



# Woodlawn School TRAVEL PLAN 2011

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## **Table of Contents**

<b>The School Travel Planning Process</b>	<b>4</b>
<b>Manitoba School Travel Planning Projects</b>	<b>6</b>
<b>School Overview</b>	<b>7</b>
<b>Members of School STP Committee</b>	<b>9</b>
<b>Current School Travel Patterns: Baseline Data</b>	<b>10</b>
<b>Action Plan</b>	<b>13</b>
<b>Plans for Evaluation, Monitoring and Review</b>	<b>19</b>
<b>Consensus</b>	<b>19</b>
<b>Appendices</b>	
1. STP Background Information Sheet	20
2. Letter to Staff and Hands-UP Survey	22
3. Letter to Parents	24



# The School Travel Planning Process

Over the 2010/2011 school year, Woodlawn 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.

The STP process involves key community stakeholders working together to identify, and solve school transportation challenges. 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 Divisional STP Facilitator (Assistant Superintendent Randy Dueck) 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, this includes data collection, problem identification, action planning, implementation, and review.

### 2) Data Collection:

The School STP Committee will;

- survey parents/caregivers and students
- map neighbourhoods where students live
- identify best travel routes
- conduct traffic counts
- participate in a walkabout (the Municipal STP Committee also participates in this walkabout)

### 3) Problem Identification:

The School STP Committee will analyze the collected data to identify specific challenges and articulate goals to resolve those challenges.

**4) Action Planning:**

The School STP Committee will design a plan of action for dealing with challenges identified and achieving stated goals. At this stage a written Action Plan is compiled that summarizes background information and outlines the detailed action plan that includes initiatives, timelines and assignment of responsibility for each task. The draft of this document is reviewed and approved by the Municipal STP Committee. This is important as there may be responsibilities for action that fall to members of the Municipal Committee.

**5) Implementation:**

Action items are carried out according to the Action Plan.

**6) School Travel Plan:**

The chair of the School STP Committee and the STP Facilitator work together to gather all of the documentation together into one comprehensive School Travel Plan document. This document will typically include;

- an introduction to School Travel Planning
- a school profile
- members of the School STP committee and members of the Municipal STP Committee
- collected data
- identified challenges
- the Action Plan
- a plan for ongoing monitoring

**7) 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**

In 2010/2011, twelve schools in Manitoba participated in year one of 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

## WOODLAWN ELEMENTARY SCHOOL OVERVIEW

Woodlawn Elementary School is located in the City of Steinbach, Manitoba. Woodlawn School is a public school within the Hanover School Division ranging from Kindergarten to Grade 6, with an enrollment of 625 students. The school is located in a busy urban section of Steinbach. The socio-economic status of the surrounding neighbourhood is greatly varied and is characterized by a high proportion of German immigrant families.

Woodlawn's entry bell rings at 8:53 am. Due to the size of the school, there are two staggered lunch periods. The first from 11:55-12:55 for grades one through three and the second from 12:25 through 1:25 for grades four through six. The final bell signaling dismissal rings at 3:45pm.

Woodlawn School has two staff parking lots which accommodate approximately 55 staff vehicles. Parents and visitors park along the front and back street and in a church parking lot across from the school. A school bus loop is located in the same parking lot alongside staff vehicles. Bike racks are also located on both playground areas. School staff is assigned duty to monitor bus students and to safely cross students who are walking home at 3 key exit points with large volumes of traffic which include school busses, parent vehicles and staff vehicles.

The major concerns at Woodlawn School include walking and bussing students funneling out through the same area and crossing the bus loop and staff parking lot, drop-off and pick-up procedures for vehicular traffic on Henry Street as well as Barkman Avenue, lack of proper cross walk areas and a deficit of adequate signage for parking.

The following list is the compilation of issues identified at the school walkabout in September 2010.

### School Drop-Off Zone on Henry Street:

- Many cars drop off children on Henry Avenue. Vehicles have been observed double parked, making u-turns in the street, parking in the no parking zones, passing school busses that are waiting to turn into the bus loop, parking backwards and stopping on the wrong side of the street.



