



# ÉCOLE ST. AVILA

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## SCHOOL TRAVEL PLAN 2011

COMPILED BY:  
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PEMBINA TRAILS SCHOOL DIVISION



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## The School Travel Planning Process

Over the 2010/2011 school year, École St. Avila participated in a process called School Travel Planning (STP). Below is a description of the process, and the steps and stakeholders involved in its completion.

STP is a community-based approach that aims to increase the number of children choosing active transportation modes to get to and from school. An increase in the number of students walking, cycling, taking transit and carpooling to school helps to address important issues of sustainability, safety and health associated with the school run.

The STP process involves key community stakeholders working together to identify, and solve school transportation problems. These stakeholders include school boards, municipalities, police, public health professionals, parents, educators and students.

### **School Travel Planning involves five steps:**

#### **1) Program Set-up:**

- a) The STP Facilitator establishes a Municipal STP Steering Committee comprised of all relevant stakeholders (school board, parents, police, traffic engineers, public health department, etc.) to provide expertise and guidance to all schools engaged in the project in their municipality;
- b) The STP Facilitator selects schools to participate, ensuring they are committed; and
- c) Each participating school, with support from the STP Facilitator, establishes a School STP Committee comprised of teacher(s), parents/caregivers and other interested parties to manage the STP process at the school level beginning with determining goals.

#### **2) Data Collection & Problem Identification:** Survey parents/caregivers and students, map neighbourhoods where students live, identify best routes, conduct traffic counts.

#### **3) Action Planning:** STP Committee designs a plan of action for dealing with challenges identified and achieving stated goals. At this stage a written document is compiled that summarizes background information and outlines the detailed action plan that includes initiatives, timelines and assignment of responsibility for each task.

#### **4) Implementation:** Action items are carried out.

#### **5) Ongoing Monitoring:** Post-implementation data collection is done to evaluate progress toward goals. The plan is tweaked if necessary. A School Travel Plan is intended to be a living document that becomes part of school policy and is revisited and updated on a regular basis.

A STP background information sheet explaining the STP process is attached in [appendix 1](#).

## **Manitoba School Travel Planning Projects**

Over the years 2010-2012, twelve schools in Manitoba participated in a two-year STP project. Three of these schools are in the Fort Richmond area of Pembina Trails School Division.

### **Mystery Lake School Division – Thompson**

Riverside School      Wapanohk School

Juniper School      Deerwood School

Burntwood School      Westwood School

### **Winnipeg School Division**

Greenway School

### **Hanover School Division**

Woodlawn School

### **Fisher River Education, Manitoba**

Charles Sinclair School

### **Pembina Trails School Division**

Dalhousie School

Ryerson School

École St. Avila

### **Children's Mobility, Health and Happiness: a Canadian School Travel Planning Model**

The two year project is funded through the Canadian Partnership Against Cancer's CLASP (Coalitions Linking Action and Science for Prevention) initiative and the Public Health Agency of Canada. This project will expand School Travel Planning across Canada, amplify work with the University of Toronto on links between School Travel Planning and the built environment, and introduce and apply Cape Breton University's ground-breaking research into the links between active transportation, sustainable happiness, education and health. This funding will allow 120 schools across the country to participate in the STP process, beginning in the 2010-11 school year.

The Sustainable Happiness concepts can be found at [www.sustainablehappiness.ca](http://www.sustainablehappiness.ca). Classroom curriculum has been created for every province and territory and can be accessed on the website as well.

## School Overview

École Saint Avila is located in Fort Richmond, South Winnipeg.

École Saint Avila is a French-immersion public school within the Pembina Trails School Division ranging from Kindergarten to Grade 6, with 417 students. École Saint Avila is located at the corner of Patricia Avenue and Leech Street, only a few blocks away from the University of Manitoba, Pembina Highway, and the Trans-Canada Highway – surrounded by major traffic routes. The socio-economic status of the surrounding neighbourhood varies greatly, but is characterized by average income households.

The morning bell sounds at 8:25am to start the day, with the next bell at 11:20am to start the lunch hour, 12:20pm to end it, and a final bell at 3:10pm to mark the end of the day.

The school has 38 staff parking spaces, 1 handicap parking space and no visitor parking. The school posts several adult and student crossing guards. Information on pedestrian safety as well as student drop off procedures are provided in the school handbook. Bike racks are also on school property near the front entrance of the school. Bus ridership safety program is completed two times per school year.

The high level concerns at École Saint Avila included high traffic on Silverstone Avenue, and a lack of sidewalks on King's Drive.

The following pages are the compilation of issues identified at the school walkabout.

École Saint Avila has a very active Home and School Association who are committed to promoting physical activity and student safety.

School grounds have recently been transformed and are receiving international attention for their unique system for drain water management. With the creation of berms and valleys, boardwalks and distinct play areas, École Saint Avila has a unique playground which incorporates learning and play.

The Home and School Association has been very involved in the “Active and Safe Routes to School” project. A variety of activities have been introduced to encourage physical fitness on a daily basis.

### **Backlane near School Entrance:**

- Many cars use the backlane to drop off students in an attempt to avoid the bus and car traffic dropping off students in front of the school.
- Since there are no sidewalks on Patricia, many students use this backlane to walk to school. This need for sidewalks is made visible as heavy foot traffic in the lane has led to a mud path in the grass beside the lane.
- Fast moving vehicles, as well as a blind corner at the end of the lane pose a safety hazard to students walking and playing in this area.

### **Patricia Avenue:**

- Patricia Avenue is along the main entrance to the school. The major concern is that there are no sidewalks on either side of the road in a key area where students are walking. The lack of sidewalks is a key reason students are walking in the backlane as mentioned above.
- There appears to be no issue with the bus drop off of students and vehicles abiding traffic laws on this street. However due to high traffic many parents use the backlane and ask children to meet them on that side of the school, this causes concern and increased risk in the backlane.
- Another issue on Patricia is residents that heavily landscape their front lawns right up to the curb, forcing children to walk in the street (instead of at least walking on the grass).

