Final Report

East Fort Garry Walk Bike Project

City of Winnipeg

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Project Title:	East Fort Garry Walk Bike Study
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DISCLAIMER

The findings of this report do not represent the views of any individual, party, or organization that commissioned or contributed information for the analysis. The independent consulting team of MORR Transportation Consulting Ltd. used the best available information within the time and budget constraints for this report. Readers are responsible for fully understanding any limitations of this study and exercising any caution that may be warranted because of the methodologies used when applying the results.

Final Report

East Fort Garry Walk Bike Project

Prepared by

MORR Transportation Consulting Ltd.

Winnipeg, Manitoba

Submitted to

City of Winnipeg

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Contents

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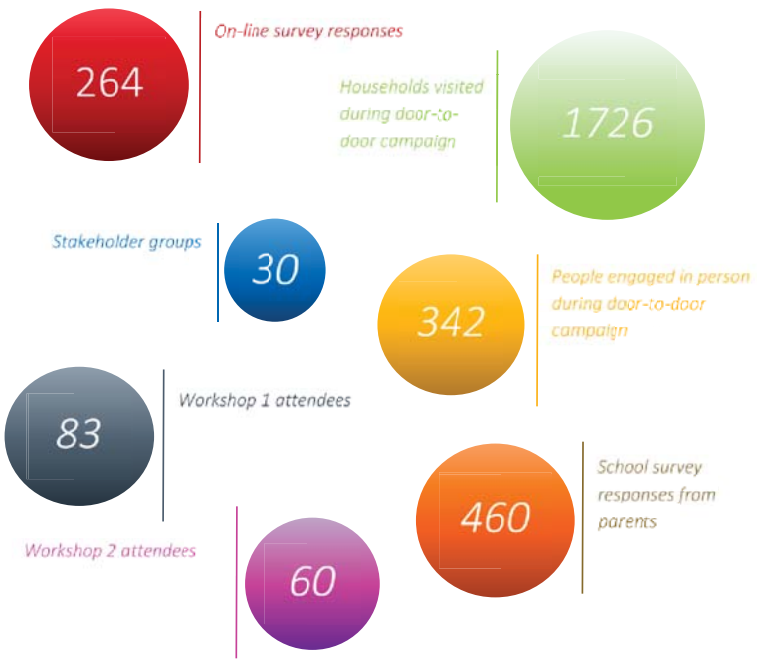
EXECUTIVE SUMMARY

Winnipeg's Pedestrian and Cycling Strategies (PCS) were approved by City Council in 2015 with the goal to maximize transportation options by ensuring the accessibility, comfort, and safety of walking and cycling in Winnipeg, and to establish directions for walking and cycling policies, infrastructure, and programs over the next 20 years and beyond. Key priorities of the PCS applicable to East Fort Garry, a community in southwestern Winnipeg bound by the Red River, Pembina Highway, Jubilee Avenue, and Crescent Drive, included developing a network of local connector bike routes and sidewalk connections to improve safety and convenience for people of all ages and abilities. In addition, the PCS also call for the development and implementation of school travel plans as one of the strategic goals to improve safety and accessibility.

This project – the East Fort Garry Walk Bike Study – is part of a series of similar undertakings by the City of Winnipeg in its implementation of the Council-approved Pedestrian and Cycling strategies to make Winnipeg neighbourhoods more accessible and safer for people who choose to travel by foot, bicycle, or other active modes. The purpose of this project was to:

- Identify priorities for improvements to the pedestrian and cycling network in East Fort Garry so that people of all ages and abilities can safely walk and bike within the East Fort Garry neighbourhood.
- Verify and finalize the local connector bike routes and sidewalk connections proposed in the Council-approved Pedestrian and Cycling Strategies (PCS) and establish a foundation for future programming and projects.
- Develop School Travel Plans for four schools in the East Fort Garry neighbourhood (École Viscount Alexander, Oakenwald School, Vincent Massey Collegiate, and École Crane) to increase the number of students and other school-related commuters choosing to travel to and from school using active modes of transportation.



Key to the successful outcome of this project was a well crafted public engagement process – clearly oriented around identified needs, goals and outcomes – to help ensure meaningful participation among interested and affected stakeholder groups, and provide greater transparency, resulting in better outcomes and buy-in for the City on the implementation of the recommended strategies for improved cycling and walking in the neighbourhood. Our engagement process included workshops, door-to-door personal engagement, site visits,

walkabouts with parents of each school, on-line and hard copy surveys, and special meetings with stakeholders.

The strategies resulting from this study, which identify priorities for improvements to the pedestrian and cycling network in East Fort Garry, were developed based on stakeholder input collected through the various engagement methods used in the study and transportation engineering expertise. These strategies are divided into the following categories:

- Planning
- Design
- Traffic operations
- Maintenance
- Education and awareness

A priority level was assigned to each strategy relative to each other – high, medium, low – based on a qualitative analysis that uses the same criteria as in the Council-approved Pedestrian and Cycling Strategies:

- Network connectivity
- Generators
- Access to transit
- Level of protection
- Walking and cycling potential
- Equity
- Safety
- Network spine

These strategies should be considered and included where applicable within the City's planning, operations, and maintenance programs. Further, they should also be included in the update and review of Winnipeg's Pedestrian and Cycling Strategies

SETTING THE STAGE

1.1 Study Purpose

The East Fort Garry community is in southwestern Winnipeg and, as shown in Figure 1, is bound by the Red River (east), Pembina Highway (west), Jubilee Avenue (north), and Crescent Drive (south). The area is home to approximately 4,100 residents living in about 2,300 dwelling units. The area supports a wide range of destinations including parks (e.g., Gary Hobson Memorial, Crescent Drive, Wildwood, and Toilers), public schools (e.g., Oakenwald, Viscount Alexander), a private school (St. John's Ravenscourt), golf courses (e.g., Crescent Drive and Wildwood), and community attractions (e.g., Wildwood Community Centre, Fort Garry Community Centre, and Thermea Nordik Spa).

Figure 1: East Fort Garry neighbourhood study boundary

Pedestrian and cycling safety, and associated infrastructure are a key concern to area residents, including: lack of sidewalks, vehicular speeding, pedestrian crossing safety issues, and traffic congestion problems. Further, Crescent Drive Park is a key recreational facility in East Fort Garry, attracting people throughout the year for various activities, including cross-country skiing, jogging, walking, and playing.

Issues of importance were identified through this study in addition to the following:

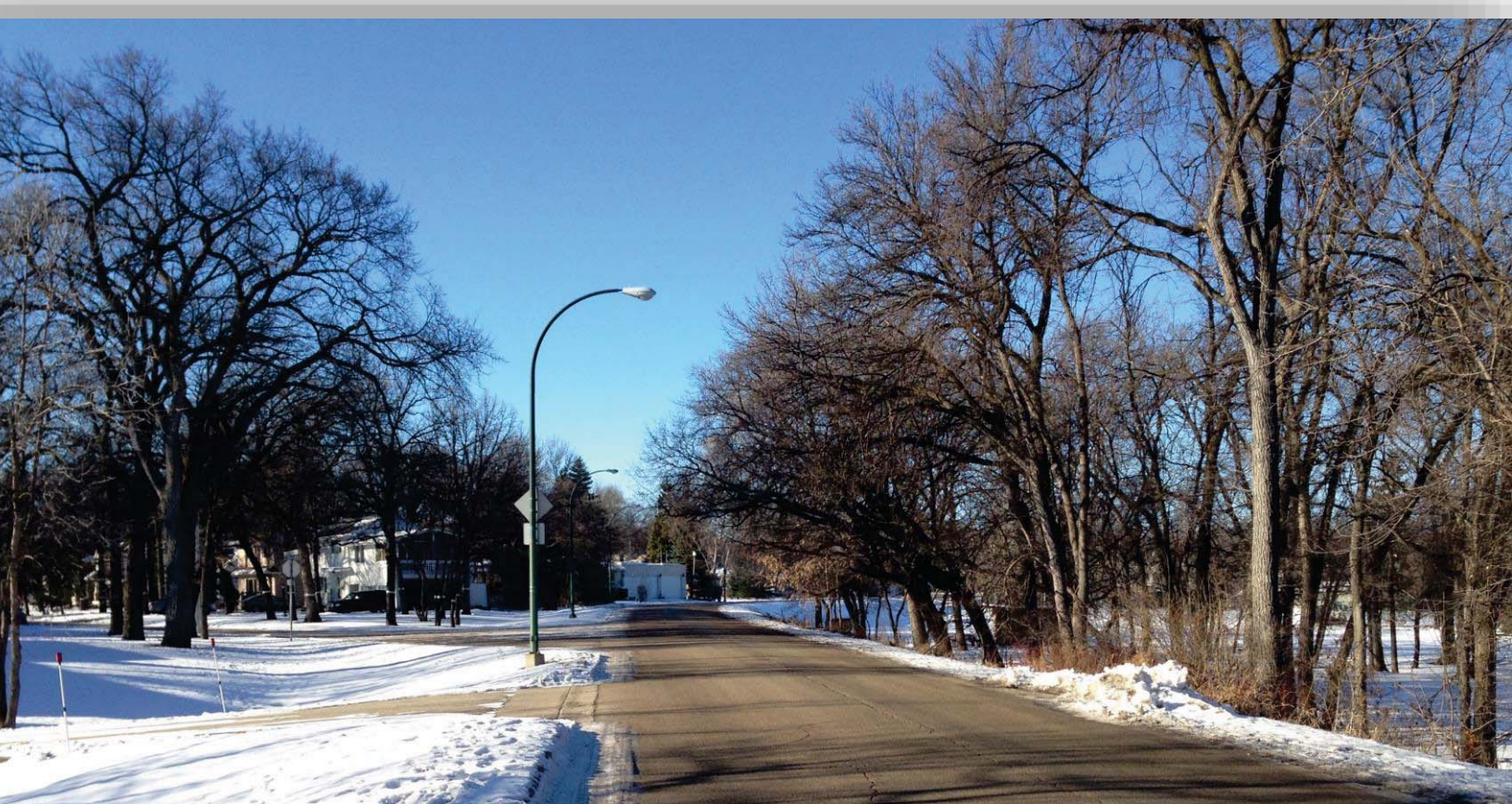
- Active School Travel Engineering Plans developed for École Crane and Oakenwald School in 2014 as part of a University of Manitoba Faculty of Civil Engineering course curriculum. These plans

identified engineering and non-engineering countermeasures to promote walking and cycling near the schools. This undertaking included extensive discussions with area parents regarding concerns specific to kids traveling to and from these schools.

- East Fort Garry Active Transportation Neighbourhood Scan led by the Green Action Centre and supported by Dr. J. Montufar in 2015. This scan identified community stakeholders, and their interests and issues with active transportation as it relates to the neighbourhood.
- Wildwood Park Background Study conducted prior to the East Fort Garry Neighbourhood Scan.

The purpose of this project was to:

- Identify priorities for improvements to the pedestrian and cycling network in East Fort Garry so that people of all ages and abilities can safely walk and bike within the East Fort Garry neighbourhood.
- Verify and finalize the local connector bike routes and sidewalk connections proposed in the Council-approved Pedestrian and Cycling Strategies (PCS) and establish a foundation for future programming and projects.
- Develop School Travel Plans for four schools in the East Fort Garry neighbourhood (École Viscount Alexander, Oakenwald School, Vincent Massey Collegiate, and École Crane) to increase the number of students and other school-related commuters choosing to travel to and from school using active modes of transportation. By engaging stakeholders (e.g., school boards, public health, police, parents, students and school staff) these plans assess the barriers to active school travel and use this knowledge to develop and implement action plans. School Travel Plans are an excellent tool to help deal with travel-related issues at schools and encourage safe, healthy, active travel to and from school.



1.2 The Process

1.2.1 Project Initiation

An in-person project meeting was conducted with key project team members and the City Project Manager to confirm the work program, project objectives, desired outcomes, budget, schedule, and communication channels. This allowed the consultant team to identify key City contacts and stakeholders, and to gather any additional information and/or insight regarding the needs and desired outcomes for the project. Further, this meeting also helped identify members of the Technical Advisory Committee (TAC) for the project (listed in the Acknowledgements section at the beginning of this report).

1.2.2 TAC Meeting

An initial meeting was held with the TAC to introduce the project, team and committee members, provide an overview of the study process, and facilitate a group discussion regarding key issues and opportunities. Of particular importance at this meeting was the following:

- Confirmation of project objectives.
- Identification and confirmation of project goals.

Project goals and objectives were developed based on discussions with the Technical Advisory Committee (TAC) and the team's knowledge of pedestrian and cycling needs. These are shown below.

Project Goals and Objectives

GOAL	OBJECTIVE
East Fort Garry Walk Bike Study	
Conduct a pedestrian and cycling study that will identify priorities for improvements to the pedestrian and cycling network so that people of all ages and abilities can safely walk and bike to access their desired destinations in East Fort Garry.	To develop a baseline of current travel patterns, desire lines, and recreational activities
	To confirm previous issues and opportunities, and identify new issues and opportunities related to walking and cycling in the neighbourhood
	To review existing land use and proposed developments in the study area, and assess their impact on transportation
	To verify the proposed pedestrian and cycling facilities as outlined in the PCS
	To develop strategies that will allow for feedback to be provided at in-person events and online.
School Travel Plans	
Increase the number of students and other school-related commuters choosing to travel to and from school using active transportation modes.	To work with stakeholders to identify issues and opportunities to increase the use of active transportation by students and other school-related commuters at: • École Viscount Alexander • Oakenwald School • Vincent Massey Collegiate • École Crane

1.2.3 Engagement

Key to the successful outcome of this project was a well crafted public engagement process – clearly oriented around identified needs, goals and outcomes – to help ensure meaningful participation among interested and affected stakeholder groups, and provide greater transparency, resulting in better outcomes and buy-in for the City on the implementation of the recommendations. IAP2's Spectrum of Engagement, Core Values and Code of Ethics were key resources that have enhanced public engagement practices worldwide and were an integral part of the team's public engagement strategy and execution.

A successful engagement strategy for this project recognized from the outset the multiple, varied and sometimes competing stakeholder interests around the table. Political context, public perception and the administration's objectives were anticipated and considered in an engagement strategy that effectively managed expectations and risks to support a productive dialogue on future plans for walking and biking.

The approach recognized the political considerations and policy context for this planning effort and included significant internal engagement with the City and School Boards to confirm how this project connects with existing policies, priorities and projects. The team sought out input from stakeholders whose input and support were essential to the successful implementation of the resulting plans.

Our engagement process, which is discussed in detail in Section 1.3, included:

- Workshops
- Door-to-door personal engagement
- Site visits
- Walkabouts with parents of each school
- On-line and hard copy surveys
- Special meetings

1.2.4 Development of Walking and Cycling Strategies

Strategies were developed to identify priorities for improvements to the pedestrian and cycling network so that people of all ages and abilities can safely walk and bike to access their desired destinations in East Fort Garry. These strategies were developed from transportation engineering expertise and stakeholder input collected through various engagement methods used in the study.

During our first workshop, stakeholders were invited to present issues and concerns for walking and cycling in the neighbourhoods. Based on findings from the first workshop and the survey results regarding existing and future priorities related to cycling, walking and other modes of transportation, as well as traffic analysis and data collection, we developed strategies to address concerns and improve the walking and cycling networks in East Fort Garry. At the second workshop, the findings and strategies were presented for residents to reflect on the information of 'what was heard' and 'how we incorporated the feedback' into the neighbourhood pedestrian and cycling study assessment.

1.3 Public Engagement

A robust public engagement plan for the East Fort Garry Pedestrian and Cycling Study was developed to receive input from a wide network of stakeholders on the issues, opportunities, and priorities for walking and cycling in the study area. Various methods to raise awareness of the project and to garner public participation were used. Results from this public engagement process are described in detail in a companion report titled East Fort Garry Walk Bike Project: Public Engagement Report. Feedback collected through the public engagement was used in the design process regarding the type of pedestrian or cycling infrastructure, the location of infrastructure, network connections and intersections, and potential roadway and sidewalk upgrades.

1.3.1 Engagement Goals

Working closely with the City of Winnipeg we identified the following public engagement goals for the East Fort Garry Walk Bike Project:

- Inform stakeholders of project objectives and verify previous findings from the previous 2014 East Fort Garry Active Transportation Neighbourhood Scan and identify new opportunities, issues and priorities for improvements to the neighbourhood pedestrian and cycling network.
- Consult with stakeholders and community members and engage in different ways to ensure a variety of voices are heard, including a range of ages, backgrounds, and transportation needs.
- Inform stakeholders of opportunities and means by which they can provide feedback to the study and school travel plans.
- Hold a series of public events to solicit feedback and to learn about barriers to walking and cycling in East Fort Garry in addition to how and where people want to walk and cycle.
- Consult with four school communities in the study area (students, parents/guardians, school administration, and staff) to develop school travel plans that will feed into and help inform the broader neighbourhood study.
- Provide ongoing communication with stakeholders and the public throughout the project to ensure their input is incorporated into the study findings, school travel plans and active transportation strategy.

1.3.2 Public Engagement Tool-kit

Our public engagement utilized the suite of engagement tools shown in the figure below. Details about each of these tools follows.

Public engagement tools

Stakeholder Identification

A stakeholder list of organizations, institutions, businesses, residents and key individuals associated with the project was developed. Representation included resource organizations, trails and cycling organizations, local businesses, community centres and library, health authority, area schools, school division and residents. Workshop participants and survey respondents contributed contact information for future follow up.

Notification and Communications

Public notification and communications of the East Fort Garry Walk Bike Project included website information, poster and newspaper advertisements, social media, and an innovative personal home delivery method.

Project Website

A City of Winnipeg website was developed to provide key information about the project. Web content included project scope and goals, a site map, timeline, frequently asked questions, and information on the opportunities to get involved. Content was designed in accordance to the City of Winnipeg's Office of Public Engagement's standards.

Project Bulletin and Public Workshop Invite

A project bulletin and invitation to the Public Workshop #1 – Issues and Opportunities were developed. Samples of these materials are included in Appendix A.

The project bulletin was delivered by email to the stakeholder list and copies made available at the Fort Garry library. Stakeholder organizations and groups were encouraged to distribute and share the information with their networks. The Wildwood Community Centre newsletter, *Wild n'Woodsy* newsletter included the full project bulletin and workshop invitation in the online September 2017 issue and a reminder article in the October 2017 newsletter encouraging survey participation.

Posters and Print Advertisements

Posters were delivered to the community centres, coffee shops, businesses and library. An advertisement was included in the CanStar Sou'Wester community newspaper.

Samples of these materials are included in Appendix A.

Door-to-door Personal Engagement and Invitation Delivery

Project Workshop Invitation postcards were printed and hand-delivered to all homes in the study area. We devised an innovative system for delivering postcards to all homes in the neighbourhood while also engaging people at the door. At every third home, we attempted engagement with residents through a door-knocking campaign to gain personal contact, describe the project, and invite them to attend the workshop and participate in the survey. This stratified home delivery method was a highly effective for reaching a large number of residents as well as providing us with an early indicator of some of the most common and important issues and 'hot topics' for walking and cycling in East Fort Garry.

Social Media

The City of Winnipeg promoted the study, workshop invitation and survey through their social media channels. This included notices through the online Public Engagement News, Facebook and Twitter.

Public Events

The first Public Workshop – Issues and Opportunities was held on October 3, 2017 at the Fort Garry Community Centre. Approximately 80 people attended the event. The workshop began with a presentation on the project goals, a summary of the different cycling infrastructure available, high-level findings from the 2014 Active Transportation Neighbourhood Scan, and individual feedback worksheets and small group mapping exercises.

The second Public Workshop was held on March 20, 2018 at the Fort Garry Community Centre. About 60 people attended the event. The workshop was delivered in an open house format with 11 presentation boards set up in the room for participants to review and ask questions. The presentation boards illustrated the baseline conditions and the recommended walking and cycling strategies.

On-Line Survey

A survey was developed to solicit feedback to walking and cycling patterns, issues, and opportunities in East Fort Garry. The survey was available on the project website from September 4 – October 31, 2017. A total of 264 responses to the survey were collected.

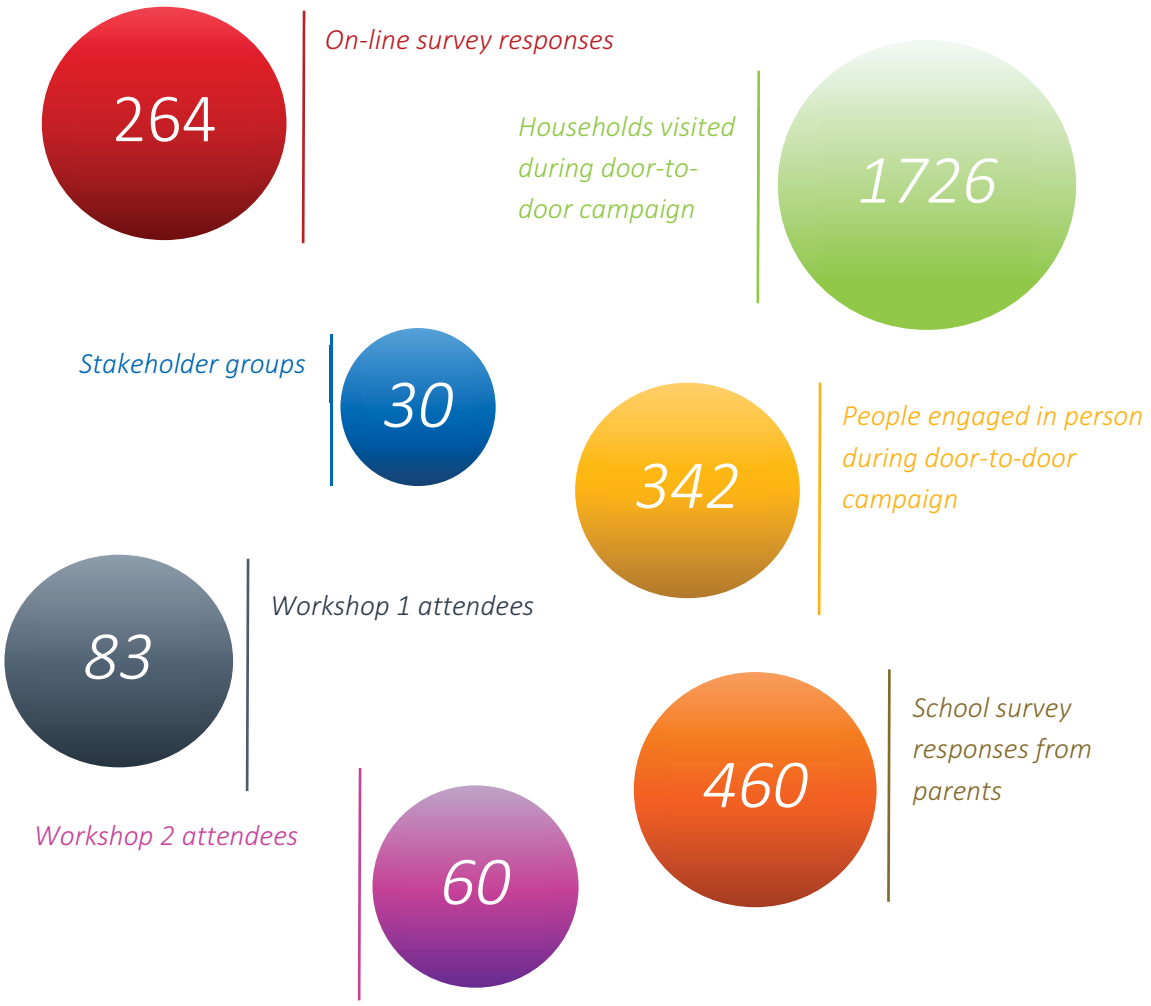
School Travel Plans

As part of the East Fort Garry Walk Bike Project, school travel plans were created for four of the schools in the neighbourhood: École Viscount Alexander, École Crane, Oakenwald School and Vincent Massey Collegiate. The school travel planning process involved a series of hands up surveys to determine how

students got to school at different times of the year, a take home survey for parents of the students to fill out regarding travel patterns to and from the school, a workshop for parents to help identify areas of concern, and walkabouts with parents to help identify areas of concern. The information gathered from the school travel planning process helped guide the development of recommendations for the larger East Fort Garry Walk Bike Project, as they are all directly linked to each other. The four school travel plans are included in Appendix B to Appendix E.

1.3.3 People Engaged

The following figure shows the success level of the various engagement activities. In addition, all children and teachers in the four schools were also engaged in the hands-up survey to determine their travel mode to and from school throughout the year.



Outcome of the engagement process

1.4 Report Organization

The report is organized in the following sections:

Section 2.0 provides an overview of existing conditions in the East Fort Garry neighbourhood as it pertains to land use, active transportation infrastructure, transit network, travel patterns, and traffic characteristics.

Section 3.0 reports on the findings from the public engagement and provides analysis of gaps and opportunities. These results are also discussed in the Public Engagement report, which is a companion document for this study. The Section specifically addresses the following:

- Interest in walking and cycling
- Reasons for walking and cycling
- Walking and cycling frequency
- Safety and convenience
- Barriers to walking and cycling

Section 4.0 describes the vision, guiding principles, strategic goals and proposed strategies for walking and cycling in East Fort Garry. These strategies have been developed based on feedback from the extensive community consultation and transportation engineering expertise.

Section 5.0 provides an overview of the next steps following the plan development.

The School Travel Plan for each of the four schools are included as appendices B to E.

BASELINE CONDITIONS

2.1 Existing Land Use

The East Fort Garry neighbourhood is characterized as a residential neighbourhood with land use composed of 54 percent residential, 43 percent parks and recreation, and 3 percent commercial. The commercial zone is located along Pembina Hwy while the parks and recreation zones are located primarily along the Red River. There are over 2,000 houses in East Fort Garry and a small amount of multi-family dwellings that are home to over 5,500 residents (2011, Statistics Canada). Figure 2 shows the various types of land uses in East Fort Garry.

Figure 2: East Fort Garry neighbourhood buildings and land uses


Fort Garry
Library
Winnipeg
BIKE WEEK
Bike to Work Day Pit Stop
BIKE WEEK
STOP
LINE

2.2 Existing Active Transportation Infrastructure

2.2.1 Walking Facilities

Existing sidewalks and informal paths are shown in Figure 3. The figure shows that many streets have sidewalks on both sides of the roadway but there are some gaps in the sidewalk network; specifically, along South Dr, North Dr, Netley St, the eastern section of Crescent Dr, the northern section of Wicklow St, Oakenwald Ave, Point Rd, Dowker Ave, Crane Ave, and Somerset Ave. Informal paths identified by residents are also shown in the map. These refer to paths that have been created by repeated use and are not maintained by the City of Winnipeg.

Figure 3: East Fort Garry walking facilities

The City of Winnipeg's 2015 Accessibility Design Standards state that sidewalks shall have a minimum clear width of 1.5 metres. Some sidewalks in East Fort Garry do not meet these minimum sidewalk width requirements as the neighbourhood was developed prior to the standards coming into effect. Figure 4 shows neighbourhood sidewalks that are not at least 1.5 metre wide.

Figure 4: Sidewalks that do not meet minimum width requirements (< 1.5 metres)

Another important sidewalk network consideration is snow clearing priority. After a snow fall, city sidewalks are cleared by priority based on the snow clearing priority of the adjacent roadway, where Level-1 priority sidewalks are cleared first and Level-3 are cleared last. Level-1 priority sidewalks are usually along major arterials and Level-2 are usually found around school properties and senior residences. Figure 5 shows the sidewalk clearing priorities for East Fort Garry sidewalks.

Figure 5: Sidewalk snow clearing priority

2.2.2 Cycling Facilities

The East Fort Garry study area does not currently have many cycling facilities. Figure 6 shows the cycling facilities that connect the neighbourhood to other areas of Winnipeg. There is a buffered bike lane on Pembina, south of the neighbourhood, a multi-use pathway along McGillivray Blvd to the west, a multi-use pathway along Jubilee Ave to the east, and a multi-use pathway along the bus rapid transit (BRT) corridor to the north. Two additional facilities are currently under construction - a buffered bike lane on Pembina Hwy north of Point Rd and a multi-use pathway along the BRT corridor that will provide access to the south. Neighbourhood roadways are used by commuter cyclists traveling north/south to avoid sections of Pembina Hwy that do not have a cyclist facility between Crescent Dr and Point Rd.

Figure 6: East Fort Garry cycling facilities

2.3 Walking and Cycling Trip Generation

Walking and cycling trip generation refers to the origin of trips made by East Fort Garry residents to neighbourhood destinations and access points. To quantify the popularity of walking and cycling trip generators, Workshop #1 attendees and online survey participants were asked to identify destinations to which they walk and cycle within the neighbourhood, and access points they use to enter and/or exit the neighbourhood to reach destinations outside of the neighbourhood. Responses were geocoded to highlight popular neighbourhood destinations and access points for walking and cycling trips.