**Woodlawn School** consists of a very diverse community. Students come from a variety of cultural backgrounds and speak a variety of languages with German being predominant. Our staff believes that purposeful and positive relationships with students have a direct correlation with a student's ability to grow socially, academically and emotionally. Current research guides classroom instruction to engage the learner by providing work that is meaningful to students and by assessing students on an ongoing basis.

**Woodlawn School believes in the power of the home/school relationship.** Woodlawn School encourages positive communication with parents and guardians. Woodlawn's Parent Advisory Council partners with the school to promote positive experiences and provide additional opportunities to students. Woodlawn welcomes many parent volunteers on a daily basis to strengthen the home/school relationship and communication.

**Community partnerships create a positive learning environment at Woodlawn.** Woodlawn has partnered with community organizations such as the local arts council, senior citizens, food banks, and RCMP to enrich student learning and assist students in developing skills to become socially responsible citizens who care about building sustainable futures.

### **Church Parking Lot across from the school:**

- Many parents park here to drop off and pick up their children. There is no crosswalk and students have darted across the street to meet parents. Many parents do not get out of the car to come and meet their children and escort them across the street. Children as young as 5 years of age are being waved across the street alone by their parents.
- School busses are staged in the church parking lot at the end of the day further complicating the amount of traffic congestion.



### **School Drop-Off Zone and crossing area on Barkman Avenue:**

- Many students cross this area to walk home at the end of the day. There is a stop sign at the corner of Barkman and Penner where a school staff assists in crossing students safely.
- Many parents also use this area to drop off and pick up their children. Vehicles are illegally parked, roll through stop signs, and pass other vehicles that are stopped at the stop signs, speed through the area and complete u-turns in the middle of the intersection.



### **Staff Parking Lot & Bus Loop:**

- Twenty five busses roll through the bus loop in a matter of fifteen minutes at the end of the day.
- Educational assistants are also leaving the staff parking lot area at the same time
- Further complicating the congestion is the fact that most town students who are walking home also flow out and must cross over the parking lot and bus loop area.



### **Hespeler Avenue and Ashford Lane:**

- A new housing development in this area has created the necessity for children to cross this busy street where regular traffic flows at a quick pace.
- There is no designated crosswalk area, stop signs or stop lights in this area creating a very serious safety concerns for students.



## **Members of Woodlawn School Municipal STP Committee**

**Chris Goertzen**, Mayor: City of Steinbach

**Bev Unger**, Public Health Program Manager: SouthEastman Health

**Kevin Wynn**, Corporal: Steinbach RCMP

**Ray Fast**, Transportation Director: Hanover School Division

**Angela Schinkel**, Phys Ed and Health Curriculum Support Teacher: Hanover School Division

**Rod Kehler/Shelley Amos**, Principals: Woodlawn School

**Randy Dueck**, Assistant Superintendent: Hanover School Division

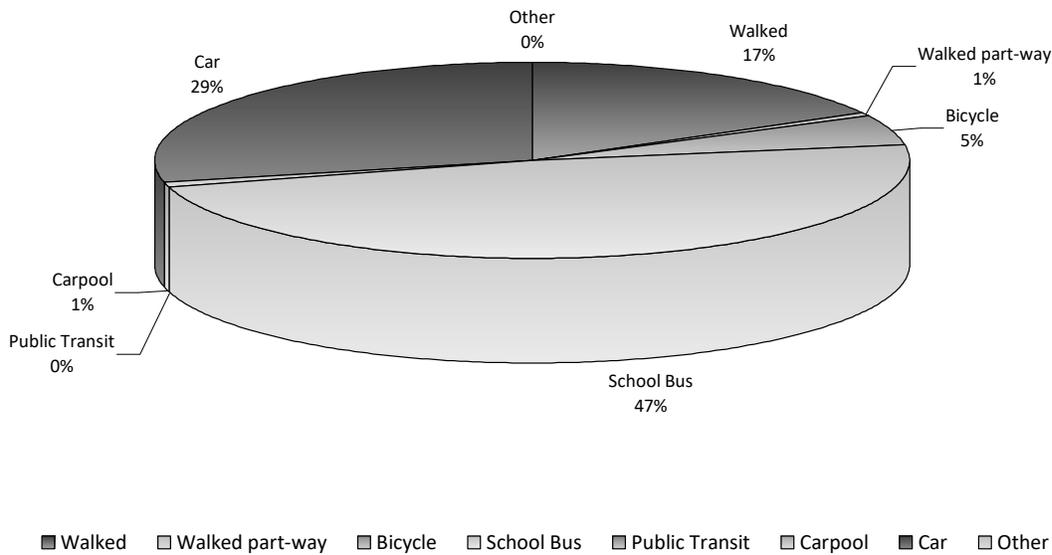
## Current School Travel Patterns: Baseline Data