### **Kilkenny Drive at Backlane:**

- A resident during our walkabout mentioned the high speeds and traffic through the dirt backlanes between Kilkenny and Patricia. This is the case even with a four-way stop, something extremely uncommon to backlanes.
- Kilkenny Drive is part of the Trans-Canada trail, and yet it is missing sidewalks on either side.
- Kilkenny turns into Kings Drive, where many U of M students park or access the University. There was a lot of discussion and concern expressed around the high speeds of vehicles traveling through throughout the day.



**Location 1 - Backlane Adjacent to School**



**Location 2 - Patricia Avenue**



**Location 3 - Kilkenny Drive**



**Location 4 - Backlane Between Kilkenny and Patricia**

### **Leech Street at School Parking Lot:**

- The volume of traffic along Leech Street is also of concern.
- Many parents take to parking in the handi-cap parking spots when dropping-off/picking-up children.



### **Silverstone Avenue:**

- A lot of discussion was had around the lack of compliance with the four way stop at the intersection of Silverstone Avenue at Leech Street.
- Again, the major issue of concern was a lack of sidewalks along the street

### **Additional Traffic Issues Discussed by Group:**

- University @ Pasadena is a dangerous intersection
- Lack of traffic compliance on Pembina Hwy @ Kilarney
- Parents picking up students at Acadia High School increases traffic on the streets surrounding École Saint Avila.
- University @ Gryerson – high volume of pedestrians and vehicles.
- The new stadium being built at the University of Manitoba will cause traffic congestion, safety issues, and increase parking in the immediate surrounding neighbourhood. This is of high concern to parents, residents, and staff. The discussion around this issue expressed great disappointment with the current transportation plan the stadium developers have at the moment.
- The high volume of vehicle traffic from University students parking along the 1-2 parking zones is an issue for increasing traffic flow and walking issues around École Saint Avila in the morning.
- Students and residents crossing at Pembina Highway a concern as vehicles do not obey the crosswalk traffic laws.

## **Members of School STP Committee**

**Gordon Campbell**, Principal: École Saint Avila

**Karine Rioux**, Vice-Principal: École Saint Avila

**Graham Bruce**, Assistant Superintendent and STP Facilitator: Pembina Trails School Division

**Corilee Paterson, Tammy Peechy, Janice Lukes Kristi**, Parent Council Representatives: École Saint Avila

**Janice Lukes**, Winnipeg Trails Association

Ryerson School Parent Community

**Shoni Litinsky, Jackie Avent**, Active and Safe Routes to School Program: Green Action Centre

## **Members of Municipal STP Committee**

**Kevin Nixon**, Active Transportation Coordinator: City of Winnipeg

[knixon@winnipeg.ca](mailto:knixon@winnipeg.ca)

**Susanne Dewey-Povoledo**, Senior Transportation Planner: City of Winnipeg

[sdeweypovoledo@winnipeg.ca](mailto:sdeweypovoledo@winnipeg.ca)

**Donna Beaton**, Park Strategic Planner: City of Winnipeg

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**Kristine Hayward**, Winnipeg *in Motion*: Winnipeg Regional Health Authority

[khayward@wrha.mb.ca](mailto:khayward@wrha.mb.ca)

**Judy Redmond**, Universal Access Coordinator: City of Winnipeg

[jredmond@winnipeg.ca](mailto:jredmond@winnipeg.ca)

**Cindy Desjardine**, Community Traffic Engineer: City of Winnipeg

[cdesjardine@winnipeg.ca](mailto:cdesjardine@winnipeg.ca)

## Current School Travel Patterns: Baseline Data

Baseline travel data was collected through a variety of strategies, including: site visits, a community walkabout, classroom student surveys, and take home surveys for families to complete.

### **“Hands Up” Classroom Survey:**

To collect the information on how students at École Saint Avila travel to and from school each day, a classroom “hands up” survey was completed in all of the classrooms over one week in October. The results of the baseline “Hands Up” survey appear to show a 4% decrease in vehicle and school bus travel on the way home from school. This shift is compensated by a 4% increase in students walking. The results of this survey are shown in Figures 1 and 2, below. A copy of the survey is attached in appendix 3.