Results indicate that East Fort Garry residents prefer to walk to destinations within the neighbourhood and cycle to destinations outside of the neighbourhood. This result is expected because cycling enables residents to access further destinations in less amount of time compared to walking.

2.3.1 Walking Destinations and Neighbourhood Access Points

As shown in Figure 7, popular walking destinations in East Fort Garry are mostly found along Pembina Hwy at the intersections with Point Rd, Dowker Ave, and Crane Ave. The most popular destinations along Pembina Hwy include Vic's Fruit Market, Shoppers Drug Mart, Starbucks, Fort Garry Library, Cottage Bakery, and Tim Horton's. The most popular neighbourhood walking access points are Riverside Dr to the north, McGillivray Blvd to the west and Crescent Dr to the south. Other popular destinations within the neighbourhood are the Fort Garry Community Centre, Wildwood Park Community Centre, Thermea Spa, and Crescent Drive Park.

Not included in the map is General Byng School located outside of the study area to the west of Pembina Highway in the Beaumont neighbourhood. This destination merits consideration in a future school travel plan because once students graduate from Oakenwald elementary school they attend General Byng middle school as there are no middle schools in East Fort Garry that offer English programing.

2.3.2 Cycling Destinations and Neighbourhood Access Points

As shown in Figure 8, popular cycling destinations within East Fort Garry are located along Pembina Hwy at the intersections with Point Rd, Dowker Ave, and Crane Ave; similar to popular walking destinations. In general, cycling to destinations within East Fort Garry is less popular than walking. The most popular destination for both walking and cycling within the neighbourhood is Crescent Drive Park. Most cyclists access destinations outside East Fort Garry via Riverside Dr to the north, McGillivray to the west, and Crescent Dr to the south; all three routes connect with existing cycling only facilities. In addition, cyclists identified Point Rd as a popular access point to the west and possibly the north along Pembina Hwy.

Figure 7: Popularity of East Fort Garry walking trip destinations and neighbourhood access points

Figure 8: Popularity of East Fort Garry cycling trip destinations and neighbourhood access points


RIVERSIDE DR
SNOW ROUTE
ROUTE
1104

2.4 Travel Patterns

Walking and cycling travel patterns were identified at Workshop #1 and through the online survey. Each participant was asked to highlight walking and cycling routes that they currently use as well as routes they would like to use.

2.4.1 Walking Routes

The popularity of East Fort Garry walking routes is shown in Figure 9. The figure shows that residents prefer to walk along the main corridors within the neighbourhood. It also highlights the popularity of the informal pathways along North Dr by the river and in Sandra Crowson Park. The ten most popular walking routes are:

- South Dr
- North Dr
- Crescent Dr
- Oakenwald Ave
- Netley St
- Riverside Dr
- Point Rd
- Wicklow St
- Wildwood Park Path
- Dowker Ave

Many residents indicated that they didn't feel safe walking along South Dr, Netley St, Oakenwald Ave, and Wicklow St despite the relative popularity of these routes. The main reason given was the lack of sidewalks along portions of these roadways.

2.4.2 Cycling Routes

The popularity of cycling routes in East Fort Garry is shown in Figure 10. Results from Workshop #1 indicate that the most popular cycling routes in East Fort Garry are:

- South Dr
- Crescent Dr
- North Dr
- Riverside Dr
- Point Rd
- Oakenwald Ave
- Netley St

Figure 9: Popularity of walking routes in East Fort Garry

Figure 10: Popularity of cycling routes in East Fort Garry


OAKENWALD AVE
POINT ROAD
SCHOOL BUS
STOP
PEMBINA TRAILS SCHOOL
22

2.5 Traffic Characteristics

2.5.1 Neighbourhood Traffic Volumes

Over the past five years, the City of Winnipeg has conducted three intersection counts and nine speed studies in East Fort Garry at the locations shown in Figure 11 and Table 1. The average weekday traffic represents the average number of vehicles that travel in both directions along a roadway over the entire 24-hour day. Point Rd has the highest volume of traffic followed by Oakenwald and Crescent Dr near Pembina Hwy. Crescent Dr east of South Dr has the lowest traffic volume. The peak hours of traffic are 08:00 a.m. and 03:00 p.m.

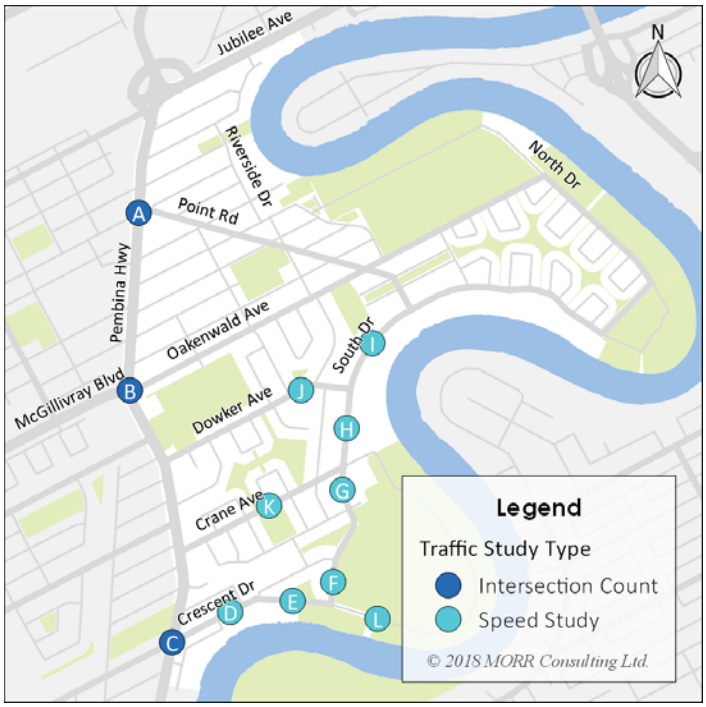


Figure 11: Traffic count locations

Table 1: Average weekday traffic.

Count ID	Roadway	Study Type	Start Date	Duration	Average Weekday Traffic
A	Point Rd - east of Pembina Hwy	Intersection	Jun 17, 2014	5-hr	4,600
B	Oakenwald Ave - east of Pembina Hwy	Intersection	May 15, 2014	5-hr	2,600
C	Crescent Dr - east of Pembina Hwy	Intersection	Aug 03, 2011	15-hr	1,900
D	Crescent Dr - east of Riviera Cres	Speed	Sep 18, 2015	7-day	2,200
E	Crescent Dr - east of Kebir Pl	Speed	Sep 18, 2015	7-day	1,700
F	South Dr - north of Crescent Dr	Speed	Sep 18, 2015	7-day	1,000
G	South Dr - north of Holly Ave	Speed	Sep 18, 2015	7-day	1,200
H	South Dr - north of Crane Ave	Speed	Sep 18, 2015	7-day	1,600
I	South Dr - north of Dowker Ave	Speed	Sep 18, 2015	7-day	1,600
J	Dowker Ave - east of Wicklow St	Speed	Sep 18, 2015	7-day	1,000
K	Crane Ave - east of Pheasant St	Speed	Sep 18, 2015	7-day	1,100
L	Crescent Dr - east of South Dr	Speed	Sep 18, 2015	7-day	500

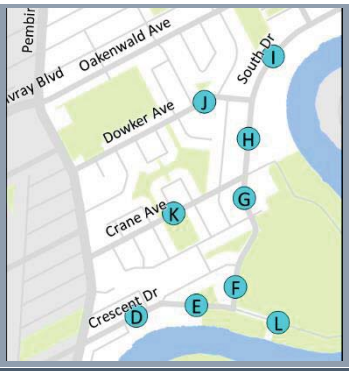
2.5.2 Vehicle Speed Profiles

Neighbourhood-level roadways are designed for lower vehicle speeds to help protect the vulnerable road users (e.g., pedestrians and cyclists) that use them. However, vehicle speeds are influenced by many factors other than the posted speed limit, which can result in vehicles travelling at higher speeds than intended. As vehicle speeds increase, the potential severity of collisions with vulnerable road users is more severe. Therefore, when vehicle speeds are higher than the posted speed, the potential impact on safety is a concern.

Speed studies are typically conducted to understand if speeding is a safety concern along a roadway. The 85th percentile speed represents the speed at or below which 85 percent of drivers travel. ITE states that "Use of the 85th percentile speed is based on the theory that the large majority of drivers are reasonable and prudent, do not want to have a crash and desire to reach their destination in the shortest time possible"[1]. The 85th percentile speed is one of many factors that are used to evaluate typical vehicle speeds. Table 2 provides the 85th percentile speeds for peak hourly traffic and average daily traffic at the speed study locations shown in Figure 11. None of the 85th percentile speeds exceed the posted speed limit on roadways with a speed limit of 50 km/h. The highest 85th percentile speed is 49.3 km/h on South Dr north of Crescent Dr during the p.m. peak hour. The 85th percentile speeds exceed the posted speed limit of 30 km/h in Crescent Drive Park. 85th percentile speeds on Crane Avenue during peak periods when the 30 km/h speed limit is in effect are also slightly above the 30 km/h value.

Table 2: 85th percentile speeds in East Fort Garry

	Roadway Corridor Section	Posted Speed Limit [km/h]	AM Peak Hour	PM Peak Hour	Daily	Study Location
D	Crescent Dr - east of Riviera Cres	50	48.8	48.2	47.9	
E	Crescent Dr - east of Kebir Pl	50	48.8	47.4	47.4	
F	South Dr - north of Crescent Dr	50	49.2	49.3	48.6	
G	South Dr - north of Holly Ave	50	46.7	45.5	45.2	
H	South Dr - north of Crane Ave	50	46.2	45.4	45.6	
I	South Dr - north of Dowker Ave	50	47.1	46.3	46.1	
J	Dowker Ave - east of Wicklow St	50	40.9	42.5	42.6	
K	Crane Ave - east of Pheasant St	30/50*	32.3	33.9	*NA*	
L	Crescent Dr - east of South Dr	30	34.5	32.5	*NA*	



** location is a school zone where the speed limit is 30 km/h between 07:00 and 17:30 Monday to Friday between September and June and 50 km/h otherwise.*

[1] Insitute of Transportation Engineers, ITE (2008) *Traffic Engineering Handbook, 6th Edition*.

2.5.3 Transit Network

The transit network comprises transit stops and routes that influence walking and cycling behaviour in two ways. Transit stops are common destinations for walking trips. As for transit routes, the presence of transit buses can make roadways undesirable for cycling and walking if separated facilities (e.g., cycle tracks and sidewalks) are not provided. Figure 12 shows the public transit stops and routes in East Fort Garry.

There are 36 transit stops within the neighbourhood, 13 of which are located along the east side of Pembina Hwy. There are 10 different routes that travel on Pembina Hwy; however, once the BRT corridor (located west of Pembina Hwy) is in service many of these routes will no longer travel past East Fort Garry on Pembina Hwy. Transit route 94 is the only route that travels through the neighbourhood. Route 94 operates in the neighbourhood on a 30-minute frequency between 06:30 and 19:00.

In addition to the transit network there are 17 school buses that travel through the neighbourhood to bring students from across Winnipeg to St. John's Ravenscourt, an all-ages private school. Figure 13 shows the route school buses take to travel to St. John's Ravenscourt.

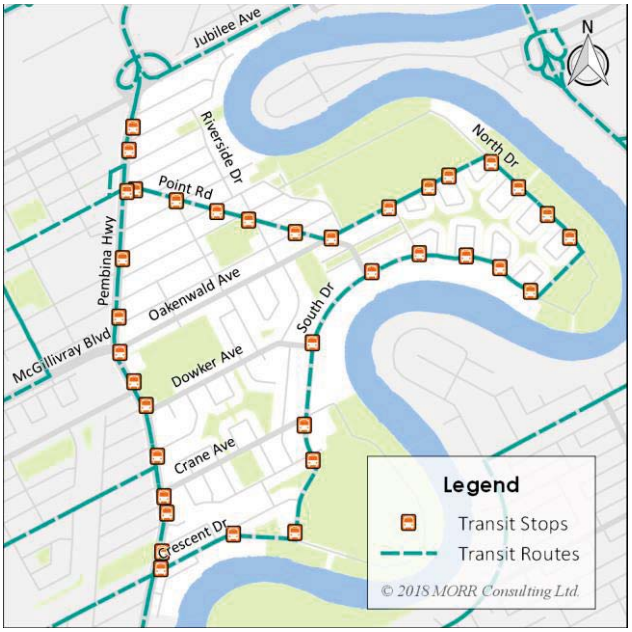


Figure 12: East Fort Garry transit network

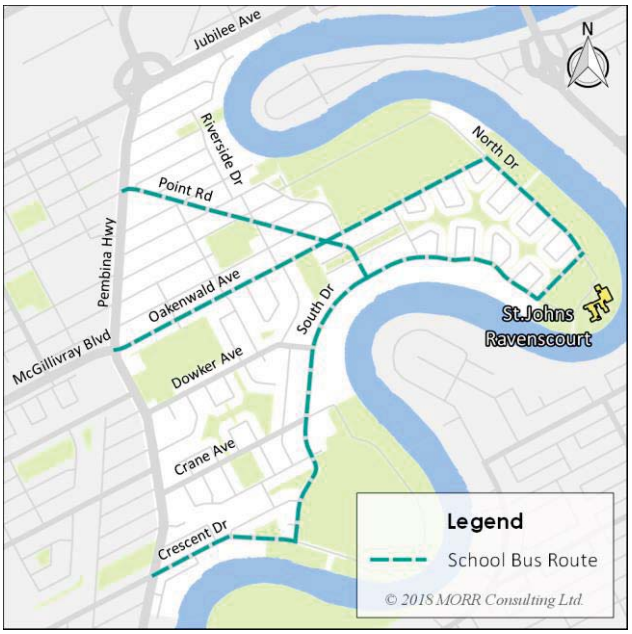


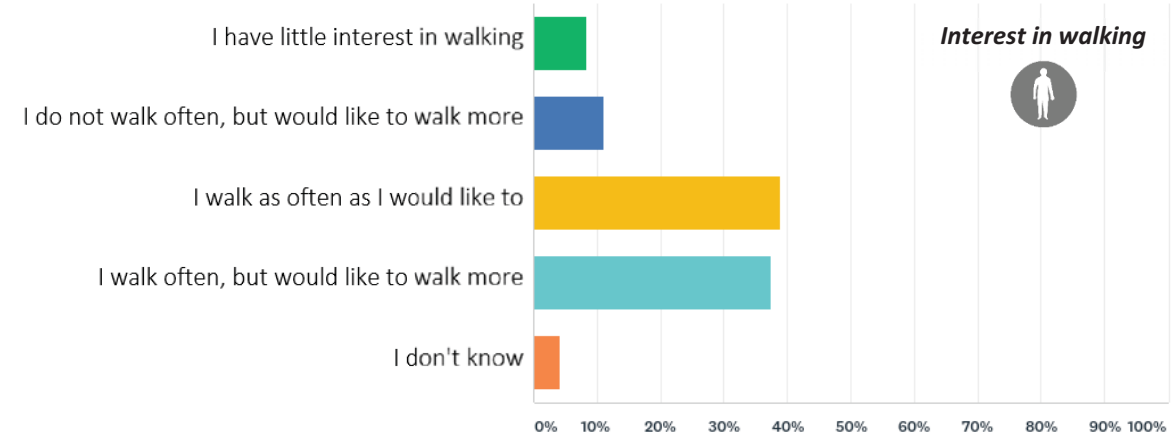
Figure 13: St. John's Ravenscourt school bus routes

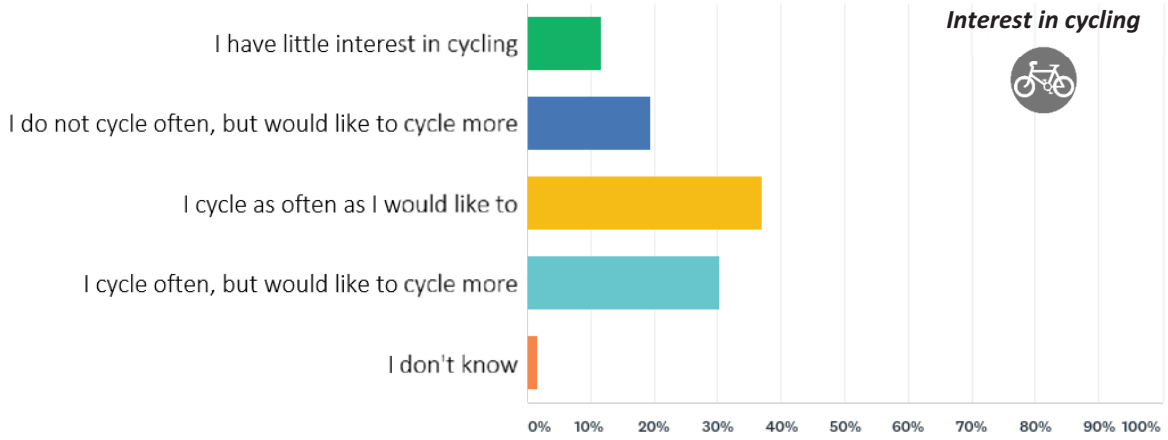
WALKING AND CYCLING IN EAST FORT GARRY

3.1 Interest in Walking and Cycling

Community members of the East Fort Garry neighbourhood were invited to a public workshop where they could help identify issues and concerns regarding walking and cycling in the neighbourhood. Eighty-three participants were present at the workshop, many of whom also filled out an online survey that asked more detailed questions on the travel pattern of residents and current issues with the walking and cycling networks and infrastructure in East Fort Garry.

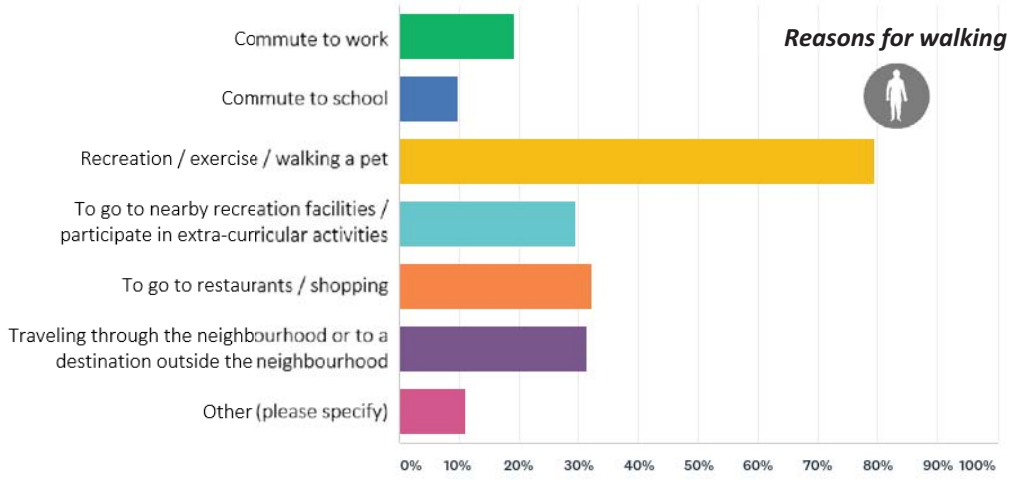
Through the online survey, 264 respondents identified their overall interest in walking and 241 identified their interest in cycling. Of the 264 respondents, 39% feel that they walk as much as they would like to, while 37.5% walk often, but would like to walk more. Of the 241 respondents interested in cycling, 37% feel that they cycle as often as they would like to, while 30% cycle often, but would like to cycle more. The figures below show the results of survey questions related to the public's interest in walking and cycling.

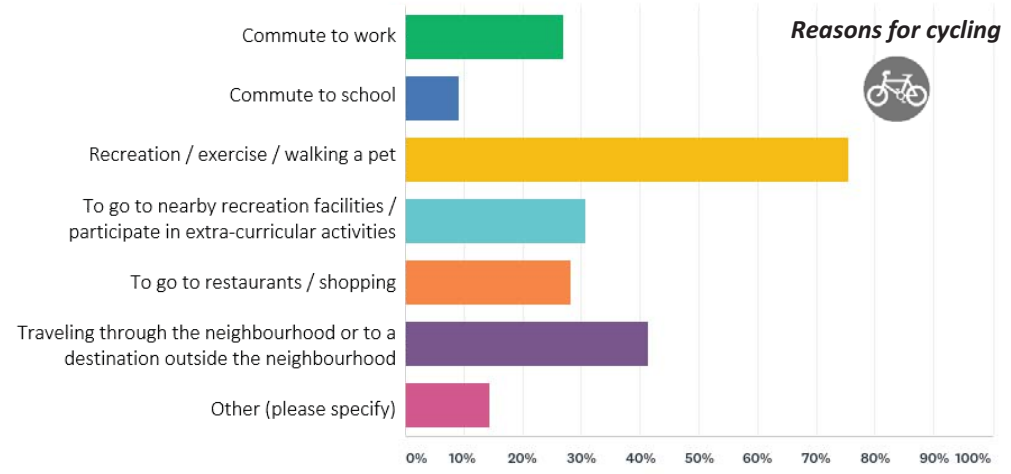




3.2 Reasons for Walking and Cycling

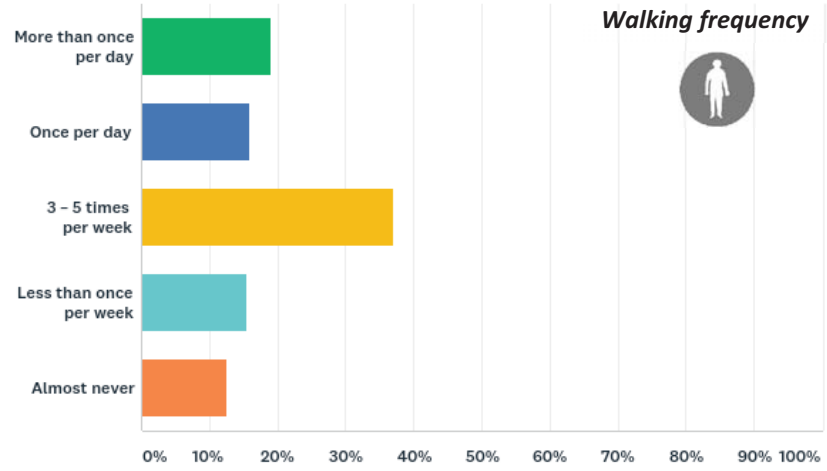
Most respondents walk and cycle for recreation and exercise, which includes walking a pet. Around 30% of respondents also walk to nearby recreation facilities or participate in extra-curricular activities, local restaurants or retail shops, or travel through the neighbourhood to get to destinations outside of the community. Of the 241 respondents, 42% cycle through the neighbourhood to get to destinations outside the community, while 31% cycle to nearby recreation facilities or to participate in extra-curricular activities. The figures below display reasons for walking and cycling in the neighbourhood.

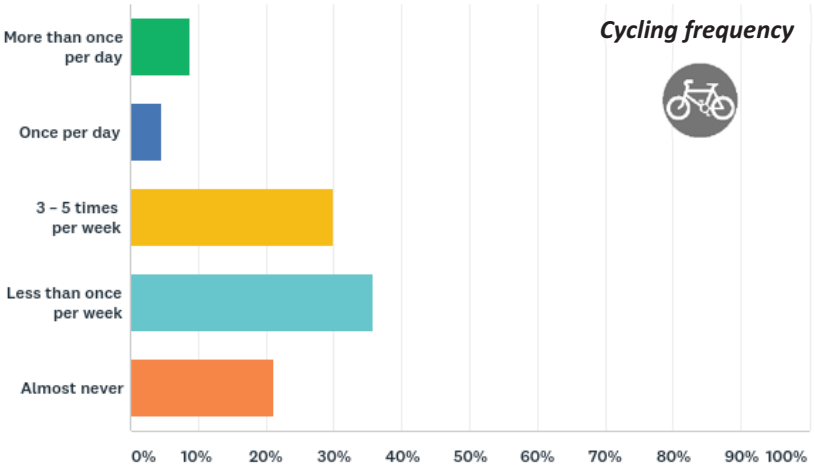




3.3 Walking and Cycling Frequency

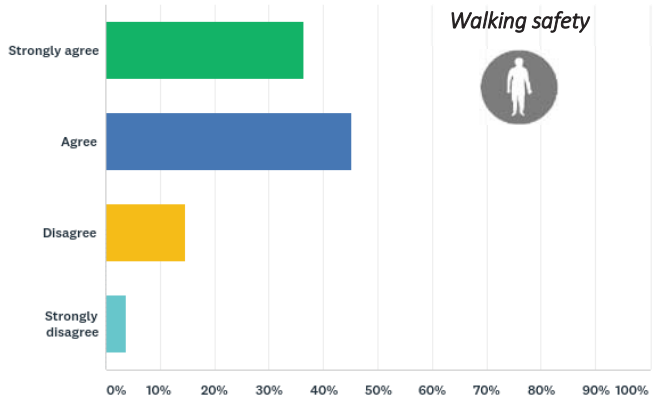
East Fort Garry residents are very active with almost 100 survey respondents stating they walk three to five times a week, while almost another 100 respondents walk once per day or more. Residents travel less frequently via bicycle, with 30% of residents cycling three to five times a week, and over 50% of residents cycling less than once per week or less. The figures below show the total frequency for walking and cycling in East Fort Garry.

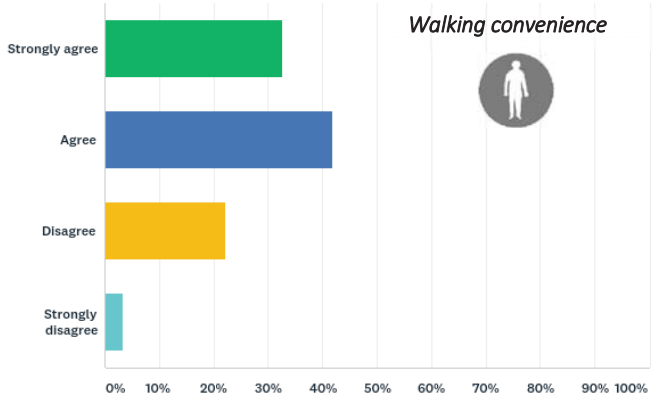


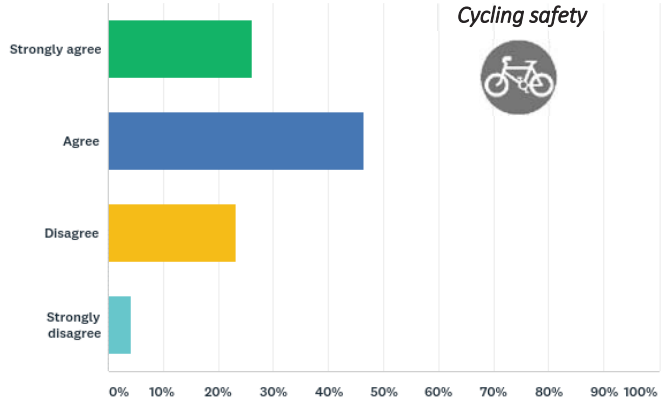


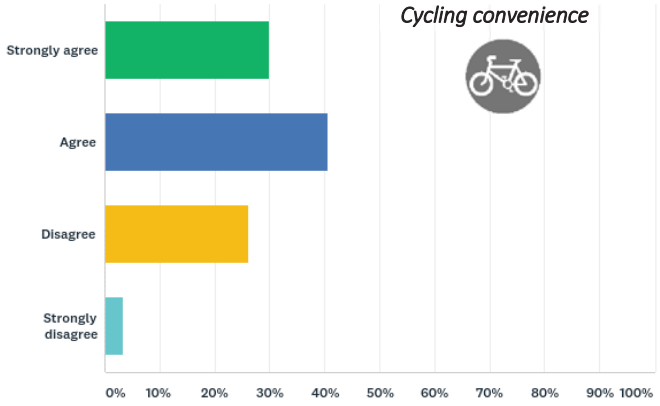
3.4 Safety and Convenience

One of the purposes of the online survey was to identify issues and constraints in the neighbourhood as it pertains to walking and cycling. It was also important to understand the public's perception of current safety and convenience in relation to walking and cycling in the neighbourhood. This could pertain to a wide variety of issues, including maintenance and snow clearing on sidewalks, access to crosswalks and sidewalks, and traffic congestion and speed. Over 80% of respondents agree or strongly agree that it is safe for them to walk in the neighbourhood, while 70% agree or strongly agree that it is easy and convenient to walk in the area. Seventy percent of respondents also agree or strongly agree that it is safe, easy and convenient to cycle in the neighbourhood. The figures below reflect these responses.