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

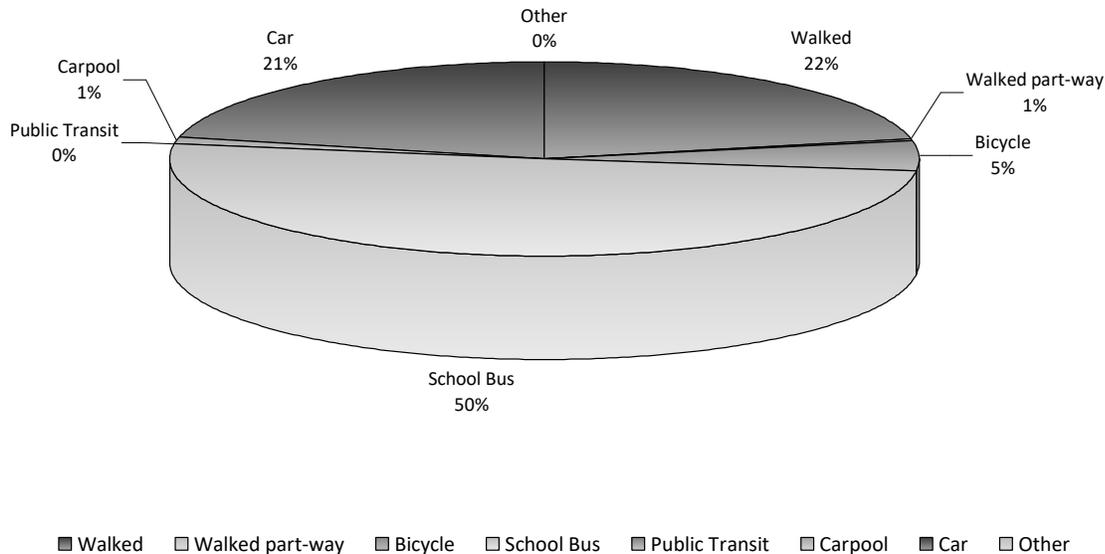
### “Hands Up” Classroom Survey:

To collect the information on how students at Woodlawn School travel to and from school each day, a classroom “hands-up” survey was completed in all classrooms during one week in October 2010. Some notable resulting information includes an overwhelming number of students ride the bus to and from school (47% in am and 50% in pm). Carpooling only accounts for 1% of travel to and from school. Students who used bikes accounted for 5%. 17% of students walked to school and that increased to 22% who walked home. 29% of students were driven to school by car in the am and 21% were driven home by car. The results of the survey are shown in the following two figures. A copy of the survey has also been attached in the appendix.

