



VALLEY GARDENS MIDDLE SCHOOL

School Travel Plan (v1.0 updated January 2017)



Table of contents

[Table of contents](#)

[Introduction](#)

[About School Travel Planning](#)

[Recent History of School Travel Planning in Manitoba](#)

[The School Travel Planning Process](#)

[About Valley Gardens](#)

[School Profile](#)

[Map of area covered by this School Travel Plan](#)

[Research and Data Collection](#)

[Student Classroom Paper-based Hands Up Survey findings](#)

[BikeWalkRoll Survey Findings and Context Map](#)

[Family Survey Findings](#)

[Traffic Count Findings](#)

[Parking observations](#)

[Neighbourhood walking and cycling map showing existing infrastructure and approximate walking/biking time circles](#)

[Walking Network Analysis Map](#)

[Cycling Network Analysis Map](#)

[Arterial Streets Traffic Flow Map \(City of Winnipeg\)](#)

[Comparing Mode choices - Postal Code Hands-Up Survey Results](#)

[Postal Code Hands-Up Survey Results - Walking Only](#)

[Postal Code Hands-Up Survey Results - Driving Only](#)

[Postal Code Hands-Up Survey Results - Cycling Only](#)

[Postal Code Hands-Up Survey Results - Bussing Only](#)

[Goals](#)

[School Travel Planning goals](#)

[Consultation Summary](#)

[School Travel Planning \(STP\) Committee Meetings](#)

[Municipal Stakeholder Committee Meetings](#)

[Public Action Planning Workshop](#)

[Other consultations](#)

[Travel Challenges Summary](#)

[E Valley Gardens School - Parent Survey Transportation Issues Map](#)

[Top 6 Street Design Issues](#)

[Priority Action Items](#)

[Completed Action Plan Items](#)

[Evaluation - follow-up survey plan](#)

[Endorsement](#)

[Annual Update](#)

[Appendices](#)

[Appendix 1. Action Plan for Valley Gardens](#)

[Appendix 2. Parent Survey Traffic Issues Key](#)

Introduction

About School Travel Planning

A School Travel Plan is a living document belonging to the school. It will be revisited regularly in order to update the status of Action Plan items and to incorporate future Evaluation findings. It is part of a complete School Travel Planning process that has been successfully developed and implemented across Canada since 2007.

The national Children's Health, Mobility and Happiness: A Canadian School Travel Planning Model project completed in 2012 used Active and Safe Routes to School programming combined with Transportation Demand Management principles to encourage active and sustainable modes of school travel for students, families and staff. The project was designed to address barriers to active travel caused by attitudes and car-dominated design in school neighbourhoods in an effort to reduce the health risk to children. Even before many Action Plan items had been fully implemented, by March 2012 some provinces saw a shift towards active travel of up to 6 per cent and some individual schools saw a shift of over 20 per cent.

Results from STP work between 2014-16 demonstrate that the STP program is a cost-effective intervention.

When effectively coordinated and implemented STP can result in positive school travel behaviour change, and ultimately provide substantial economic, environmental and physical activity benefits.

Green Communities work in Ontario shows that the STP model performs well in a variety of community settings – inner city, inner and outer suburbs, and rural. When travel mode data was combined with the actual costs of delivering STP the results were very encouraging: a benefit cost ratio of 2.4 after one year of implementation.

National resources

School Travel Planning (STP) is presented by a coalition of organizations across Canada working together to enable more children to walk and cycle to school. Green Communities' Canada Walks makes coordination of efforts and knowledge transfer between and among these organizations possible. This national website provides a wealth of resources with links to international and provincial/territorial organizations and their curriculum, as well as to campaigns that can benefit and complement a school's efforts for health promotion and environmental awareness:

www.saferoutestoschool.ca

Toolkit resources and flexible templates are available to use in every phase of the STP process. Find the toolkit at:

www.saferoutestoschool.ca/school-travel-planning

Recent History of School Travel Planning in Manitoba

In 2010/2011, twelve schools in Manitoba participated in a two-year STP project (Pembina Trails School Division - Winnipeg: Dalhousie School, Ryerson School and St. Avila; 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. In 2012, Green Action Centre began developing innovative technology to help speed up the data collection phases of school travel planning. In 2014, a partnership between the City of Winnipeg, University of Manitoba Department of Engineering and Green Action Centre resulted in a rapid fire data collection phase and in-depth traffic analysis at 17 schools. In 2016, two schools were chosen for school travel planning - Valley Gardens Middle School and Valley Gardens and followed a hybrid model that includes lessons learned from all previous process.

The School Travel Planning Process

Over the 2016/2017 school year, Valley Gardens School 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 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) Schools are selected to participate, ensuring they are committed;
- 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.

About Valley Gardens

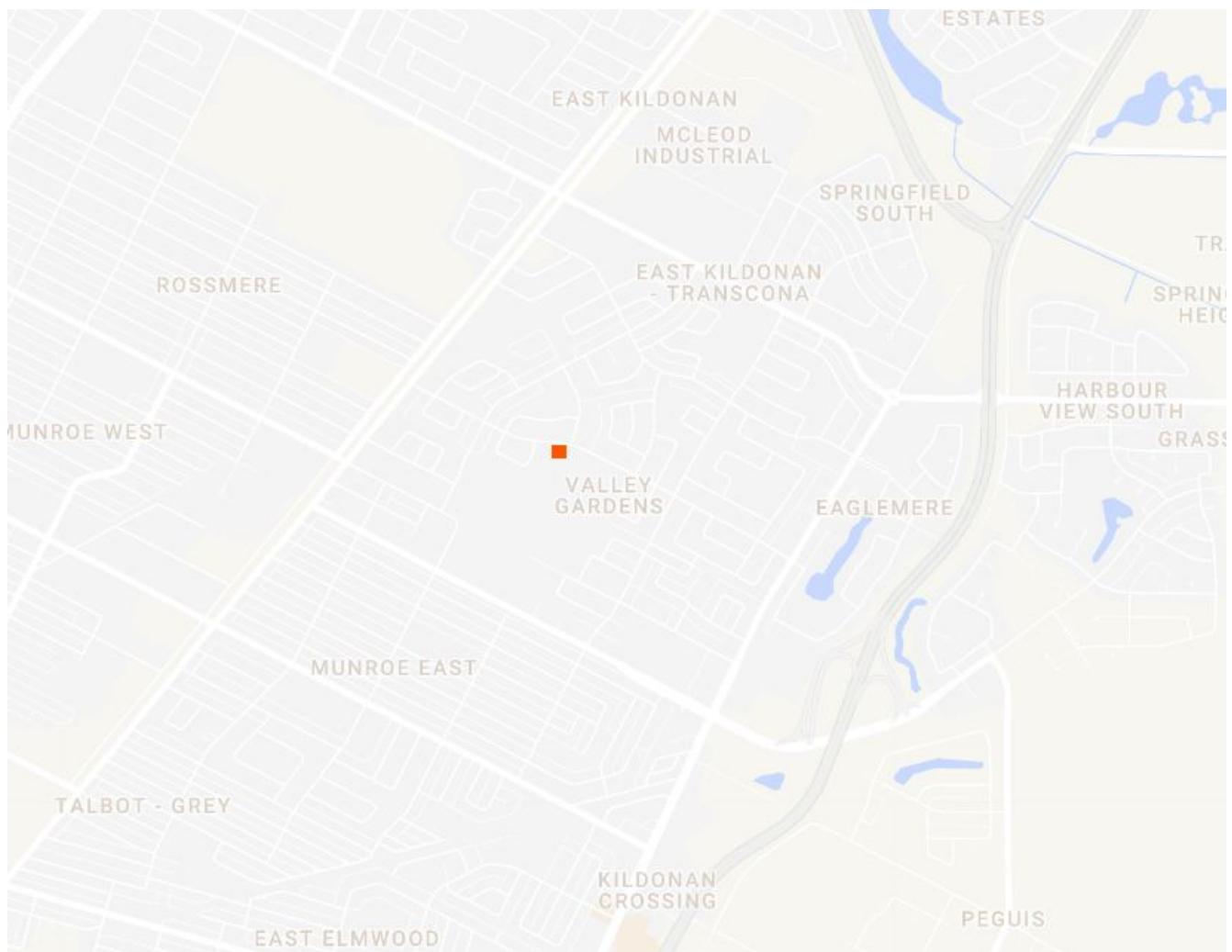
School Profile

Info valid as of May 2016

School Name	Valley Gardens Middle School
School Type, e.g. public, separate, private	Public
Age of School / Year Opened	1975
Name of School Board	River East Transcona
Number of Students	433
Number of Families	337
Grades, e.g. K-6, K-8	6-7-8

School Bell Times	8:30 11:20, 12:15, 3:10
Number of Parking Spaces, staff/visitor	
Description of Location, e.g. city centre/suburban/rural	suburban
Is the school in a Neighbourhood Watch or Block Parent Community?	no
% Bussed Students	grade 6 can take for free anyone can take the bus but you pay for it if you are in grade 7/8 (~75 overall)
Socio-Economic Description of Families	
Any local programs e.g. French immersion, fine arts, special needs, before and after-school day care etc.	lighthouse, girls club, summertime Refugee education centre
Existing Facilities At School Site, e.g. bike rack/storage, kiss 'n ride, school bus drop-off zone, adult or student crossing guards, public transit bus stops serving school, transport arrangements to after school programs	transit on London and Louelda, daycare, arenas, community centre, future splash pad
Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs	<ul style="list-style-type: none"> - skateboards are banned - Bike Month
Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health	Green Team Outdoor ed
Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)	Email newsletter website

Map of area covered by this School Travel Plan

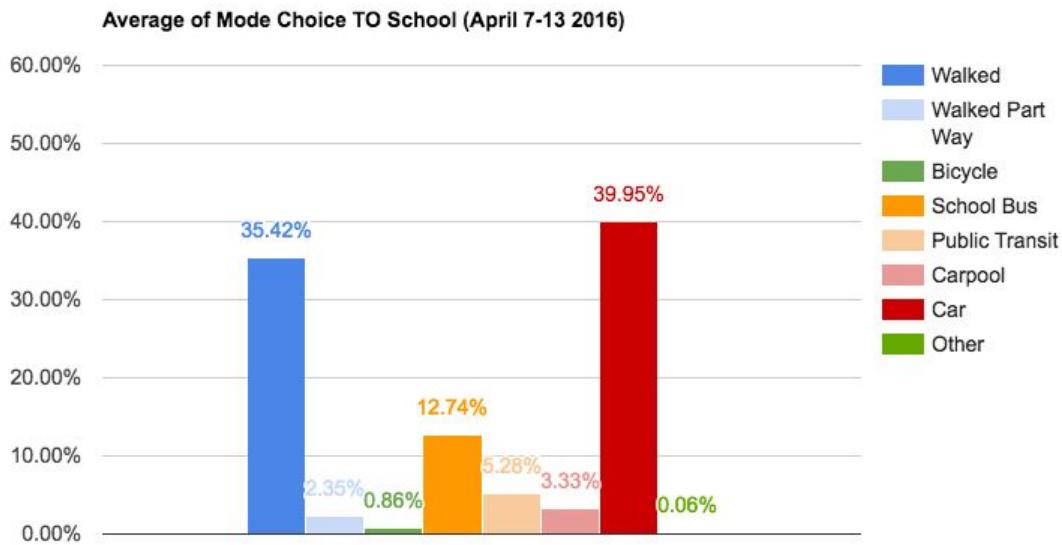


Research and Data Collection

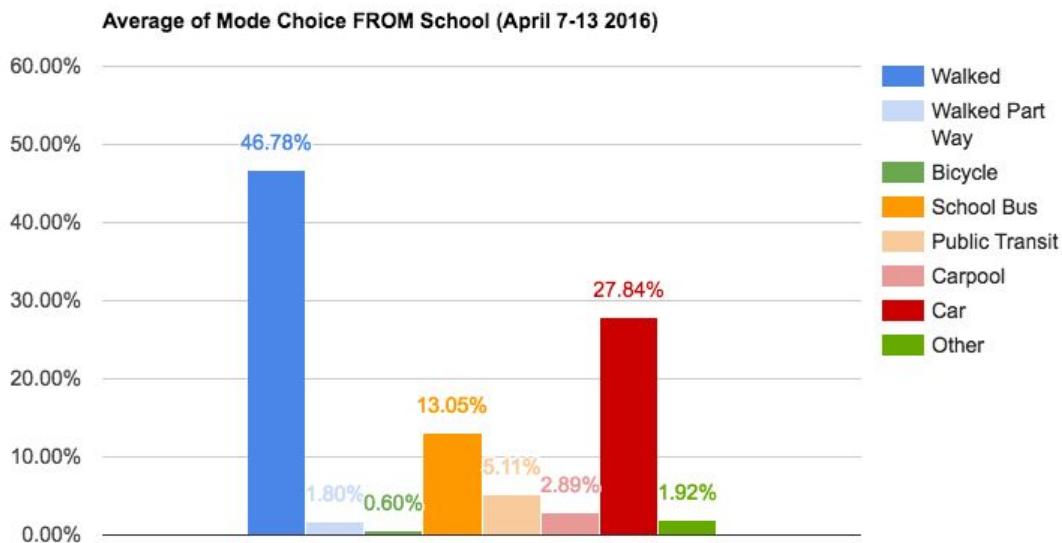
Student Classroom Paper-based Hands Up Survey findings

Using the paper-based survey developed by Green Communities Canada and the U of T, teachers at Valley Gardens recorded the mode choices made by students to and from school for a one week period April 7-13. Results below.