### **Student Hands-Up Survey: Total Travel Mode TO School Over a Week**

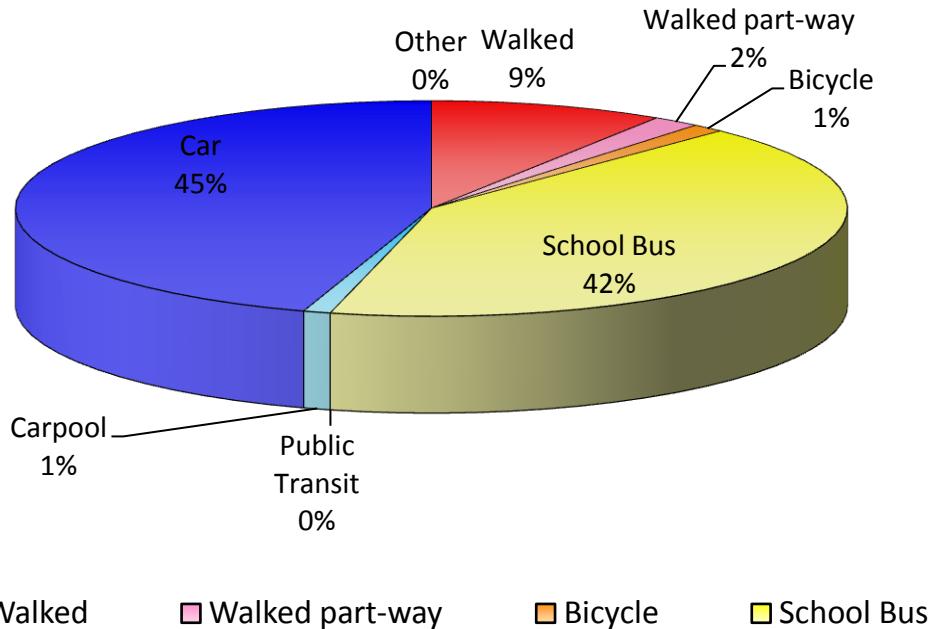
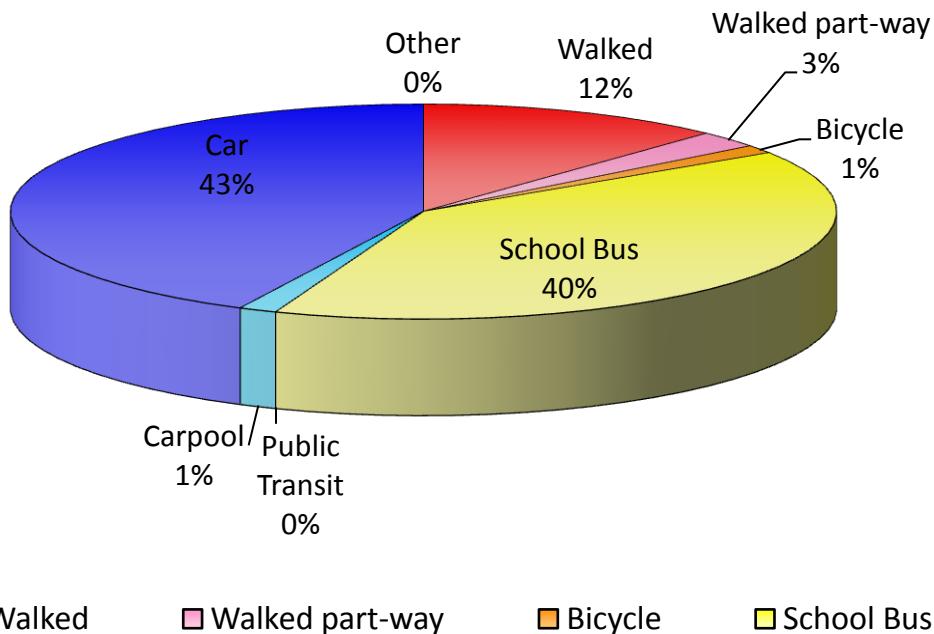


Figure 1 - Baseline Hands-up Survey Data (TO School)

## Student Hands-Up Survey: Total Travel Mode FROM School Over a Week



**Figure 2 - Baseline Hands-Ups Survey Data (FROM School)**

### **Family Take Home Survey:**

More detailed information on families' travel habits to and from École Saint Avila was gathered by a family "take home" survey. This survey was administered after the classroom surveys had been conducted. Surveys were sent home the following week and families were given one week to complete and return the four page surveys to the school. The response rate was 29%. A sample of the survey is attached in appendix 4.

Some notable findings of the family survey include:

- Over 33% of students live within 1.6 km of the school, while only 17% of students travel actively to school.
- More than two thirds (72%) of parents walked or biked to school when they were young.
- The major safety concerns identified in the neighbourhood were unsafe drivers (36.8%), volume and speed of traffic (25%), and lack of sidewalks (16.2%).
- An overwhelming amount of parents (95%) would be supportive of ongoing efforts to make the school area safer, healthier, and more community-oriented through continuation of the School Travel Planning program.

The tops sites of concern along the routes to school that were identified in the survey were:

- **Silverstone Avenue** (21.7%), High concern over obedience of stop signs when adult crossing guards are not present.
- **Kilkenny Drive** (13%), Lack of sidewalks and high volume and speed of traffic.

- **Pembina Highway** (13%), difficult to cross so many lanes, especially for children. Not proper crosswalks.
- **Patricia Avenue Backlane** (11.6%) back lane has cars backing out without looking, isolated, obstructed and can't see around the bend. Students have to walk on the road here and there is no safe place to walk. No sidewalks on Patricia Avenue either.

## Identified School Travel Issues and Action Plan

Through the data collection process and the school walkabout, the following main areas of concern were identified. The school action plan has four main objectives with actions associated with each:

- 1. To improve the safety of children en route to and from school**
  - Look at options to slow traffic on key routes to school
  - Address traffic flow on Patricia and back lanes
  - Infrastructure
  - Signage
- 2. To encourage more students to walk or cycle to and from school**
  - Physical Safety education
  - Personal Safety education
  - Implement Walking School Bus Program
  - Buddy Scheme
  - Participate in IWALK
  - Participate in Clean Air Day
- 3. To work with the University of Manitoba to address parking and traffic flow**
  - Address parking issues along King's Drive
  - Address new stadium development
  - Address student traffic flow through neighbourhood
- 4. To monitor effectiveness of initiatives and revise School Travel Plan annually**
  - Monitor transportation mode
  - Report on implementation of STP and initiatives

## Action Plan - École St. Avila

Action/Initiative	Tasks	Responsibility	Timeframe	Estimated Cost & Source of Funds
<b>Objective 1: To improve the safety of children en route to and from school</b>				
Look at options to slow traffic on key routes to school	<ul style="list-style-type: none"> <li>- Conduct Traffic Study along key routes: Kings Drive, Silverstone, and Kilkenny</li> <li>- Look at options to slow traffic on these routes (speed humps, decreasing speed limit, etc.)</li> </ul>	STP Facilitator, Principal, COW Traffic Engineering, A/T Coordinator, Transportation Planner	November 2010?	
Address traffic flow on Patricia and backlanes	<ul style="list-style-type: none"> <li>- Look into traffic humps and ways to discourage parents from using backlanes</li> <li>-One-way back lane</li> </ul>	STP Facilitator, Principal, COW Traffic Engineering, A/T Coordinator, Transportation Planner		
*Infrastructure Challenges (see attached Background and Concerns)	<ul style="list-style-type: none"> <li>- Install sidewalks on those streets with no sidewalks</li> <li>- Install sidewalk/walking path along Kilkenny /TransCanada Trail</li> <li>-Staff parking lot</li> </ul>	Janice Lukes		
Signage	Improve traffic signage	COW Traffic Engineering, A/T Coordinator, Transportation Planner		
Reduce the speed of traffic surrounding the school	<p>Request to be a pilot site for a 30km/h speed zone around our school</p> <p>Notify parents of changes to school speed zones.</p> <p>Have community police enforce speed zone.</p>	Green Action Centre, Administration from Dalhousie School, City of Winnipeg Active Transportation Coordinator, Community Police.	Fall 2011	No Cost.