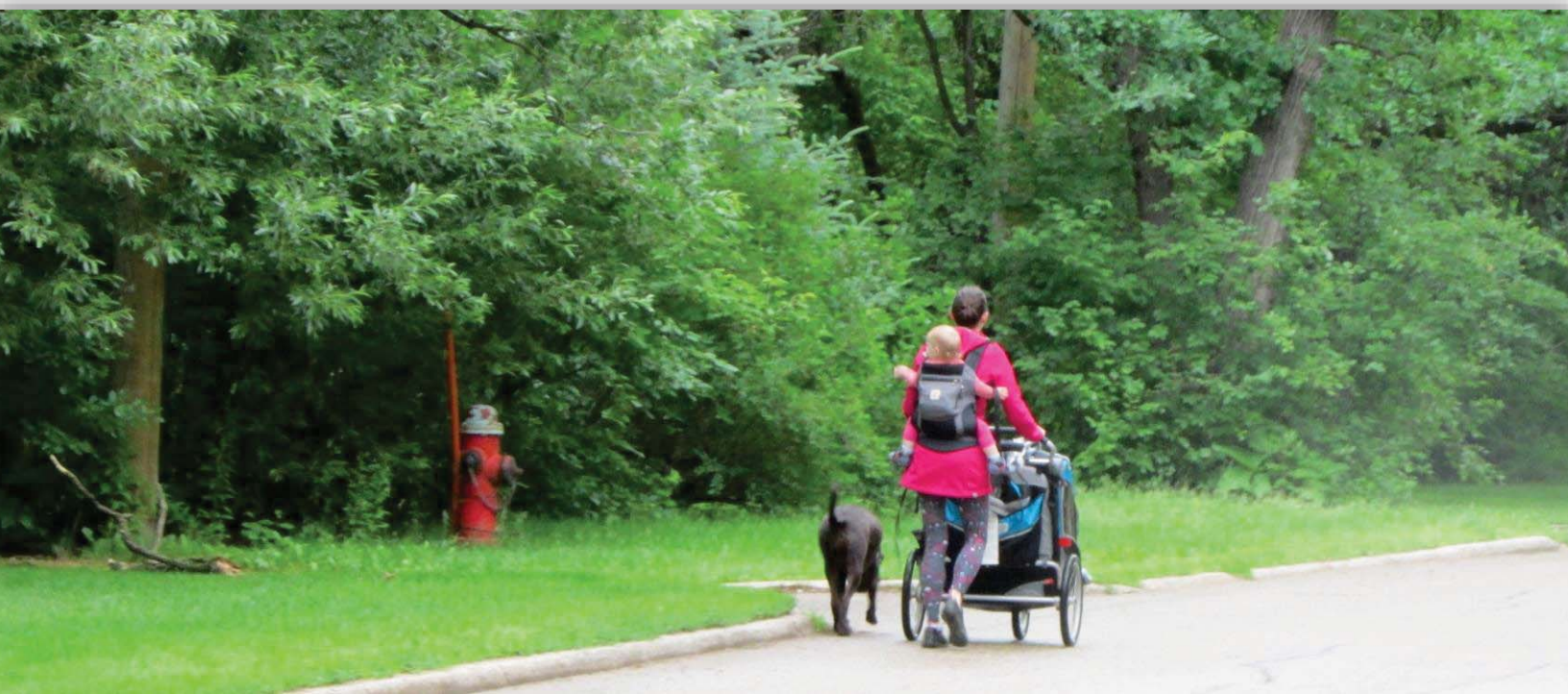
3.5 Barriers to Walking and Cycling

Survey respondents and workshop participants were given the opportunity to identify roadways, intersections and off-street pathways that were a concern and why the areas are a concern. Outlines of the top ten most reported issues regarding walking and cycling, as indicated by participants of the workshop and survey, as well as the number of participants that indicated the issue, and general comments and improvements residents would like to see in the neighbourhood, are listed in this section.

Top 10 Walking Issues

(number of times issue raised, in brackets)

1. South Drive (148) – Lacks sidewalks, potential for traffic mitigation/calming (perceived high volume of traffic travelling between Pembina Highway and St. John's Ravenscourt)
2. North Drive (54) - Lacks sidewalks and bike lane, perceived as dangerous
3. Wicklow Street (27) – Lacks sidewalks and is a major route to and from schools, perceived high speeds and high traffic volumes (people would like parking to be removed from the street)
4. Netley Street (26) – Lacks sidewalks, increased need for sidewalks due to increased traffic from condo development, perception of speeding
5. Crescent Drive (25) – High traffic volumes perceived to be travelling from Pembina Highway to Thermea Spa
6. Crescent Drive Park (25) - Lacks sidewalk connecting Crescent Drive to park and no sidewalks in park, lighting on paths for cycling and walking
7. Oakenwald Avenue to Pembina Highway (24) - Sidewalks should be continuous
8. Point Road to Pembina Highway (20) - Sidewalks should be continuous
9. Riverside Drive (10) - Sidewalk changes side but there is no controlled crossing, perceived speeding and high traffic volumes from vehicles cutting through neighbourhood, needs traffic calming
10. South Drive & Crescent Drive (Thermea) (10) – Visibility issues, perceived poor snow clearing, too much parking on street (blocks pedestrians), too much traffic and no sidewalks.



Top 10 Cycling Issues

(number of times issue raised, in brackets)

1. South Drive (96) – Lack of sidewalk or designated bike lane
2. North Drive (48) – Lack of cycling facilities
3. Riverside Drive (34) – Lack of cycling facilities
4. Crescent Drive (33) – Lack of cycling facilities
5. Point Road (28) – Lack of cycling facilities
6. Oakenwald Avenue (27) – Lack of cycling facilities
7. Pembina Highway (22) – Lack of cycling facilities
8. Point Road & Pembina Highway (17) – Perceived to be a dangerous crossing for cyclists, pedestrians and cars, for cyclists coming south through backbone, hard to turn onto Point Road
9. Crescent Drive & Pembina Highway (16) - Perceived to be a dangerous intersection for cyclists with turning vehicles
10. Riverside Drive & Jubilee Avenue (13) - Better bike access desired – traffic perceived to not wait for bikes turning or going straight

General Comments for Both Pedestrians and Cyclists

- Winter sidewalks are perceived to not be cleared in a timely manner
- Perceived poor drainage in green spaces – paths are flooded frequently
- Sidewalks are perceived to be in poor condition – problem for strollers, walkers, canes, etc.
- Limit South Drive to pedestrian and cyclists on Sundays, like Wellington Crescent
- Bike route through Wildwood Park does not make sense to cyclists in the neighbourhood (too many pedestrians and playgrounds/not direct enough route)

Special Requests from Residents

- Lower speed zones around parks and schools in the neighbourhoods desired
- Increase transit frequency desired
- Off Leash Dog Park
- Pedestrian bridge connecting Crescent Drive Park to St. Vital Park

WALKING AND CYCLING STRATEGIES FOR EAST FORT GARRY

4.1 Vision, Guiding Principles and Strategic Goals

The vision, guiding principles, and strategic goals for East Fort Garry are based on the Council-approved Winnipeg Pedestrian and Cycling Strategies. These, together with input from stakeholders and engineering expertise, provided guidance to develop specific and unique recommendations and strategies for the East Fort Garry pedestrian and cycling networks.

4.1.1 Vision

The vision was designed to describe broad aspirations for the future goals, design and implementation of walking and cycling infrastructure in Winnipeg. The vision consists of a series of statements that act as a framework for future walking and cycling projects in the city. The statements are listed below:

- Walking and cycling are safe, convenient, practical and attractive transportation choices for people of all ages and abilities.
- Equitable access to walking and cycling provides greater transportation choices for residents and visitors in neighbourhoods across Winnipeg. This will improve personal mobility, promote healthy living, and reduce greenhouse gas emissions, thus contributing to quality of life and community well-being.
- The community is engaged in transparent processes to invest in and prioritize cost-effective, progressive, and innovative infrastructure, support programs, and policies.
- Walking and cycling facilities are strategically integrated with land use to foster walkable and bicycle-friendly communities in existing and new neighbourhoods.
- Walking and cycling infrastructure will be maintained in good repair, operational in all seasons, including establishment of priority networks for winter maintenance.
- Winnipeg is recognized as a leading Winter City in promoting walking and cycling throughout the year.

4.1.2 Guiding Principles

In the Council-approved Pedestrian and Cycling Strategies, the vision statement is supported by seven main goals that align with other City of Winnipeg documents such as Our Winnipeg. The goals provide fundamental elements that shape the direction and actions for walking and cycling in Winnipeg. They also help set the basis for performance measures and prioritization criteria. The goals are listed below:

1. Integrate with Land Use – Strategically develop accessible, well-connected networks of walking and cycling facilities, supporting the concept of complete communities.
2. Active, Accessible & Healthy – Make daily walking and cycling convenient, accessible, active, healthy travel modes for people of all ages and abilities.
3. Safe, Efficient & Equitable – Winnipeg's pedestrian and cycling networks will be designed, maintained and developed to ensure accessible, safe, and efficient use for all users, while balancing needs of different users and trip types sharing the networks.
4. Design & Maintenance – Provide a high-quality network of pedestrian and cycling facilities that are planned, designed, implemented, and maintained to address year-round access.

5. Financially Sustainable – Plan and implement cost-effective, financially sustainable walking and cycling facilities and networks, with due consideration for economic, health and environmental cost benefits.
6. Environmentally Sustainable – Invest in walking and cycling as environmentally-friendly modes of transportation as one way to help the City and Province meet and surpass climate change and emission reduction goals.
7. Transparent Process – Continuously engage with the community as part of a transparent process to develop the Pedestrian and Cycling Strategies, and to implement the initiatives identified within the Strategies

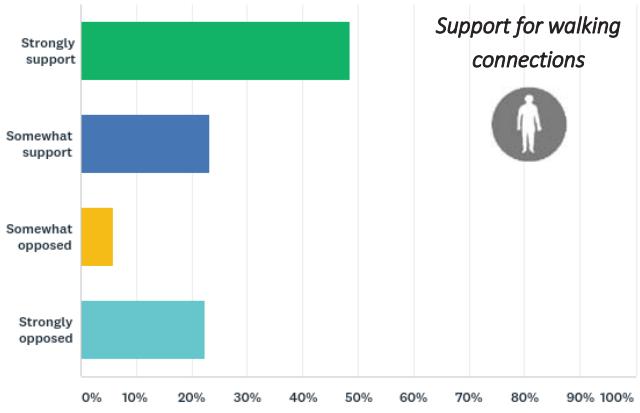
4.1.3 Strategic Goals

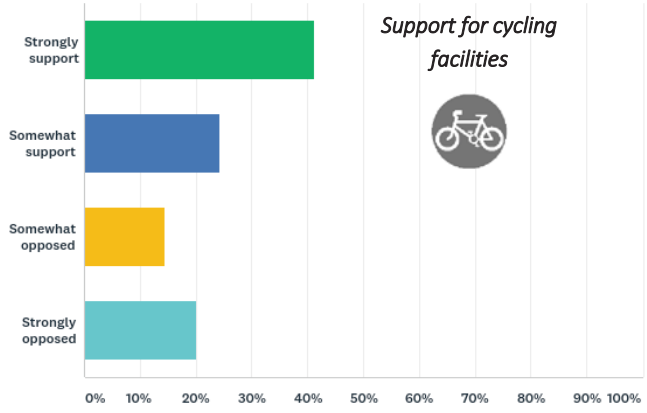
A series of six Strategic Directions, along with supporting Key Directions and Actions, support the vision and goals in the Pedestrian and Cycling Strategies. The Strategic Directions provide six overarching strategic goals for the East Fort Garry Strategies.

4.2 Walking and Cycling Routes from Winnipeg Pedestrian and Cycling Strategies

Through the online survey, respondents were offered the opportunity to review the proposed sidewalks, proposed off-street bike paths and proposed neighbourhood greenways presented in the Winnipeg Pedestrian and Cycling Strategies document. Nearly one-half of 241 respondents strongly support the proposed sidewalk plan, listing South Drive as their most desired sidewalk.

Over 40% of 235 survey respondents strongly support the proposed bike facilities in the neighbourhood. About one-half of respondents left comments ranging from support of facilities along certain streets, if they are separated from pedestrians, to lack of support for some of the proposed off-street bike paths (e.g., through Wildwood Park as this area is treated as residents' backyards and with three playgrounds in that space, people feel that by adding a bike route, it will make the space more dangerous and less likely to be used by cyclists). The figures below show the level of support associated with sidewalk and cycling facilities proposed in the Council-approved Pedestrian and Cycling strategies for East Fort Garry.





4.3 Proposed Walking and Cycling Strategies for East Fort Garry

The pedestrian and cycling strategies contained here provide a framework for making walking and cycling more safe, convenient, and comfortable in East Fort Garry. This framework includes a series of strategic actions developed based on what we heard from residents, as well as on technical analysis of available information, and expertise in the accommodation of vulnerable road users.

The strategies are divided into the following categories:

- Planning
- Design
- Traffic operations
- Maintenance
- Education and awareness

A priority level (high, medium, low) was assigned to each strategy relative to each other based on a qualitative analysis that uses the same criteria as in the Council-approved Pedestrian and Cycling Strategies: network connectivity, generators, access to transit, level of protection, walking and cycling potential, equity, safety, and network spine. The definition for each criterion is based on the Council-approved Pedestrian and Cycling Strategies as shown below.

This priority level is applicable to the recommended strategies for East Fort Garry only and is not related to the city-wide strategies contained in the City's Cycling and Walking Strategies.

Network Connectivity
This criterion measures the degree to which the proposed improvement addresses gap in the sidewalk or bicycle network. This assessment was based on the gap analysis that was completed for this study.

Generators
This criterion measures the number of pedestrian and cycling generators near proposed facilities. Strategies involving a greater number of generators are likely to generate higher demand for walking and cycling.

Access to Transit
This criterion measures the degree to which the proposed strategy improves access to transit facilities. Improvements that are within close proximity of high activity bus stops are ranked higher.

Level of Protection
This criterion measures the level of protection by pedestrians and cyclists. Facilities that provide a greater level of protection for pedestrian and cyclists are ranked higher.

Walking and Cycling Potential
This criterion assesses the greatest potential to increase walking or cycling based on land use patterns, population density, and transportation infrastructure.

Equity
This criterion assesses the greatest potential to improve access to traditionally underserved populations (e.g., people with disabilities, older people, and others).

Safety
This criterion assesses the relative safety benefits of the proposed strategies. This is mainly based on input from residents and site visits following feedback obtained.

Network Spine
The pedestrian and cycling networks include a spine network to provide high quality connections from various parts of the neighbourhood to key destinations as identified by residents.

Planning Strategies for East Fort Garry

Planning Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness

Eliminate gaps in the sidewalk network by adding the following sidewalks (shown in **Map 1**):
• East side of Wicklow St between Somerset Ave and Riverwood Ave.
• North side of Oakenwald St between Pembina Hwy and Wicklow Ave and the South side of Oakenwald St between Wicklow St and Lyon St.
• South Dr between Crescent Dr and Saint John's Ravenscourt (SJR) Driveway South. A more detailed study should be conducted to determine the optimal locations for this sidewalk. High-level considerations include:
  ○ Steep curb slope along the north side of South Dr between Wildwood St and SJR Driveway South.
  ○ Reduced pedestrian exposure along the riverside of South Dr because the sidewalk would not cross other local roads.
• South side of Waterford Ave between Wicklow St and Point Rd.
• South side of Point Rd between Wicklow St and South Dr.
• North side of Netley St between Point Rd and Oakenwald Ave.
• South side of Crescent Dr between Kebir Pl and Crescent Dr Park Entrance.
• North side of Dowker Ave between Lyon St and South Dr.
• South side of Dowker Ave between Pembina Hwy and Buxton Ave.
• South side of Fletcher Cres between Pembina Hwy and Dowker Ave.
• North side of Kebir Pl between Crescent Dr and South Dr.
• South side of Oakenwald Ave between Wildwood Park D and North Dr.
• South side of Riverwood Ave between Lyon St and Point Rd.
• East side of Woodgrove St south of Oakenwald Ave to provide access to the Fort Garry Community Centre.
	✓			✓		✓	✓		

Planning Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
• North side of Manchester Blvd N between west end of existing sidewalk and access to Oakenwald School. • South side of Manchester Blvd S between west end of existing sidewalk and access to Oakenwald School.									
Implement cycling facilities as follows (shown in **Map 2**):				✓		✓			
• Complete buffered bicycle lane along Pembina Hwy between Crescent Dr and Point Rd.	✓								
• Provide buffered bicycle lanes on Point Rd between South Dr and Pembina Hwy.	✓								
• Provide off-street pathway along Oakenwald Ave between North Dr and Point Rd.	✓								
• Provide off-street pathway along South Dr between SJR Driveway S and North Dr.	✓								
• Provide off-street pathway along North Dr between South Dr and Oakenwald Ave.	✓								
• Provide off-street pathway through Gary Hobson Memorial Park from the Fort Garry Community Centre to the east entrance of Vincent Massey Collegiate.	✓								
• Convert Crescent Dr into a neighbourhood greenway between Pembina Hwy and South Dr.	✓								
• Convert South Dr into a neighbourhood greenway between Crescent Dr and SJR Driveway South.	✓								
• Convert Oakenwald Ave into a neighbourhood greenway between Point Rd and Pembina Hwy.		✓							
• Convert Netley St/Riverside Dr into a neighbourhood greenway between Oakenwald Ave and Jubilee Ave.		✓							
• Convert Windermere Ave into a neighbourhood greenway between Point Rd and Riverside Dr.			✓						

Planning Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
• Convert Lyon St into a neighbourhood greenway between Netley St and Dowker Ave.			✓						
• Convert Dowker Ave into a neighbourhood greenway between Lyon St and South Dr.			✓						
Formalize the existing pathway from Manchester Blvd N to Oakenwald School.			✓	✓		✓			
Provide new river crossing from Crescent Dr Park to St. Vital Park.			✓	✓	✓			✓	

Map 1:

Proposed walking facilities

Map 2:

Proposed cycling facilities

Design Strategies for East Fort Garry

Design Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Ensure that all new sidewalks are at least 1.5 m wide.		✓				✓	✓		
Provide access curb ramps at intersections.		✓		✓		✓	✓		
Ensure all bus stops are accessible.	✓								
Modify the southeast quadrant of the Oakenwald Ave/Wicklow St intersection to remove the right turn island and align the north-south sidewalk on the east side of Wicklow St.		✓				✓			

Traffic Operations Strategies for East Fort Garry

Traffic Operations Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Conduct road safety reviews at the following locations that were identified as safety concerns by neighbourhood residents: • Intersection of Jubilee Ave and Riverside Dr. • Intersection of Point Rd and Waterford Ave/Lyon St. • Intersection of Point Rd and Oakenwald. • Intersection of Pembina Hwy and Point Rd/Windermere Ave. • Intersection of Pembina Hwy and Crescent Dr/Chevrier Blvd.	✓					✓			
Work with residents to designate South Dr as a Sunday/Holiday Bicycle Route. Sunday/Holiday Bicycle Routes are in place on Sundays and holidays from 8:00 a.m. to 8:00 p.m. During this time, motor vehicle traffic is restricted to a distance of not more than one block. Designate South Dr to pedestrians and cyclists on Sundays, like Wellington Crescent.		✓						✓	
Convert angled parking on Point Rd between North Dr and Riverwood Ave to parallel parking and complete a parking occupancy study to ensure the impact of converting the angled parking into parallel parking is minimal.			✓			✓			
Conduct operational and safety review of traffic activity on Crescent Dr between South Dr and entrance to Crescent Drive Park.			✓			✓			
Provide adequate artificial lighting at the following locations: • Along all off-street pathways. • Along Crescent Dr through Crescent Dr Park.			✓			✓		✓	
Provide network connectivity by installing the appropriate pedestrian crossing control at the following locations identified by neighbourhood residents: • Across Jubilee Ave at Riverside Dr. • Across Calrossie Blvd at Riverside Dr. • Across Riverside Dr at Byng Pl. • Across Crescent Dr at South Dr.		✓		✓		✓			

Maintenance Strategies for East Fort Garry

Maintenance Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Increase sidewalk width to meet the minimum standard of 1.5 metres at the following locations (shown in **Map 3**): • Point Rd between Pembina Hwy and South Dr. • Oakenwald Ave west of Point Rd (excluding in front of Oakenwald School).	✓					✓	✓		
Increase sidewalk width to meet the minimum standard of 1.5 metres at the following locations (shown in **Map 3**) – this could be done as part of the City's regular maintenance/rehabilitation program: • Merriam Blvd (north side only). • Calrossie Blvd between Pembina Hwy and Riverside Dr (south side only). • Windermere Ave. • Somerville Ave. • Somerset Ave east of Point Rd (north side only). • Waterford Ave. • Riverwood Ave west of Point Rd. • Wicklow St (west side only). • Buxton Rd. • Crescent Dr. • Manchester Blvd N east of Point Rd (north side only). • Manchester Blvd S.		✓							
Ensure drainage systems function properly and do not flood pathways.			✓	✓		✓	✓		
Resurface/repair any sidewalks/pathways that require it (e.g., Wildwood Park pathways).			✓	✓		✓	✓		

Maintenance Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Increase snow clearing priority for the following sidewalks from a level 3 to a level 2 due to their location near schools (shown in **Map 4**): • Manchester Blvd N west of Point Rd. • Manchester Blvd S west of Point Rd. • Riverwood Ave between Wicklow St and Lyon St. • Waterford Ave between Wicklow St and Point Rd. • Manchester Blvd N and S priority increase should coincide with sidewalk improvements outlined in the proposed planning strategies.	✓			✓	✓	✓	✓		

Map 3:

Sidewalks that do not meet minimum width requirements

Map 4:

Sidewalk snow clearing priority.

Education and Awareness Strategies for East Fort Garry

Education and Awareness Strategies	Priority			Supported Strategic Goals					
	High	Medium	Low	Improve connectivity	Improve convenience	Improve safety & accessibility	Improve maintenance	Improve vibrancy	Increase awareness
Install wayfinding signage throughout the neighbourhood. Key destinations are: • Fort Garry Community Centre • Wildewood Golf Course • Crescent Drive Park • Fort Garry Library • Sandra Crowson Park • Pembina Highway • Jubilee Avenue			✓					✓	✓
Support bicycle education and skills training for students at École Crane, Oakenwald School, École Viscount Alexander, and Vincent Massey Collegiate.			✓					✓	✓
Continue to educate people on the benefits of walking and cycling.			✓						✓
Support events that encourage ongoing neighbourhood-level walking and cycling. For example, neighbourhood bike rallies, open streets events, neighbourhood history walks, and bike to work days.		✓						✓	✓

MOVING FORWARD

5.1 A Living Document

The key objectives of this study were as follows:

- Identify priorities for improvements to the pedestrian and cycling network in East Fort Garry so that people of all ages and abilities can safely walk and bike within the East Fort Garry neighbourhood.
- Verify and finalize the local connector bike routes and sidewalk connections proposed in the Council-approved Pedestrian and Cycling Strategies (PCS) and establish a foundation for future programming and projects.
- Develop School Travel Plans for four schools in the East Fort Garry neighbourhood (École Viscount Alexander, Oakenwald School, Vincent Massey Collegiate, and École Crane) to increase the number of students and other school-related commuters choosing to travel to and from school using active modes of transportation.

The East Fort Garry Neighbourhood Study provides a framework for making walking and cycling more safe, convenient, and comfortable in East Fort Garry. This framework provides planning, design, operations, maintenance, education, and encouragement solutions that have the potential to improve walking and cycling in this Winnipeg neighbourhood.

This document should remain a living document to ensure the implementation of important innovations and practices regarding the safe accommodation of pedestrians and cyclists.

5.2 Update to Winnipeg's Pedestrian and Cycling Strategies

Winnipeg's Pedestrian and Cycling Strategies recommend reviewing and updating the Strategies every five years to update changing priorities and needs and to reflect completed projects. When this update takes place, it is important to ensure that the cycling and walking strategies for East Fort Garry are also included in the update.

5.3 Implementation Mechanism

The City should integrate cycling and pedestrian improvements with other plans and projects, where possible. However, the preferred way to implement the recommendations of this study is through the City's regular renewal and maintenance programs planned for East Fort Garry.

5.4 School Travel Planning

General Byng School is located outside of the study area to the west of Pembina Highway in the Beaumont neighbourhood. This school merits consideration for the development of a school travel plan given that it is the middle school serving East Fort Garry students who are not attending a French immersion program. Once students graduate from Oakenwald elementary school they must attend General Byng middle school as there are no middle schools in East Fort Garry that offer English programing.

APPENDIX A: Public Engagement Documents

East Fort Garry Walk Bike Study
Public Workshop Notice

The East Fort Garry Walk Bike Project is looking at recommendations to improve the livability, safety and walkability of the neighbourhood.

Project Background

The goal of the East Fort Garry Walk Bike Study is to develop a complete plan for future improvements to the pedestrian and cycling network in the area so that people of all ages and abilities are comfortable walking and biking in East Fort Garry.

The East Fort Garry Walk Bike Study is a continuation of the East Fort Garry Active Transportation Neighbourhood Scan prepared by the Green Action Centre in 2014, which found 49% of area respondents walk and cycle a lot and would like to do more. The City of Winnipeg's East Fort Garry Walk Bike Study will build upon the data collected during the Neighbourhood Scan.

Additionally, the development of new and updated School Travel Plans for four area schools will be prepared as part of the Study during the 2017/2018 school year. This research will enrich the data collection process and form part of the analysis and public input.

Date:	Tuesday, October 3, 2017
Time:	6:30 pm – 8:30 pm
Location:	Fort Garry Community Centre 880 Oakenwald Ave.
RSVP to:	Maureen Krauss Public Engagement Planner mkrauss@htfc.mb.ca (204) 944-9907
RSVP by:	Thursday, September 28, 2017

For those who require alternate formats or interpretation in order to participate, please contact (204) 944-9907 or mkrauss@htfc.mb.ca.

Your Input is Needed

In this first phase of public engagement, we are asking the community to help identify priorities for future improvements to the pedestrian and cycling network in East Fort Garry. The workshop will include group discussions and a mapping exercise designed to understand how new and improved pedestrian and cycling facilities can best meet the needs of the community.

The goal of the public engagement is to collect feedback throughout the design process to help determine the following:

- Type of infrastructure
- Location of infrastructure
- Network connections
- Intersection, roadway and sidewalk upgrades (type and location)

For more information about this project, and to participate through an **online survey**, visit **winnipeg.ca/walkbikeprojects**, or contact Maureen Krauss at (204) 944-9907 or mkrauss@htfc.mb.ca.

Winnipeg

East Fort Garry Walk Bike Study
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Visit the Project Website

For more information, and to participate through an **online survey**, visit **winnipeg.ca/walkbikeprojects**

MMM TRANSPORTATION CONSULTING HTFC PLANNING + DESIGN

Winnipeg

East Fort Garry Walk Bike Study
Open House Notice

The East Fort Garry Walk Bike Project team has received and analyzed your input to improving the livability, safety and walkability of the neighbourhood.

The community identified current issues and opportunities for future improvements to the pedestrian and cycling network, so that people of all ages and abilities are comfortable walking and cycling in East Fort Garry.

Please join us at an Open House to see how your input informed the proposed strategies for walking and cycling in East Fort Garry.

Visit the Project Website to review the Open House boards and give your feedback!

winnipeg.ca/walkbikeprojects

MMM HTFC

Date: Tuesday, March 20, 2018

Time: 4:30 pm – 7:30 pm

Location: Fort Garry Community Centre
880 Oakenwald Ave.

Format: Drop-in (come and go)

For those who require alternate formats or interpretation in order to participate, please contact (204) 944-9907 or mkrauss@htfc.mb.ca.

Winnipeg

East Fort Garry Walk Bike Study
Public Workshop Notice

The East Fort Garry Walk Bike Project is looking at recommendations to improve livability, safety and walkability of the neighbourhood.

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Public Engagement Planner
mkrauss@htfc.mb.ca
(204) 944-9907

RSVP by: Thursday, September 28, 2017

For those who require alternate formats or interpretation in order to participate, please contact (204) 944-9907 or mkrauss@htfc.mb.ca.

Visit the Project Website

For more information, and to participate through an **online survey**, visit:

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MMM TRANSPORTATION CONSULTING HTFC PLANNING + DESIGN

Winnipeg

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For those who require alternate formats or interpretation in order to participate, please contact (204) 944-9907 or mkrauss@htfc.mb.ca by Wednesday, March 14, 2018.

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Please join us at an open house to see how your input informed the proposed strategies for walking and cycling in East Fort Garry.