All classrooms: Student Survey Total Travel Mode to School Over One Week



All classrooms: Student Survey Total Travel Mode from School Over One Week



BikeWalkRoll Survey Findings and Context Map

Using BikeWalkRoll software, teachers recorded student mode choices on the trip to school via 30-second surveys in the morning.

Apr7-13 data in BikeWalkRoll.

BikeWalkRoll

Add A School Create An Account Sign in EN

How did you get to school today?
Our 30 second surveys help understand how students travel to school.

Valley Gardens Middle School 1221 Astoria Road Go

Here's how it works

- Find your School on the map above
Don't see it? Add a school
- Do a 30 second survey
It couldn't be simpler. Learn about surveys
- See your BikeWalkRoll score
Learn how the score works



BikeWalkRoll campaign May 16-20.

BikeWalkRoll

Add A School Create An Account Sign in EN

How did you get to school today?
Our 30 second surveys help understand how students travel to school.

Valley Gardens Middle School 1221 Astoria Road Go

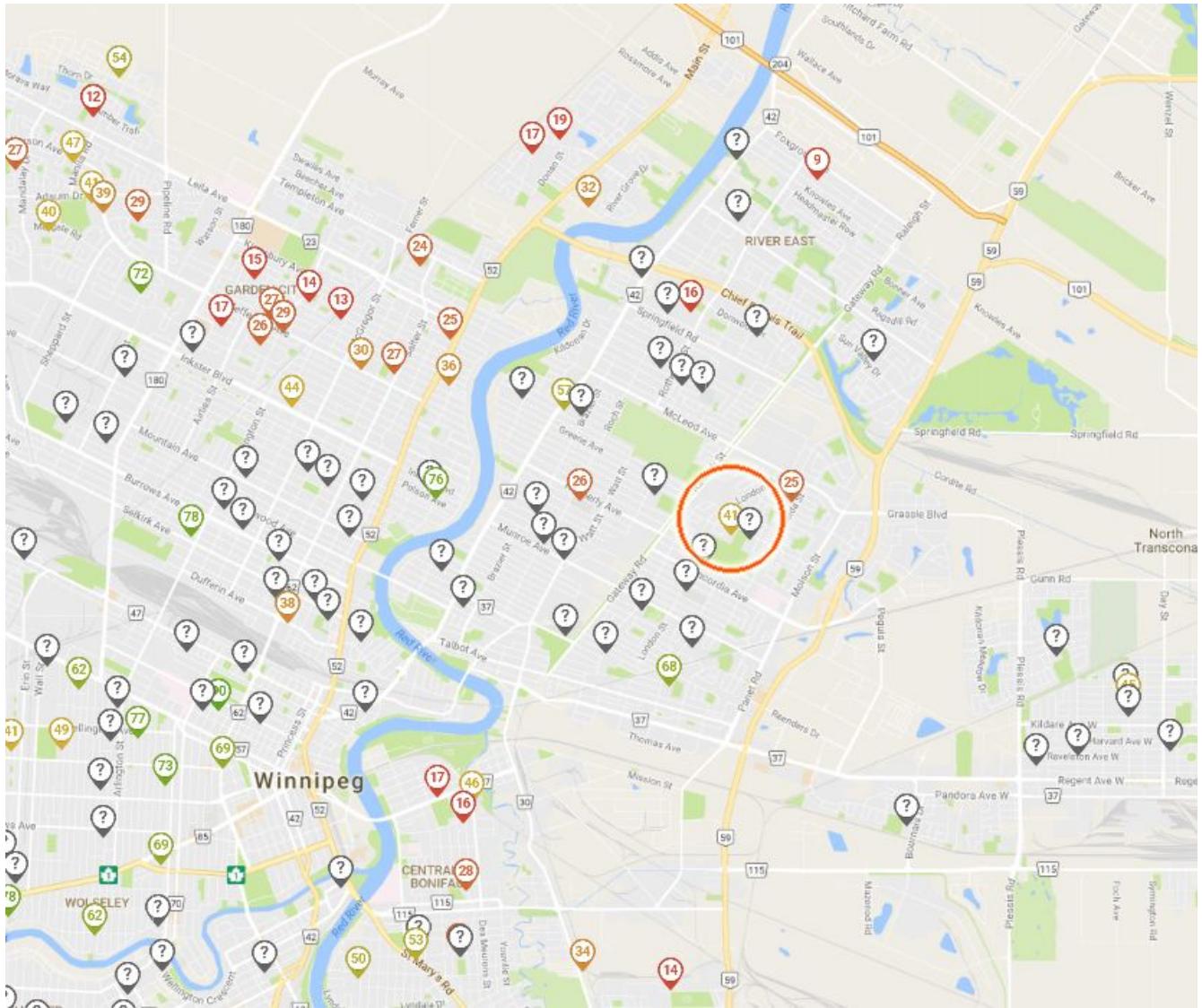
Here's how it works

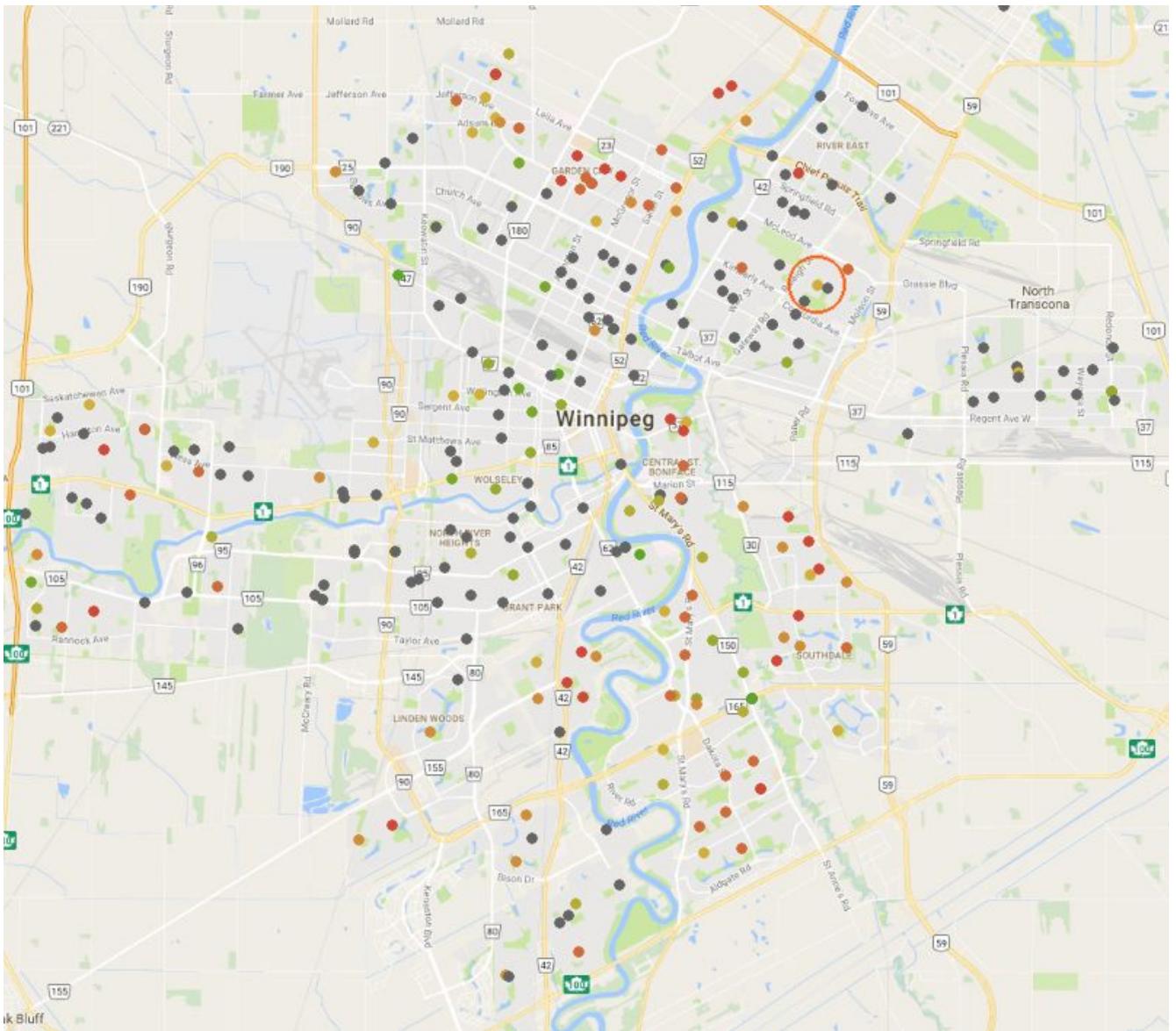
- Find your School on the map above
Don't see it? Add a school
- Do a 30 second survey
It couldn't be simpler. Learn about surveys
- See your BikeWalkRoll score
Learn how the score works



BikeWalkRoll scores represented the modal split of active vs. motorized travel to school. High percentages are usually considered good (green spectrum) while low percentages indicate schools

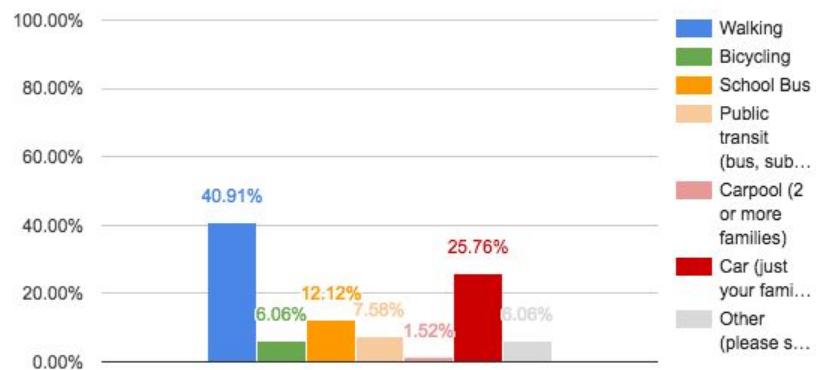
where surveys resulted in high percentages of motorized travel (red spectrum). In context, BikeWalkRoll score help show how Valley Gardens compare to other schools nearby and in the same city.



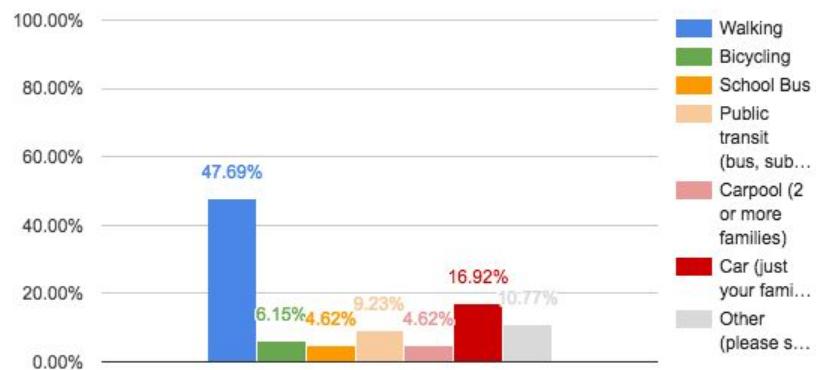


Family Survey Findings

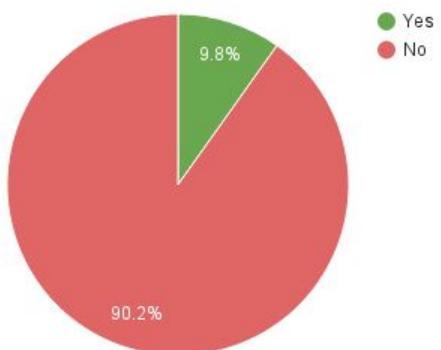
How does your child usually get TO school?