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



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



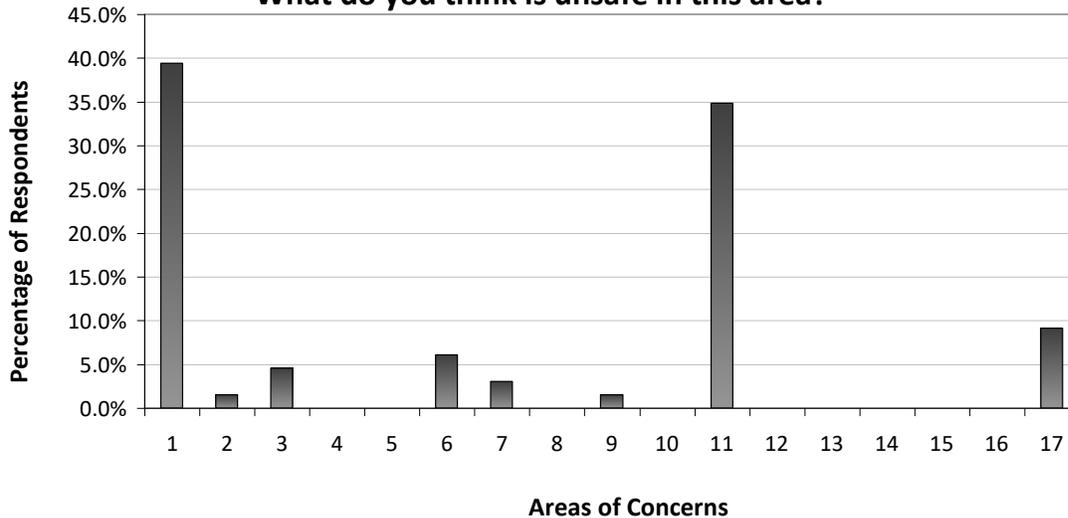
**FAMILY TAKE HOME SURVEY:**

More detailed information on families’ travel habits to and from Woodlawn School 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 surveys to school. The response rate was 77%. The survey is attached in the appendix.

Some notable findings of the family survey include:

- 45.2% of students live within 1.5 km from the school
- Only 24.3% walked to school and 1.1% biked (vs. 51.% and 2.8% of the parents who walked and biked when they were young)
- Only 29.6% walked home from school and 1.1% biked
- The major safety concerns identified in the neighbourhood were traffic (39.4%), and unsafe drivers (34.8%)
- For parents that did not allow their children to walk to school, 31.7% would allow their children to walk if they did not walk alone, 23.8% would allow it if there was a safer walking route and 18.3% would allow it if traffic dangers were reduced in the area.
- For parents that did not allow their children to bike to school, 29.4% would allow it if there was a safer cycling route, 25.4% would allow their children to cycle if they did not cycle alone, and 22.2% would allow it if traffic dangers were reduced in the area.
- Most parents (92.7%) would be supportive of ongoing efforts to make Woodlawn School’s neighbourhood safer, healthier and more community oriented through continuation of the School Travel Planning program.

**Baseline Only: Q7 - Areas of Concern:  
What do you think is unsafe in this area?**



- |                     |                          |                                      |                                      |
|---------------------|--------------------------|--------------------------------------|--------------------------------------|
| 1. Traffic issue    | 6. Crosswalk issue       | 11. Unsafe drivers                   | 16. Risk of falling trees/tree limbs |
| 2. Sidewalk issue   | 7. Crossing guard issue  | 12. Inconvenient/unpleasant features | 17. Other                            |
| 3. Signage issue    | 8. Stranger danger issue | 13. Steep hill(s) along route        |                                      |
| 4. Weather issue    | 9. Dangerous animals     | 14. Route is too indirect            |                                      |
| 5. Visibility issue | 10. Unsafe features      | 15. Too secluded                     |                                      |

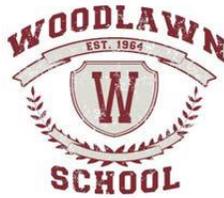
**Identified School Travel Issues and Action Plan**

Through the data collection process and the school walkabout, the following main areas of concern to be addressed were identified at Woodlawn School:

- **School Drop-Off Zone on Henry Street**
- **Church Parking Lot across from the school**
- **School Drop-Off Zone and crossing area on Barkman Avenue**
- **Staff Parking Lot & Bus Loop**
- **Hespeler Avenue and Ashford Lane**

The School Committee at Woodlawn took these concerns and worked them into an Action Plan to address identified issues. The resulting action plan can be found on the following pages and contains five main objectives.