Visit the project website to review the open house boards and give your feedback!

winnipeg.ca/walkbikeprojects

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APPENDIX B: École Crane School Travel Plan

School Travel Plan for

École Crane

June 2018

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ACKNOWLEDGEMENTS

This School Travel Plan (STP) was developed in collaboration with a Stakeholder Committee of volunteer members. The participation of the STP committee members noted below was a critical component of the development of the plan.

École Crane School STP Committee

- Brenda Stewart, *Principal*
- Jérémie Labossière, *Teacher*
- Lorraine Crawford, *Parent Council Chair*

City of Winnipeg STP Committee

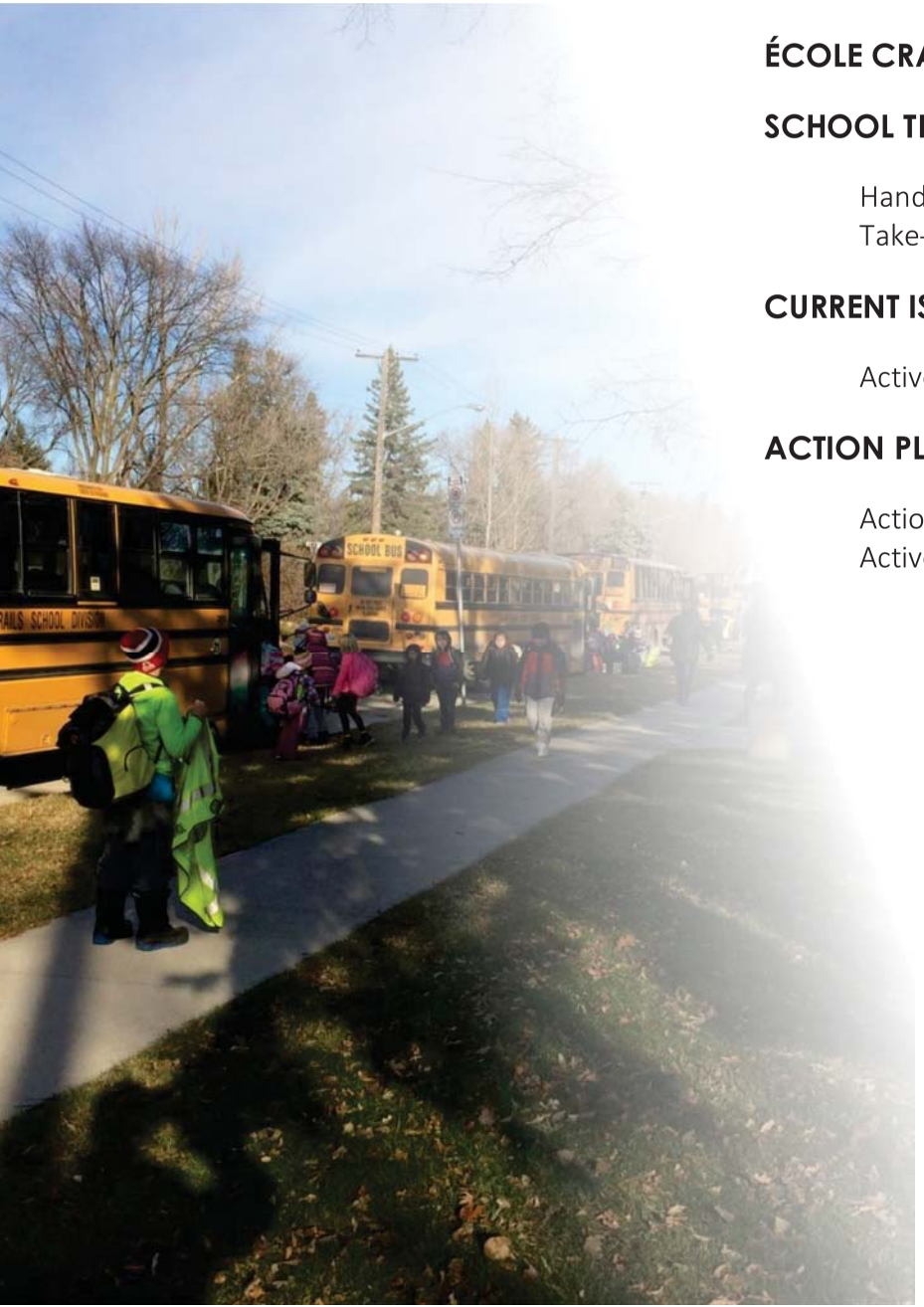
- Stephanie Whitehouse, *Active Transportation Coordinator, Public Works*
- David Patman, *Senior Transit Planner, Transit (now Manager of Transportation, Public Works)*
- Jean-Luc Lambert, *Support Services Engineer, Public Works*
- Kyle Lucyk, *Superintendent Parks Services, Public Works*
- Susanne Dewey Povoledo, *Planner, Property and Development*
- Dillon Harris, *Planner, Planning, Property and Development*
- Judy Redmond, *Universal Design Coordinator, Property and Development*
- Natalie Geddes, *Public Engagement Officer, Chief Administrative Office*
- Lisa Fraser, *Communications Officer, Chief Administrative Office*

City of Winnipeg Project Manager

- Chris Baker, *Pedestrian and Cycling Planner, Public Works*

Project Consultant Team

- Jeannette Montufar, *Ph.D., P.Eng., MORR Transportation Consulting Ltd.*
- Rob Poapst, *M.Sc., P.Eng., MORR Transportation Consulting Ltd.*
- Maureen Krauss, *B.A., B.F.A., HTFC Planning & Design*
- Danielle Loeb, *MALA, CSLA, HTFC Planning & Design*



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INTRODUCTION

The increase in active modes of transportation produces a wide array of benefits for communities. Improved levels of physical activity and health, reduced congestion and green house gas emissions, and infrastructure demands as well as independence from automobiles are all direct results of active transportation that promote more livable, sustainable, and vibrant neighborhoods. When these values are encouraged in our younger populations the benefits they produce are long lasting and potentially life changing. To help increase the number of people choosing to commute to and from school using active modes of transportation and to improve the community vibrancy in East Fort Garry, the City of Winnipeg commissioned MORR Transportation Consulting in 2017 to develop a School Travel Plan (STP) for École Crane School. School Travel Plans are an excellent tool to help deal with travel-related issues at schools and encourage safe, healthy, active travel to and from school. By engaging stakeholders (e.g., school boards, parents, students, and educators) and applying safety engineering expertise, STPs assess the barriers to active school travel and implement action plans to improve the safety of active travel for children and members of the school community.

Specific outcomes of STPs are to: (1) determine school travel patterns through three hands-up classroom surveys and a take-home family survey; (2) identify current walking and cycling issues through the take-home family survey, a walkabout of the school transportation network, an STP workshop for parents, and an engineering safety review; and (3) develop an action plan of initiatives that will increase the number of people choosing to commute to and from school using active modes of transportation. Results from the STP have also been leveraged to assist in the development of neighbourhood-level strategies as part of the East Fort Garry Walk Bike Project.

When effectively coordinated and implemented STPs can result in positive school travel behaviour change, and ultimately provide substantial benefits. This STP is a living document which should be revisited regularly to update the status of Action Plan items and to incorporate future findings resulting from evaluations.

ÉCOLE CRANE SCHOOL PROFILE

École Crane School is in the East Fort Garry neighbourhood on the south side of Crane Ave between Pheasant St and Oriole St. The school is a public French immersion, elementary school in the Pembina Trails School Division. The school opened in 1955 and has 229 enrolled students (2017-2018 school year) and 28 staff.

Figure 1 illustrates the catchment area for the school, which extends to various neighbourhoods in South Winnipeg as this is the only French immersion elementary school in the area. Figure 2 illustrates the study area used in this STP, which is defined by a 1 km radius around the school. Figure 3 illustrates the existing transportation network in the immediate vicinity of the school.

Only two percent of the school population lives within half a kilometer of the school. 21 percent lives within 1.5 kilometers, and 60 percent lives within three kilometers from the school. 40 percent lives over three kilometers away from the school.

QUICK FACTS

Grades:	K - 4
No. of students:	229
No. of staff:	28
No. of school buses:	6
School class times:	08:40 – 15:15
Division:	Pembina Trails
No. of parking spaces for staff/visitors:	Approx. 27

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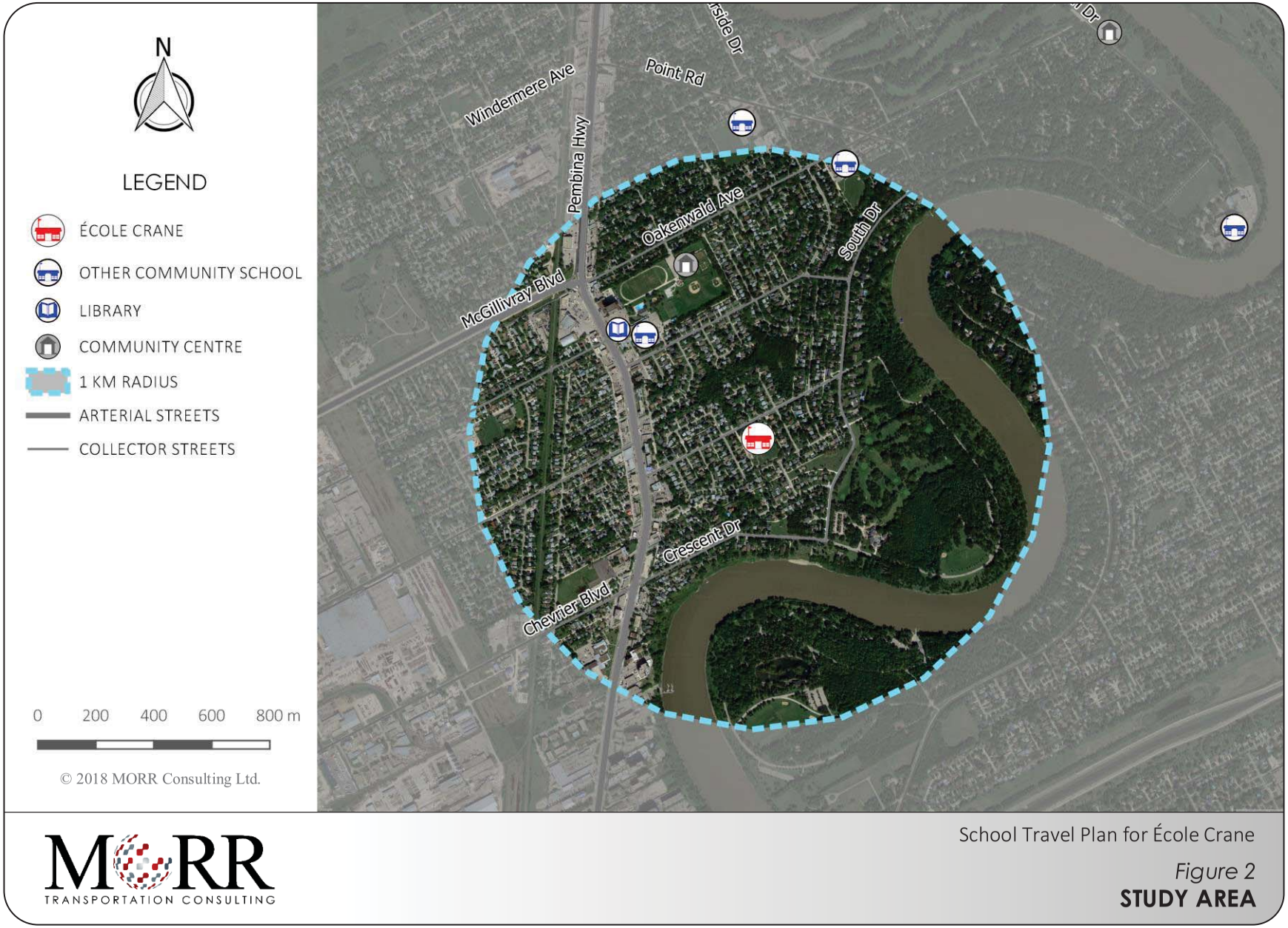
School Travel Plan for École Crane

Figure 1

STUDENT CATCHMENT AREA



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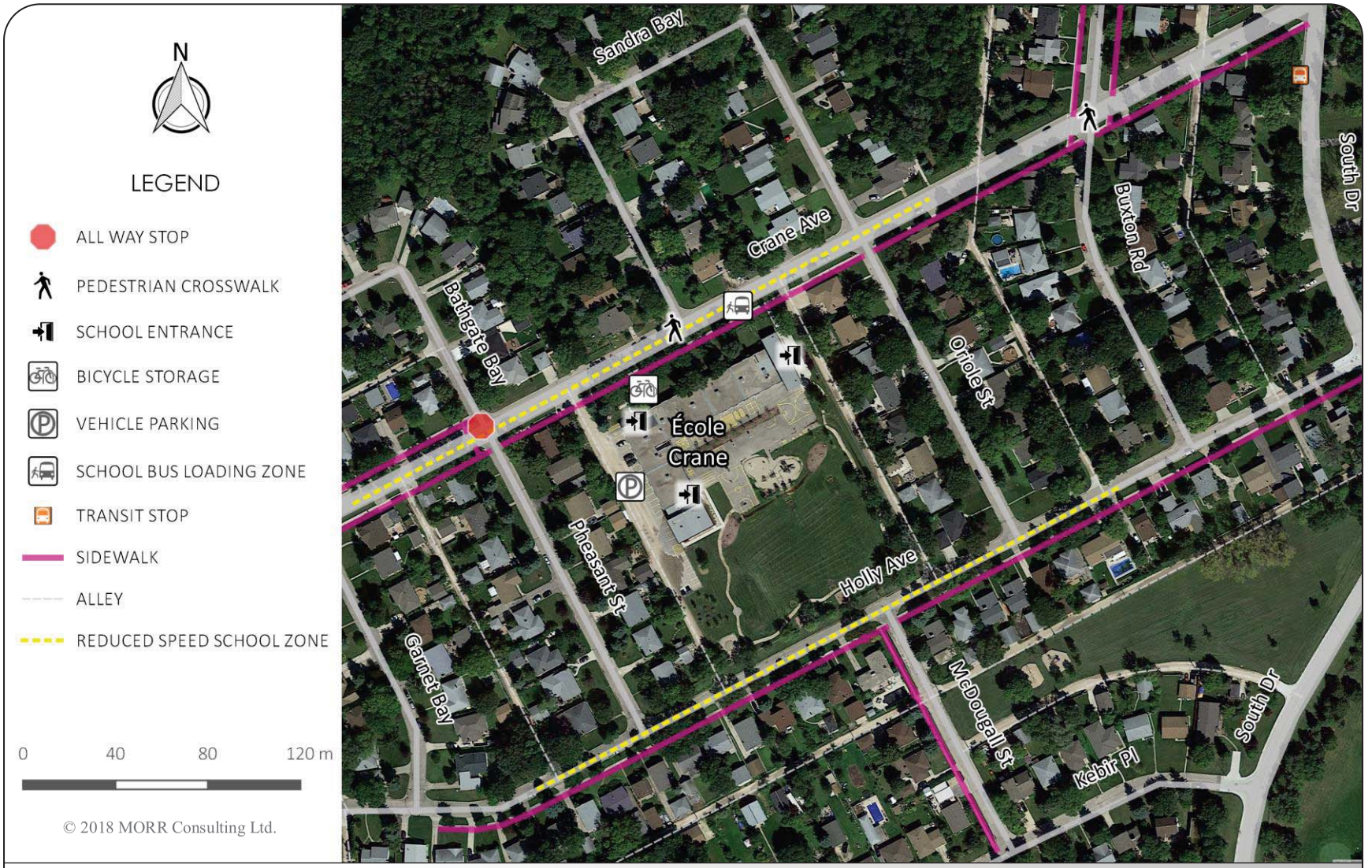
School Travel Plan for École Crane

Figure 2

STUDY AREA



MORR TRANSPORTATION CONSULTING

School Travel Plan for École Crane

Figure 3

EXISTING TRANSPORT NETWORK AROUND THE SCHOOL

SCHOOL TRAVEL PATTERNS

Travel data was collected through classroom and take-home surveys. Findings regarding travel to and from school are summarized here.

HANDS UP CLASSROOM SURVEY

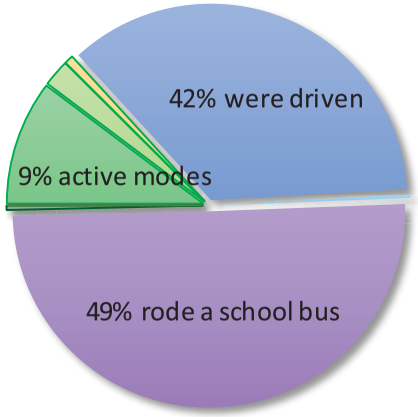
Student travel mode information was collected through a "hands-up" survey with the assistance of academic staff. The survey was administered for three, five-day periods starting September 25th, December 13th, and April 16th to represent the three school seasons Fall, Winter, and Spring respectively. Each day during the survey, the teacher would ask students how they travelled to and from school that day. School staff also participated in the survey. Over the three five-day periods of data collection approximately 2,800 responses were collected.

Figure 4 shows the average travel mode of the school population across all periods and the results by travel mode for each season.

Approximately 40% of students are driven to school and approximately 50% rode the school bus. Walking trips account for 10% of all trips in the fall and drop to 5% in the winter. At its greatest, cycling trips account for 1%.

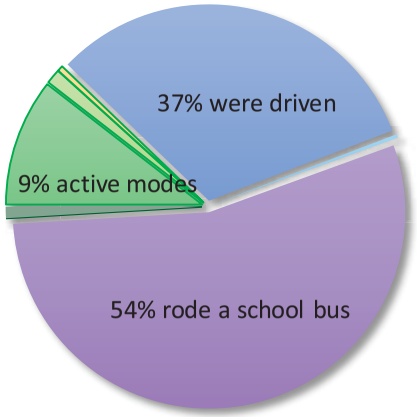
Travel TO School

Travel	Percent of Survey Responses			
	Fall	Winter	Spring	Average
Walked	10%	4%	6%	7%
Walked part way	2%	1%	2%	2%
Biked	1%	0%	0%	0%
Were Driven	36%	45%	43%	41%
Carpooled	0%	1%	1%	1%
Rode school bus	50%	47%	48%	49%
Rode public transit	0%	1%	0%	0%
Other	0%	0%	0%	0%



Travel FROM School

Travel	Percent of Survey Responses			
	Fall	Winter	Spring	Average
Walked	11%	5%	6%	8%
Walked part way	1%	1%	1%	1%
Biked	0%	0%	0%	0%
Were Driven	32%	41%	38%	37%
Carpooled	0%	0%	1%	1%
Rode school bus	55%	52%	53%	53%
Rode public transit	0%	0%	0%	0%
Other	1%	1%	1%	1%



TAKE-HOME FAMILY SURVEY

A take-home survey notice was delivered to families on October 5th and made available on-line from October 5th to October 9th. A total of 52 parents answered travel-related and safety-related questions about their oldest child attending the school so as not to double count. Figure 5 shows the travel mode for winter and non-winter months, of children attending the school. The results are similar to those from the hands-up survey, with no real change in mode of travel between winter and non-winter months.

The most common reasons parents drive their children to and/or from school are:

- 60% Distance from home too far;
- 57% I'm on my way somewhere else (e.g. to work)
- 43% Convenience/time pressures; and
- 20% Traffic danger.

Subsequently, the most common reasons parents would allow their children to walk and bike to school are:

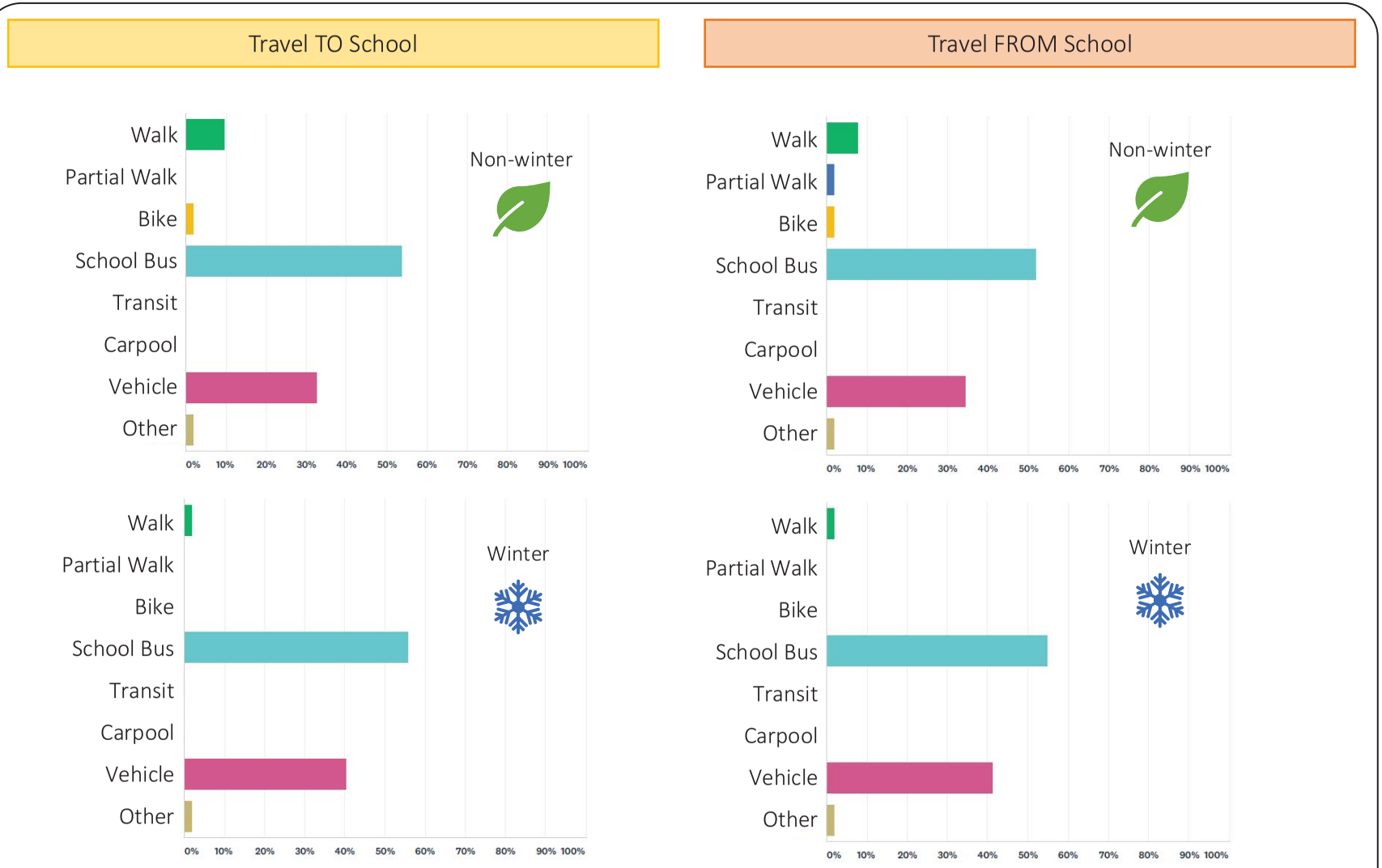
I would allow my child to walk to school if

68% - They did not live so far from school.
48% - They did not walk alone.
48% - They were older.
23% - There was an improved walking route.

I would allow my child to cycle to school if

67% - They were older.
52% - They did not cycle alone.
39% - There were reduced traffic dangers.
36% - They did not live so far from school.
30% - There was an improved cycling route.

Walking and cycling safety training can play a major role in reducing barriers such as the perception of traffic danger and the perception that a child is too young to understand how to safely navigate the route to school as a pedestrian or cyclist.



School Travel Plan for École Crane

Figure 5

TRAVEL MODE FROM TAKE-HOME SURVEY

CURRENT ISSUES FOR WALKING AND CYCLING

An essential aspect of school travel planning is to identify issues that could be: (1) negatively impacting the ability of students and staff to walk or bike to school; or (2) negatively affecting safety. These issues may be related to access, congestion, car parking, cycle storage, and traffic operations, infrastructure maintenance, and others. For this STP, four approaches were taken to collect this information:

1. A walkabout (detailed to the left) was conducted with members of the STP committee on November 3rd, 2017.
2. An STP Workshop was held on November 14th, 2017.
3. A take-home survey was sent with students on October 5th, 2017 for parents to provide input.
4. An active transportation road safety review was completed by the engineering team developing this STP.

The following key concerns were identified from the first three data collection approaches.

- Drop-off and pick-up of students – over 50 percent of students take the school bus and the school has an effective and efficient school bus loading operation. However, 40 percent of students are driven and the alleyways on either side of the school can become congested during drop-off and pick-up times which is an access issue for residents. In terms of student safety, the school requires parents to leave their vehicle to pick up their child which helps to ensure their safe returning to the vehicle. A majority of these vehicles park on Oriole St.
- Missing links in the sidewalk network – Many parts of sidewalk network that students may use to access the school are missing. This is a safety issue for students walking or cycling as they put themselves at increased risk when sharing

STP Committee Walkabout

On November 3rd, 2017, a school walkabout was conducted with members of the STP Committee to identify potential barriers to safety and mobility as well as opportunities for enhanced walking and cycling. Photo documentation and record of the physical environment was collected along the walking route shown below.

the roadway with vehicular traffic. The following missing sidewalk connections were identified:

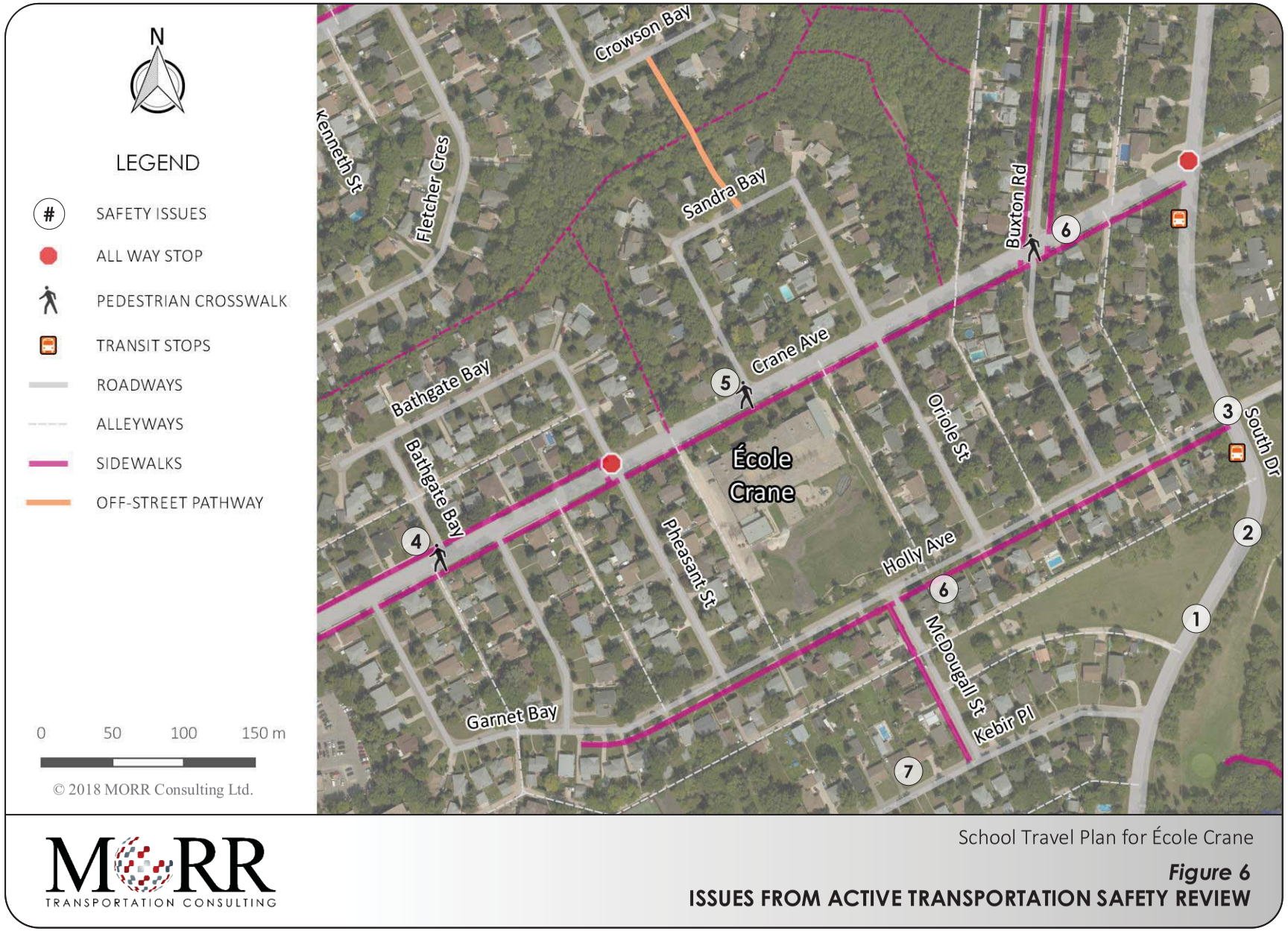
  - South Dr between North Dr and Crane Ave.
  - Kebir Pl between Crescent Dr and South Dr.
  - West side of Garnet Bay from Holly Ave to Crane Ave.
  - South side of Point Rd between Pembina Hwy and South Dr.