## \*Infrastructure Challenges

### ***BACKGROUND***

### **CHILD / STUDENT VOLUME**

**There are three additional child care organizations that are based in, beside and across the street from École St. Avila to consider related to access / egress to École St. Avila.**

- |   |                                  |
|---|----------------------------------|
| 1. École St. Avila  | student population ~ 400         |
| 2. Agassiz Child Care Centre<br><i>(on school site / located at Leach &amp; Avila)</i>                | student population ~ 70          |
| 3. École St. Avila School Age Child Care<br><i>(located in school site – pre / post school hours)</i> | student population ~ 60          |
| 4. Home Day Care<br><i>(located on Avila across street from school)</i>                               | approx. 20 students after school |

### **PARKING LOTS at École St. Avila**

**There are two parking lots to accommodate teachers / staff. There is no excess space for general parking on these lots.**

#### **EAST side:**

- Two access / exit points onto Leach Avenue
- For teacher parking but highly used for drop off / pick up

#### **WEST side:**

- Multiple access points onto back lane of Patricia
- For teacher parking but highly used for drop off / pick up

### **ADDITIONAL CONCERNS impacting vehicle / AT traffic in Fort Richmond area**

- **University of Manitoba**
  - École St. Avila is located in very close proximity to the University of Manitoba (U of M) and because of this, there is a significantly higher level of traffic than would be found in most residential neighbourhoods
- **Football Stadium**
  - The new football stadium will be located at the U of M
  - While the bulk of increased traffic related to the stadium will occur at night, we are concerned that adequate active transportation infrastructure be built to accommodate the stadium and neighbourhood
  - We see joint opportunities / economies of scale to solve some of the AT challenges for the École St. Avila while at the same time solving AT challenges for the stadium and neighbourhood
- **New U of M Community Fitness / Wellness Centre**
  - A new state of the art community fitness centre is being constructed at the south end of the U of M
  - We expect there will be an increase in traffic to / from this fitness centre and being located at the south end of the U of M – we are concerned there will be increased vehicle traffic

### **INFRASTRUCTURE CHALLENGES**

#### **1. Patricia Avenue Back Lane – 90 degree blind spot**

- Narrow back lane with blind spot
- 2. Patricia Avenue Back Lane**
- High vehicle traffic back lane because parents drop off at west parking lot and exit via back lane
  - High pedestrian / cycle traffic use because:
    - All south west cut throughs direct AT traffic to Patricia BUT Patricia has no sidewalks
    - Busses use this street to travel on when departing school
    - Pedestrians use Community Centre fields to cut through to access Silverstone bus stop
    - Cycle traffic flows towards bike racks that are located on west side of school
- 3. Patricia Avenue Back Lane – 90 degree blind spot**
- High vehicle traffic as noted above
  - High pedestrian / cycle traffic as noted above
  - This corner is also a main entrance point to the schools playground play structures
- 4. Patricia Avenue**
- No sidewalks on either side of Patricia – busses unload on Patricia presenting high risk when departing schools (busses depart westward)
- 5. Patricia Avenue**
- 45 degree curve in street that presents a very high risk location because
    - Busses depart westward on Patricia and travel this curve
    - There are no sidewalks
    - Vehicular traffic from south quadrant of Ft. Richmond use this entry point because the only other entry point to the school from the south is traveling further east on Kilkenny, north on Kings Drive and back west on Patricia – too far to travel when one can enter at Patricia and Kilkenny
- 6. Patricia and Kilkenny corner**
- The first / main access to the school for south quadrant of Ft. Richmond
  - Extremely hazardous corner due to a combination of:
    - The angle that Patricia meets Kilkenny results in poor visibility for north bound traffic turning left – the south bound Kilkenny traffic just ‘appears’ around the corner
    - No sidewalks on Patricia
    - Busses use this corner as their departure from school to travel either north / south on Kilkenny
- 7. Back Lane entrance onto Kilkenny**
- IF there is too much vehicle / pedestrian / cycle congestion occurring on the Patricia and Kilkenny corner, vehicles enter the back lane to access Patricia Avenue
  - This is a high traffic back lane onto Kilkenny
  - Vehicles use the back lane to exit from the school after dropping / picking up children because the busses block through traffic on Patricia Avenue
- 8. Currently a 4 way back lane intersection with stop signs for all directions of traffic.**
- Extremely high use vehicle / pedestrian / cycle traffic uses on both back lanes
- 9. Leach Avenue east side no sidewalks**

- No sidewalks on east side of Leach Ave. yet there are feeder sidewalks TO Leach from Silverstone, Avila and Patricia Aves. So students have to cross high traffic Leach Ave when coming from west on Silverstone, Avila and Patricia Avenue
- Leach Ave is the main entry /exit point to the school for the traffic / students coming from the north quadrant of Fort Richmond
- Extensive / drop off / pick-ups occur on east side of school due to the parking lot which has TWO access / exit points

#### **10. Silverstone Leach intersection**

- High volume of vehicle traffic entering from north quadrant of Ft. Richmond as this is the primary access point to the school for traffic coming from the North
- Because there are no sidewalks on Leach / north east side of Silverstone – there is much random pedestrian traffic

#### **11. Kings Drive – Missing sidewalk**

- There is only sidewalk on the east side of King's Drive for traffic coming from the north
- There is a very short missing section of sidewalk and because of that – ped / cycle traffic coming from the north must randomly cross King's Drive to get to Avila Avenue
- In the summer there is no grass on this route because it is so highly used
- In the winter – there is heavy traffic on far east side of snow banks
- This is a VERY heavily used section and is used also by University students park at King's Park and enter U of M from south entrance
- Kings Drive is part of the Trans Canada Trail and has use because of this

#### **12. Kings Drive / King's Park**

- No pedestrian / cycle access along King's Drive to park
- Heavily used route as again, no grass in summer – always packed route in winter – when snow piles have been removed
- École St. Avila students use King's Park frequently for physical education because the school has an undersized gym. Also on various 'walk to school' events, busses drop off students at Kings Park and there is no safe access along Kings Drive
- Kings Drive is part of the Trans Canada Trail and has use because of this