- 1. To encourage more students to walk or cycle to and from school**
- 2. To improve the safety of children en route to and from school**
- 3. To educate parents on school safety initiatives at Woodlawn School**
- 4. To monitor effectiveness of initiatives and revise School Travel Plan annually**
- 5. To share information with other divisional schools as they develop their own Safety Transportation Plans**



# WOODLAWN SCHOOL

## ACTIVE AND SAFE ROUTES TO SCHOOL ACTION PLAN 2011 2012

Action/Initiative	Tasks	Responsibility	Timeframe	Estimated Cost & Source of Funds
<b>Objective 1: To encourage more students to walk or cycle to and from school</b>				
Drop & Go	Identify suitable locations for students to be dropped off away from front of school (Lutheran Church parking lot and Penner Street). Signage to identify area.	STP Facilitator  School Administration  HSD maintenance.	Spring 2011  Monitor need depending on possible movement of bus loop	No Cost  To be determined.
Parent Presentation	A presentation to parents giving an explanation for the project and the importance of having students either walk or bike to school.	ASRTS School Team	Spring 2011  Complete	No Cost.
Identify demand for walking and cycling to school	Review Research to support initiative	ASRTS School Team	June 2011	

Woodlawn Bike Rodeo	Develop a bike rodeo to promote bicycles as mode of transportation. Provide training on bike maintenance for students and bike safety.	ASRTS Committee  Patrick Owner of “Body Driven Sports”  Ang Schinkel Divisional PE/Health Curriculum Support Teacher	February 2011  Complete	Costs to be determined  Materials to support students in bike maintenance.  Materials required for bike rodeo.  Provide information to students and Woodlawn families on bike path routes in Steinbach (maps)
IWALK 2011	School team and Parent Council participate in IWalk 2011 and Woodlawn Walk-a-Thon 2011.	Shelley Amos Principal	October 2011	No Cost
Review locations of bus stops	Survey parents as to where they would feel more comfortable with allowing their children to walk independently to bus stops	Ray Fast HSD transportation	2011-2012 school year	Cost to be determined.
Building a Bike Cage	To keep from student bikes from being tampered with during the school day.	HSD Randy Dueck	2011-2012 school year	Cost to be determined. (Grant Money may be accessed).
ASRTS Poster Contest	The contest will build awareness among students.	ASRTS school committee	Spring 2012	No Cost

Objective 2: To improve the safety of children en route to and from school				
Physical Safety Education	Set up and run bicycle and pedestrian safety training courses	Kevin Wynn, RCMP Rod Kehler, Principal Ang Pries, HSD PE CST Russ Dirks, HSD ESF CST	June 2011 Complete	Safety education print materials for take home in conjunction with Woodlawn Bike Rodeo
Implementation of "Walking School Bus" Program	Pilot test walking School bus	School ASRTS committee Parent Council Volunteers to be identified	Fall 2011	Cost to be determined on basis of community volunteers.
Signage	Install additional School Safety Zone signs around school	City of Steinbach	Fall 2011	Cost to be determined. May become provincial.
	"Reduced Speed Zone" signs located along Henry Street and Barkman Street.	Shelley Amos (investigate highway and roads regulations)  City of Steinbach	Fall 2011	Cost to be determined. May become provincial.
Best Routes Map	Identify best routes to school, create map showing best routes and distribute to families along with pedestrian safety information, mark best routes with signs	Randy Dueck to make initial contacts  Request support from GIS expert through the City of Steinbach	Fall 2011	Cost to be determined.