- Traffic safety issues – The most commonly identified issues regarding safety were the following:
  - Lack of walking and cycling facilities along South Dr. Considered unsafe due to presence of SJR school buses and perceived high vehicle speeds.
  - Pembina Hwy is perceived as too busy and wide for young children to cross alone.
  - Poor site lines and stopping violations perceived at Dowker Ave, Lyon St, and Buxton Rd intersection.
  - Lack of pedestrian crossing opportunity across Holly Ave.
  - High traffic volumes and speeds perceived on Kebir Pl due to vehicles using the roadway as a cut through to avoid the intersection of Crescent Dr and South Dr.
  - Speeding and stopping violations perceived at pedestrian crosswalk at Dowker Ave and Crowson Bay.
  - Skewed intersections on Point Rd (e.g., at Waterford Ave).
  - High vehicle volumes perceived on Point Rd and Oakenwald.

- **Snow accumulation in winter months** – Snow accumulation in the school bus loading zone was identified as a safety hazard for students as it increases the likelihood of students slipping and sliding onto the roadway.

ACTIVE TRANSPORTATION ROAD SAFETY REVIEW FINDINGS

The active transportation road safety review found the issues shown in Figure 6 and illustrated in the pages that follow the figure. The safety review was conducted along various corridors connecting to the school and guided by walking and cycling issues identified as part of the STP walkabout, STP workshop, and the take-home family survey. These reviews are intended to evaluate the safety performance of a facility from the road design, traffic operations, and road maintenance perspectives. The goal of an active transportation road safety review is to identify issues that may need to be addressed to improve the accommodation of all road users with an emphasis on pedestrians and cyclists.



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School Travel Plan for École Crane

Figure 6

ISSUES FROM ACTIVE TRANSPORTATION SAFETY REVIEW

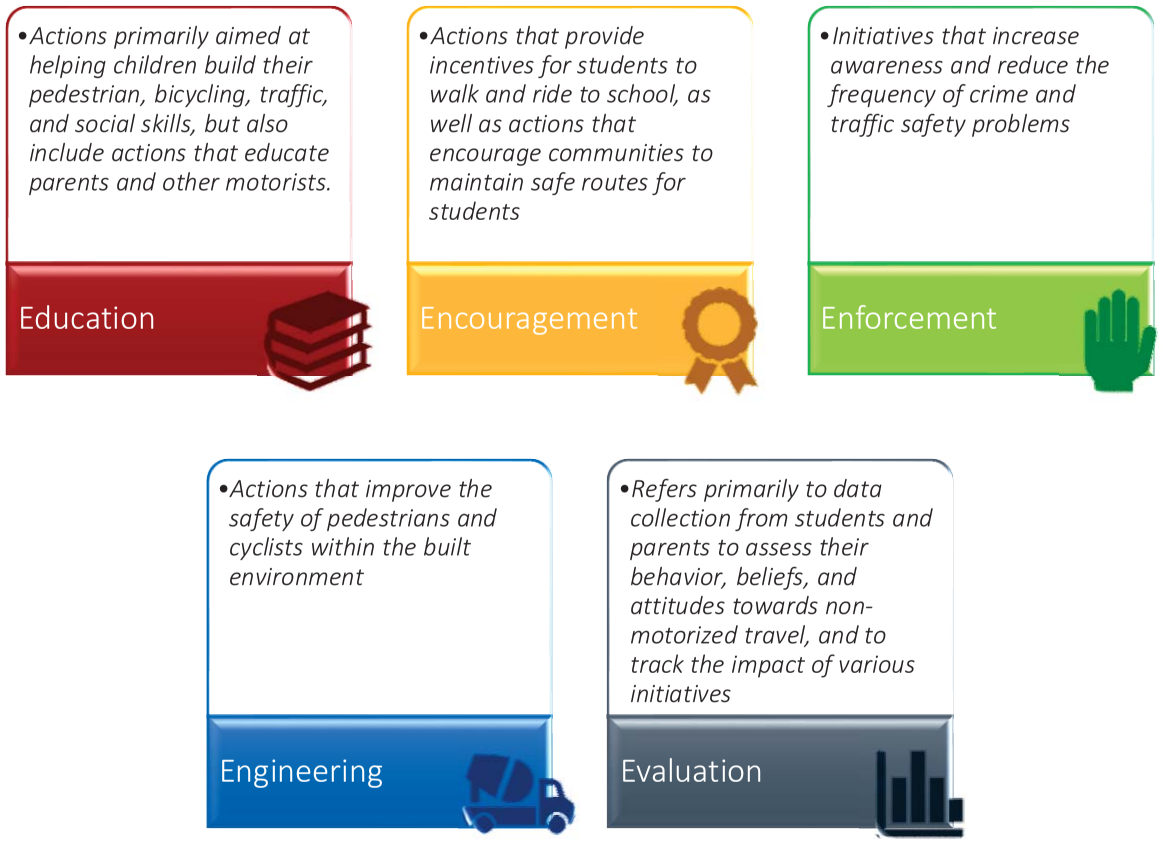
SUMMARY OF FINDINGS FROM THE ACTIVE TRANSPORTATION ROAD SAFETY

	ID	Safety Issue	Photo	Potential Countermeasure
SOUTH DRIVE	1	There is currently no sidewalk provided along South Drive (shown in photo north of Crane Ave). South Dr is currently largely dominated by vehicles and does not provide a welcoming environment for vulnerable road users.		Installing a sidewalk along South Dr would provide a safe path for pedestrians to commute along this segment of roadway. The presence of worn out paths through grass along the roadway indicates that pedestrians are already using the facility.
	2	There is currently no warning of the curve on South Dr between Holly Ave and Kebir Pl to alert drivers of the changing road conditions. There is also an obstruction of drivers' sightlines when approaching the curve caused by the Kebir Pl Playground. This segment of roadway may cause driver discomfort or perceived lack of control if driving at the current speed limit of 50 km/h.		Install an advisory reduced speed limit sign along South Dr at the horizontal curve between Crane Ave and Kebir Place.
	3	No pedestrian accommodation at crosswalk at South Dr and Holly Ave to provide access to Crescent Drive Park.		Add pedestrian crossing control as per Pedestrian Crossing Control Guide.

	ID	Safety Issue	Photo	Potential Countermeasure
CRANE AVENUE	4	Undesirable pedestrian landing area at intersection of Crane Ave and Bathgate Bay. This would pose problems for people on wheel chairs.		Improve landing area at intersection.
	5	There is currently no landing area on the north limit of the crosswalk crossing Crane Ave directly in front of the school.		Provide a paved landing area at the end of the crosswalk. This would increase pedestrian visibility and ensure that pedestrians complete the crossing in a safe zone. Providing an appropriate crosswalk in this location would increase the safety of the facilities directly surrounding the school and could increase pedestrian presence in the area.
HOLLY AVE	6	There is no crossing opportunity along Holly Ave to provide students access from the south sidewalk to school ground entrances.		Install a crosswalk aligned at the southeast corner of the schoolyard. This would allow students commuting from the south side of Holly Ave to cross the roadway safely and enter the schoolyard by the access fence located at the southeast corner.
KEBIR PL	7	There is no sidewalk provided along Kebir Pl (shown in photo north of Crescent Dr).		Provide sidewalk along Kebir Pl.

ACTION PLAN

The main goal of this STP is to increase the number of people choosing to commute to and from school using active modes of transportation. This action plan combines input received from stakeholders (i.e., STP committee and family survey respondents) as well as expert knowledge regarding road safety. The plan incorporates initiatives under the 5Es: education, encouragement, enforcement, engineering, and evaluation. Each is described below followed by the Action Plan.



ACTION PLAN FOR ÉCOLE CRANE

ACTION ITEM	FREQUENCY	OWNERSHIP		ACTION TYPE				
		School Community	City	Education	Encouragement	Enforcement	Engineering	Evaluation
Update School Travel Plan	Annual	✓						✓
Conduct hands-up survey	Seasonal	✓						✓
Conduct parent survey	Annual	✓						✓
Walking/cycling safety training	Annual	✓		✓				
Implement walk-a-block*	Weekly/Daily	✓		✓	✓			
Implement outdoor classrooms*	Seasonal	✓		✓	✓			
Snow removal around school	As needed	✓	✓				✓	
Implement recommendations from AT road safety review	As possible		✓				✓	
Enforcement in school zones (speed, stop sign violations, etc)	Quarterly					✓		

** Active Safe Routes to School strategies are described in the next section.*

ACTIVE SAFE ROUTES TO SCHOOL STRATEGIES

The Active and Safe Routes to School (ASRTS, www.ontarioactiveschooltravel.ca) program has existed in Canada since 1996 and is in-place to promote the use of active transportation (AT) modes for children commuting to/from school and to educate students about the benefits of AT through special events and activities. Children are significantly less active than they used to be, and this trend aligns with a bias of school commuting patterns involving non-active modes. This leads to serious concerns for youth and communities in general, including:

- Reduced safety in surrounding areas during drop-off and pickup times due to the increased number of vehicles making irregular movements.
- Air pollution which erodes health and poses environmental risk.
- Development of a sense of auto-dependency among children.

With encouragement and education from the ASRTS program, the goal is to increase the number of children choosing AT modes to commute to/from school. An increase in the number of children walking and cycling improves their cognitive/physical development, concentration, and motor skills. It also reduces future health care costs and provides a sense of community and neighborhood awareness.

In addition, the ASRTS program yields significant educational benefits to the children involved. Children do not have the same instincts as adults when assessing dangers such as moving vehicles. Proper education can significantly improve a child's ability to comprehend the safety of a traffic situation. The physical act of walking children to school and negotiating streets also helps children to develop proper traffic safety awareness. The proper implementation of the ASRTS program can help children to realize the many benefits of a healthy commute.

Active & Safe ROUTES TO SCHOOL

Walk-a-Block

Walk-a-block arrangements work well for families that live too far from schools for children to walk all the way, or for working parents who drop their kids off on the way to work. Safe and legal parking spaces are identified one or two blocks (or further) away from the school. From these spots, parents can walk their kids the rest of the way, or children can join other students walking to school.

This arrangement provides an enjoyable walk, and reduces traffic congestion around schools, allowing for better safety, and better access for school buses and students walking or biking. After school, students can walk to the assigned spot to meet with the driver. When designating parking spots, be sure to consult with neighbors, and consider existing facilities such as Churches or Community Centres willing to participate

Resources & Tools

Green Communities Canada – Active and Safe Routes to School Program

Alberta's Active and Safe Routes to School Resource Manual

Outdoor Classroom

Outdoor Classrooms or Outdoor Classroom Day involves taking the class outside to learn. Classrooms from around the world participate in Outdoor Classroom Day by taking lessons outside and prioritizing playtime. Being outside can help students focus, increase creativity and imagination and have more fun. Benefits can include improved social skills, problem solving skills, and team work skills.

Resources & Tools

Outdoor Classroom Day Website

APPENDIX C: Oakenwald School Travel Plan

School Travel Plan for

Oakenwald School

June 2018

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TRANSPORTATION CONSULTING

ACKNOWLEDGEMENTS

This School Travel Plan (STP) was developed in collaboration with a Stakeholder Committee of volunteer members. The participation of the STP committee members noted below was a critical component of the development of the plan.

Oakenwald School STP Committee

- Tanis Thiessen, *Principal*
- Donna Thomas, *Administration*
- Justin Frutos, *Parent Council Representative*

City of Winnipeg STP Committee

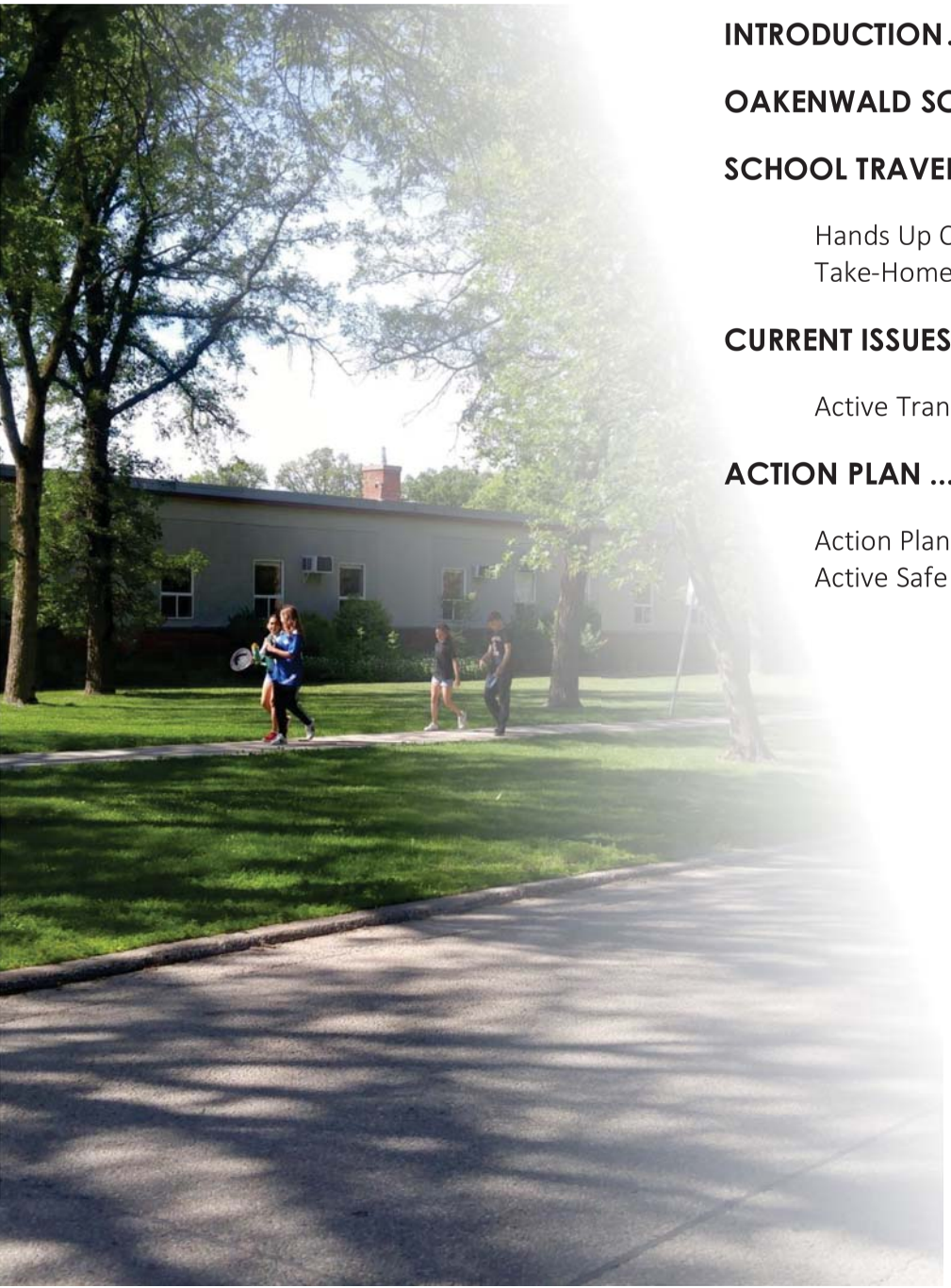
- Stephanie Whitehouse, *Active Transportation Coordinator, Public Works*
- David Patman, *Senior Transit Planner, Transit (now Manager of Transportation, Public Works)*
- Jean-Luc Lambert, *Support Services Engineer, Public Works*
- Kyle Lucyk, *Superintendent Parks Services, Public Works*
- Susanne Dewey Povoledo, *Planner, Property and Development*
- Dillon Harris, *Planner, Planning, Property and Development*
- Judy Redmond, *Universal Design Coordinator, Property and Development*
- Natalie Geddes, *Public Engagement Officer, Chief Administrative Office*
- Lisa Fraser, *Communications Officer, Chief Administrative Office*

City of Winnipeg Project Manager

- Chris Baker, *Pedestrian and Cycling Planner, Public Works*

Project Consultant Team

- Jeannette Montufar, *Ph.D., P.Eng., MORR Transportation Consulting Ltd.*
- Rob Poapst, *M.Sc., P.Eng., MORR Transportation Consulting Ltd.*
- Maureen Krauss, *B.A., B.F.A., HTFC Planning & Design*
- Danielle Loeb, *MALA, CSLA, HTFC Planning & Design*



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INTRODUCTION

The increase in active modes of transportation produces a wide array of benefits for communities. Improved levels of physical activity and health, reduced congestion and green house gas emissions, and infrastructure demands as well as independence from automobiles are all direct results of active transportation that promote more livable, sustainable, and vibrant neighborhoods. When these values are encouraged in our younger populations the benefits they produce are long lasting and potentially life changing. To help increase the number of people choosing to commute to and from school using active modes of transportation and to improve the community vibrancy in East Fort Garry, the City of Winnipeg commissioned MORR Transportation Consulting in 2017 to develop a School Travel Plan (STP) for Oakenwald School. School Travel Plans are an excellent tool to help deal with travel-related issues at schools and encourage safe, healthy, active travel to and from school. By engaging stakeholders (e.g., school boards, parents, students, and educators) and applying safety engineering expertise, STPs assess the barriers to active school travel and implement action plans to improve the safety of active travel for children and members of the school community.

Specific outcomes of STPs are to: (1) determine school travel patterns through three hands-up classroom surveys and a take-home family survey; (2) identify current walking and cycling issues through the take-home family survey, a walkabout of the school transportation network, an STP workshop for parents, and an engineering safety review; and (3) develop an action plan of initiatives that will increase the number of people choosing to commute to and from school using active modes of transportation. Results from the STP have also been leveraged to assist in the development of neighbourhood-level strategies as part of the East Fort Garry Walk Bike Project.

When effectively coordinated and implemented STPs can result in positive school travel behaviour change, and ultimately provide substantial benefits. This STP is a living document which should be revisited regularly to update the status of Action Plan items and to incorporate future findings resulting from evaluations.

OAKENWALD SCHOOL PROFILE

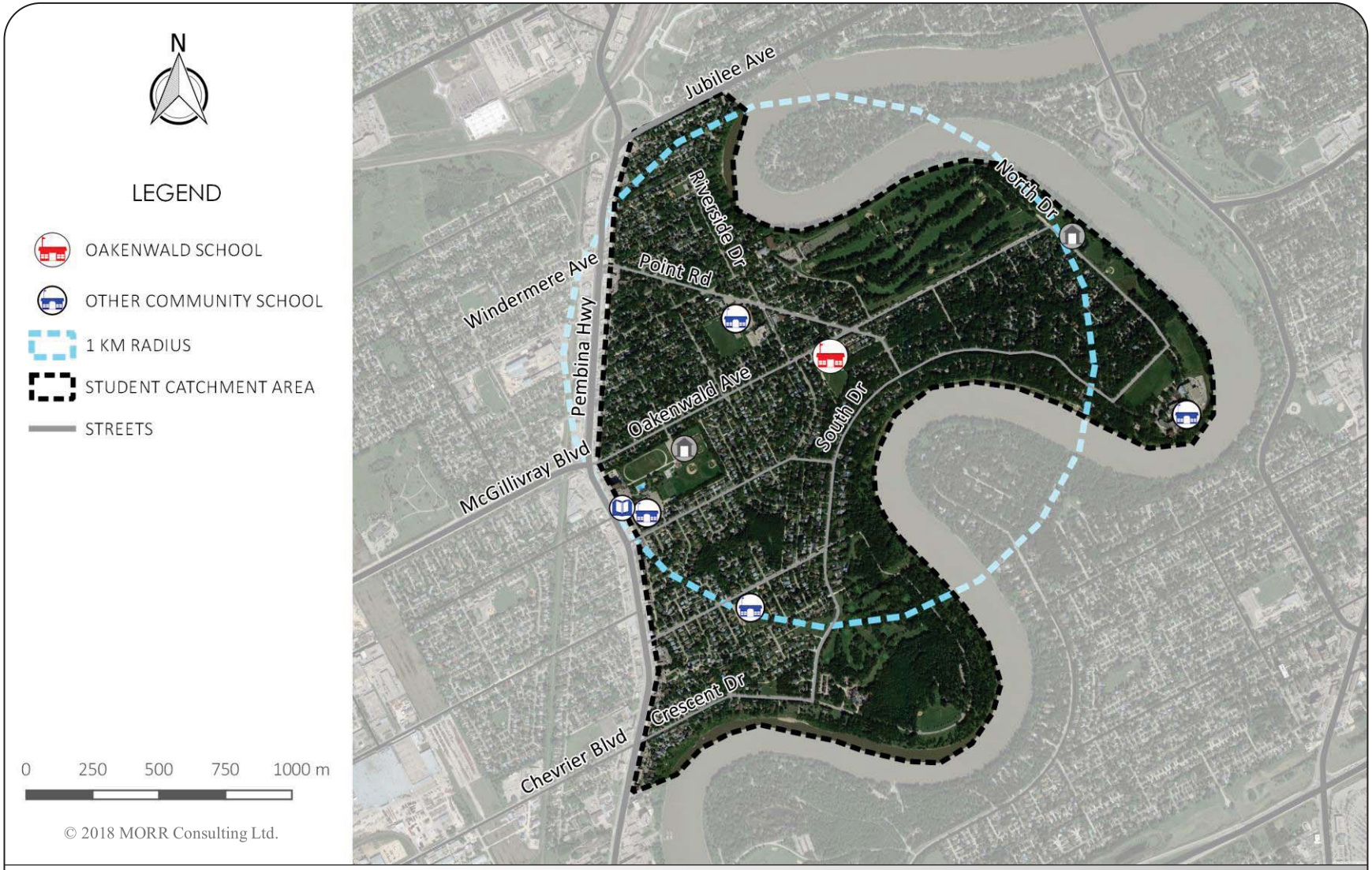
Oakenwald School is in the East Fort Garry neighbourhood on the south side of Oakenwald Ave between Lyon St and Point Rd. The school is a public, elementary school in the Pembina Trails School Division. The school has 201 enrolled students (2017-2018 school year) and 26 staff.

Figure 1 illustrates the catchment area for the school, which extends to various neighbourhoods in East Fort Garry. Figure 2 illustrates the study area used in this STP, which is defined by a 1 km radius around the school. Figure 3 illustrates the existing transportation network in the immediate vicinity of the school.

Thirty two percent of the school population lives within half a kilometer of the school, 66 percent lives within 1.5 kilometers, and about 94 percent lives within three kilometers from the school. Approximately six percent lives over three kilometers away from the school.

QUICK FACTS

Grades:	K - 6
No. of students:	201
No. of staff:	26
No. of school buses:	1
School class times:	08:50 – 15:40
Division:	Pembina Trails
No. of parking spaces for staff/visitors:	Approx. 32

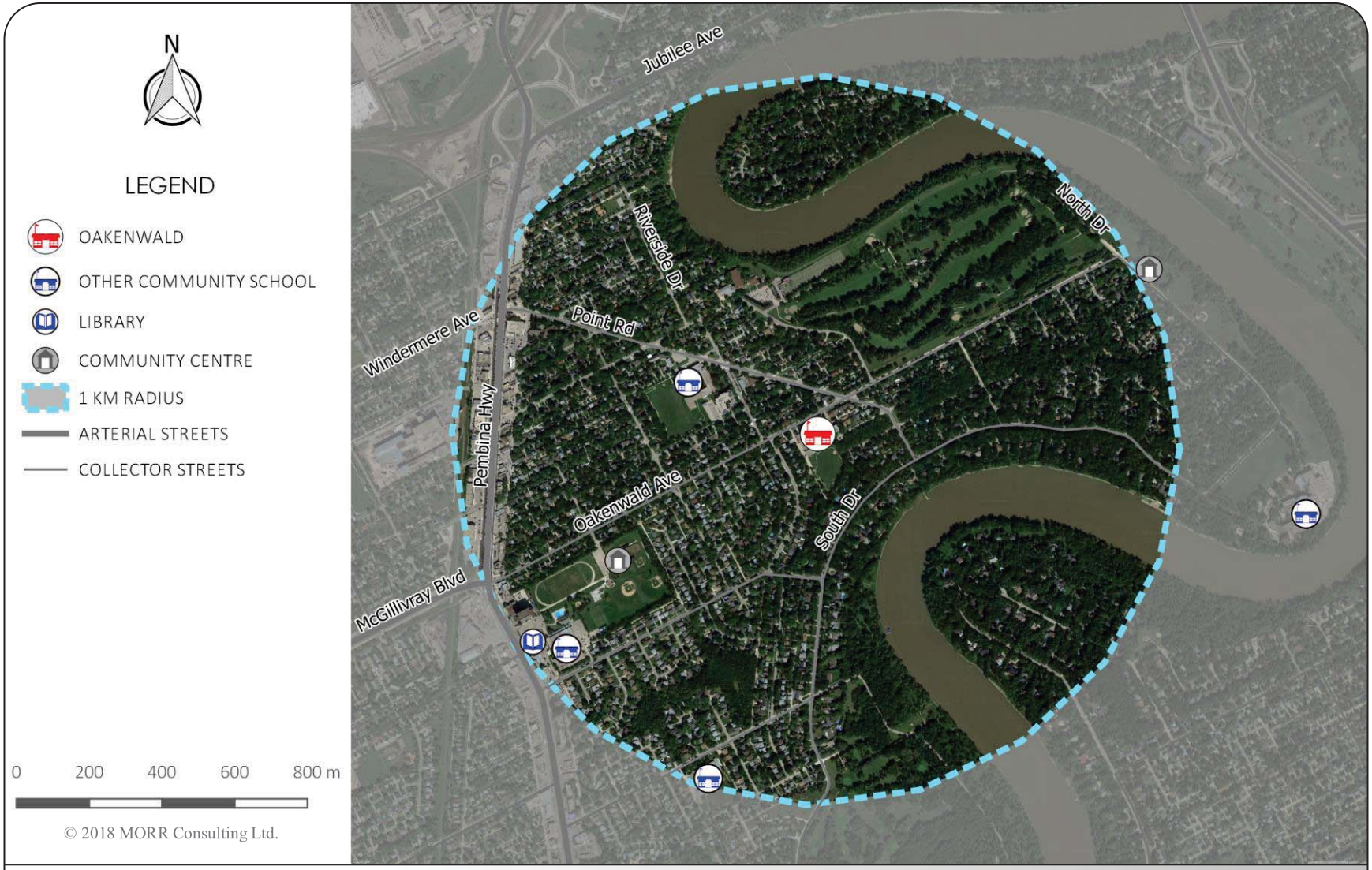


MORR TRANSPORTATION CONSULTING

School Travel Plan for Oakenwald School

Figure 1

STUDENT CATCHMENT AREA



MORR TRANSPORTATION CONSULTING

School Travel Plan for Oakenwald School

Figure 2

STUDY AREA

MORR TRANSPORTATION CONSULTING

School Travel Plan for Oakenwald School

Figure 3

EXISTING TRANSPORT NETWORK AROUND THE SCHOOL

SCHOOL TRAVEL PATTERNS

Travel data was collected through classroom and take-home surveys. Findings regarding travel to and from school are summarized here.

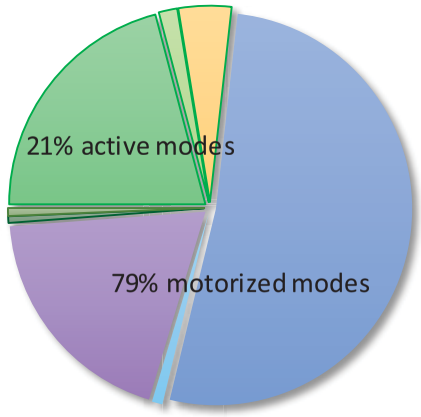
HANDS UP CLASSROOM SURVEY

Student travel mode information was collected through a "hands-up" survey with the assistance of academic staff. The survey was administered for three, five-day periods starting September 25th, December 4th, and April 16th to represent the three school seasons Fall, Winter, and Spring respectively. Each day during the survey, the teacher would ask students how they travelled to and from school that day. School staff also participated in the survey. Over the three five-day periods of data collection approximately 2,800 responses were collected. Figure 4 shows the average travel mode of the school population across all periods and the results by travel mode for each season.

