall, we see support for using smart technologies in St. John's.



On a regional basis, strong support for smart technology integration comes from residents in all areas within the city.

Our results based on age show that the youngest respondents are most strongly in favour of smart technology integration. Strong support steadily decreases with age, but the results still show general support for integrating smart technology into St. John's mobility strategy.

We make significant expenditures, in the order of \$18 million (6% of annual budget), on public transportation yet have seen little increase in ridership.

Smart technology would help our fiscal situation in St. John's.