Infrastructure Bus Lane	Moving the school bus lane to run along Barkman Street. OR Shutting down Henry Street from 3:30 pm to 4:15 pm so Busses can load along street. Ends of street barricaded by school staff.	Hanover School Division  City of Steinbach Hanover School Division	September 2011	Cost to be determined.
Enforcing speed zone along Henry Street and Barkman Street	RCMP to monitor streets closely.	Kevin Wynn, RCMP	June 2011	No cost.
Crossing Guards	Paid crossing guards at the corners of Penner/Barkman and the corner of Henry/Barkman. OR Senior citizens could also be hired as traffic patrol OR Students to serve as crossing patrol with training	Hanover School Division  Hanover School Division in conjunction with CAA Patrol Programs	September 2011	Cost to be determined. Woodlawn not chosen yet.
Traffic Lights	Traffic lights/4 way stop to control intersection of Hespler and Barkman once Clearspring Middle School is built. Speed along Hespler a dangerous factor.	City of Steinbach	September 2012	Cost to be determined.

Participate in Helmet Program	Participate in program that offers parents affordable helmets through the school. A presentation is made in assembly showing the importance of wearing a helmet.	ASRTS committee	Spring 2011	No Cost to School.
School Assembly to promote bike safety	Demonstrations and information provided to students to promote bike safety.	Rod Kehler Principal  Shelley Amos Principal	Spring 2011 Complete  Spring 2012	No Cost
<b>Objective 3: To educate parents on school safety initiatives at Woodlawn School</b>				
Sharing Data with parents	Host an information evening	ASRTS school committee	June 2011 Complete	No cost
Identify the rational for bus students to take the bus rather than being driven by their parents	Share the data which shows less cars dropping off students at Woodlawn would be safer for all students.	ASRTS school committee	June 2011 Complete	No cost
<b>Objective 4: To monitor effectiveness of initiatives and revise School Travel Plan annually</b>				
Monitor transportation modes	Conduct Classroom Hands-up survey	Shelley Amos, Principal  Classroom Teachers	October 2011	\$100 for photocopying survey sheet to be absorbed by school

Report on implementation of STP and initiatives	Oversee the implementation of Action Plan items	Shelley Amos, Principal	Ongoing beginning October 2011	No direct costs
Teachers review initiatives and encourage them through the curricular outcomes for PE and Health (personal safety)	Information provided to teachers	Shelley Amos, Principal	Ongoing beginning March 2011	Cost of photocopying
<b>Objective 5: To share information with other divisional schools as they develop their own Safety Transportation Plans</b>				
Sharing Data with Other Schools	Provide Information. Hard Copy information and Verbal recommendations	Shelley Amos Principal	As requested.	No direct costs.

## **PLANS FOR EVALUATION, MONITORING AND REVIEW**

Woodlawn Elementary School will monitor and review the School Travel Plan annually in collaboration with representatives from the School STP Committee and will consult annually with the Parent Advisory Committee in order to foster implementation.

The School STP Committee will:

- Conduct a meeting during the fall of each school year to review, update and plan for implementation of the action plan.
- Provide regular updates of safe and active school travel throughout the school year to parents through website information and school newsletters.
- Encourage classroom teachers and phys-ed specialists to integrate educational information and activities regarding active and safe routes to school into regular class lessons.
- Conduct a summative meeting at year end to review achievements and set targets for the upcoming year.

Annual Review Dates:

- October 2011 and May 2012
- October 2012 and May 2013

## **CONSENSUS**

This School Travel Plan has been reviewed and approved by:

School Representative:

\_\_\_\_\_  
Principal, Woodlawn School

\_\_\_\_\_  
Date

STP Facilitator:

\_\_\_\_\_  
Randy Dueck, Assistant Superintendent

\_\_\_\_\_  
Date

# School Travel Planning Information Sheet



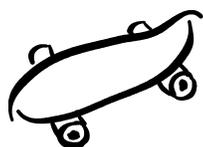
## What is School Travel Planning?