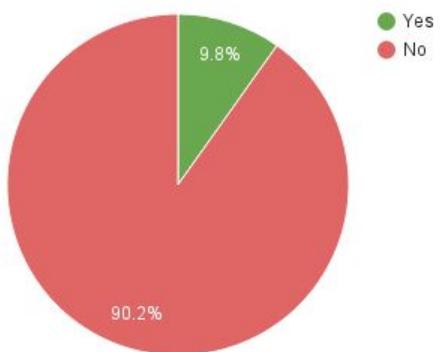
How does your child usually get FROM school?



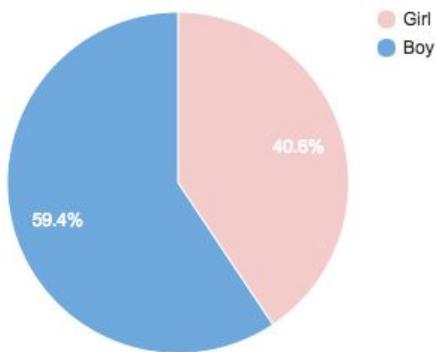
Was the travel FROM school to an after-school program?



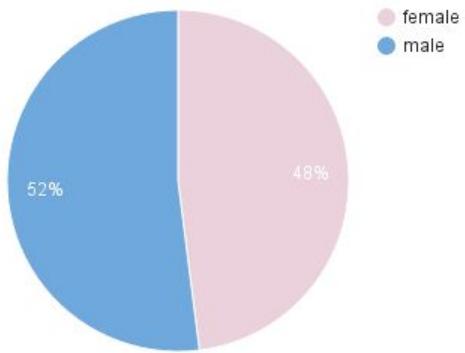
Was the travel FROM school to an after-school program?



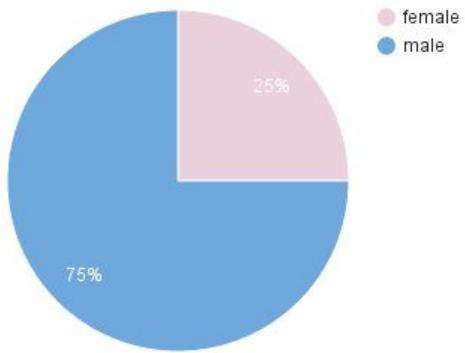
Sex of student



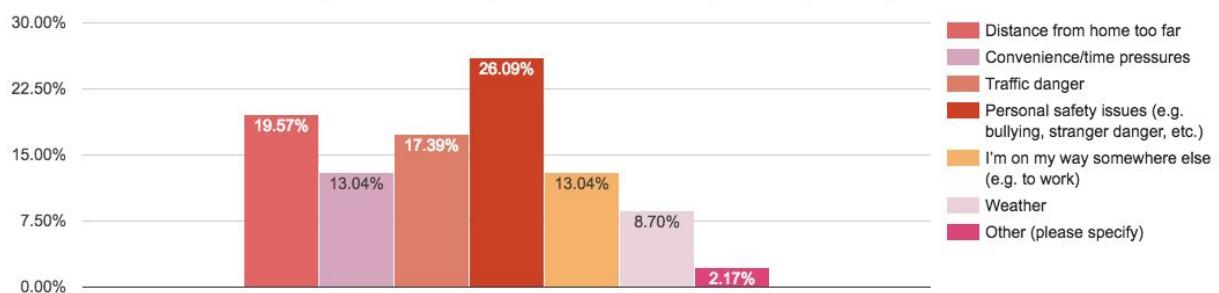
Gender split of who are "usually" walking to school



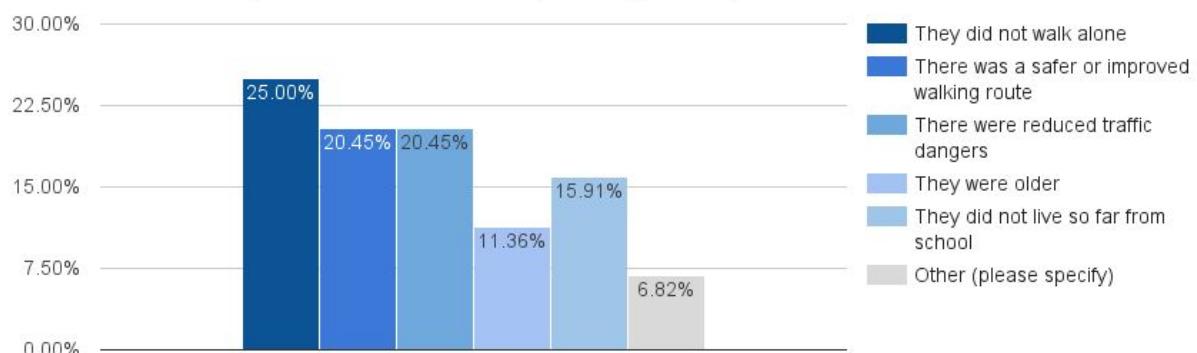
Gender split of children who are "usually" biking to school



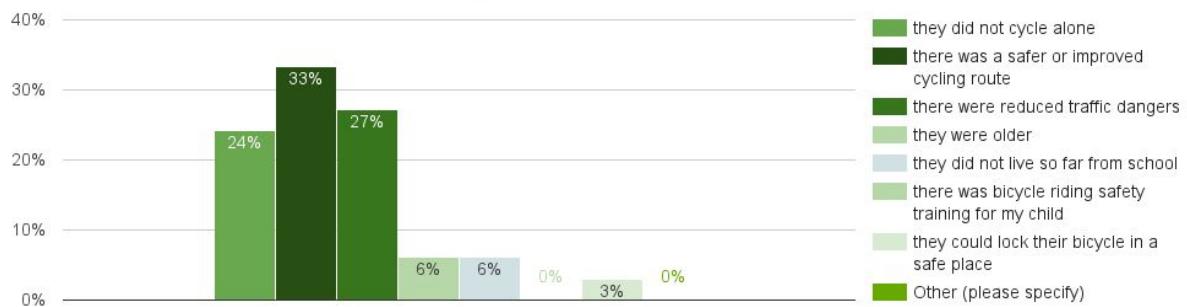
What are the main reasons your child is usually driven to/from school? (Choose up to three)



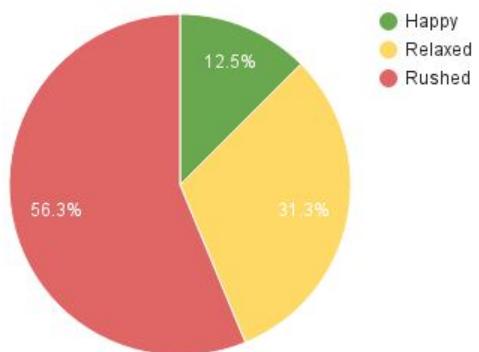
I would allow my child to walk to school if... (choose up to three)



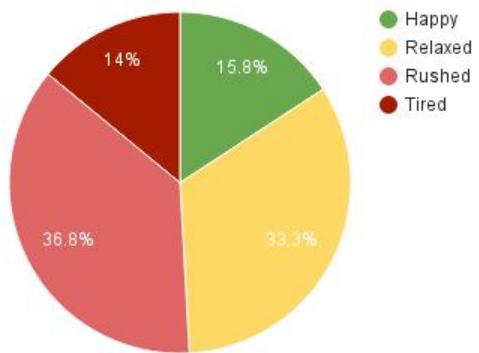
I would allow my child to cycle to school if... (choose up to three)



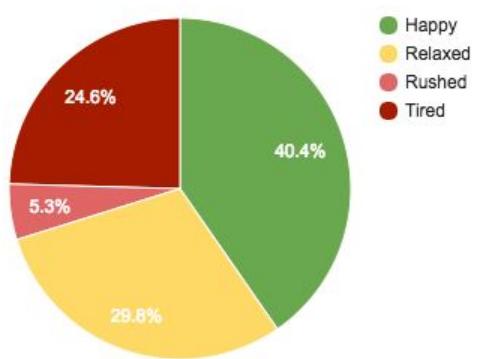
How do YOU usually feel on the trip to school (one word only).



What feeling do you have most of the time when you are travelling TO school?



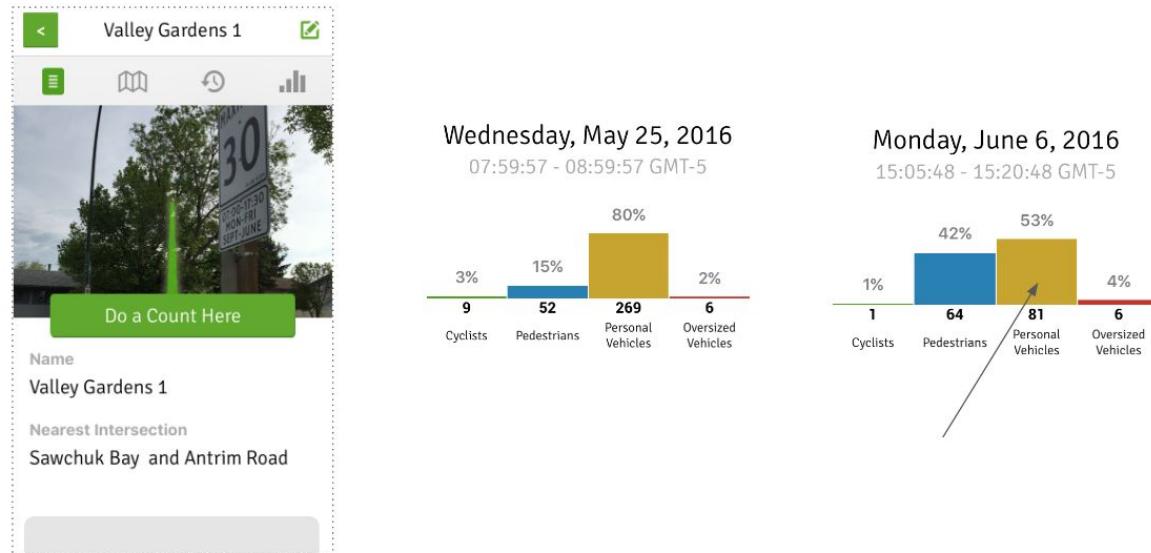
What feeling do you have most of the time when you are travelling home FROM school?



Traffic Count Findings

STP committee members Neil Lischka and Scott Harmacy have done traffic counts of adjacent street and parking lot traffic. The facilitator has done compliance counts at the Reay/Antrim stop sign.

Count Traffic outside school with CounterPoint



Stop sign compliance showed extremely poor compliance rates (the facilitator found 25 rolling stops (defined as the car tires never fully coming to a complete stop) in less than 20 minutes representing the vast majority of cars stopping for these stop signs (the count form did not require the observer to indicate all cars, the qualification was added after the fact and further study is required to determine the exact percentage). This matched the same observations at other locations at school in Winnipeg leading the facilitator to suggest that rolling stops seem to be an endemic behavioural/infrastructure issue and suggests pursuing this as a city-wide design/policy issue.

Subsequent to the above traffic counting, the area around Valley Gardens was recommended to be included in a list of locations to be monitored by a formal City of Winnipeg pedestrian monitoring program.

Jamie Hilland committed to working with Gord Friesen of the Winnipeg Police Service to develop a list of locations for longitudinal studies on vehicle speed and to consider key locations near Valley Gardens School.

Parking observations

There is no formal onsite car parking for teachers or staff. In general, bike parking at Valley Gardens is of poor, outdated quality, but well used. The design of the racks makes using a u-lock prohibitive and is not conducive to adults who may be visiting for meetings, pickup or drop-off. There is no formal staff long term bike parking. Only some of the bike parking is visible from the vice-principal or principal's office. Considerable overflow for bike parking is visible on chain link fencing surrounding the parking lot.

At one point during a meeting with the STP facilitator, the V-principal was held up due to having to check security camera footage to help retrieve a stolen bicycle.