#### **13. Grierson and Kings Drive - curve in road / intersection volume**

- This corner has been identified by parents who drive / teachers who access the school / and by residents who live in the area
- It has been identified because:
  - Parking is allowed on the west side of King's Drive between Friedman/ Grierson and part way south to Pasadena
  - Because of the parking, traffic entering / departing the U of M is restricted to essentially one lane of traffic
  - The combination of Transit busses / school busses / vehicular traffic / primary south entry point to U of M AND the street parking makes for a very dangerous corner

#### **14. Dalhousie / Silverstone Intersection**

- High traffic volume because:
  - Two schools are located in close proximity / Avila / Dalhousie
  - There are multifamily dwellings on north east side of Dalhousie
  - There is a shopping mall / restaurant / condo / day care / churches on west side of Dalhousie
  - Need for ENFORCEMENT services at this intersection

## **15. Sidewalk on Cornell / back lane**

- Highly used to access back lane to access school (Tunis / Fordham back lanes)
- Need for identification / signage at the back lane and sidewalk intersection for vehicles

## **16. and 17. Residential Cut Throughs**

- Excellent cut throughs enable access to back lanes to schools
- Need for identification / signage that these exist and to ensure vehicles are aware / cognizant

## **18. Kilkenny Drive – lack of multi-use pathway for walking / cycling**

- The entire south east quadrant of Ft. Richmond has no cut throughs / no sidewalks
- Other than Dalhousie to the west – there is no direct street that connects the south end to the north end OTHER than Kilkenny. Ryerson is somewhat direct – but there are no sidewalks / cut throughs to enable access to Ryerson
- Kilkenny has high volumes of traffic which is accessing the south end of the U of M
- Kilkenny is the south end exit for traffic leaving the U of M
- Kilkenny is used by vehicular traffic accessing the University from St. Norbert / and outlaying communities (St. Adolphe, etc.)
- Kilkenny is part of the Trans Canada Trail and has use because of this

## **19. Lighting on McMaster cut through – lighting not directly relevant to Avila school hours – but to U of M commuters and neighbourhood active living**

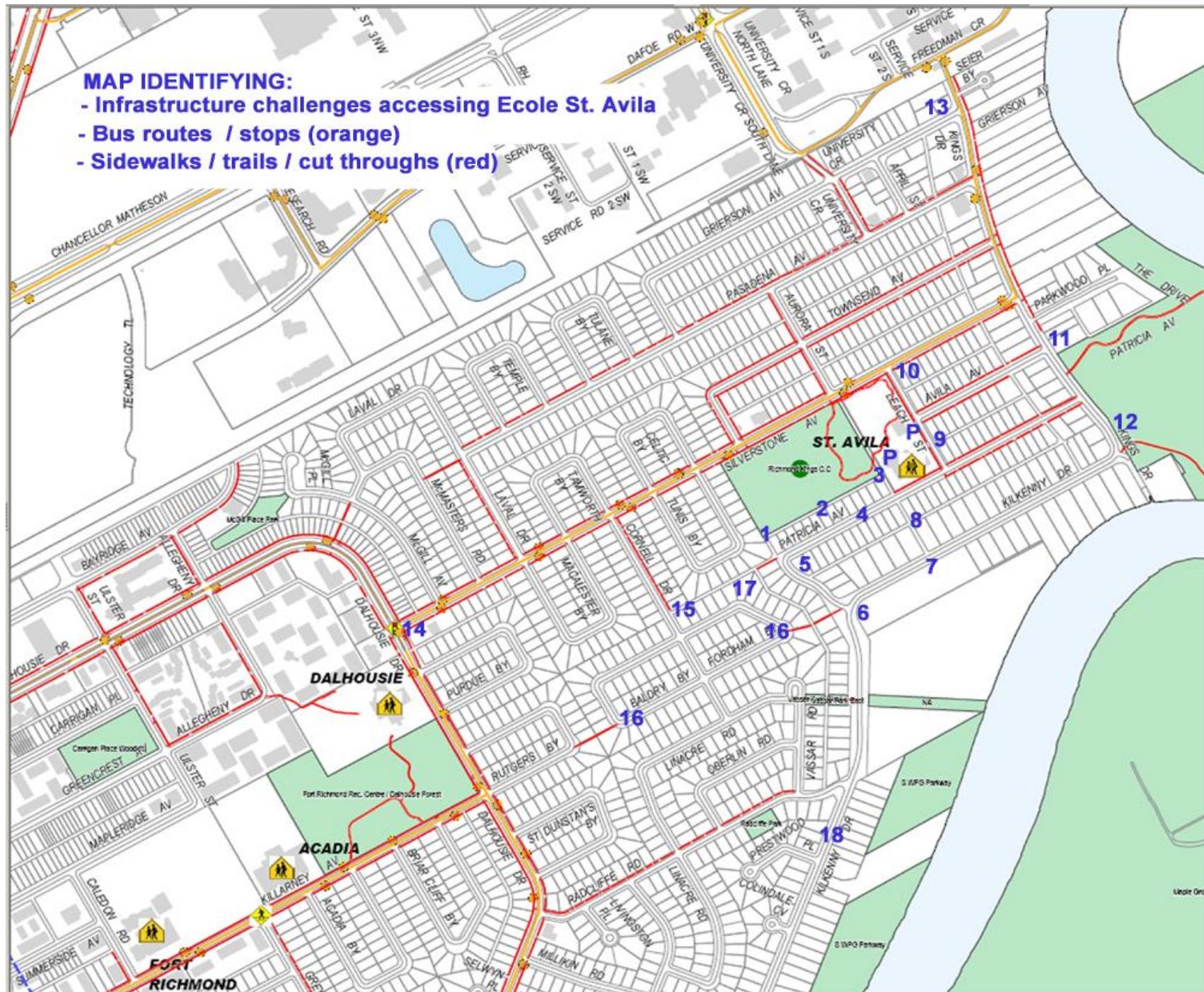
- There is an excellent access on sidewalks and cut throughs from Pembina via Dalhousie / McMaster / Pasadena to the U of M
- The cut through is dark and requires illumination of some kind as many U of M students access 24 x 7