More than half of students are driven to school and another 20% take the school bus. Walking trips are more likely to occur in the afternoon (traveling from school) than in the morning (18% walk to school while 22% walk from school). Cycling trips account for 3% of all trips in the morning and afternoon, respectively.

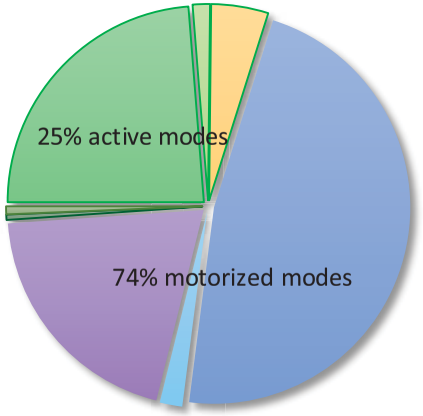
Travel TO School

Travel	Percent of Survey Responses			
	Fall	Winter	Spring	Average
Walked	21%	16%	13%	17%
Walked part way	2%	1%	1%	1%
Biked	4%	1%	3%	3%
Were Driven	52%	60%	62%	58%
Carpooled	1%	2%	1%	1%
Rode school bus	19%	21%	18%	20%
Rode public transit	1%	0%	1%	0%
Other	1%	0%	0%	0%



Travel FROM School

Travel	Percent of Survey Responses			
	Fall	Winter	Spring	Average
Walked	24%	20%	20%	21%
Walked part way	1%	1%	1%	1%
Biked	5%	1%	3%	3%
Were Driven	47%	54%	54%	52%
Carpooled	2%	2%	2%	2%
Rode school bus	20%	21%	18%	20%
Rode public transit	0%	0%	0%	0%
Other	1%	0%	0%	0%



MORR TRANSPORTATION CONSULTING

School Travel Plan for Oakenwald School

Figure 4

TRAVEL MODE FROM HANDS UP SURVEY

TAKE-HOME FAMILY SURVEY

A take-home survey notice was delivered to families on October 5th and made available on-line from October 5th to October 9th. A total of 50 parents answered travel-related and safety-related questions about their oldest child attending the school so as not to double count. Figure 5 shows the travel mode for winter and non-winter months, of children attending the school. The results are similar to those from the hands-up survey, except parents indicated their child had biked to or from school more often than their children did in the hands up-survey.

The most common reasons parents drive their children to and/or from school are:

1. I'm on my way somewhere else (e.g. to work);
2. Convenience/time pressures; and
3. Personal safety issues (e.g. bullying, stranger danger, etc.).

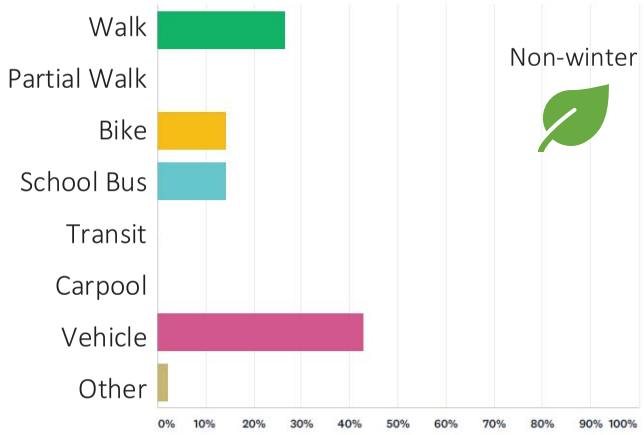
Subsequently, the most common reasons parents would allow their children to walk and bike to school are:

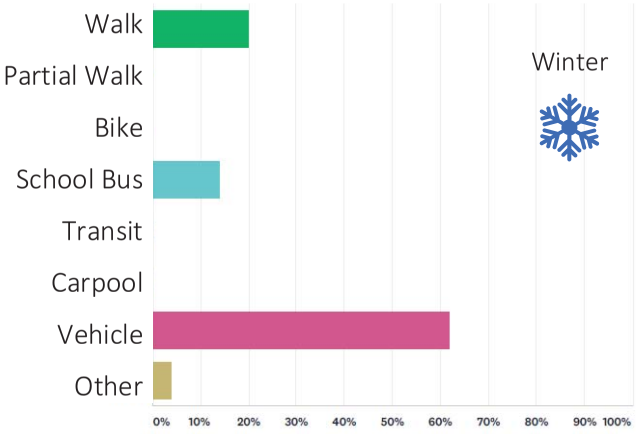
%	I would allow my child to walk to school if
59	They were older.
53	They did not walk alone.
35	There were reduced traffic dangers.
29	There was an improved walking route.

%	I would allow my child to walk to school if
60	They were older.
40	There were reduced traffic dangers.
31	They did not cycle alone.
29	There was an improved cycling route.

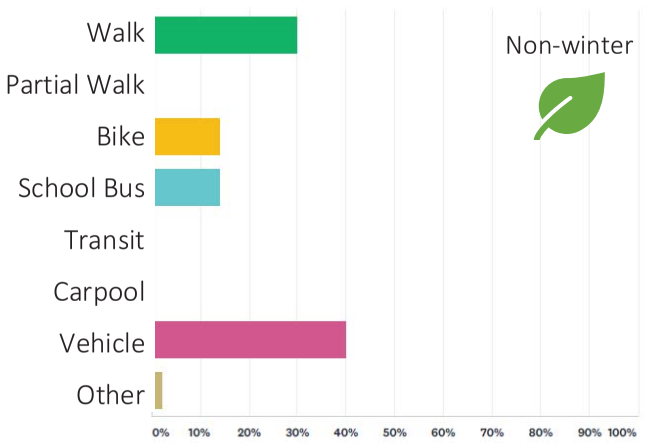
Walking and cycling safety training can play a major role in reducing barriers such as the perception of traffic danger and the perception that a child is too young to understand how to safely navigate the route to school as a pedestrian or cyclist.

Travel TO School





Travel FROM School



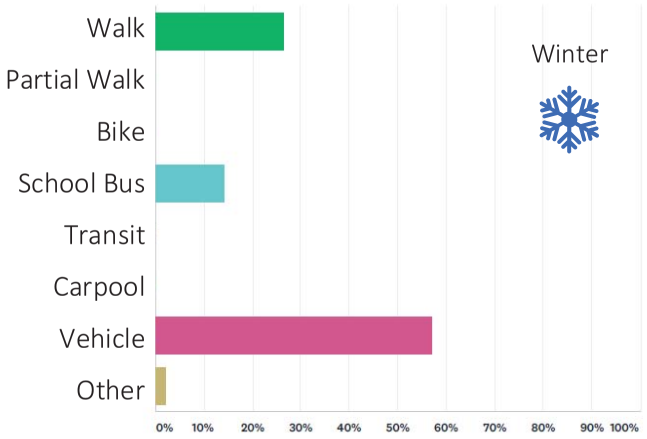


Figure 5

TRAVEL MODE FROM TAKE-HOME SURVEY

CURRENT ISSUES FOR WALKING AND CYCLING

An essential aspect of school travel planning is to identify issues that could be:
(1) negatively impacting the ability of students and staff to walk or bike to school; or
(2) negatively affecting safety. These issues may be related to access, congestion, car parking, cycle storage, and traffic operations, infrastructure maintenance, and others.

For this STP, four approaches were taken to collect this information:

1. A walkabout (detailed in the side-bar) was conducted with members of the STP committee on October 27th, 2017.
2. An STP Workshop was held on November 14th, 2017.
3. A take-home survey was sent with students for parents to provide input.
4. An active transportation road safety review was completed by the engineering team developing this STP.

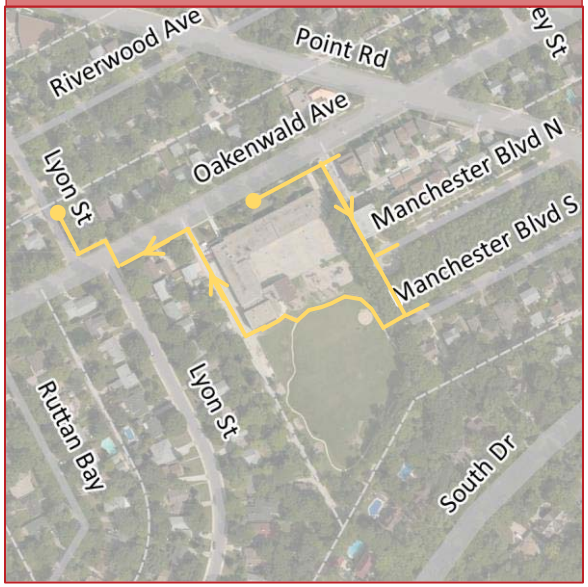
The following key concerns were identified from the first three data collection approaches.

- **Drop-off and pick-up of students** – Lack of a physical student loading zone raises safety and operational concerns for students being dropped off and picked up from school. Students transported by vehicles are typically dropped off and picked up at three locations; (1) on Oakenwald Ave right in-front of the school in the no parking zone; (2) in the staff parking lot located to the west; (3) or the condo parking lot located to the immediate east of the school. Frequent stopping and starting along a roadway and pulling in and out of parking lots may present operational and safety issues. In addition, the condo residents have expressed frustration of the drop-off/pick-up congestion in their parking lot and back-lane.

- **Missing links in the sidewalk network** – Many parts of sidewalk network that students may use to access the school are missing. This is a safety issue for

STP Committee Walkabout

On October 27th, 2017, a school walkabout was conducted with members of the STP Committee to identify potential barriers to safety and mobility as well as opportunities for enhanced walking and cycling. Photo documentation and record of the physical environment was collected along the walking route shown below.



students walking or cycling as they put themselves at increased risk when sharing the roadway with vehicular traffic. Critical missing sidewalk connections were identified as:

  - South side of Oakenwald Ave between Wicklow St and Lyon St.
  - West/south side of Point Rd between Pembina Hwy and South Dr.
  - Lack of sidewalk along South Dr.
  - East side of Wicklow St between Somerset Ave and Riverwood Ave.
  - Sidewalks on Machester Blvd north and south stop short of school property entrances.
  - West and East side of Lyon St front-of-curb sidewalk was identified to seem unsafe during winter due to snow accumulation and lack of boulevard to buffer students from the roadway.

- Traffic safety issues – The most commonly identified issues regarding safety were the following:
  - Skewed intersections on Point Rd, specifically at Oakenwald Ave.
  - High speeds and poor driver sightlines perceived at pedestrian crossing on Point Rd and Manchester Blvd S.
  - Poor intersection configuration at Oakenwald Ave and Wicklow St. Specifically, the stop sign for vehicles travelling west on Oakenwald Ave is located after the pedestrian crossing.
  - Lack of pedestrian crossing opportunities (e.g., Oakenwald Ave and Ruttan Bay, Riverwood St and Wicklow St).
  - Safety issues perceived at Dowker Ave and Lyon St due to poor geometry and vehicle stopping violations.

- High vehicle speeds perceived on Point Rd, Oakenwald Ave, and Riverside Dr.
- Poor traffic operations perceived at the intersection of Pembina Hwy and Point Rd cause safety issues for vulnerable road users.
- Lack of bicycle facilities on Point Road.
- Lack of safe routes for children to walk or cycle.
- High traffic volumes perceived around the school.

ACTIVE TRANSPORTATION ROAD SAFETY REVIEW FINDINGS

The active transportation road safety review found the issues shown in Figure 6 and illustrated in the pages that follow the figure. The safety review was conducted along various corridors connecting to the school and guided by walking and cycling issues identified as part of the STP walkabout, STP workshop, and the take-home family survey. These reviews are intended to evaluate the safety performance of a facility from the road design, traffic operations, and road maintenance perspectives. The goal of an active transportation road safety review is to identify issues that may need to be addressed to improve the accommodation of all road users with an emphasis on pedestrians and cyclists.

MORR TRANSPORTATION CONSULTING

School Travel Plan for Oakenwald School

Figure 6

ISSUES FROM ACTIVE TRANSPORTATION SAFETY REVIEW

SUMMARY OF FINDINGS FROM THE ACTIVE TRANSPORTATION ROAD SAFETY

	ID	Safety Issue	Photo	Potential Countermeasure
OAKENWALD AVE	1	The 4-way stop intersection of Oakenwald Ave and Point Rdis at a 30-degree angle. It is a busy corridor for students before and after school. Patrols with adult supervision are present at critical crossing times but it is still undesirable from a safety perspective mainly due to vehicles not coming to a complete stop at the intersection.		Conduct a detailed road safety assessment at this location to ensure the safety of all users is improved.
	2	Vehicles often do not yield to crossing students at the crosswalk located at Oakenwald Ave and Lyon Street. This poses a safety problem for children who use this facility, particularly during morning and afternoon peak periods. In addition, the alignment of sidewalk ramps at this intersection can pose a challenge for visually-impaired pedestrians.		Installation of a raised crosswalk can assist with traffic calming. Further, a properly paved facility is needed where the foot path is currently present. Also, a curb ramp is required at the end of the sidewalk.
	3	There is no sidewalk on the south side of Oakenwald Ave (school side) between Lyon St and Wicklow Street. This lack of continuity forces pedestrians to cross the road multiple times needlessly.		Install sidewalk to improve pedestrian network connectivity.

	ID	Safety Issue	Photo	Potential Countermeasure
LYON ST	4	The sidewalk on Lyon St (shown in photo north of Dowker Ave) appear to be less than 1.5 metres wide. This width decreases during winter months due to snow accumulation.		Increase sidewalk width to ensure pedestrians are properly accommodated along this street throughout the year.
MANCHESTER BLVD N	5	There are two entrances to the school grounds on the east side of the property where Manchester Blvd north and south end. The sidewalk along both roadways terminates before the entrance gates which causes accessibility issues and safety issues when children are forced onto the roadway.		The north sidewalk on Manchester Blvd N and the south sidewalk on Manchester Blvd S should be completed to the school east entrance gates and connect the field pathway.
	6	Parents currently use the condo to the east of the school and the alleyways that surround the school to drop-off or pick-up children. Safety is a concern for students crossing the alleyways and condo residents become agitated if their spot is occupied.		Promote use of the cul-de-sac at Manchester Blvd N to the east of the school (shown in photo) to parents for drop-off or pick-up.

ACTION PLAN

The main goal of this STP is to increase the number of people choosing to commute to and from school using active modes of transportation. This action plan combines input received from stakeholders (i.e., STP committee and family survey respondents) as well as expert knowledge regarding road safety. The plan incorporates initiatives under the 5Es: education, encouragement, enforcement, engineering, and evaluation. Each is described below followed by the Action Plan.

ACTION PLAN FOR OAKENWALD SCHOOL

ACTION ITEM	FREQUENCY	OWNERSHIP		ACTION TYPE				
		School Community	City	Education	Encouragement	Enforcement	Engineering	Evaluation
Update School Travel Plan	Annual	✓						✓
Conduct hands-up survey	Seasonal	✓						✓
Conduct parent survey	Annual	✓						✓
Walking/cycling safety training	Annual	✓		✓				
Implement walking school bus*	Weekly/Daily	✓		✓	✓			
Implement walking buddies*	Weekly/Daily	✓			✓			
Implement walking/wheeling Wednesdays*	Weekly	✓			✓			
Leverage National Days*	As possible	✓			✓			
Snow removal around school, particularly at the bus loading area	As needed	✓	✓				✓	
Implement recommendations from AT road safety review	As possible		✓				✓	
Enforcement in school zones (speed, stop sign violations, etc)	Quarterly					✓		

** Active Safe Routes to School strategies are described in the next section.*

ACTIVE SAFE ROUTES TO SCHOOL STRATEGIES

The Active and Safe Routes to School (ASRTS, www.ontarioactiveschooltravel.ca) program has existed in Canada since 1996 and is in-place to promote the use of active transportation (AT) modes for children commuting to/from school and to educate students about the benefits of AT through special events and activities. Children are significantly less active than they used to be, and this trend aligns with a bias of school commuting patterns involving non-active modes. This leads to serious concerns for youth and communities in general, including:

- Reduced safety in surrounding areas during drop-off and pickup times due to the increased number of vehicles making irregular movements.
- Air pollution which erodes health and poses environmental risk.
- Development of a sense of auto-dependency among children.

With encouragement and education from the ASRTS program, the goal is to increase the number of children choosing AT modes to commute to/from school. An increase in the number of children walking and cycling improves their cognitive/physical development, concentration, and motor skills. It also reduces future health care costs and provides a sense of community and neighborhood awareness.

In addition, the ASRTS program yields significant educational benefits to the children involved. Children do not have the same instincts as adults when assessing dangers such as moving vehicles. Proper education can significantly improve a child's ability to comprehend the safety of a traffic situation. The physical act of walking children to school and negotiating streets also helps children to develop proper traffic safety awareness. The proper implementation of the ASRTS program can help children to realize the many benefits of a healthy commute.

Active & Safe ROUTES TO SCHOOL

Walking School Bus

The walking school bus is 2 or more families travelling to school together and socializing. Volunteer parents living on the same block or the same apartment can start out walking together, and then once trust is built, parents share responsibilities. Implementation includes:

- Garnering interest
- Mapping out candidate routes
- Arrange “meet and greet”
- Distribute toolkit

Resources & Tools

http://www.saferoutestoschool.ca/

Active & Safe ROUTES TO SCHOOL

Walking Buddies

The walking buddies strategy involves two or more students making arrangements to walk to school together. This strategy allows students to walk with the safety of friends, and helps them to gain mutual support and enjoy responsibility. The two types of strategies are: (1) big buddies, where older students (Grade 5 or older) are responsible for younger students, and (2) walking buddies, where similar-aged students walk each other to school.

When using this strategy, routes and meeting places should be designated. In addition, provisions should always be made in case the older student is unavailable for a day. For example, the younger student may be accommodated to school by a parent or a substitute buddy. If desired, students can sign a pledge to get engaged in this strategy and be rewarded for participating at a year-end celebration.

Resources & Tools

Green Communities Canada – Active and Safe Routes to School Program

Alberta's Active and Safe Routes to School Resource Manual

Active & Safe
ROUTES TO SCHOOL

Walking Wheeling Wednesdays

Walking and wheeling Wednesdays is an initiative where on Wednesday of each week or one Wednesday of the month all students are encouraged to walk or bike the full way, or even part way to school. The regular occurrence helps students to keep momentum going and help form positive habits for a lifetime. When organizing the event, it is important to inform everybody, including parents, teachers, and students, while emphasizing the health and environmental benefits.

Resources & Tools

Green Communities Canada – Active and Safe Routes to School Program

Alberta's Active and Safe Routes to School Resource Manual

Active & Safe ROUTES TO SCHOOL

Leverage National Days

There are many National calendar days that can be leveraged to encourage children to walk or bike to school. This can range from a simple announcement in the morning to a more structured event like the Terry Fox Run or the Commuter Challenge.

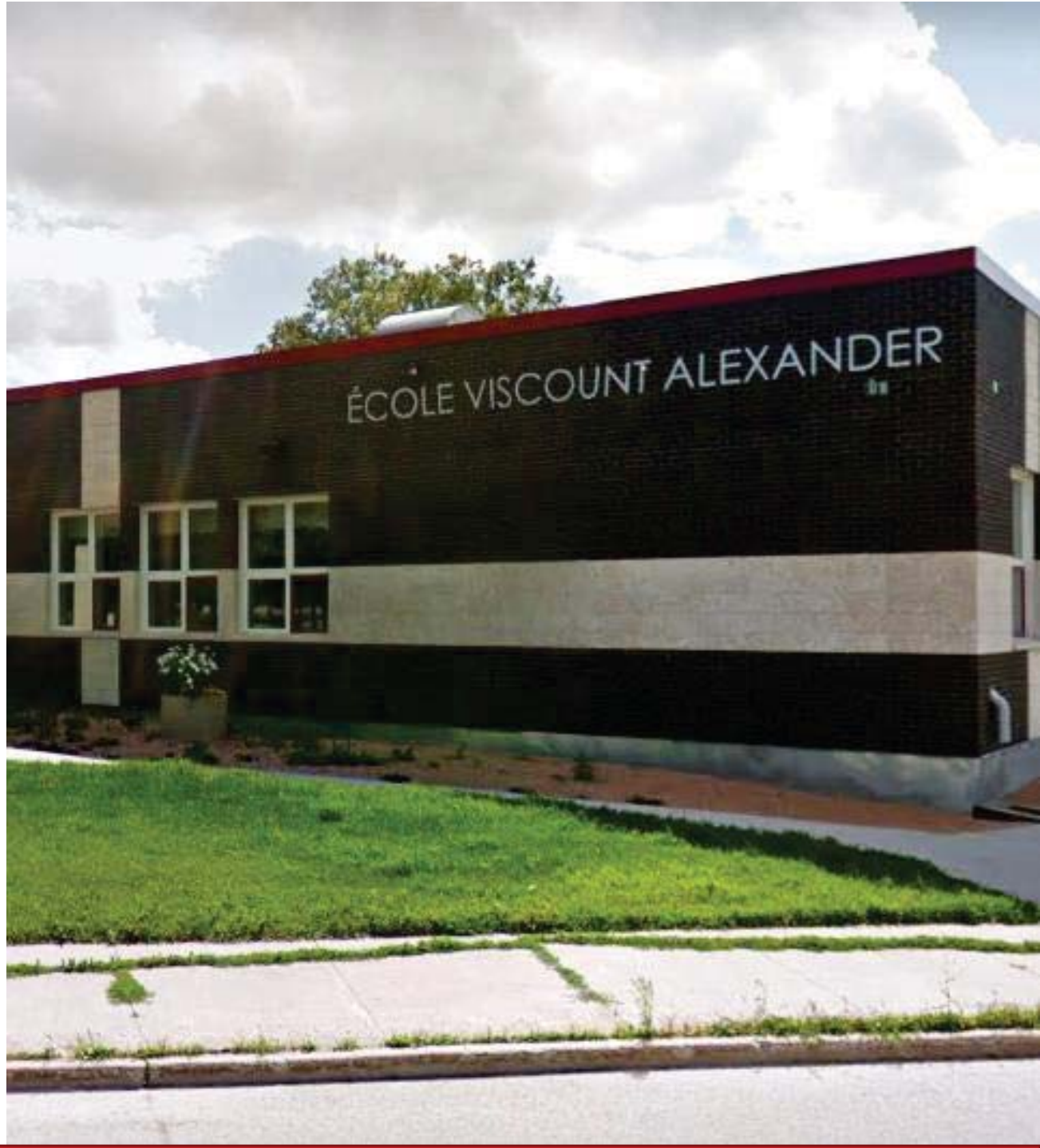
Terry Fox Day	September 16, 2018
International Car Free Day	September 22, 2018
National Tree Day	September 26, 2018
International Walk to School Month	October
National Walk to School Day	October 10, 2018
World Health Day	April 7, 2018
Earth Day	April 22, 2018
Outdoor Classroom Day	May 17, 2018
National Health and Fitness Day	June 2, 2018
Commuter Challenge	June 3-9, 2018
Clean Air Day	June 21, 2018

APPENDIX D: École Viscount Alexander Travel Plan

School Travel Plan for

École Viscount Alexander

June 2018



MORR
TRANSPORTATION CONSULTING

ACKNOWLEDGEMENTS

This School Travel Plan (STP) was developed in collaboration with a Stakeholder Committee of volunteer members. The participation of the committee members noted below was a critical component of the development of the plan.

Ecole Viscount Alexander STP Committee

- Shannon Tipping, *Principal*
- Anna Zonneveld, *Vice-Principal*
- Leslie Duhamel, *Teacher*

City of Winnipeg STP Committee

- Stephanie Whitehouse, *Active Transportation Coordinator, Public Works*
- David Patman, *Senior Transit Planner, Transit (now Manager of Transportation, Public Works)*
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Specific outcomes of STPs are to: (1) determine school travel patterns through three hands-up classroom surveys and a take-home family survey; (2) identify current walking and cycling issues through the take-home family survey, a walkabout of the school transportation network, an STP workshop for parents, and an engineering safety review; and (3) develop an action plan of initiatives that will increase the number of people choosing to commute to and from school using active modes of transportation. Results from the STP have also been leveraged to assist in the development of neighbourhood-level strategies as part of the East Fort Garry Walk Bike Project.

When effectively coordinated and implemented, STPs can result in positive school travel behaviour change, and ultimately provide substantial benefits. This STP is a living document which should be revisited regularly to update the status of Action Plan items and to incorporate future findings resulting from evaluations.

ÉCOLE VISCOUNT ALEXANDER PROFILE

Ecole Viscount Alexander is in the East Fort Garry neighbourhood on the south side of Waterford Ave between Wicklow St and Lyon St. The school is a public, French immersion middle years school in the Pembina Trails School Division. The school opened in 1949 and has 229 enrolled students (2017-2018 school year) and 34 staff.

Figure 1 illustrates the catchment area for the school, which extends to various neighbourhoods in South Winnipeg as this is the only French immersion middle school in the area. Figure 2 illustrates the study area used in this STP, which is defined by a 1 km radius around the school. Figure 3 illustrates the existing transportation network in the immediate vicinity of the school.

Approximately 60 percent of the school population lives more than three kilometres away from the school. Ten percent lives within half kilometer, about 25 percent lives within 1.5 kilometres, and about 40 percent lives within three kilometers from the school.

QUICK FACTS

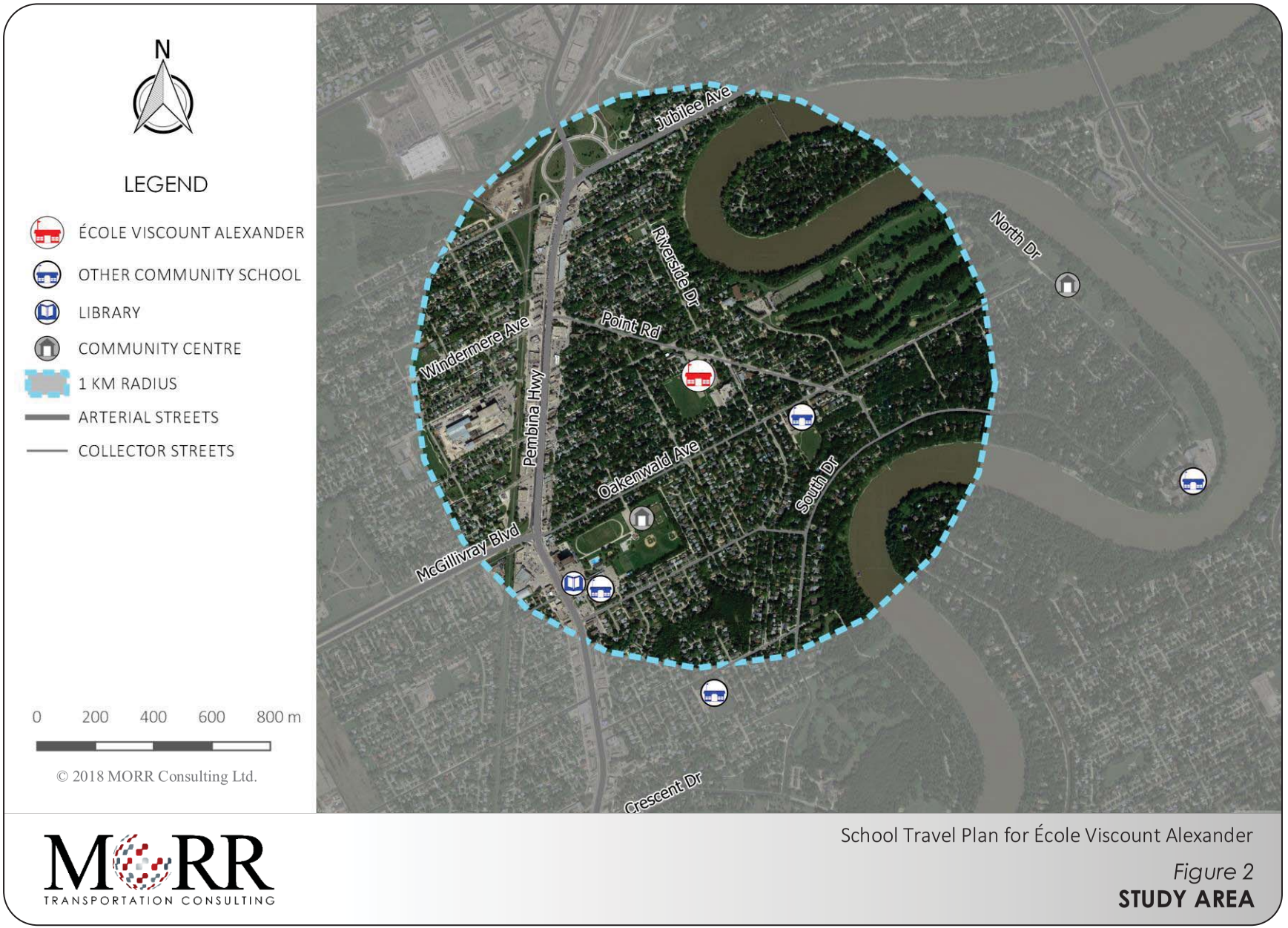
Grades:	5 - 8
No. of students:	229
No. of staff:	34
No. of school buses:	7 - 8
School class times:	08:30 – 15:20
Division:	Pembina Trails
No. of parking spaces for staff/visitors:	Approx. 40

MORR TRANSPORTATION CONSULTING

School Travel Plan for École Viscount Alexander

Figure 1

STUDENT CATCHMENT AREA



MORR TRANSPORTATION CONSULTING

School Travel Plan for École Viscount Alexander

Figure 2

STUDY AREA

MORR TRANSPORTATION CONSULTING

School Travel Plan for École Viscount Alexander

Figure 3

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Travel data was collected through classroom and take-home surveys. Findings regarding travel to and from school are summarized here.