Parking is well used, but poorly situated to avoid theft and poorly design to enable modern locks or use by adults.

A new, modern bike rack with capacity for approximately 4 more bicycles was added during the STP process, but there is an opportunity/need to increase the quality of bike parking for everyone even further. Such opportunities include purchasing and adding newer well-designed racks.

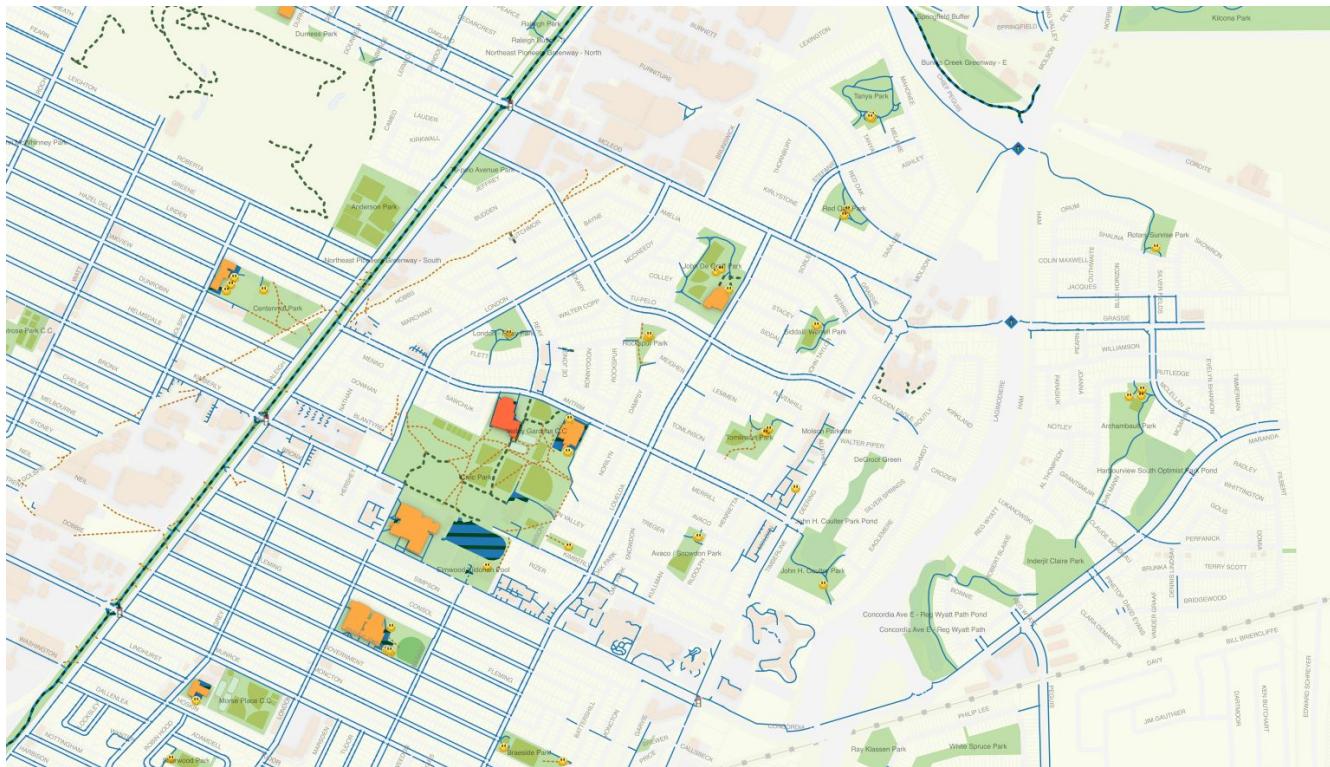
Neighbourhood walking and cycling map showing existing infrastructure and approximate walking/biking time circles

Legend

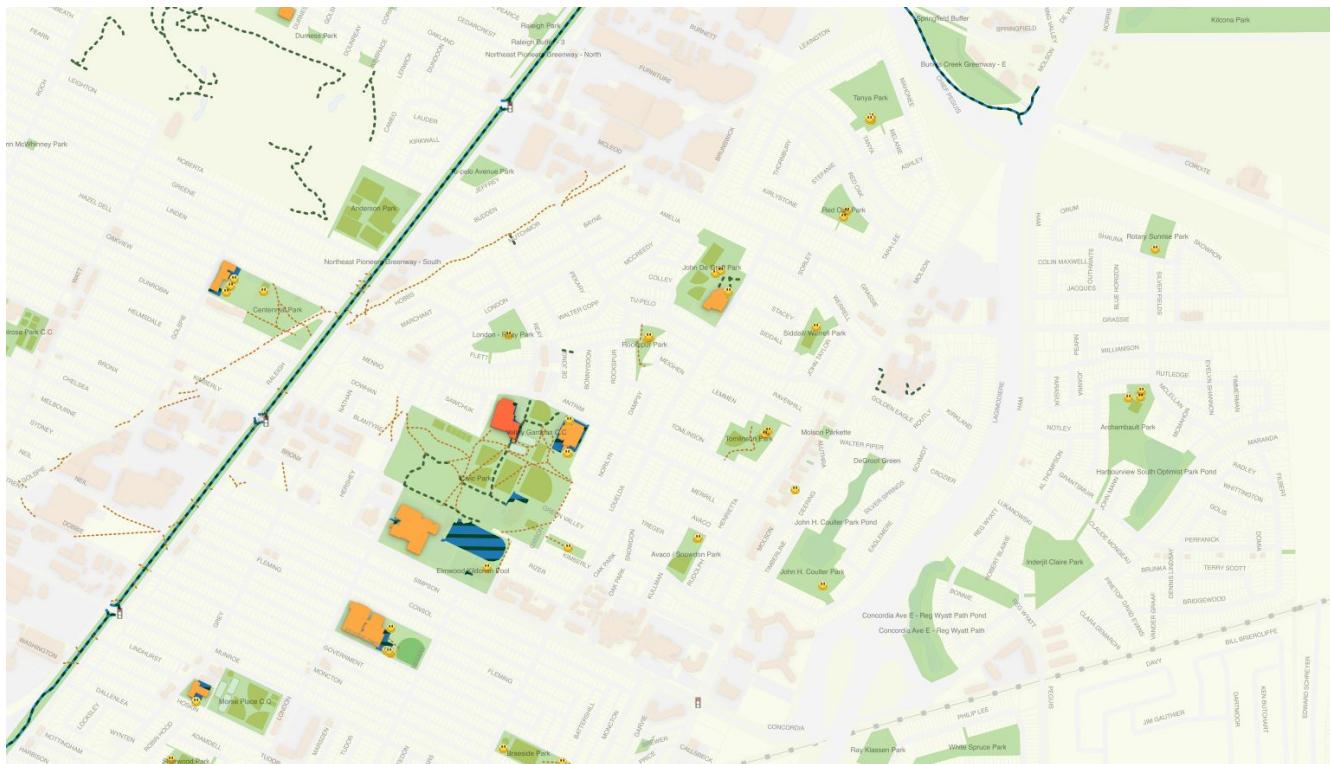
- Sidewalk
- Protected Bike Lane
- Shared Asphalt Trail
- Painted Bike Lane
- Gravel Path
- Dotted Line: Dirt Trails Worn into Grass
- Roads
- Back Lane
- Railway Track
- Playground
- Pedestrian/Bike Underpass
- Bike Signal
- Push Button Crosswalk
- Traffic Calming Measure
- Signal with Pedestrian Refuge Islands
- Traffic Signal
- Courtyards/Pedestrian Access Only
- Parking Lot
- Skating Rinks
- Wading Pool
- Sports Field
- Park or Schoolyard
- River or Lake
- School

Close-up of the legend used for the map above and similar ones those that follow

Walking Network Analysis Map



Cycling Network Analysis Map



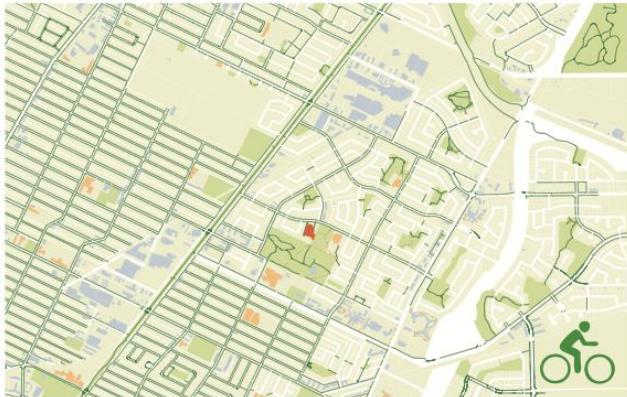
Arterial Streets Traffic Flow Map (City of Winnipeg)



Winter Network Map
TBD

Comparing Mode choices - Postal Code Hands-Up Survey Results

Where Students Started Their Bike Trips to School
Grouped by postal code centre; more trips = larger circle; measured on March 23, 2016



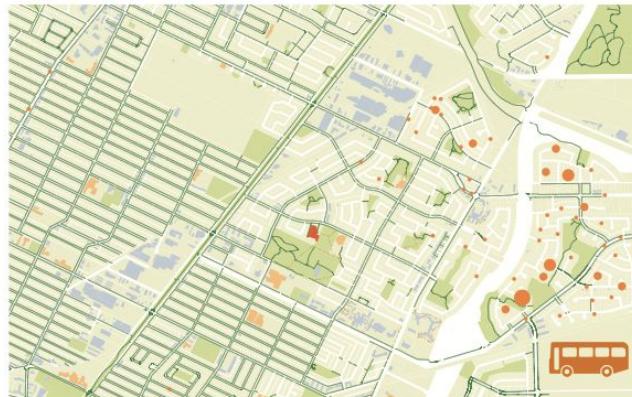
Where Students Started Their Car Trips to School
Grouped by postal code centre; more trips = larger circle; measured on March 23, 2016



Where People Started Their Walking Trips to School
Grouped by postal code centre; more trips = larger circle; measured on March 23, 2016



Where People Started Their Bus Trips to School
Grouped by postal code centre; more trips = larger circle; measured on March 23, 2016



Active & Safe
ROUTES TO SCHOOL

green
ACTION
centre

RIO CAN
REAL ESTATE INVESTMENT TRUST

HEART &
STROKE
FOUNDATION

Green
Communities
CANADA

HTFC
PLANNING + DESIGN

Winnipeg

Winnipeg Regional
Health Authority
Caring for You...
A healthy and active spirit!



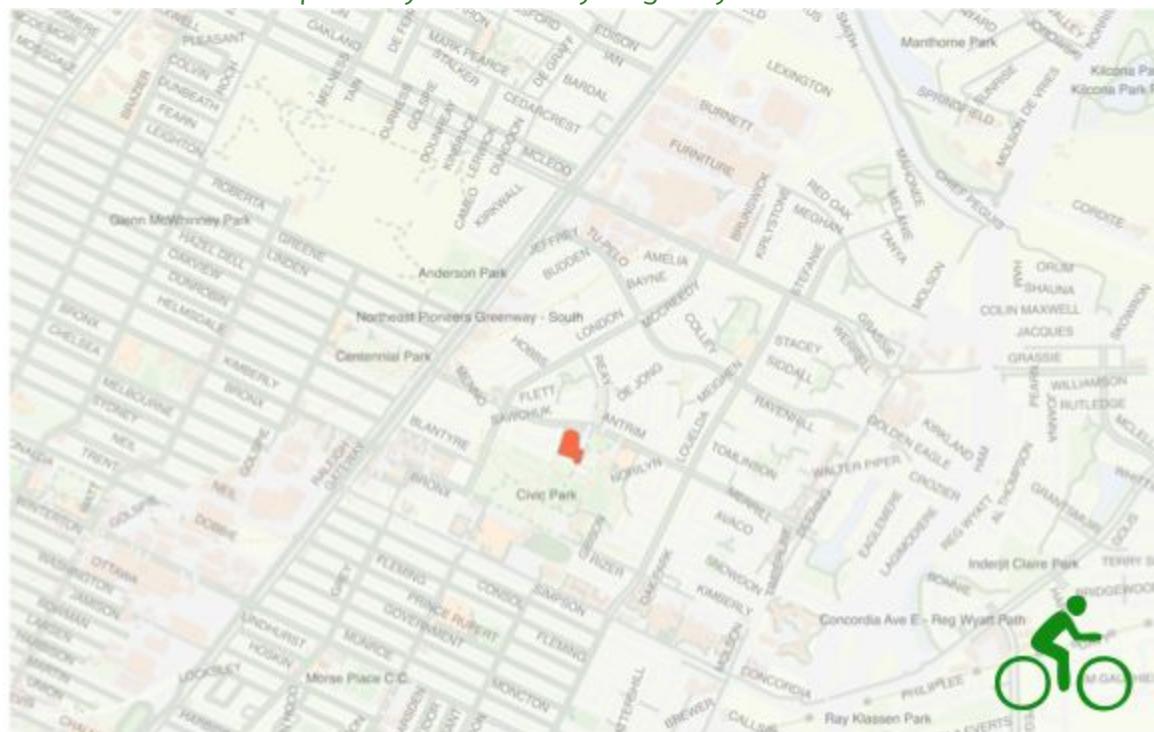
Postal Code Hands-Up Survey Results - Walking Only