## **SNOW REMOVAL:**

- The sidewalks in the immediate vicinity of École St. Avila need to be cleaned on a priority basis – Silverstone, Leach, Avila, Patricia Avenue

## **TREE GROWTH / ENCROACHMENT:**

- Patricia Ave:
  - The back lane of Patricia Ave is highly used by pedestrians / cyclists. There are two 90 degree corners and it is a narrow back lane
  - In past years we have requested the city trim trees / shrubs branches in the back lane
  - Patricia Ave near Kings Drive - the sidewalk also has excessive overgrowth of private land owners shrubs / bushes
  - Patricia Ave beside school – a private home has planted trees / shrubs / installed rocks on the city right of way which prevents access – this is illegal and we have reported it but it is still outstanding





<b>Objective 2: To encourage more students to walk or cycle safely to and from school</b>				
Physical Safety Education		Kristy		
Personal Safety Education		Kristy		
Implement Walking School Bus Program	Get Active and Safe Routes to School Handbook instructions for starting this program	Principal/Staff		
Best Routes Map	All active transportation routes are on google. Add school specifics.	Janice Lukes		
Participate in IWALK	October – International Walk to School	Coralee and Pam		
Participate in Clean Air Day	June – need to sign up	Coralee and Pam		
Posters – student	Develop student posters	...	...	...
<b>Objective 3: Work with the University of Manitoba to address parking and traffic flow</b>				
Address parking issues along Kings Drive		Janice Lukes		
Address new stadium development	Information Evening 25 stakeholder groups – on hold until after Spring flood	Janice Lukes		
Address student traffic flow through neighbourhood	Link with Phase 2 – Rapid Transit	Janice Lukes		
<b>Objective 4: To monitor effectiveness of initiatives and revise School Travel Plan annually</b>				
Monitor transportation mode	Conduct Classroom Hands-Up Survey	Principal and Teachers		
Report on implementation of STP and initiatives	Oversee the implementation of Action Plan items and track the actual timing and cost of initiatives versus planned	STP Facilitator	Ongoing	No direct costs
Meet with 3 schools	Bring together 3 schools to share travel plans	STP Facilitator	April/May, 2011	No direct costs

<b>Objective 5: Develop an annual communication plan based on School Travel Planning initiative</b>				
Work with Green Action centre/PTSD/École St. Avila staff/parents to develop a communication plan incorporating: <ul style="list-style-type: none"> <li>• Education initiatives</li> <li>• Special events</li> <li>• STP surveys</li> <li>• Dalhousie/Ryerson STP initiatives</li> </ul>	Compile all events planned for 2011 and develop communication plan via newsletter/flyers/websites, etc.	STP co-chairs/committee	April 30 <sup>th</sup> each year. This plan would also incorporate activites to occur in fall of the following year	

## **Plans for evaluation, monitoring and review**

Ecole Saint Avila will monitor and review their School Travel Plan annually in collaboration with representatives from the School STP Committee, or the STP review may be integrated into the School's Parent Advisory Committee if so desired.

The School STP Committee will:

- Hold a meeting at the beginning of each school year to review and update the action plan. Regular meetings of the Committee will continue as needed throughout the year.
- Provide regular updates on safe and active school travel throughout the school year through take-home School Newsletters, and on their school's website
- At the end of the year, review the plan to update achievements and objectives and set targets for the next 12 months. We will also do a full review every three years.

Annual review dates:

- March 31st 2011
- March 31<sup>st</sup> 2012

Full review date:

- March 31st 2013

## **Consensus**

This School Travel Plan has been reviewed and approved by:

**School Representative:**

  
Principal, Ecole St. Avila

June 22, 2011

Date Signed

**STP Facilitator:**

Graham Bruce  
Name (Print)

June 22, 2011

Date Signed

  
Signature

## Appendices

### 1: STP Background Information Sheet

## School Travel Planning Information Sheet



### What is School Travel Planning?

School Travel Planning is a community-based approach that aims to increase the number of children choosing active transportation modes to get to and from school, thereby addressing the issues of sustainability, safety and health associated with ‘the school run.’ Key community stakeholders (school boards, municipalities, police, public health professionals, parents, educators and children) work together to identify and solve their school transportation problems.

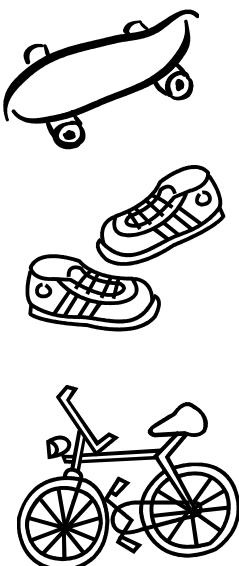
Through a five-step process, each school writes a School Travel Plan, with assistance from the community stakeholders, that includes an action plan describing steps they plan to implement such as:

- engineering improvements at or near school sites—e.g. pedestrian crossings, repairs/upgrades to sidewalks, signage;
- introduction of school infrastructure—e.g. bike shelters, bike racks, lockers;
- education—e.g. traffic safety education for pedestrians and cyclists, education about personal security;
- community mobilization—e.g. walking school buses, walking buddies, ride sharing;
- encouragement—e.g. celebrations of physical activity and environment, event days, recognition and rewards for walking/biking.

The School Travel Planning approach has had great success in other countries—increasing the number of children walking and biking to school; reducing traffic congestion at schools; making routes to school safer; and improving air quality.

### How does the School Travel Planning process work?

School Travel Planning involves five steps:



1. *Program Set-up*
  - a) STP Facilitator establishes Municipal STP Steering Committee comprised of all relevant stakeholders (school board, parents, police, traffic engineers, public health department...) to provide expertise and guidance to all schools engaged in the project in their municipality;
  - b) STP Facilitator selects schools to participate, ensuring they are committed; and
  - c) Each participating school, with support from the STP Facilitator, establishes a School STP Committee comprised of teacher(s), parents and other interested parties to manage the STP process at the school level beginning with determining goals.
2. *Data Collection & Problem Identification* - survey parents and students, map neighbourhoods where students live, identify best routes, traffic counts.

