School Travel Plan for

Lakewood School

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.

Lakewood School STP Committee

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- Tera Campbell, *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*
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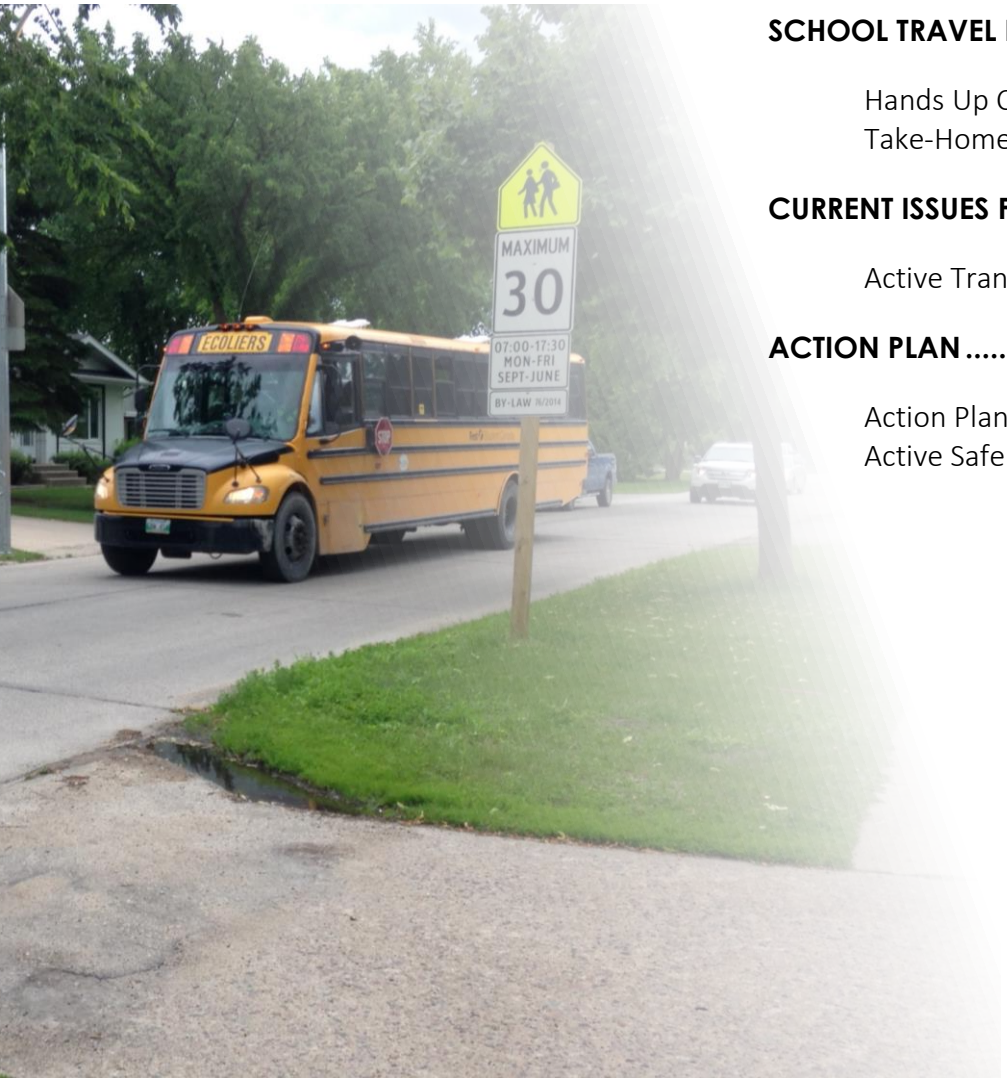

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INTRODUCTION

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 Lakewood 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.

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.