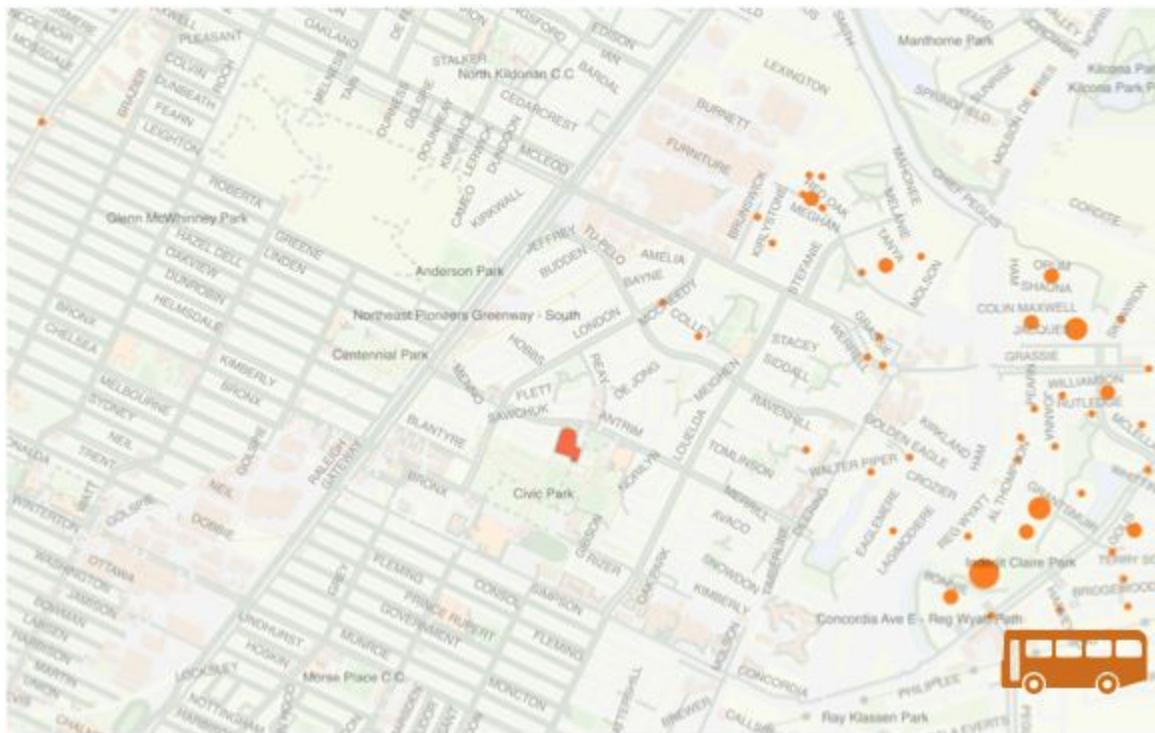
Postal Code Hands-Up Survey Results - Driving Only



Postal Code Hands-Up Survey Results - Cycling Only



Postal Code Hands-Up Survey Results - Bussing Only



Goals

School Travel Planning goals

Throughout the STP process, stakeholders have identified the following goals for Valley Gardens:

- Reduce congestion and increase safety at the school site
- Increase active school travel on the school journey

Consultation Summary

School Travel Planning (STP) Committee Meetings

A small dedicated group met as often as bi-weekly to discuss school transportation issues, guide data collection and guide the development of the plan.

School STP Committee has included:

Teacher - Annette Barrow

Teacher - Alyssa Meseman

Teacher - Neil Lischka

Teacher - Christina Shefchyk

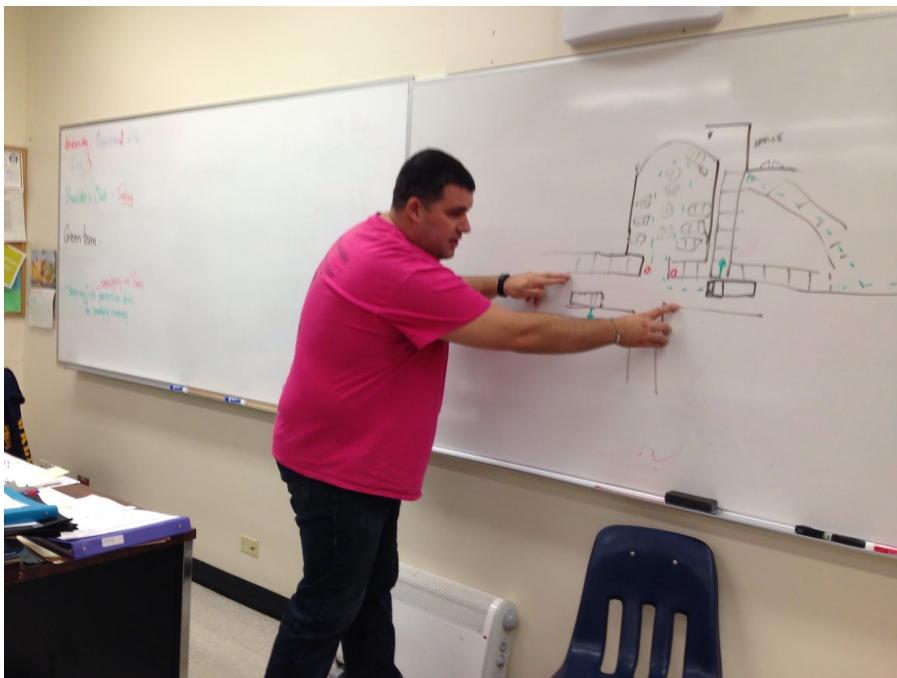
STP Facilitator - Anders Swanson

Vice-Principal - Scott Harmacy

PK, Haset, Naveen and Mariza (Grade 7 representatives)



Valley Gardens Middle School STP committee circa spring 2016.



Mr. Lischka proposing a more efficient approach to school drop-off and pick-up.

Municipal Stakeholder Committee Meetings

Two municipal stakeholder meetings were held one on-site and one held near city hall to make

it easier for councillors to attend.

Attendees of the Municipal Stakeholder Committee meetings and advisory persons

Planning Department Representative - Susanne Dewey Povoledo

Engineering Department Representative - Colleen Flather (ill)/ S.Whitehouse

Public Health Representative -Cath Macfarlane

Elected Mayor or Councillor - School Board Representative - Councillor Jason Schreyer

Councillor Janice Lukes

Community Organizations/Advisory persons - Sigrun Bailey (RENN-TC)/Chuck Bailey

Green Action Centre Axctive and Safe Routes to School Program - Jamie Hilland/Lea Grzenda

Kieren Hunter - Principal Valley Gardens

Vice-Principal - Scott Harmacy

STP Facilitator - Anders Swanson

Next steps: Recognizing an acute need for municipal assistance with 100s of Winnipeg-area schools in similar position, and eyeing gains to be made with a high level, permanent approach, Green Action Centre's Active and Safe Routes to School Program has plans to work with City of Winnipeg departments to establish a stakeholder committee to address school transportation safety.

Walkabout

The first municipal stakeholder meeting was held June 2016 with representatives from the City of Winnipeg's Planning Property and Development and Universal Design staff, City Councillor Jason Schreyer, Heart and Stroke Foundation, the Winnipeg Regional Health Authority, Green Action Centre and school administration.



City Councillor Jason Schreyer, City of Winnipeg Universal Design Coordinator Judy Redmon, Green Action Centre staff Jamie

Hilland and Lea Grzenda, WRHA community health facilitator Cath Macfarlane and VP Scoot Harmacy outside Valley Gardens middle school.

The meeting included a “mini-walkabout - a brief foray outside around the school which focused on Civic Park and approaches to the school door from the south and the busy Reay/Antrim intersection.





(above two images) Clear desire lines demonstrate demand and limited facilities causes issues especially during wet or snowy weather and for proposed maintenance operations.



The Reay/Antrim is a noted congestion-prone area. Bicycle connections lack formalization. Stopping compliance is poor. Parent dropping/picking up students (as well as turning into the adjacent parking lot at left) cause numerous difficulties.



The no parking zone on Antrim often used for pickup and drop off showing school zone speed limit signage. Recently installed school-zone signage needs further investigation to determine whether speeds are compliant. With the long approaches clearly visible and anecdotal reports (including one from the facilitator who caught himself traveling too fast while driving to a meeting), further investigation is warranted and traffic calming most likely needed.

Public Event - Valley Gardens 40th Anniversary

During the summer break, the facilitator travelled to a community celebration to gather feedback from local residents on issues relevant to children's mobility and make observations.

Do You Walk, Bike or Roll in/around Valley Gardens?

WHAT ABOUT YOUR
KIDS?

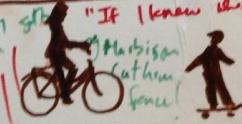
YES ALL THE TIME	SOMETIMES	NEVER
YES ALL THE TIME	SOMETIMES	NEVER

YES, ALL THE TIME	SOMETIMES	NEVER
	-	

ROADS, INTERSECTIONS OR AREAS
THAT NEED IMPROVEMENT

Antrim / Reay Train Scan law of right side
Concordia ✓ Crossing logindale to the west Blvd. to Foothills
Crossing logindale to the west Blvd. to Foothills
"one time a bunny was crossing the road while a field
I was biking and a car just came sailing
and crushed it by a grade schooler
"and we love bunnies" Christ Pegasus
Larimore

Plotting the difficult paths to the NK
paths to VCC in the winter!