3. *Action Planning* - STP Committee designs a plan of action for dealing with challenges identified and achieving stated goals. At this stage a written document is compiled that summarizes background information and outlines the detailed action plan that includes initiatives, timelines and assignment of responsibility for each task.
4. *Implementation* - Action items are carried out.
5. *Ongoing Monitoring* - Post-implementation data collection is done to evaluate progress toward goals. The plan is tweaked if necessary. A School Travel Plan is intended to be a living document that becomes part of school policy and is revisited and updated on a regular basis.

## School Responsibilities

- *Staff Time*: The principal and/or at least one teacher will participate in all School STP Committee meetings and may be asked to attend meetings of the Municipal STP Steering Committee (to discuss higher level municipal concerns related to their school). Additional staff time will be needed during data collection and implementation of action items.
- *Parent Time*: Parents play a key role in School Travel Planning, e.g. as part of the School STP Committee, as decision makers about travel choices.
- *Meeting Space*: Use of a room to hold School STP Committee meetings.
- *Enthusiasm and Commitment*: The success of School Travel Planning relies on school champions that lead the school's effort, setting a positive tone about the project for the rest of the school.
- *Student Time (optional)*: Some schools may wish to use School Travel Planning as a learning opportunity, linking aspects of the process to the curriculum, e.g. having students administer and tabulate surveys as a math exercise or map out their community and routes as a geography exercise. NOTE: Schools will be responsible for data entry and tabulation of surveys so if students are not engaged for this task, parent volunteers or staff will be responsible.

## Support

Participating schools will enjoy the support of a dedicated School Travel Plan Facilitator who will guide the process—providing expertise, coordinating project activities, answering questions, liaising with community stakeholders, etc.

The STP Facilitator will organize the assembly of a Municipal STP Steering Committee made up of representatives from all key community stakeholder groups such as district school board, police, public health and transportation engineering. This Steering Committee will provide valuable expertise and resources to schools during all phases of the School Travel Planning process.

Schools will also have access to comprehensive resource materials including an STP Model Framework, sample school travel plan(s), curriculum-linked resources and traffic safety tools.

## For More Information

For more information, please contact: Shoni Litinsky at 204-925-3773 or [stp@greenactioncentre.ca](mailto:stp@greenactioncentre.ca).

## 2. Letter Home to Parents

Dear Parent/Guardian:

### School Travel Planning - Family Survey

Ryerson School is taking part in a School Travel Planning project that will address concerns about our students' journeys to and from school. The ultimate goal of a School Travel Plan is to create an environment that makes it safer for more people to walk, cycle or use active transportation to and from school, and to improve the journey for those who use cars or take school busses.

The benefits of creating and implementing a School Travel Plan include:

- Reduced traffic congestion at and around the school;
- Improved children's safety;
- Improved children's health; and
- Reduced pollution in our environment.

To figure out how to make improvements, we must first assess the current situation. Parent input is an important part of this process and so we are asking you to please take **10 to 15 minutes** to complete the attached survey with your child—the School Travel Planning Family Survey. Your family's input is critical to the success of this project at our school.

Completed surveys should be returned to the school with the child who brought it home.

If you have any questions about the survey or the School Travel Planning project, please contact the school.

Thank you for taking the time to complete this survey.

Sheena Braun  
Principal; Ryerson School

*A note about privacy:* To protect your privacy, this survey does not ask you to provide your name. The mapping information will be used to establish which routes are the most common and where the key obstacles/barriers are along those routes. All information collected will be kept strictly confidential.

### 3: Hands up survey



## School Travel Planning: CLASSROOM HANDS-UP STUDENT SURVEY



School Name: \_\_\_\_\_

Grade: \_\_\_\_\_ Room/Class #: \_\_\_\_\_ # Students: \_\_\_\_\_

Teacher: \_\_\_\_\_ Dates: Mon \_\_\_\_\_ to Fri \_\_\_\_\_

**Ask students: “How did you travel to school this morning?”**

	Weather	Walked	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other ?	Total
Mon										
Tues										
Wed										
Thurs										
Fri										
Total										
Daily Avg=Total/5										

\*Walked at least one entire block.

**Ask students: “How did you travel from school today?”**

	Weather	Walked	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other ?	Total
Mon										
Tues										
Wed										
Thurs										
Fri										
Total										
Daily Avg=Total/5										

\*Walked at least one entire block.

#### 4. Family Take Home Survey



#### School Travel Planning Project: FAMILY SURVEY - Baseline



Please answer the questions thinking about your eldest child, who brought this survey home.

If more than one child brings a survey home, please fill out and send back only one.

1. How does your child usually get to and from school? (Choose one in each column. If they use two, e.g. walking and school bus, choose the one they spend the most time doing.)

	To school from home	To home from school
By car (just your family)	<input type="checkbox"/>	<input type="checkbox"/>
By car (2 or more families)	<input type="checkbox"/>	<input type="checkbox"/>
By school bus	<input type="checkbox"/>	<input type="checkbox"/>
By public bus	<input type="checkbox"/>	<input type="checkbox"/>
By walking	<input type="checkbox"/>	<input type="checkbox"/>
By bicycling	<input type="checkbox"/>	<input type="checkbox"/>
By subway or streetcar	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>
If Other (explain)	<hr/>	

2. The next question is for you OR the ADULT who usually travels with your child on the trip to school: How do you usually feel on the trip to school? (Please circle one word).

- |             |                           |
|-------------|---------------------------|
| • Relaxed   | • Tired                   |
| • Rushed    | • Frustrated              |
| • Happy     | • Calm                    |
| • Bored     | • Distracted              |
| • Energized | • Curious                 |
| • Anxious   | • Other (please describe) |
| • Content   | <hr/>                     |

Not applicable, my child usually travels to school without an adult.