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

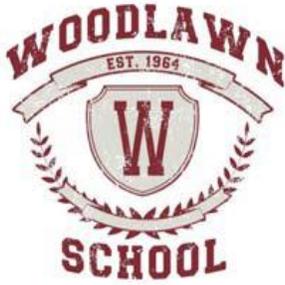
Participating schools will enjoy the support of a dedicated School Travel Plan Facilitator who will guide the process—providing expertise, coordinating project activities, answering questions, liaising with community stakeholders, etc.

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).



## ACTIVE AND SAFE ROUTES TO SCHOOL

### PILOT PROJECT 2010

Attached is a copy of the hands-up classroom survey that I am asking you to complete with your class starting Friday, October 1 to Thursday, October 8<sup>th</sup>. The information gathered from this survey, along with the parent survey and traffic count, will be used to develop a traffic plan for Woodlawn School. The information will also be used nationally to encourage active and safe routes to school.

Also, on October 14<sup>th</sup>, the school Active and Safe Routes to School pilot school committee will be accompanied by our municipal committee (which includes Chris Goertzen (mayor), Shoni Litinsky (ASRTS provincial rep), Randy Dueck (asst. superintendent), Bev Unger (SE Health), Kevin Wynn (RCMP) and Ang Schinkel (HSD PE/Health CST) for a school “walk-a-bout”.

Our hope is that all of this information will be used to develop an action plan for safer routes to school.

If you have any questions, let me know.

Thanks  
Rod

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

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

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

Please aim to complete survey by October 8, 2010.

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

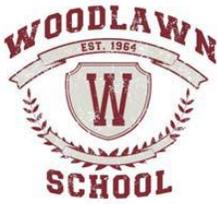
	Weather	Walked	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Mon										
Tues										
Wed										
Thurs										
Fri										
Total										
Daily Avg=Total/5										

\*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.



October 1, 2010

Dear Parent:

### **School Travel Planning - Family Survey**

Our 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 encourages 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 by **October 8, 2010**

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.

---

Rod Kehler  
Principal

*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.

# FAMILY TRANSPORTATION SURVEY

If you have more than one child that attends school, please answer the questions thinking about the child who brought the survey home. If more than one child brings a survey home, please fill out one survey and send back only one survey.

1. How do your children usually get to and from school? (Choose only one from each column. If your child(ren) use two sorts of travel, for example, walking to a bus stop, then choose the one that 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) \_\_\_\_\_

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

- 2a) The mapping exercise is for families who live no further than 1.6 kilometres away from their child's school. On the map below, please place an X where you live and mark the route(s) *your oldest child at this school usually* take to/from school.

**school**

2b) Also, please mark any areas of concern (e.g., identify nearest intersection), and provide details about these concerns in the table on the following page. If family time permits, you might want to complete this section of the survey while actually walking to school.

Location	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.	

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

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

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(ren) 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(ren) to travel to home from this school?

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

7. Our neighbourhood is not safe for children to walk or bike to/from school. (Please circle one answer).

STRONGLY DISAGREE   DISAGREE   AGREE   STRONGLY AGREE

8. How did you travel to elementary school?

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

9. There are 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 DISAGREE   DISAGREE   AGREE   STRONGLY AGREE

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

\_\_\_\_\_

**If you never/rarely drive your child/ren to or from school, please skip to question 14.**

11. If your child(ren) is/are **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

Inclement weather

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

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

they did not walk alone

there were safer or improved walking route

there were reduced traffic dangers

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

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

they did not cycle alone

there were safer or improved cycling route

there were reduced traffic dangers

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

14. Any further comments about your child/ren's journey to and from school?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

15. Would you be supportive of ongoing efforts to make the school area safer, healthier and more community-oriented through the continuation of the School Travel Planning program which focuses on reducing the number of children travelling to school by car?

YES

NO

16. If you are interested in helping with ongoing School Travel Planning activities, e.g. on the School STP Committee or helping out with implementation of action plan ideas, please contact the school at 326-6110.

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**THANK YOU FOR YOUR TIME. PLEASE HAVE YOUR ELDEST CHILD RETURN THIS COMPLETED SURVEY TO HIS/HER TEACHER BY October 8, 2010.**