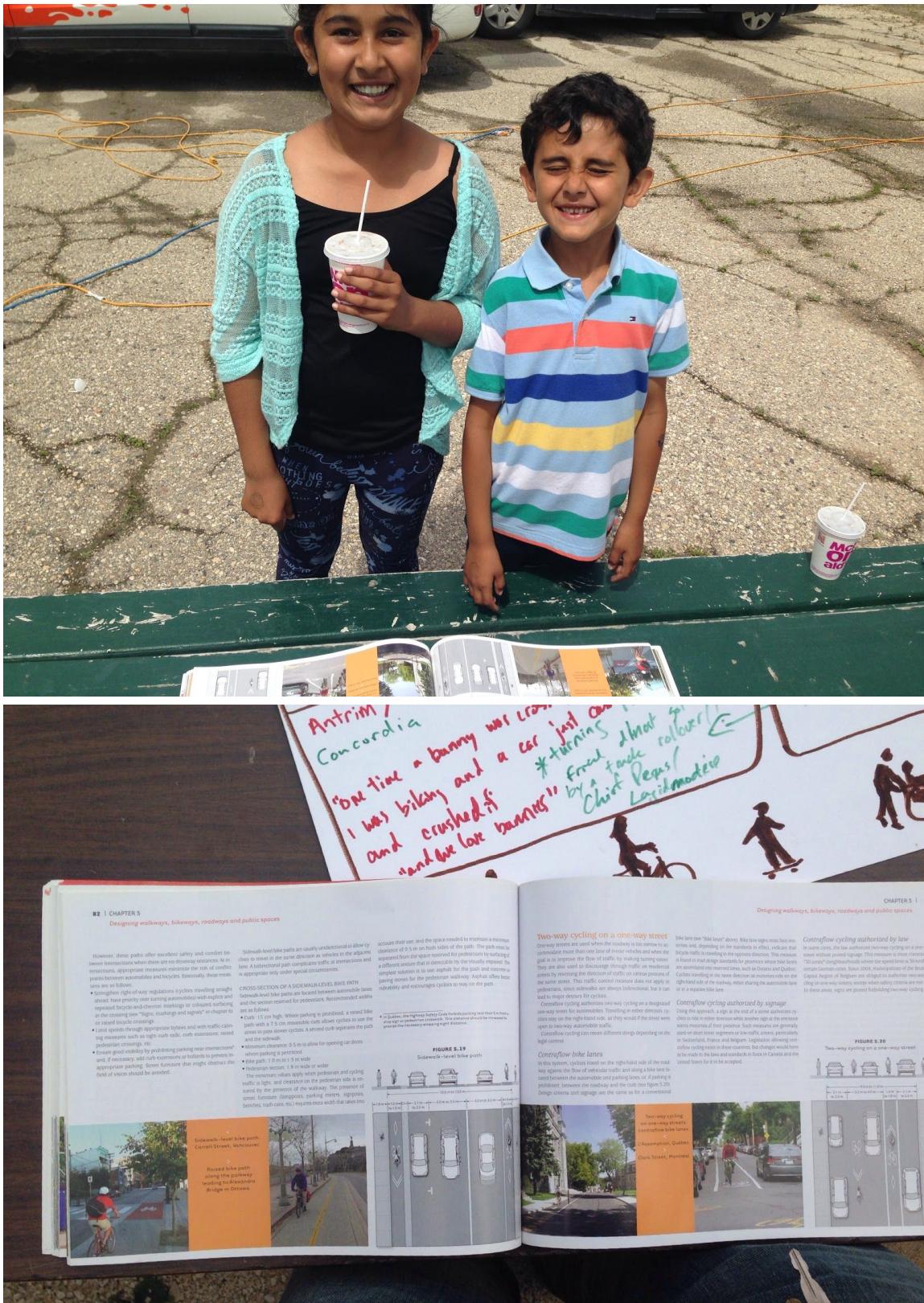
"If I knew where all the kids

IDEAS FOR PROJECTS, LAWS + BIKE PATHS,
etc. THAT WOULD MAKE IT EASIER
FOR ME / MY FAMILY TO USE ACTIVE
TRANSPORTATION IN VALLEY GARDENS

• bike path on Antrim ✓
• bike lanes improve the cut through
• connecting Harborview Park in the green space
to Concordia all purpose areas
• Harborview Park of Marion just along
• bike path on concordia roundabout



Low tech feedback gathering device? Old fashioned paper and markers.



The most frequent customers at the School Travel Planning booth were the son and daughter of one of the other booth attendees. The facilitator engaged in a long consultation with them and they took a keen interest in his "Pedestrian and Cycling" design.

offering numerous unprompted observations including a strong preference for protected bike facilities so that they can “bike around without being worried about getting bumped by cars” and anecdotes such as “one time were walking and we saw a bunny get squished by a fast car and it made us very sad”.



The heavy usage of informal routes to the school through the large adjacent park become more prominent during a mini-soccer event on a weekend.

Public Action Planning Workshop

A public action planning meeting was held on November 29th. Approximately 10 people attended including parents, teachers and interested

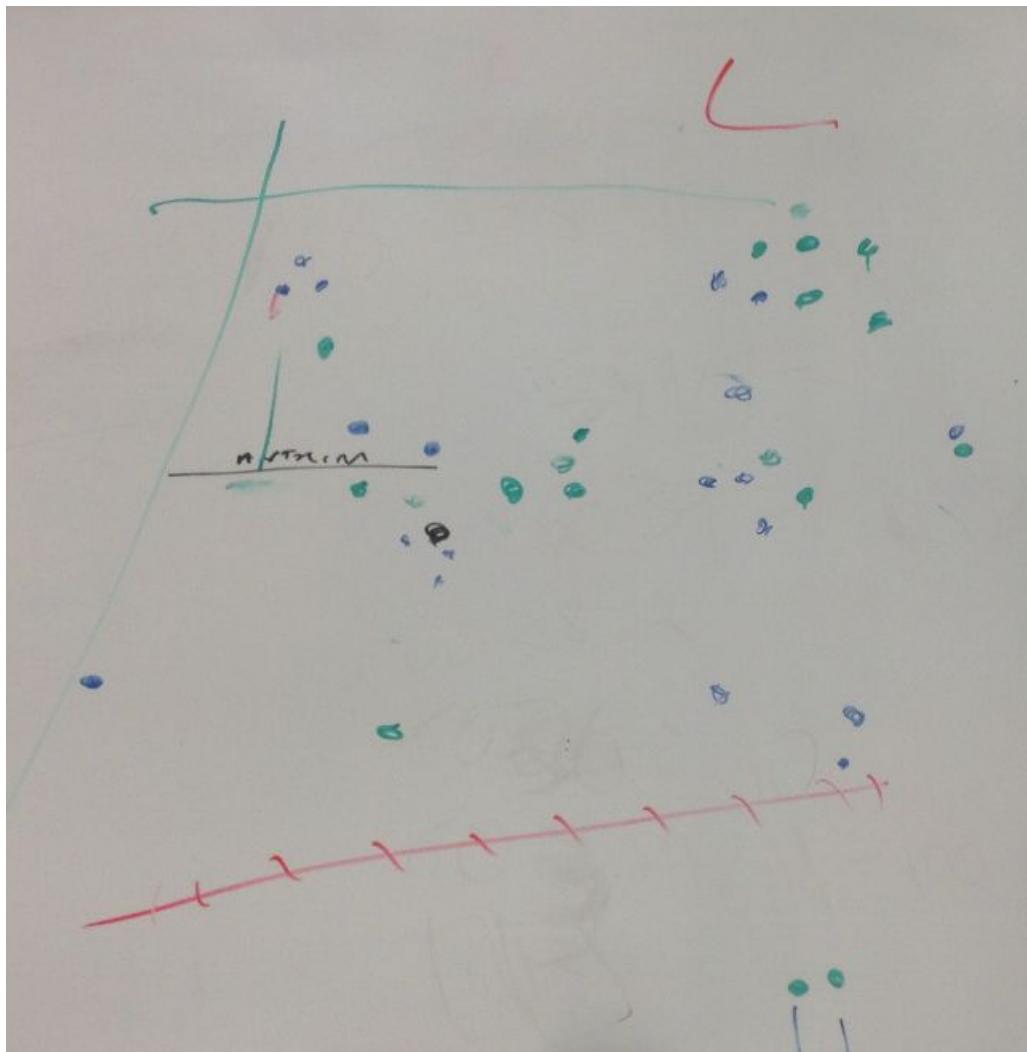


A large map set up in the school lobby just before parent teacher interviews was used to advertise the public workshop, but with limited success.

Student Engagement - Workshops

The facilitator came in for an afternoon of workshops for grade 7 classrooms on active transportation and mapping. The workshop was structured to explore issues in a positive way and the facilitator gathered informal, qualitative feedback from the students. Students were first asked to place a "dot" for their house relative to their friend's house and their school, colour-coded by their usual method of transportation on a whiteboard. This helped students think about their own context and to collaborate as they were forced to communicate their starting point to the facilitator and/or correct the placement of the dots relative to their friends. They were also each asked what they liked about their trip to school - whether walking or biking or busing or driving - and what they did not like..if any. (Most common positive answer for walking was "meeting friends"; most common recurring answer for cycling was "fun". Very few offered positive aspects for driving, but when prompted, would usually say "faster" or "good if I am lazy"). Students were introduced to the concept of physical and political maps. From this, we moved on to discuss the meaning of a "community". We then had an open discussion on barriers to walking, cycling and skateboarding to school. Key feedback included the unprompted idea of installing bike lanes on Antrim and a desire to establish meeting points for those

choosing to walk. Interestingly, these two ideas originating with grade 7 students were added to a long list of potential action items and ended up being recognized as priority item independently by the adults on the STP committee.



One classes transportation habits plotted on a whiteboard and forming the basis for detailed discussion of barriers and opportunities to active school travel.

Student Engagement - Walkabouts

In November 2016, teacher Annette Barrow and her students explored the neighbourhood with cameras looking for trouble spots and highlighting issues. Some of the issues they found included:

INSERT INFO



(left to right) Lea, Mariza, PK, Naveen, Hacet, Mr.Harmacy, Ms.Barrow and Anders review the findings of the school walkabout committee

The STP committee also recognized the potential of increased student involvement as a driving factor for making change and increasing both the capacity and energy of the STP committee, and invited Grade 7 students to join the STP committee.

Other consultations

Additional one-on-one meetings with members of both steering committees were held and meetings with community organizations were held where the issue of transportation to and from Valley Gardens was discussed, as well meetings to discuss higher level policy issues.

Travel Challenges Summary

This section presents the main travel challenges at Valley Gardens identified by family surveys with route mapping, school community meeting consultations and walkabouts.

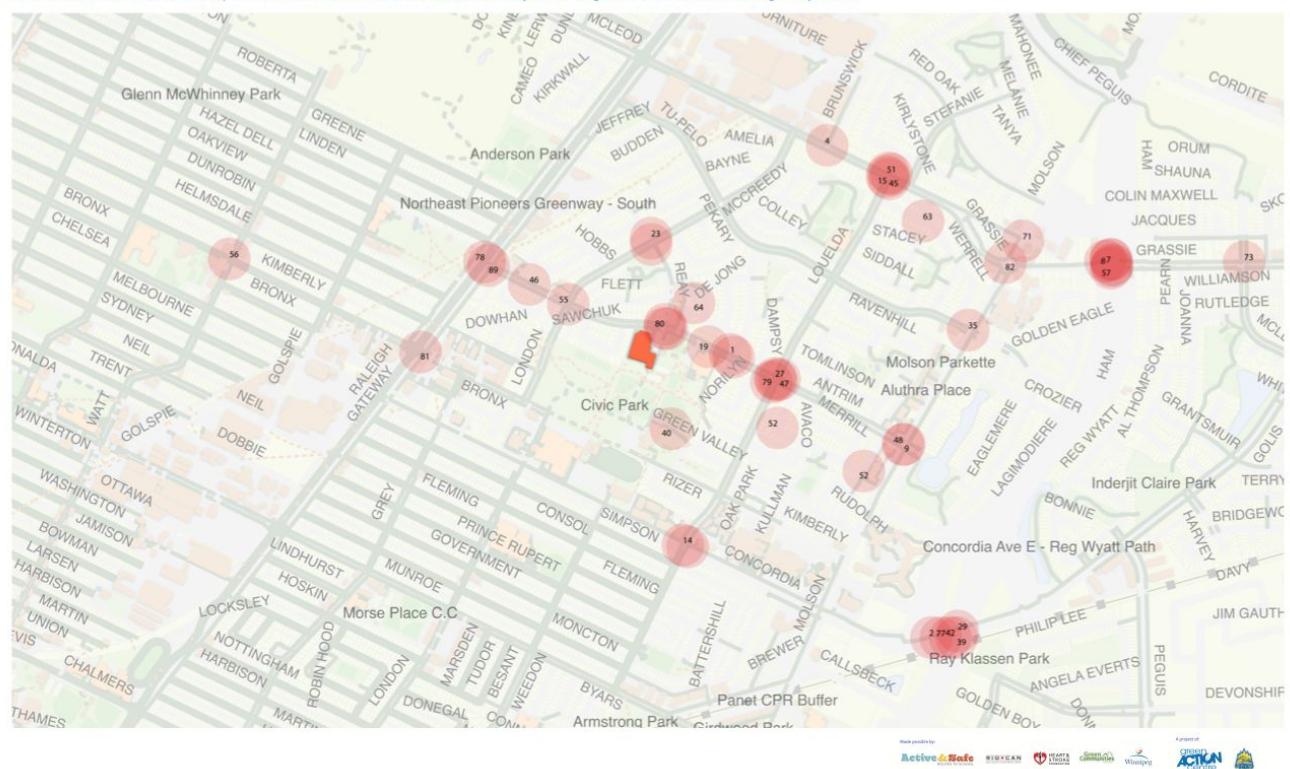
E Valley Gardens School - Parent Survey Transportation Issues Map

This map helps us understand concerns that parents have regarding the “built environment” issues that their children may be facing on their trip to school. It is a visual representation of the results of an anonymous take home survey filled out by parents at Valley Gardens school in June 2016. Each survey allowed for the respondent to submit up to 3 specific geographic locations of concern and to offer comments. The numbers on the map refer to a unique comment ID. Each can be cross referenced by checking the accompanying list (Appendix 2). The darker or more concentrated the dots or lines, the more parents identified an issue in the same area. As such,

this map also doubles as a routes and intersections priority improvement map. Note, priorities are thus set in part based on analysing the frequency with which concerns were raised. This means that areas where fewer students need to travel (or are traveling) may appear lower on the list. This does not mean that fainter areas on this map represent an objective lower priority item as they may indeed be a high priority item for those nearer that location. For example, it can be reasonably assumed that with overlapping catchment area, such concerns will be raised with a higher frequency at a high school near to a given area of concern. Following the map is a listing of “Top 5” issues to address. Please see “Appendix 2. Parent Survey Traffic Issues” for the full listing and helpful information for background information helping to explain why these top 5 were chosen.