3. What are the ages and gender of all your children that attend this school (e.g. 11 years, boy)

a. \_\_\_\_\_ b. \_\_\_\_\_ c. \_\_\_\_\_ d. \_\_\_\_\_

4. How far away from the school do you live?

Less than 500 metres  0.5 to 1.5km  1.5 to 3km  Over 3km

5. How long does it take your child to travel to this school from home?

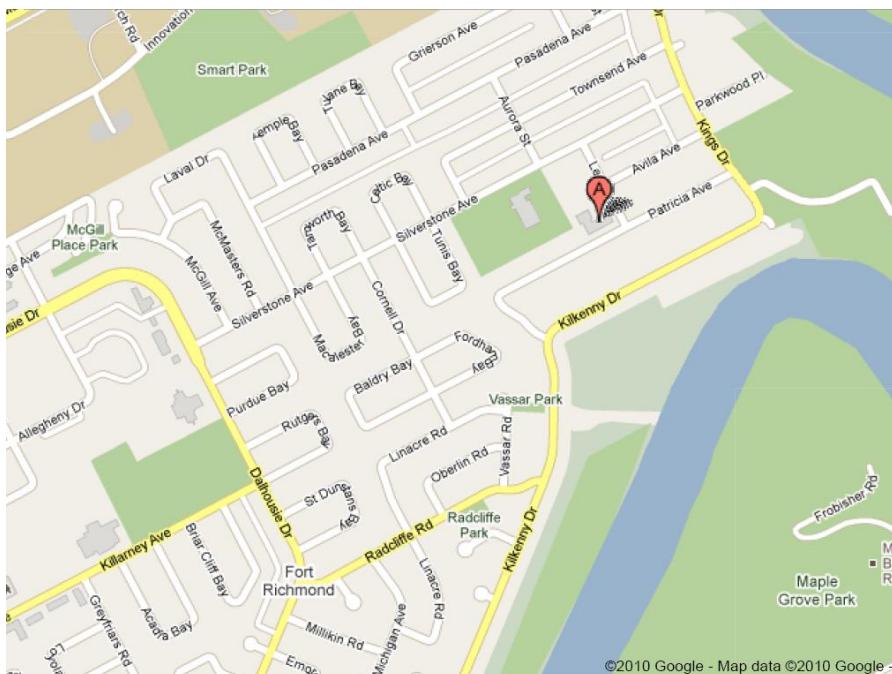
0-15 minutes  15-30 minutes  30-45 minutes  45-60 minutes  >60 minutes

6. How long does it take your child to travel to home from this school?

0-15 minutes  15-30 minutes  30-45 minutes  45-60 minutes  >60 minutes

### MAPPING EXERCISE: FOR PARENTS & STUDENTS TO ANSWER AS A FAMILY

7. a) Please complete the following map. Place an X where you live and mark the route(s) *your child at this school usually* takes to and from school. If possible, please complete it while walking with your child to school even if you usually drive. Identify any locations that are of concern to you with a number (e.g. 1, 2, 3) and describe these in the table below.



b) Describe any areas of concern in this table.

Location  (e.g. nearest intersection)	What do you think is unsafe in this area?
E.g. on ____Rd near ____St	Cars turn Right without looking for pedestrians.

1.	
2.	
3.	

8. There are NO major barriers to walking in my local neighbourhood that make it hard to get from place to place e.g. freeways, heavy traffic, railway lines, rivers. (Please circle one answer.)

STRONGLY AGREE      AGREE      DISAGREE      STRONGLY DISAGREE

9. Our neighbourhood is safe for children to walk to and from school. (Please circle one answer).

STRONGLY AGREE      AGREE      DISAGREE      STRONGLY DISAGREE

10. How many drivable motor vehicles (cars, trucks, motorcycles) are there at your household?

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11. How did you travel to elementary school?

walk     bike     car     school bus     other \_\_\_\_\_

12. The way my child **usually** travels to school contributes to his/her:

STRONGLY  
AGREE      AGREE      DISAGREE      STRONGLY  
DISAGREE

- a) physical well-being,  
e.g. healthy heart, bones and muscles
- b) emotions and overall well-being,  
e.g. happiness, relationship with friends
- c) well-being of our community,  
e.g. students get to know neighbourhood
- d) environmental well-being,  
e.g. less pollution

**If you never/rarely drive your child to or from school, please skip to question 16.**

13. If your child is **usually** driven to/from school, what are the main reasons why?

(Check all that apply).

Distance from home too far

Convenience/time pressures

Traffic danger

Personal safety issues

I'm on my way somewhere else

Weather

Other (explain) \_\_\_\_\_

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14. I would allow my child to **walk** to school if... (check all that apply)

they did not walk alone

there was a safer or improved walking route

there were reduced traffic dangers

they were older

they did not live so far from school

Other (explain) \_\_\_\_\_

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15. I would allow my child to **cycle** to school if... (check all that apply)

they did not cycle alone

there was a safer or improved cycling route

there were reduced traffic dangers

they were older

they did not live so far from school

there was bicycle riding safety training for my child

they could lock their bicycle in a safe place

Other (explain) \_\_\_\_\_

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16. The next question is for the CHILD who brought this survey home. Please ask your child the following question: What feeling do you have most of the time when you are travelling to school and from school? Please only circle one word in each column.

Trip to school:

- Excited
- Tired
- Curious
- Bored
- Relaxed
- Worried
- Happy
- Rushed

Trip home from school:

- Excited
- Tired
- Curious
- Bored
- Relaxed
- Worried
- Happy
- Rushed

17. Any further comments from you about your child's journey to and from school?

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18. Do you support ongoing School Travel Planning efforts to make the school area safer, healthier and better connected to community, by focusing on ways to reduce the number of children arriving at school by car?

YES     NO

19. If you'd like to help, for example on the School Travel Planning Committee or helping put STP plan ideas into action, please contact Graham Bruce or provide your name, telephone number and email below:

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THANK YOU FOR YOUR TIME. PLEASE HAVE YOUR ELDEST CHILD RETURN THIS  
COMPLETED SURVEY TO HIS/HER TEACHER BY <insert deadline>.