HANDS UP CLASSROOM SURVEY

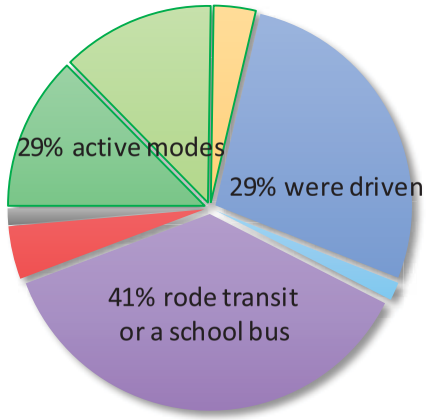
Student travel mode information was collected through a "hands-up" survey with the assistance of academic staff. The survey was administered for three, week-long periods starting September 25th, December 13th, and May 7th to represent the three school seasons Fall, Winter, and Spring respectively. Each day during the survey, the teacher would ask students how they travelled to and from school that day. School staff also participated in the survey. Over the fifteen days of data collection approximately 4700 responses were collected.

Figure 4 shows the travel mode of the school population for the weeks when the survey was taken.

Approximately 25% of students are driven to school and another 40% take the bus (either school bus or public transit). Walking trips are more likely to occur in the afternoon (traveling from school) than in the morning (12% walk to school while 15% walk from school). Cycling trips account for a maximum of 3% (morning) and 4% (afternoon) of all trips.

Travel TO School

Travel	Percent of Survey Responses			
	Fall	Winter	Spring	Average
Walked	13%	13%	12%	12%
Walked part way	13%	14%	13%	14%
Biked	3%	0%	7%	3%
Were Driven	27%	27%	26%	27%
Carpooled	1%	2%	2%	2%
Rode school bus	37%	35%	34%	35%
Rode public transit	4%	6%	5%	5%
Other	1%	2%	1%	2%



Travel FROM School

Travel	Percent of Survey Responses			
	Fall	Winter	Spring	Average
Walked	17%	16%	13%	15%
Walked part way	11%	16%	16%	15%
Biked	4%	0%	7%	4%
Were Driven	23%	24%	22%	23%
Carpooled	2%	2%	2%	2%
Rode school bus	35%	33%	31%	33%
Rode public transit	6%	7%	6%	7%
Other	1%	2%	2%	2%

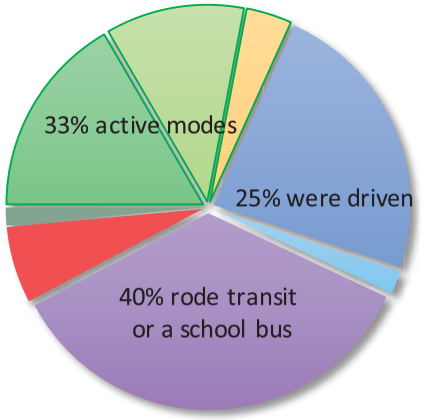


Figure 4

TRAVEL MODE FROM HANDS UP SURVEY

TAKE-HOME FAMILY SURVEY

A take-home survey notice was delivered to families on October 5th and made available on-line from October 5th to October 9th. A total of 80 parents answered travel-related and safety-related questions about their oldest child attending the school so as not to double count. Figure 5 shows the travel mode for winter and non-winter months, of children attending the school. The results are similar to those from the hands-up survey, with no real change in mode of travel between winter and non-winter months.

The most common reasons parents drive their children to and/or from school are:

50% I'm on my way somewhere else (e.g. to work);
33% Distance from home too far; and
25% Convenience/time pressures.

Subsequently, the most common reasons parents would allow their children to walk and bike to school are:

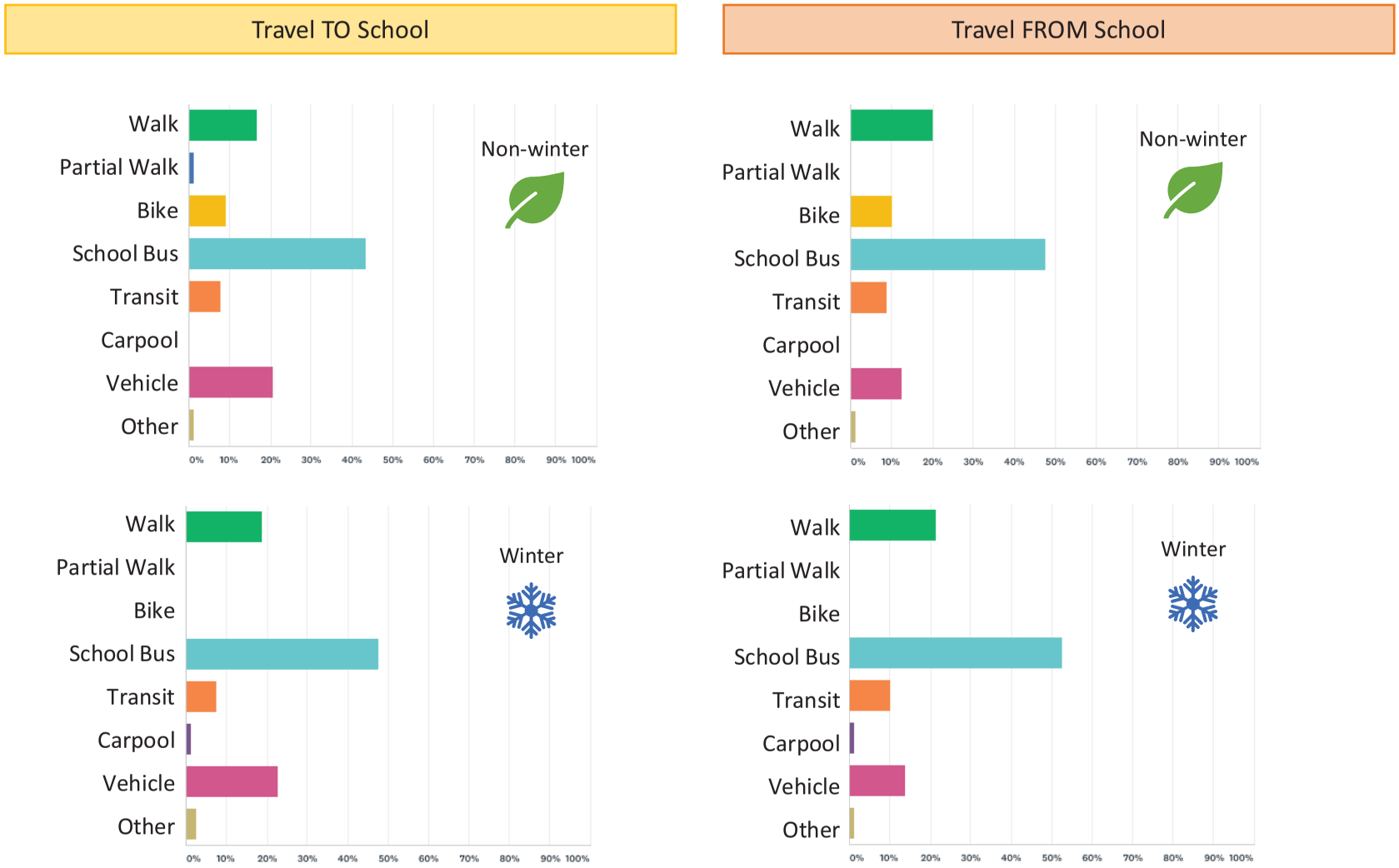
I would allow my child to walk to school if

63% - They did not live so far from school.
38% - They did not walk alone.
25% - They were older.

I would allow my child to cycle to school if:

39% - There were reduced traffic dangers.
36% - They did not live so far from school.
32% - There was an improved cycling route.
25% - They did not cycle alone.

Walking and cycling safety training can play a major role in reducing barriers such as the perception of traffic danger and the perception that a child is too young to understand how to safely navigate the route to school as a pedestrian or cyclist.



School Travel Plan for École Viscount Alexander

Figure 5

TRAVEL MODE FROM TAKE-HOME SURVEY

CURRENT ISSUES FOR WALKING AND CYCLING

An essential aspect of school travel planning is to identify issues that could be: (1) negatively impacting the ability of students and staff to walk or bike to school; or (2) negatively affecting safety. These issues may be related to access, congestion, car parking, cycle storage, and traffic operations, infrastructure maintenance, and others. For this STP, four approaches were taken to collect this information:

1. A walkabout (detailed to the right) was conducted with members of the STP committee on October 27th, 2017.
2. An STP Workshop was held on November 14th, 2017.
3. A take-home survey was sent with students for parents to provide input.
4. An active transportation road safety review was completed by the engineering team developing this STP.

The following key concerns were identified from the first three data collection approaches.

- **Drop-off and pick-up of students** – Students transported by vehicles are often seen running across the roadway to and from vehicles. This is a safety concern as there is the potential for conflict with on-coming vehicles. In addition, eight school buses currently transport students to and from school; however, there are often vehicles parked in the designated bus loading zone.
- **Missing links in the sidewalk network** – Many students walk to school on Point Rd from Pembina Highway; however, parts of sidewalk network are missing, or there is network discontinuity by having the sidewalk continue on the opposite side of the roadway. This is a safety issue for students walking or cycling as they put themselves at increased risk when sharing the roadway with vehicular traffic. Other examples of missing sidewalks are Wicklow St and Waterford Ave, South Dr, Woodgrove St, and others.

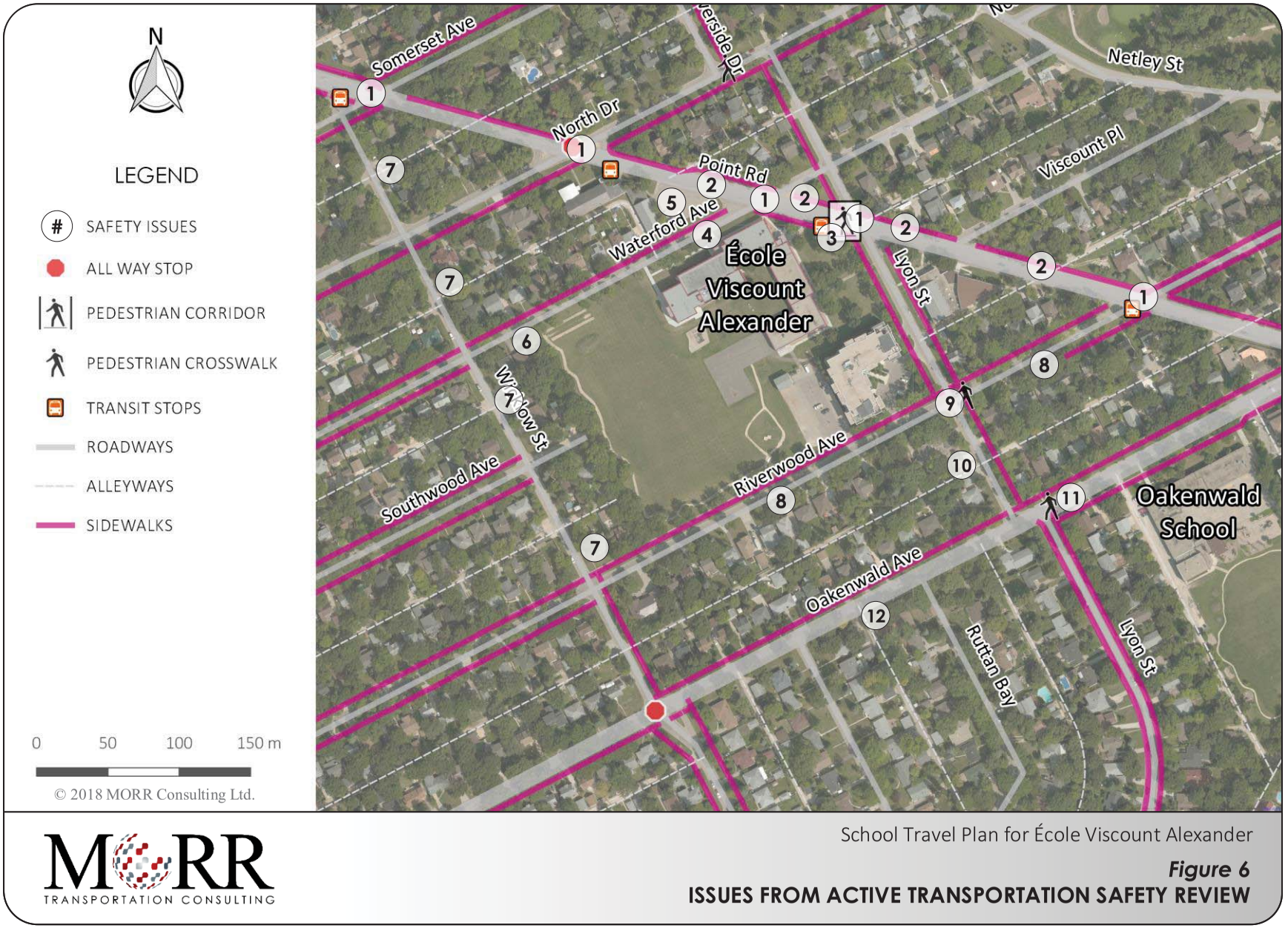
STP Committee Walkabout

On October 27th, 2017, a school walkabout was conducted with members of the STP Committee to identify potential barriers to safety and mobility as well as opportunities for enhanced walking and cycling. Photo documentation and record of the physical environment was collected along the walking route shown below.

- Traffic safety issues – Common safety issues identified include:
    - Skewed intersections on Point Rd (e.g., at Waterford Ave)
    - Lack of pedestrian crossing opportunities (e.g., Pembina Highway and Waterford Ave, Byng Place and Riverside Dr, Riverwood St and Point Road)
    - Lack of safe routes for children to walk or cycle
    - Lack of bicycle facilities on Point Rd
    - High traffic volumes perceived around the school
    - High vehicle speeds perceived on Point Rd, Wicklow St, Riverwood St, and Waterford Ave
    - Poor traffic operations perceived at the intersection of Pembina Highway and Point Rd cause safety issues for vulnerable road users
    - Stopping violations at Dowker Ave and Lyon St
    - SJR school bus traffic on South Dr
- Snow accumulation in winter months – Snow accumulation in the school bus loading zone was identified as a safety hazard for students as it increases the likelihood of students slipping and sliding onto the roadway.

ACTIVE TRANSPORTATION ROAD SAFETY REVIEW FINDINGS

The active transportation road safety review found the issues shown in Figure 6 and illustrated in the pages that follow the figure. The safety review was conducted along various corridors connecting to the school and was guided by walking and cycling issues identified as part of the STP walkabout, STP workshop, and the take-home family survey. These reviews are intended to evaluate the safety performance of a facility from the road design, traffic operations, and road maintenance perspectives. The goal of an active transportation road safety review is to identify issues that may need to be addressed to improve the accommodation of all road users with an emphasis on pedestrians and cyclists.



MORR TRANSPORTATION CONSULTING

School Travel Plan for École Viscount Alexander

Figure 6

ISSUES FROM ACTIVE TRANSPORTATION SAFETY REVIEW

SUMMARY OF FINDINGS FROM THE ACTIVE TRANSPORTATION ROAD SAFETY

	ID	Safety Issue	Photo	Potential Countermeasure
POINT RD	1	Skewed intersections along Point Rd at Somerset Ave, North Dr, Waterford Ave, Lyon St, Viscount Place, Riverwood Ave, and Oakenwald Ave. Obtuse angles promote high turning speed and require high degree of driver heard rotation to check for oncoming traffic.		These intersections could benefit from a variety of treatments, depending on the location. Examples are: right-angle turning channels and extension of intersection gore to reduce crossing distance for pedestrians and limit turning radius.
	2	Diagonal parking on Point Rd between North Dr and Riverwood Ave on the north side limits line of sight for vehicles turning onto Point Road. In addition, when diagonal parking lot is not occupied there is ambiguity regarding road space as parking spaces are poorly maintained and have worn pavement markings. Further, backing into oncoming traffic poses an increased risk for collisions, particularly with cyclists.		Removing or re-orienting diagonal parking to back-in angled parking and explicitly accommodating bicyclists on this road could reduce the existing risk associated with the existing parking situation.
	3	Diagonally oriented crosswalk at intersection of Point Rd and Lyon St increases exposure time for pedestrians crossing the roadway.		Re-orienting this pedestrian corridor so that it is perpendicular to Point Rd would reduce crossing distance and crossing time. Also, pavement markings need to be repainted to improve visibility throughout the year.

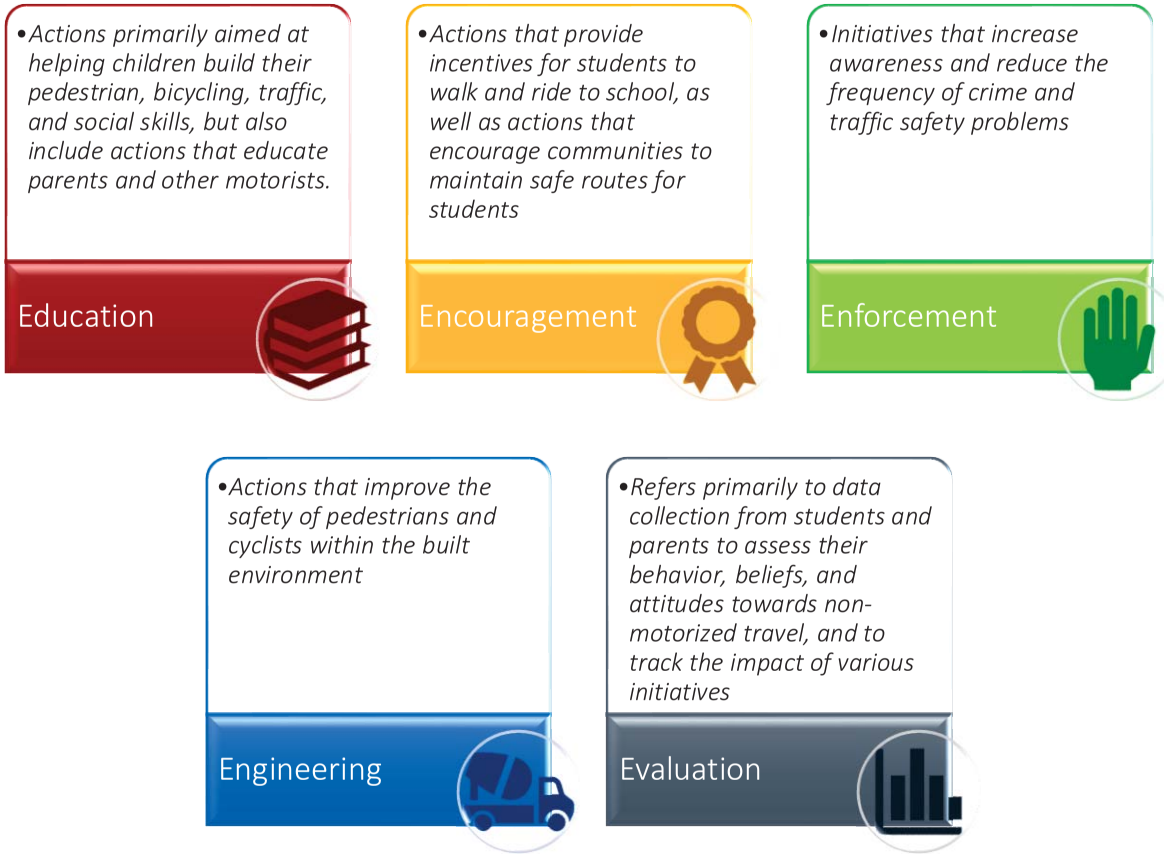
	ID	Safety Issue	Photo	Potential Countermeasure
WATERFORD AVE	4	A. Two concrete paths from Waterford Ave to the school have no access ramps, which limits access to wheelchair users. B. The no parking sign is currently knocked over and does not have a concrete base.		A. Provide curb ramps. B. Reinstall No Parking sign with a concrete base
	5	Student Drop-off/Pick-up in St. Paul's Anglican Church Parking Lot, École Viscount Alexander Staff Parking Lot, and adjacent roadways increase collision risk for students who must interact with traffic during peak hours. Also, this all creates congestion and driver frustration.		A student drop-off loop could be implemented adjacent to the school on Riverwood Ave. Feasible design options should be investigated.
	6	Gravel path adjacent to Waterford Ave ends abruptly at the edge of school property, forcing pedestrians to walk on private yards or on the road. There is evidence of pedestrian traffic who would benefit from the continuation of this path along Waterford Ave.		Continue the sidewalk along Waterford Ave to Wicklow St.

	ID	Safety Issue	Photo	Potential Countermeasure
WICKLOW ST	7	The absence of sidewalks on Wicklow St between Somerset Ave and Riverwood Ave may force pedestrians to walk on private property or on the roadway. For safety reasons, it is always important to have at least one sidewalk along a street. This provides a safe space for pedestrians and prevents hazardous interactions with vehicular traffic.		Construct sidewalk along the east side of Wicklow St between Somerset Ave and Riverwood Ave.
RIVERWOOD AVE	8	The sidewalk ends abruptly on the south side of Riverwood Ave between Lyon St and Point Rd. This brings pedestrians to a “dead end” and forces them to walk on private property or on the road.		Complete the sidewalk along Riverwood Ave between Lyon St and Point Road.
	9	The crosswalk at Riverwood Ave and Lyon St is installed on the far side of Riverwood Ave. There are no stop signs along Riverwood for a long distance, which may encourage speeding. The location of the crosswalk, combined with limited conspicuity due to worn pavement markings and lack of advance warning, may pose a safety hazard for people wanting to use it.		Evaluate need for 4-way stop sign at Lyon Ave. If no additional stop signs are warranted move the crosswalk to the near side of the intersection. Repaint pavement markings.

	ID	Safety Issue	Photo	Potential Countermeasure
LYON ST	10	No sidewalk on west side of Lyon St between Riverwood Ave and Oakenwald Ave. This may force pedestrians to walk on private property or on the roadway. Sidewalks are necessary for safe pedestrian mobility and accessibility.		Construct a sidewalk on the west side of Lyon St between Riverwood Ave and Oakenwald Ave.
	11	Undesirable alignment of sidewalk ramps at intersection of Lyon St and Oakenwald Ave provide poor pedestrian guidance for navigation. This would pose a challenge for visually-impaired pedestrians, coupled with the lack of curb ramp where the sidewalk meets the road.		A properly paved facility is needed where the foot path is currently present. Also, a curb ramp is required at the end of the sidewalk.
OAKENWALD AVE	12	No sidewalk on south side of Oakenwald Ave between Wicklow St and Lyon St. This may force pedestrians to walk on private property or on the roadway. Sidewalks are necessary for safe pedestrian mobility and accessibility.		Construct a sidewalk on the south side of Oakenwald Ave between Wicklow St and Lyon St.

ACTION PLAN

The main goal of this STP is to increase the number of people choosing to commute to and from school using active modes of transportation. This action plan combines input received from stakeholders (i.e., STP committee and family survey respondents) as well as expert knowledge regarding road safety. The plan incorporates initiatives under the 5Es: education, encouragement, enforcement, engineering, and evaluation. Each is described below followed by the Action Plan.



ACTION PLAN FOR ÉCOLE VICOUNT ALEXANDER SCHOOL

ACTION ITEM	FREQUENCY	OWNERSHIP		ACTION TYPE				
		School Community	City	Education	Encouragement	Enforcement	Engineering	Evaluation
Update School Travel Plan	Annual	✓						✓
Conduct hands-up survey	Seasonal	✓						✓
Conduct parent survey	Annual	✓						✓
Walking/cycling safety training	Annual	✓		✓				
Implement walking school bus*	Weekly/Daily	✓		✓	✓			
Implement walk-a-block*	Weekly/Daily	✓		✓	✓			
Implement walking/wheeling Wednesdays*	Weekly	✓			✓			
Snow removal around school, particularly at the bus loading area	As needed	✓	✓				✓	
Implement recommendations from AT road safety review	As possible		✓				✓	
Enforcement in school zones (speed, stop sign violations, etc)	Quarterly					✓		

** Active Safe Routes to School strategies are described in the next section.*

ACTIVE SAFE ROUTES TO SCHOOL STRATEGIES

The Active and Safe Routes to School (ASRTS, www.ontarioactiveschooltravel.ca) program has existed in Canada since 1996 and is in-place to promote the use of active transportation (AT) modes for children commuting to/from school and to educate students about the benefits of AT through special events and activities. Children are significantly less active than they used to be, and this trend aligns with a bias of school commuting patterns involving non-active modes. This leads to serious concerns for youth and communities in general, including:

- Reduced safety in surrounding areas during drop-off and pickup times due to the increased number of vehicles making irregular movements.
- Air pollution which erodes health and poses environmental risk.
- Development of a sense of auto-dependency among children.

With encouragement and education from the ASRTS program, the goal is to increase the number of children choosing AT modes to commute to/from school. An increase in the number of children walking and cycling improves their cognitive/physical development, concentration, and motor skills. It also reduces future health care costs and provides a sense of community and neighborhood awareness.

In addition, the ASRTS program yields significant educational benefits to the children involved. Children do not have the same instincts as adults when assessing dangers such as moving vehicles. Proper education can significantly improve a child's ability to comprehend the safety of a traffic situation. The physical act of walking children to school and negotiating streets also helps children to develop proper traffic safety awareness. The proper implementation of the ASRTS program can help children to realize the many benefits of a healthy commute.

Active & Safe ROUTES TO SCHOOL

Walking School Bus

The walking school bus is 2 or more families travelling to school together and socializing. Volunteer parents living on the same block or the same apartment can start out walking together, and then once trust is built, parents share responsibilities. Implementation includes:

- Garnering interest
- Mapping out candidate routes
- Arrange “meet and greet”
- Distribute toolkit

Resources & Tools

http://www.saferoutestoschool.ca/

Active & Safe ROUTES TO SCHOOL

Walk-a-Block

Walk-a-block arrangements work well for families that live too far from schools for children to walk all the way, or for working parents who drop their kids off on the way to work. Safe and legal parking spaces are identified one or two blocks (or further) away from the school. From these spots, parents can walk their kids the rest of the way, or children can join other students walking to school.

This arrangement provides an enjoyable walk, and reduces traffic congestion around schools, allowing for better safety, and better access for school buses and students walking or biking. After school, students can walk to the assigned spot to meet with the driver. When designating parking spots, be sure to consult with neighbors, and consider existing facilities such as Churches or Community Centres willing to participate

Resources & Tools

Green Communities Canada – Active and Safe Routes to School Program

Alberta's Active and Safe Routes to School Resource Manual

Active & Safe
ROUTES TO SCHOOL

Walking Wheeling Wednesdays

Walking and wheeling Wednesdays is an initiative where on Wednesday of each week or one Wednesday of the month all students are encouraged to walk or bike the full way, or even part way to school. The regular occurrence helps students to keep momentum going and help form positive habits for a lifetime. When organizing the event, it is important to inform everybody, including parents, teachers, and students, while emphasizing the health and environmental benefits.

Resources & Tools

Green Communities Canada – Active and Safe Routes to School Program

Alberta's Active and Safe Routes to School Resource Manual

APPENDIX E: Vincent Massey Collegiate Travel Plan

School Travel Plan for

Vincent Massey Collegiate

June 2018

MORR
TRANSPORTATION CONSULTING

ACKNOWLEDGEMENTS

This School Travel Plan (STP) was developed in collaboration with a Stakeholder Committee of volunteer members. The participation of the STP committee members noted below was a critical component of the development of the plan.