Valley Gardens Middle School - Parent Survey Transportation Issues Map

This map helps us understand concerns that parents have regarding the “built environment” related issues that their children may be facing on their trip to school. It is a visual representation of the results of an anonymous take home survey filled out by parents at Valley Gardens school in June 2016. Each survey allowed for the respondent to submit up to 3 specific geographic locations of concern and to offer comments. The numbers on the map refer to a unique comment ID and can be checked by viewing the accompanying list. The darker/more concentrated the dot, the more parents identified an issue in the same area. Go ahead and add your own using the stickers and comment tracking sheet provided.



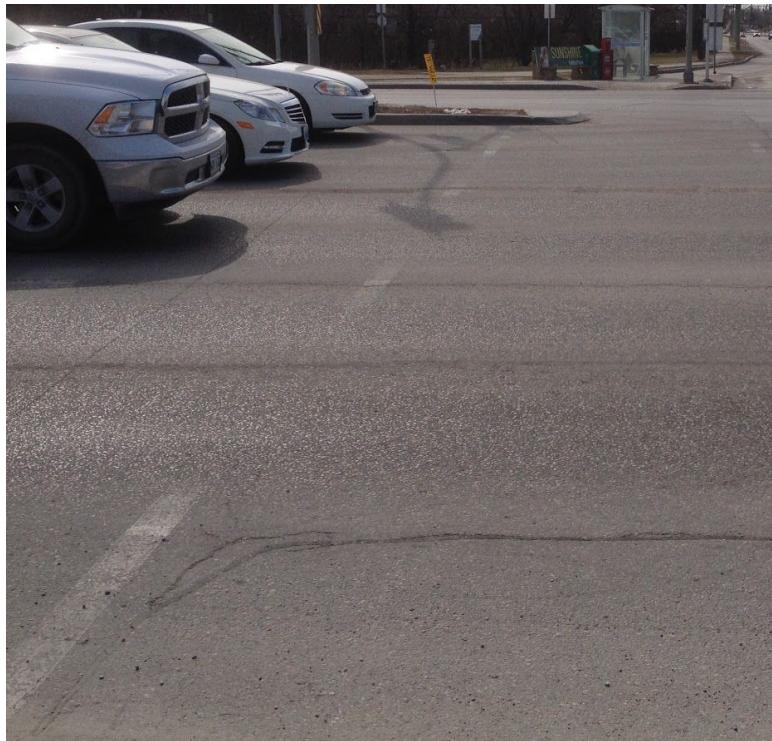
Top 5 Street Design Issues

1. Crossing and traveling along on Antrim (by bike/on foot)
2. Crossing and traveling along on Louelda (by bike/on foot)
3. Crossing Lagimodiere (by bike/on foot esp. Grassie and Concordia)
4. Bicycle network (the need for a predictable, all-ages friendly system of protected bicycle facilities and intersections covering the entire catchment area)

5. Neighbourhood-wide traffic calming and pedestrian-friendly intersection upgrades
6. Concordia

Top Short Term and Inexpensive Infrastructure Opportunities

1. Pilot protected bike lane on Antrim
2. School parking lot flower planters/cones
3. Increased bike parking
4. Civic park pathway upgrades



(Above two images) The need to for shorter, protected crossings of Lagimodiere Avenue so that school travel would be was clear from parent concerns and public workshop. (image source: NACTO)

Quick-deployment/temporary protected bicycle facilities



Pop up bike lane becoming a common occurrence in North America, although applying to a more suburban setting would be innovative and exciting.



(Above two images) Bidirectional permanent cycletrack being used in Montreal (Photo - A.Swanson. 2009)



Basic traffic calming in use to reduce cut-through traffic and smooth vehicle flow on Cambridge Street in River Heights.
(photo: A.Swanson)



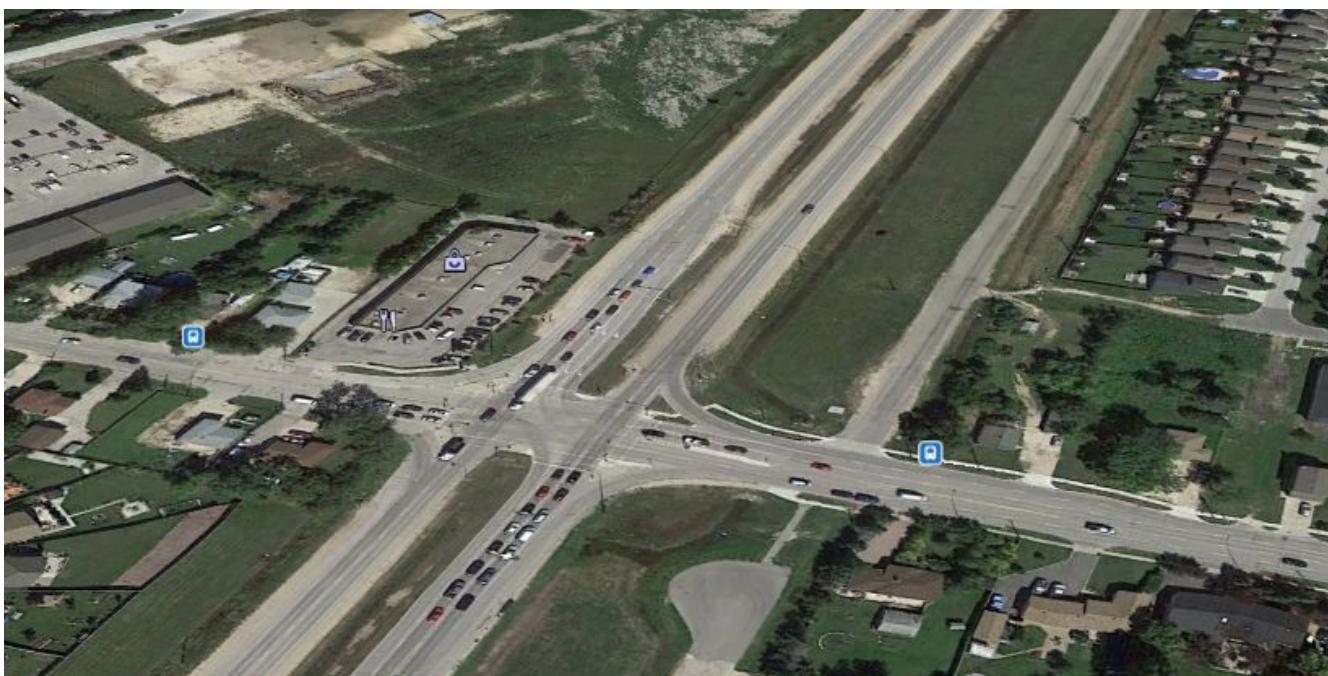
Flower planters used as inexpensive, seasonal, rapidly deployable traffic calming in the Mile End area of Montreal. (Image: Google Streetview)
(photo: A.Swanson)



A typical intersection where two residential collector streets meet. The Louelda/Tu-Pelo four-way stop can have serious adverse consequences if someone driving has a moment of inattention. Hurrying commuters waste momentum and become harried when having to stop numerous times along their route, and travel in "fits and stops" instead of traveling smoothly along the entire route at lower speeds.



A highly visible table (raised) intersection in a suburban environment keeps speeds low.



Grassie and Lagimodiere intersection. (Google Earth)



A similar intersection type in place in Leeuwarden, NL with drastically higher safety statistics for cars, pedestrians and bicycles. (YouTube screenshot)

Priority Action Items

These “Top 20” items were the result of a dotmocracy process at the November 2016 workshop and meeting open to the public. They represent actions that are upcoming and/or intended to facilitate improvements. The action items that were collected as they were raised during school or municipal stakeholder committee meetings. They reflect discussion on specific issues, ideas circulating in the community or items were raised on the floor during the public meeting. To see all action items listed in the Action Plan (see Appendix).

Based on the Baseline Classroom and Family Survey findings, this school’s top 20 priority items to assist the health and well-being of our students and families are:

ID	Goal	Lead person	Key dates
1	Temporary bike lane on Antrim.	Mariz	
2	Group bike rides every few weeks to different places	Chuck/ Sigrun/ Scott	
3	Skateboard rack/policy.	Haset	
4	Snowplowing plan.	Scott	
5	Walk to school "meeting spots" (similar to walking school bus, more informal)	Navee n.Ms.B arrow	

6	Replace current bike rack and order one more		
7	Student walkabout (Teachers plan afternoon with kids/cameras to assess the built environment)		
8	New policy allowing students to arrive at school by skarteboard, splitboards, longboards.		
9	Develop a traffic calming plan for the entire neighbourhood		
10	Paved spine network in Civic Park		
11	Add interested parents to STP committee		
12	Deluxe covered bike parking for 50% of students		
13	Add two grade 7 students to School Travel Plan committee.		
14	Bike riding skills training for ALL students		
15	Present school travel plan to the city councillors on the East Kildonan - Transcona Community Committee Committee.		
16	Participate in iWalk		
17	Participate in Winter Bike to School Day 2017		
18	Count traffic during temporary bike lane on eg.Antrim.		
19	A set of bike tools in school gym or reception		
20	Workshop on bike repair in ALL classes.		

These “Top 20” items were the result of a dotmocracy process at a workshop and meeting open to the public. The represent actions that are upcoming and/or intended to facilitate improvements. The action items that were collected as they were raised during school or municipal stakeholder committee meetings. They reflect discussion on specific issues, ideas circulating in the community or items were raised on the floor during the public meeting. To see all action items listed in the Action Plan (see Appendix).

Completed Action Plan Items

1	Setup school STP committee
2	Complete Green Communities Canada/UofT Hands-up survey Round #1
3	WRENCH workshop on bike repair for one class.
4	Participate in Bike to School Month 2016

5	Complete one week BikeWalkRoll count in May 2016.
6	Make postal code mode choice map.
7	Count Traffic outside school with CounterPoint
8	Workshop on active transportation for some Grade 7 social studies classes
9	"Reverse Ticket" contest
10	Complete Green Communities Canada/UofT Parent survey Round #1
11	Initial mini-walkabout of school grounds with municipal STP committee
12	Attend one community event
13	List of specific uncomfortable intersections, roads and other problem areas
14	Map of specific uncomfortable intersections, roads and other problem areas
15	Large community map showing sidewalks, paths and distances to walk/bike.
16	Count compliance at Reay/Antrim

From the top 20, a smaller set were picked to work on. See 2016-2017 Action Plan.

Evaluation - follow-up survey plan

For comparability sake, follow up surveys (Student Classroom Travel Survey and Family Survey Follow-up Findings) will be implemented in spring 2017 (one year later) by Green Action Centre staff and the plan will be updated here (with the assistance of the facilitator).

Endorsement

The School Travel Plan for Valley Gardens has been endorsed by Vice-Principal Harmacy on behalf of the school, and by key representatives of the Municipal Stakeholder Committee.

School Principal: _____

Signature: _____

Date: _____

Lead representative of the
Municipal Stakeholder Committee: _____

Signature: _____

Date: _____

Annual Update

Principal

Municipal Lead

End of **Second** Year <Insert date> _____

End of **Third** Year <Insert date> _____

End of **Fourth** Year <Insert date> _____

End of **Fifth** Year <Insert date> _____

How an Action Plan works

This Action Plan should include short, medium and long-term measures. Every row should be completed with the most accurate information possible. Short-term measures must identify who will be responsible for the tasks and target completion dates. Long-term measures should list a specific person but could alternately assign a department or organization. Where possible, collect current cost estimates so that everyone is working with realistic budget figures.