Members of École Crane School STP Committee

- Tony Carvey, *Principal*
- Colleen Roberts, *Vice-Principal*
- Lise Denis, *Vice-Principal*

City of Winnipeg STP Committee

- Stephanie Whitehouse, *Active Transportation Coordinator, Public Works*
- David Patman, *Senior Transit Planner, Transit (now Manager of Transportation, Public Works)*
- Jean-Luc Lambert, *Support Services Engineer, Public Works*
- Kyle Lucyk, *Superintendent Parks Services, Public Works*
- Susanne Dewey Povoledo, *Planner, Property and Development*
- Dillon Harris, *Planner, Planning, Property and Development*
- Judy Redmond, *Universal Design Coordinator, Property and Development*
- Natalie Geddes, *Public Engagement Officer, Chief Administrative Office*
- Lisa Fraser, *Communications Officer, Chief Administrative Office*

City of Winnipeg Project Manager

- Chris Baker, *Pedestrian and Cycling Planner, Public Works*

Project Consultant Team

- Jeannette Montufar, *Ph.D., P.Eng., MORR Transportation Consulting Ltd.*
- Rob Poapst, *M.Sc., P.Eng., MORR Transportation Consulting Ltd.*
- Maureen Krauss, *B.A., B.F.A., HTFC Planning & Design*
- Danielle Loeb, *MALA, CSLA, HTFC Planning & Design*

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INTRODUCTION

The increase in active modes of transportation produces a wide array of benefits for communities. Improved levels of physical activity and health, reduced congestion and green house gas emissions, and infrastructure demands as well as independence from automobiles are all direct results of active transportation that promote more livable, sustainable, and vibrant neighborhoods. When these values are encouraged in our younger populations the benefits they produce are long lasting and potentially life changing. To help increase the number of people choosing to commute to and from school using active modes of transportation and to improve the community vibrancy in East Fort Garry, the City of Winnipeg commissioned MORR Transportation Consulting in 2017 to develop a School Travel Plan (STP) for Vincent Massey Collegiate. School Travel Plans are an excellent tool to help deal with travel-related issues at schools and encourage safe, healthy, active travel to and from school. By engaging stakeholders (e.g., school boards, parents, students, and educators) and applying safety engineering expertise, STPs assess the barriers to active school travel and implement action plans to improve the safety of active travel for children and members of the school community.

Specific outcomes of STPs are to: (1) determine school travel patterns through a take-home family survey; (2) identify current walking and cycling issues through the take-home family survey, a walkabout of the school transportation network, an STP workshop for parents, and an engineering safety review; and (3) develop an action plan of initiatives that will increase the number of people choosing to commute to and from school using active modes of transportation. Results from the STP have also been leveraged to assist in the development of neighbourhood-level strategies as part of the East Fort Garry Walk Bike Project.

When effectively coordinated and implemented STPs can result in positive school travel behaviour change, and ultimately provide substantial benefits. This STP is a living document which should be revisited regularly to update the status of Action Plan items and to incorporate future findings resulting from evaluations.

VINCENT MASSEY COLLEGIATE PROFILE

Vincent Massey Collegiate is in the East Fort Garry neighbourhood on the north side of Dowker Ave and the east side of Pembina Avenue. The school is a public English/French, high school in the Pembina Trails School Division. The school opened in the 1960's and has 1,237 enrolled students (2017-2018 school year) and over 140 staff.

Figure 1 illustrates the catchment area for the school, which extends to various neighbourhoods in South Winnipeg as this is the only French immersion high school in the area. Due to the extensive catchment area, Winnipeg Transit provides the high-school with a charter bus. Figure 2 illustrates the study area used in this STP, which is defined by a 1 km radius around the school. Figure 3 illustrates the existing transportation network in the immediate vicinity of the school.

Five percent of the school population lives within half a kilometer of the school, 18 percent lives within 1.5 kilometers, and 29 percent lives within three kilometers from the school. Over 70 percent lives over three kilometers away from the school.

QUICK FACTS

Grades:	En: 10 - 12 Fr: 9 - 12
No. of students:	1,237
No. of staff:	> 140
School class times:	08:25 – 15:25
Division:	Pembina Trails
No. of parking spaces for staff/visitors:	Approx. 140

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School Travel Plan for Vincent Massey

Figure 1

STUDENT CATCHMENT AREA

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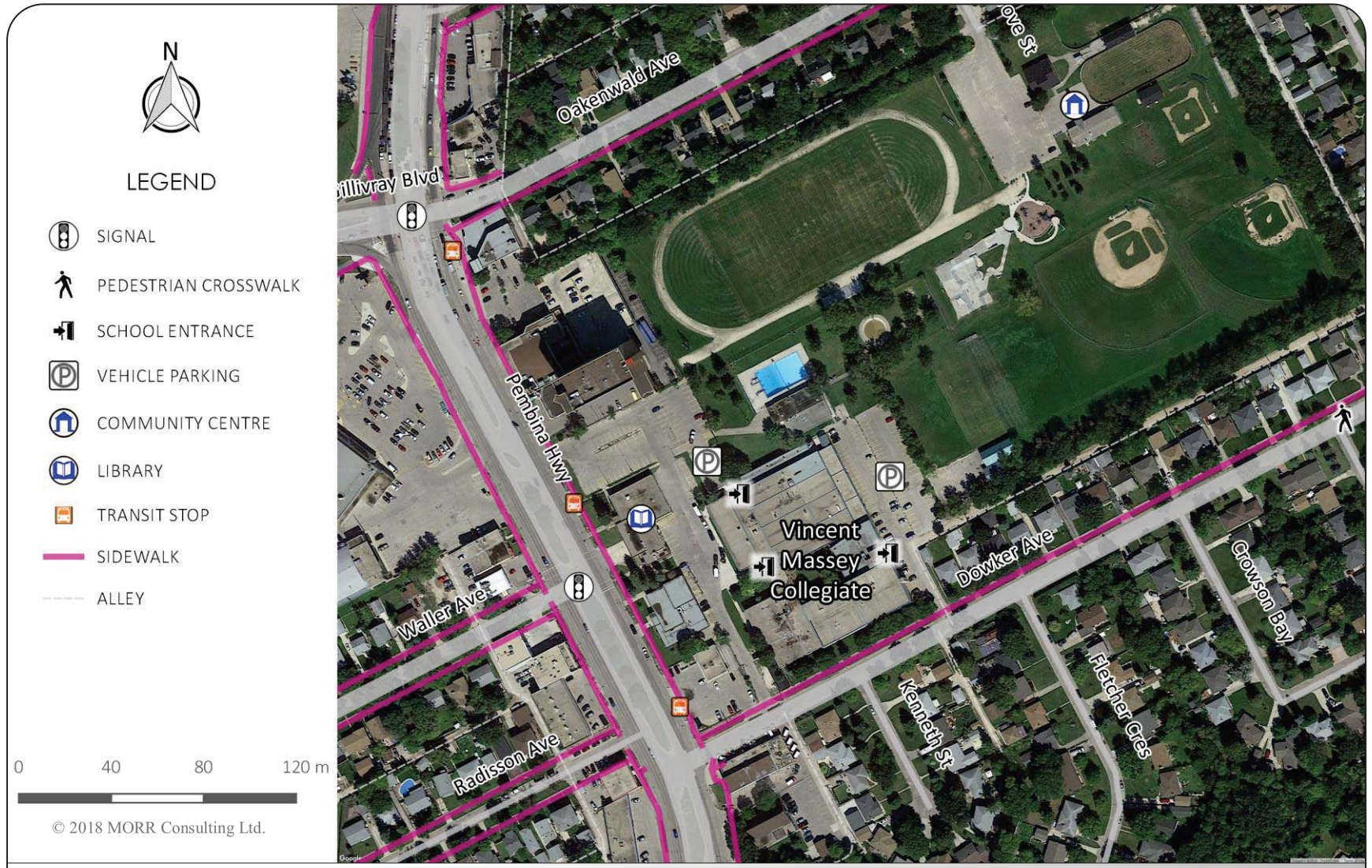
School Travel Plan for Vincent Massey

Figure 2

STUDY AREA



MORR TRANSPORTATION CONSULTING

School Travel Plan for Vincent Massey

Figure 3

EXISTING TRANSPORT NETWORK AROUND THE SCHOOL

SCHOOL TRAVEL PATTERNS

Travel data was collected through a take-home family survey answered by parents. The take-home survey notice was delivered to families on October 10th and made available on-line from October 10th to October 19th. A total of 278 parents answered travel-related and safety-related questions about their oldest child attending the school so as not to double count. Figure 4 shows the travel mode for winter and non-winter months, of children attending the school. The results are similar to those from the hands-up survey, with no real change in mode of travel between winter and non-winter months.

The most common reasons parents drive their children to and/or from school are:

- 59% Distance from home too far
- 35% I'm on my way somewhere else (e.g. to work)
- 34% Convenience/time pressures
- 23% Weather

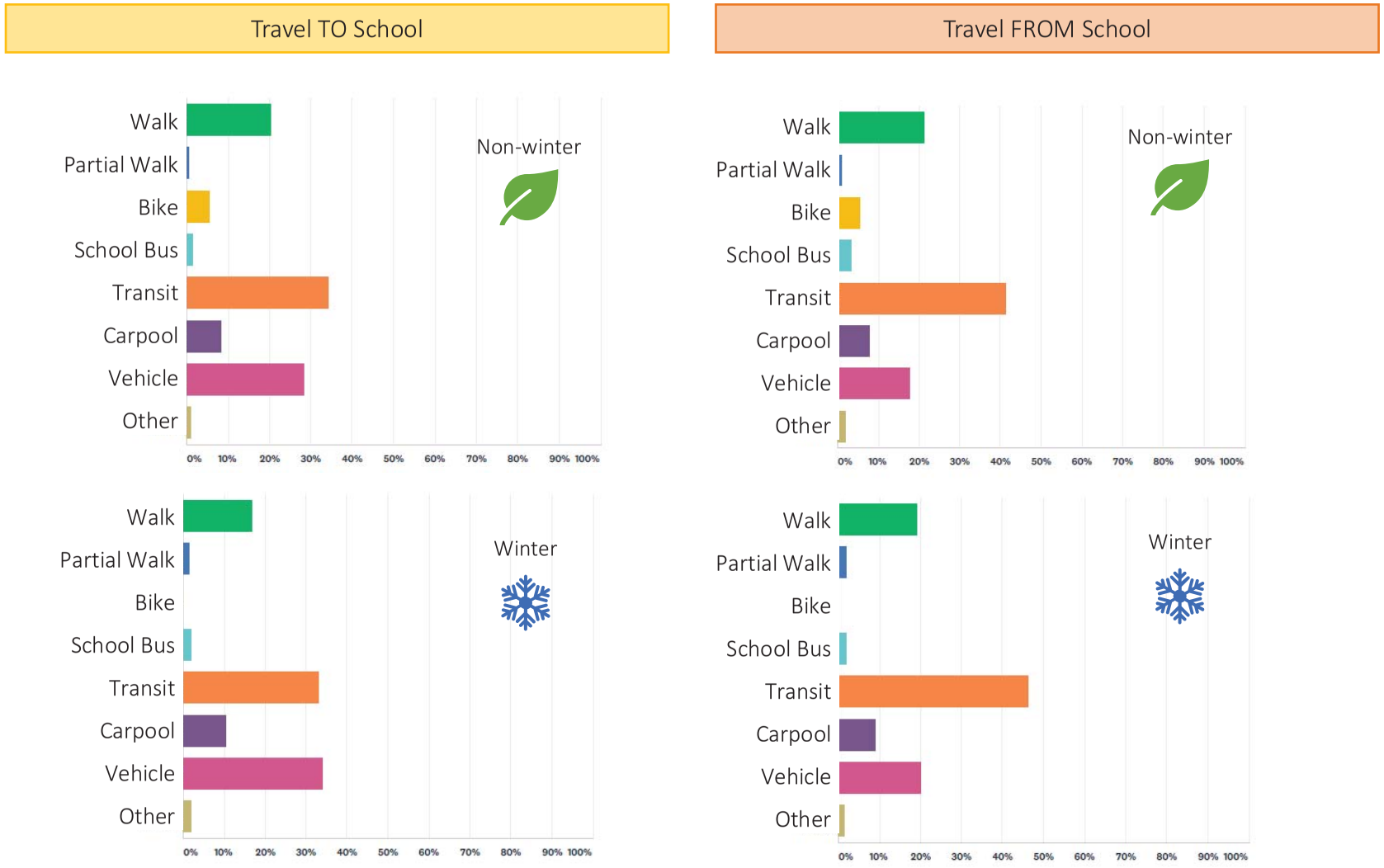
Subsequently, the most common reasons parents would allow their children to walk and bike to school are:

I would allow my child to walk to school if:

85% - They did not live so far from school.

I would allow my child to cycle to school if:

52% - They did not live so far from school.
35% - There was an improved cycling route.
31% - They could lock the bicycle in a safe place.
28% - There were reduced traffic dangers.



School Travel Plan for Vincent Massey

Figure 5

TRAVEL MODE FROM TAKE-HOME SURVEY

CURRENT ISSUES FOR WALKING AND CYCLING

An essential aspect of school travel planning is to identify issues that could be: (1) negatively impacting the ability of students and staff to walk or bike to school; or (2) negatively affecting safety. These issues may be related to access, congestion, car parking, cycle storage, and traffic operations, infrastructure maintenance, and others. For this STP, three approaches were taken to collect this information:

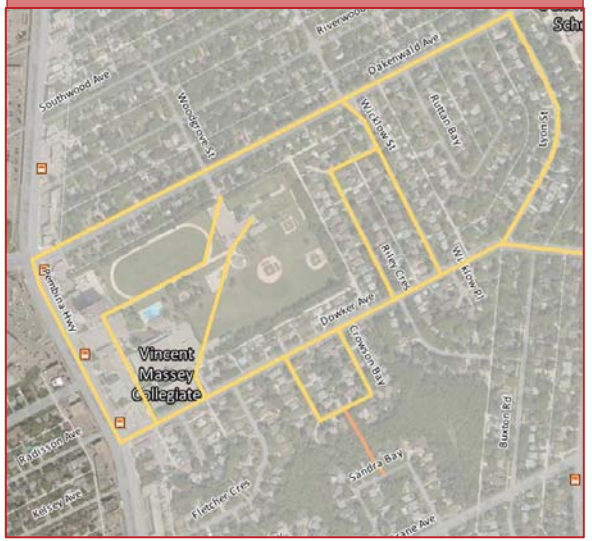
1. An STP Workshop was held on November 14th, 2017.
2. A take-home survey was sent with students on October 10th, 2017 for parents to provide input.
3. An active transportation road safety (detailed to the left) was conducted on April 25th, 2018.

The following key concerns were identified from the first two data collection approaches.

- Drop-off and pick-up of students – about 40 percent of are driven to school or drive themselves. As a result, Dowker Ave becomes congested and can cause congestion issues on Pembina Hwy as vehicles turn off Pembina Hwy in the morning and onto Pembina Hwy after school. These conditions can cause safety issues for pedestrians trying to cross Dowker Ave and Pembina Hwy.
- Access to Viscount Alexander – Vincent Massey athletic teams occasionally share the use of Viscount Alexanders Gym and often walk between the two schools. There is a lack of connectivity along this route that includes:
    - No connection through Gary Hobson Memorial Park.
    - No sidewalk on Woodgrove St.
    - No Sidewalk along Wicklow St between Oakenwald and Waterford Ave.
- School parking – The high school does not currently have enough parking spaces for their staff members and no spaces for students. Therefore, students park

Active Transportation Road Safety

On April 25th, 2018, an active transportation road safety review was completed to identify potential barriers to safety and mobility as well as opportunities for enhanced walking and cycling. Photo documentation and record of the physical environment was collected along the walking route shown below.



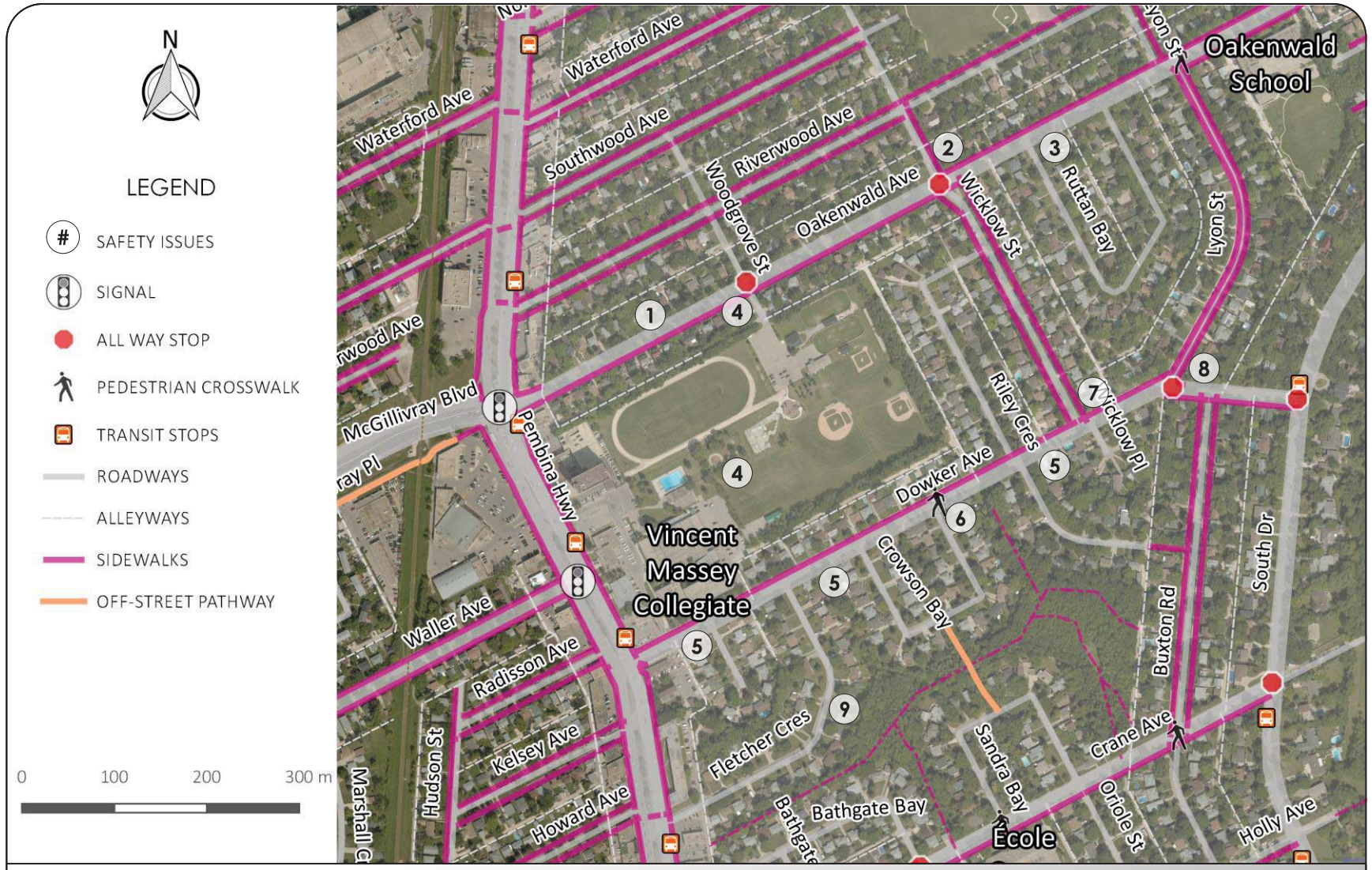
along Dowker Ave, Fletcher Cres, Crowson Bay, and Riley Cres. Parking is restricted to 1-hour along Dowker which causes students to continually return to their vehicle throughout the day to change their parking location.

- Missing links in the sidewalk network – Many parts of sidewalk network that students may use to access the school are missing. This is a safety issue for students walking or cycling as they put themselves at increased risk when sharing the roadway with vehicular traffic. The following missing sidewalk connections were identified:
    - South side of Dowker Ave between Pembina Hwy to Lyon St.
    - Oakenwald between Pembina Hwy and Lyon St.
    - South side of Point Rd between Pembina Hwy and South Dr.
    - South Drive between North Dr and Crane Ave.
    - Kebir Pl between Crescent Dr and South Dr.
- Traffic safety issues – The most commonly identified issues regarding safety were the following:
    - Pembina Hwy is perceived as dangerous to cross due to the large volume of traffic and width of the crossings. In addition, the 'walk' time to cross was perceived to be too short and the 'don't walk' time when pedestrians had to wait to cross was perceived to be too long.
    - High traffic volumes and speeds perceived on Dowker Ave. In addition, there is a perception of reckless driving due to the number of beginner drivers attending the high-school.
    - Poor site lines and stopping violations perceived at Dowker Ave, Lyon St, and Buxton Rd intersection.

    - Speeding and yielding violations perceived at the pedestrian crosswalk at Dowker Ave and Crowson Bay.
    - Lack of continuous cycling facilities along Pembina Hwy may result in students cycling on Pembina Hwy to reach the school.
    - High traffic volumes and speeds perceived on Kebir Pl due to vehicles using the roadway as a cut through to avoid the intersection of Crescent Dr and South Dr.
    - Skewed intersections on Point Rd (e.g., at Waterford Ave).
    - High vehicle volumes perceived on Point Rd and Oakenwald.
- Bike parking – There is a known issue with bike theft at the school. The school has installed CTV cameras to deter theft, but this has not been effective.
- Poor sidewalk condition – The sidewalk along Dowker Ave is in poor condition and in need of repair.

ACTIVE TRANSPORTATION ROAD SAFETY REVIEW FINDINGS

The active transportation road safety review confirmed some of the issues raised above and found the additional issues shown in Figure 5 and illustrated in the pages that follow the figure. The safety review was conducted along various corridors connecting to the school and guided by walking and cycling issues identified as part of the STP workshop and the take-home family survey. These reviews are intended to evaluate the safety performance of a facility from the road design, traffic operations, and road maintenance perspectives. The goal of an active transportation road safety review is to identify issues that may need to be addressed to improve the accommodation of all road users with an emphasis on pedestrians and cyclists.



School Travel Plan for Vincent Massey

Figure 6

ISSUES FROM ACTIVE TRANSPORTATION SAFETY REVIEW

SUMMARY OF FINDINGS FROM THE ACTIVE TRANSPORTATION ROAD SAFETY

	ID	Safety Issue	Photo	Potential Countermeasure
OAKENWALD AVE	1	There is no sidewalk on the north side of Oakenwald Ave between Pembina Hwy and Wicklow St. This may force pedestrians to walk on private property or on the roadway. Sidewalks are necessary for safe pedestrian mobility and accessibility.		Install a sidewalk on the north side of Oakenwald Ave between Pembina Hwy and Wicklow St.
	2	The sidewalk ramps on the east side of the all-way stop controlled intersection at Oakenwald Ave and Wicklow St are located 10 meters prior to the stop sign. As a result, vehicles often drive past the crossing before stopping at the stop sign causing a safety concern for pedestrians.		Consider alternative alignment and signage options for the intersection of Oakenwald Ave and Wicklow St.
	3	There is no sidewalk on the south side of Oakenwald Ave between Wicklow St and Lyon St. This discontinuity may require pedestrians to cross Oakenwald Ave twice which increases their exposure to vehicle traffic and presents a safety concern.		Install a sidewalk on the south side of Oakenwald Ave between Wicklow St and Lyon St.

	ID	Safety Issue	Photo	Potential Countermeasure
WOODGROVE ST	4	There are no sidewalks on Woodgrove St south of Oakenwald Ave providing connectivity for students travelling through Gary Hobson Memorial Park to get to school. Pedestrian safety is a concern in parking lots when they are required to mix with vehicle traffic making irregular movements.		Install a sidewalk along Woodgrove St south of Oakenwald Ave. In addition, connect the sidewalk with a multi-use pathway that provides connectivity around the Fort Garry Community Centre to Vincent Massey. The pathway should start from the east parking lot as it provides the most direct route that students currently take.
DOWKER AVE	5	No sidewalk on the south side of Dowker Ave between Pembina Hwy and Lyon St. This may force pedestrians to walk on private property or on the roadway. In addition, while there is a strong desire to reduce perceived speeding along Dowker Ave, a count collected in 2015 to the west of Lyon St showed no speeding concern (85th percentile speed was less than 50 km/h).		Install a sidewalk on the south side of Dowker Ave between Pembina Hwy and Lyon St. Conduct a speed study on Dowker Ave near Crowson Bay to confirm operating speed of traffic. Traffic calming measures should be considered based on the finding of the speed study.
	6	The pedestrian crosswalk sign has fallen down at the east intersection of Dowker Ave and Crowson Bay. Without proper signage drivers may not notice the crosswalk, resulting in a safety concern.		Re-install the pedestrian crosswalk sign at the east intersection of Dowker Ave and Crowson Bay and ensure pavement markings are repainted to increase conspicuity of the crossing.

	ID	Safety Issue	Photo	Potential Countermeasure
DOWKER AVE	6	There is no landing on the south side of the pedestrian crosswalk at the east intersection of Dowker Ave and Crowson Bay. This presents a safety concern for pedestrians (particularly those using a wheel chair) who are forced to interact with vehicles waiting at the Crowson Bay stop sign immediately after crossing Dowker Ave.		Construct a pedestrian landing area on the south-east corner of the east intersection of Dowker Ave and Crowson Bay.
	7	Sidewalk crossing ramps are provided on the east side of the intersection at Dowker Ave and Wicklow St but there is no cross walk, stop sign, or destination sidewalk on the south side of Dowker Ave.		Provide a marked crosswalk or remove sidewalk access ramps.
	8	The intersection at Dowker Ave and Buxton Rd is skewed, large, and lacks proper crossing infrastructure for pedestrians. Pedestrians wanting to cross the street at this location are directed into private property on the other side of the street.		The intersection at Dowker Ave and Buxton Rd should be reviewed for alternative alignment options with particular focus on the north and east pedestrian crossings.
FLETCHER CRES	9	Fletcher Cres is a popular street for students to park (shown in photo south of Dowker) but there is no sidewalk along the street to provide access to Dowker Ave. For safety reasons it is always important to have at least one sidewalk along a street. This provides a safe space for pedestrians and prevents hazardous interactions with vehicular traffic.		Construct a sidewalk along Fletcher Cres.

ACTION PLAN

The main goal of this STP is to increase the number of people choosing to commute to and from school using active modes of transportation. This action plan combines input received from stakeholders (i.e., STP committee and family survey respondents) as well as expert knowledge regarding road safety. The plan incorporates initiatives under the 5Es: education, encouragement, enforcement, engineering, and evaluation. Each is described below followed by the Action Plan.

ACTION PLAN FOR VINCENT MASSEY COLLEGIATE

ACTION ITEM	FREQUENCY	OWNERSHIP		ACTION TYPE				
		School Community	City	Education	Encouragement	Enforcement	Engineering	Evaluation
Update School Travel Plan	Annual	✓						✓
Conduct parent survey	Annual	✓						✓
Commuter Challenge*	Annual	✓		✓	✓			
Leverage National Days*	As possible	✓		✓	✓			
Implement secure bike parking	Once	✓			✓	✓		
Snow removal around school	As needed	✓	✓				✓	
Implement recommendations from AT road safety review	As possible		✓				✓	
Speed and parking enforcement	Bi-annually					✓		

Note: Active school travel initiatives are detailed in the next section.

ACTIVE SCHOOL TRAVEL INITIATIVES

The Active and Safe Routes to School (ASRTS, www.ontarioactiveschooltravel.ca) program has existed in Canada since 1996 and is in-place to promote the use of active transportation (AT) modes for children commuting to/from school and to educate students about the benefits of AT through special events and activities. However, high school students value their independence and may not be receptive to the same AT encouragement programing as young children. As a result, the methods of AT education and encouragement may be different. The following active school travel initiatives have been selected to apply to high school students.

Commuter Challenge

The Commuter Challenge is a week-long event occurring in early June, which encourages Canadians to commute using sustainable and green modes of transportation. Acceptable modes include walking, cycling, carpooling, ride sharing, Transit, and even telecommuting.

Benefits are plentiful, including healthy activity, reducing pollutants, developing a sense of community, saving money, and decreasing congestion. In 2017, the Commuter Challenge received participation by over 1,600 workplaces and over 17,000 individuals, and Canadians combined to save over 260,000 kg of CO_2.

Resources & Tools

Commuter Challenge Website

Green Action Centre

Active & Safe ROUTES TO SCHOOL

Leverage National Days

There are many National calendar days that can be leveraged to encourage children to walk or bike to school. This can range from a simple announcement in the morning to a more structured event like the Terry Fox Run or the Commuter Challenge.

Terry Fox Day	September 16, 2018
International Car Free Day	September 22, 2018
National Tree Day	September 26, 2018
International Walk to School Month	October
National Walk to School Day	October 10, 2018
World Health Day	April 7, 2018
Earth Day	April 22, 2018
Outdoor Classroom Day	May 17, 2018
National Health and Fitness Day	June 2, 2018
Commuter Challenge	June 3-9, 2018
Clean Air Day	June 21, 2018