Appendices

Appendix 1. Action Plan for Valley Gardens

Below shows board displayed at public workshop and shows dotmocracy results before priorities were reviewed and adjusted:

#ID	Goal	Lead	Cost	Personal Savings	Time	Skill Building	Culture Shift	Fun	Science & Data	Policy & Planning	Engineering	Complete!
done	Setup school STP committee	-	-		-		-	-		-	✓	done
done	Complete Green Communities Canada/UofT Hands-up survey Round #1	-	-		-	-	-			-	✓	done
done	WRENCH workshop on bike repair for one class.	-						-	-	-	✓	done
done	Participate in Bike to School Month 2016	-	-		-			-		-	✓	done
done	Complete one week BikeWalkRoll count in May 2016.	-	-		-					-	✓	done
done	Make postal code mode choice map.		-		-					-	✓	done
done	Count Traffic outside	-	-		-					-	✓	done

	school with CounterPoint										
done	Workshop on active transportation for some Grade 7 social studies classes	-	-			-	-		✓		done
done	"Reverse Ticket" contest	-	-	-		-	-	-	✓		done
done	Complete Green Communities Canada/UofT Parent survey Round #1	-	-	-	-	-	-		✓		done
done	Initial mini-walkabout of school grounds with municipal STP committee	-	-	-	-	-	-	-	✓		done
done	Attend one community event	-	-	-				-	✓		done
done	List of specific uncomfortable intersections, roads and other problem areas	-	-	-	-	-	-	-	✓		done
done	Map of specific uncomfortable	-	-	-	-	-	-	-	✓		done

	e intersections, roads and other problem areas										
done	Large community map showing sidewalks, paths and distances to walk/bike.			-		-	-		✓		done
done	Count compliance at Reay/Antrim	-	-	-	-	-	-		✓		done
1	Temporary bike lane on Antrim.			-							1
2	Group bike rides every few weeks to different places	-	-			-	-				2
3	Skateboard rack.			-		-					3
4	Snowplowin g plan.		-				-				4
5	Walk to school "meeting spots" (similar to walking school bus, more informal)	-	-	-		-	-				5

6	Replace current bike rack and order one more				-			-					6
7	Student walkabout (Teachers plan afternoon with kids/cameras to assess the built environment)			-	-				-		-		7
8	New policy allowing students to arrive at school by skarteboard, splitboards, longboards.		-	-	-			-		-			8
9	Develop a traffic calming plan for the entire neighbourhood												9
10	Paved spine network in Civic Park												10
11	Add interested parents to STP committee		-	-	-		-	-	-	-			11
12	Deluxe covered bike parking for 50% of students												12

13	Add two grade 7 students to School Travel Plan committee.	-	-					-	-			13
14	Bike riding skills training for ALL students	-	-	-	-	-	-	-	-	-	-	14
15	Present school travel plan to the city councillors on the East Kildonan - Transcona Community Committee.	-	-				-	-	-			15
16	Participate in iWalk	-	-		-			-	-	-	-	16
17	Participate in Winter Bike to School Day 2017	-	-						-			17
18	Count traffic during temporary bike lane on eg.Antrim.	-	-				-			-		18
19	A set of bike tools in school gym or reception				-			-		-		19
20	Workshop on bike repair in ALL classes.							-		-		20
21	"Shovel the Paths" event	-	-		-			-		-		21

22	Community bikesop in the school.											22
23	Fix Reay/Antrim intersection											23
24	Valley Gardens adopts an Active, Safe and Sustainable School Transportati on Policy	-	-	-	-	-	-	-	-	-	-	24
25	Bike lane or path through/arou nd parking lot	-	-	-	-	-	-	-	-	-	-	25
26	Workshop on active transportatio n for ALL classes	-									-	26
27	Repeat one week Bike Walk Roll count in May 2017	-	-	-	-	-	-	-	-	-	-	27
28	Repeat one week Bike Walk Roll count in May 2018	-	-	-	-	-	-	-	-	-	-	28
29	Repeat one week Bike Walk Roll count in May 2019	-	-	-	-	-	-	-	-	-	-	29

30	Bike parking count at VG for one month	-	-	-	-	-	-	-	-	30
31	Walking school bus	-		-		-		-		31
32	Bike train	-		-		-		-		32
33	Workshop series on active transportation for Grade 7 social studies/geography classes every year for 3 years.							-		33
34	Add eastbound stop sign off NPG path.		-							34
35	City of Winnipeg School Transportation Safety Strategy							-		35
36	Fix Antrim/North East Pioneers Greenway intersection									36
37	RETSD adopts an Active, Safe and Sustainable School	-	-	-	-	-	-	-		37

	Transportation Policy											
38	City of Winnipeg adopts an Active, Safe and Sustainable School Transportation Policy.	-	-	-	-	-	-	-	-	-	-	38
39	Province of Manitoba adopts an Active, Safe and Sustainable School Transportation Policy	-	-	-	-	-	-	-	-	-	-	39
40	Government of Canada adopts an Active, Safe and Sustainable School Transportation strategy.											40
41	Bike path along train tracks	-	-	-	-	-						41
42	Skateboard policy review	-	-	-	-	-	-	-	-	-	-	42
43	School division Transportation Equity Survey	-	-	-	-	-						43
44	Teachers at VG pledge to	-	-	-	-	-	-	-	-	-	-	44

	participate in Bike to Work Day											
45	Better bike parking for teachers	-	-	-	-	-	-	-	-	-	-	45
46	Speed cameras on Antrim	-	-	-	-	-	-	-	-	-	-	46
47	Bi-monthly school travel planning committee meetings	-	-	-	-	-	-	-	-	-	-	47
48	Complete Green Communities Canada/UofT Parent survey Round #2	-	-	-	-	-	-	-	-	-	-	48
49	Complete Green Communities Canada/UofT Hands-up survey Round #2	-	-	-	-	-	-	-	-	-	-	49
50	Collect collision data for youth from MPI	-	-	-	-	-	-	-	-	-	-	50
51	Add feedback gathered from VGCC 40th anniversary	-	-	-	-	-	-	-	-	-	-	51

	to list of issues										
52	Communications strategy - walking to vs. from										52
done	Setup school STP committee	-	-	-	-	-	-	✓		done	
done	Complete Green Communities Canada/UofT Hands-up survey Round #1	-	-	-	-	-	-	✓		done	
done	WRENCH workshop on bike repair for one class.	-				-	-	✓		done	
done	Participate in Bike to School Month 2016	-	-	-	-	-	-	✓		done	
done	Complete one week BikeWalkRoll count in May 2016.	-	-	-			-	✓		done	
done	Make postal code mode choice map.		-	-			-	✓		done	
done	Count Traffic outside school with CounterPoint	-	-	-			-	✓		done	
done	Workshop on active	-	-			-	-	✓		done	

Appendix 2. Parent Survey Traffic Issues Key

1	Antrim road and rockspur street	Cars using the driveway to back in and out on the south side of antrim,
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		nearest the stop sign. VERY VERY dangerous for smaller kids.
2	Crossing yield on Concordia that you take to get on to Lagamodiere	Cars focused on turning due to the increased traffic on Concordia
3	Main Road in front of Eaglemere	Many cars, children are worried when crossing at times
4	mcleod at brunswick	no stop sign for crossing street
6	Reay cres. and London t	a lot of traffic
7	Grassie and lag	High traffic highway
8	Grassie/Lagimodiere	80Km speed limit on Lagimodiere
9	Molson st.-Anthrim	Cars
11	grassie and lag blvd	lights are extremely short, high speed traffic, so many lanes to travel to cross
12	Intersecton antrim and Reay	I have no issues there is a stop sign there my son has never expressed concerns he is old enough to walk to school unattended and look both ways. Drivers have a license and should know to drive 30 km and stop and stop signs.
14	Louelda and Concordia	no pedestrian lane when crossing the street.
15	McLeod Avenue and Louelda St.	Icy in winter, cars not fully stopping or looking for pedestrians
16	Hwy 59	Busy intersection with fast moving cars
17	Antrim near rockspur	No sidewalk

19	Antrim between Reay Crescent and Rockspur	Too many vehicles parked/stopped along Antrim Rd. in front of BE Glavin and parents rushing their kids across the street not using the intersection.
21	Grassie Blvd and lagimodiere	Busy traffic Sidewalk broken
22	McLeod Louelda	3 way stop sign. Many go through quickly without watching for children. Also there are never any patrols assigned there. It's a very busy stop.
23	Reay Cres and London St.	Cars often don't stop at the stop sign.
24	Ravenhill Rd	Nothing
25	Crossing the Highway	Crossing light not long enough, cars not watching in the yield, heavy congestion
26	sawchuk bay and antrim road	It's safe, no major traffic or roadways
27	Antrim Rd and Louelda St.	Too busy intersection and sometimes drivers turning their cars without looking for pedestrians
28	Antrim & Reay	Too congested after school. Too many people not obeying the 30 km/hr rule. Not enough parking for parents to pick up their kids. There are a few school busses that pick up kids right there farmer school and 1- it leaves a big line up of cars, 2- it causes those people to try to cut out into oncoming traffic in front of the school, 3- it adds to the already crazy commotion at that corner, after school!
29	Lagimodiere @ Concordia	Overpass exits unsafe. Pedestrian crossing unsafe. Narrow road making biking unsafe.
30	Reay Crescent to Antrim	No concernd8

31	lagamodiere at grassie - busy intersection	speed of cars, a lot of traffic
32	Lagimodiere	Cars
35	Tu Pelo and Molson intersection	I've seen numerous drivers not notice the stop sign in the north/south direction and go right through the intersection.
36	Antrim & Reay Cres	The traffic congestion & drivers do not pay attention enough.
39	concordia at lagimodiere blvd	high traffic, busy intersection
40	pathway from Green Valley Bay to the school field	Dogs running loose
41	back lane from Molson to Louelda	Low visibility from houses, not much foot traffic down this lane... wouldn't recommend taking a back lane if alone.
42	Concordia yielding on to lagimodiere	Cars turn without looking
45	McLeod and Louelda	Cars don't come to a complete stop. Often creep in to intersection while pedestrians are crossing. Cars don't look for pedestrians who may be crossing.
46	Antrim from gateway to London	Reay cres
47	Antrim Rd at Louelda St	Lots of cars and children crossing at this location making this location very hectic.
48	down antrim to molson to golden eagle drive	intersection at a four way stop Antrim road and Molson
51	3 Way stop at Louelda and McLeod	Car/Transit do not come to a complete stop, roll through the intersection, creep through

		intersection while pedestrians are still crossing and not watching for pedestrian..In winter, cars often do not give enough distance to stop and roll through the intersection.
52	Front drive of Avaco on the far west and east bend of the street.	There are no sidewalks on our street. Cars are often parked on or around the bend/s and traffic drives too fast on occasion to safely navigate the bend and see pedestrians. (Especially if traffic is going in both directions).
53	Sidewalk?	Cars, Crossing some streets because no traffic light.
55	London St and Antrim rd	Drivers blowing the stop signs
56	Kimberly and Watt St	Vehicles turn in all directions and not always in safe manner. Some speeding through stop signs and there have been accidents.
57	lagimodiere and grassie	highway is too busy
59	molson street	molson street
60	Lagimodiere	Very busy highway
62	976 london st rd near valley gardens	none of them
63	werrel and sorely	theres no sidewalk
64	back lane of de jong cresent by the reay apartments	cars going to fast down the back lane
68	See above	
		Louelda-Concordia
69	Cars	
70		Still no pedestrian lane where students from that school can cross on the opposite side unlike John de

		Graff School they have where students are safe to cross the street.
71		drivers are not looking for pedestrians
	Antrim Rd	
73		Trees are in the way of the yield turn and numerous times has almost been hit by vehicles. Crossing lights not long enough also
74		Lake of connected sidewalks on Concordia from perfanick to the Concordia over pass at lagimodiere
75		the Manitoba housing complex is known to have illegal activity happening around there, kids and young adults dealing drugs or starting trouble
76		High traffic and no sidewalk from Molson to Oak Park Walk.
77		Tall grass with blind spots. Cars are usually driving fast trying to yield into Concordia and rarely stop for pedestrians
78		No one stops at the signs
79		It's a very busy intersection and often cars rush through the intersection or come to rolling stops.
80	Gateway and Antrim (Both sides)	Drivers rolling through stop signs and/or not stopping.
81	turn on antrim	Very busy double intersection including bike/walking path means very busy and risky at peak times especially for children even with adult escorts.
82		sidewalk are not very safe while crossing
82		antrim road
86	tupelo	none

87		its a busy street
88	Louelda-Concordia	Cars
89	Lots of vehicles	Antrim Rd
89	Uncontrolled intersections with no crossing safety especially with speed limit being 60 km/hr also large transport vehicles issue with children crossing not knowing when if should.	Gateway and Antrim (Both sides)