LAKEWOOD SCHOOL PROFILE

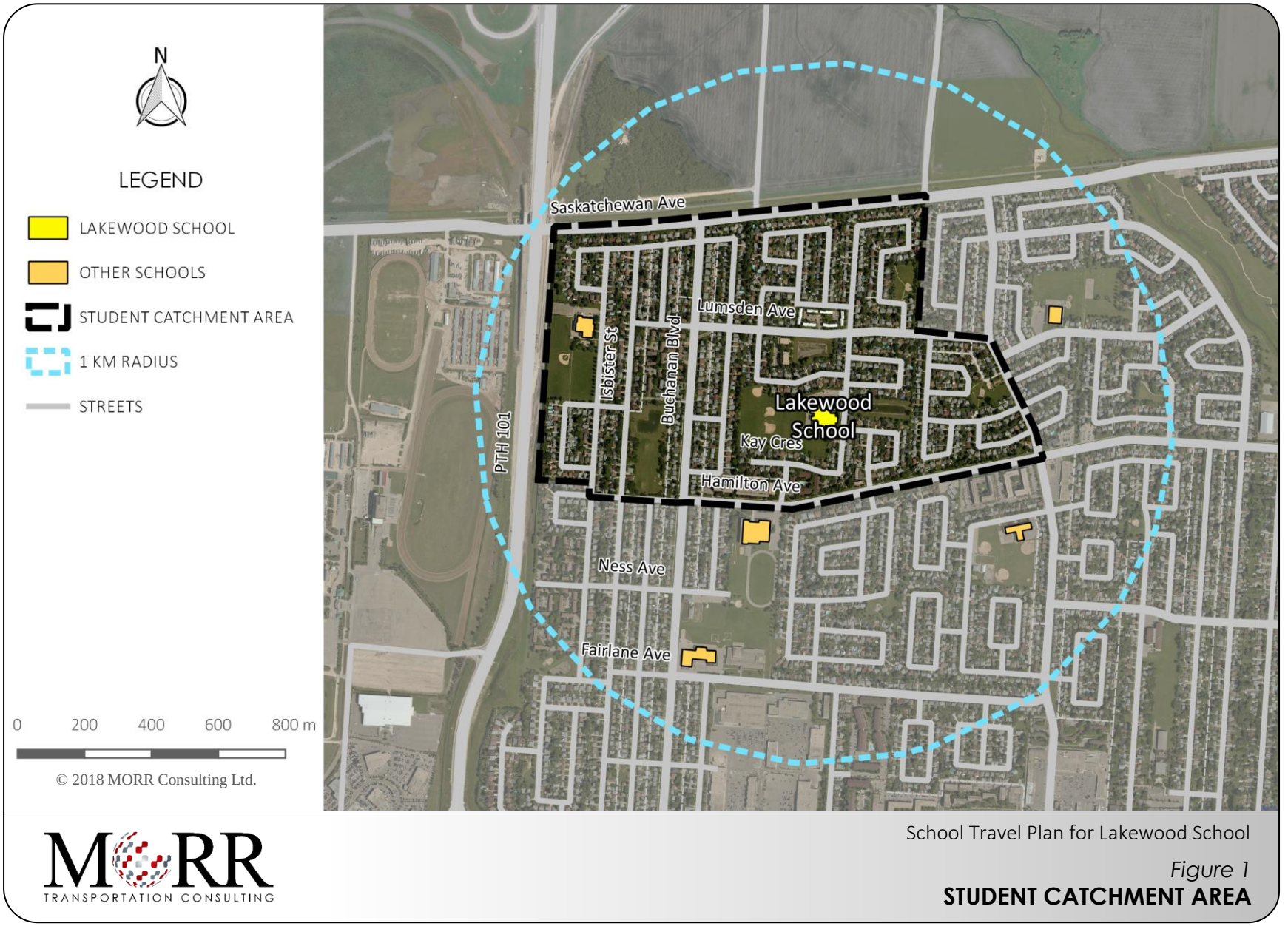
Lakewood School is in the Lakewood neighbourhood on the west side of Kay Cres between Hamilton Ave and Lumsden Ave. The school is a public, English elementary school in the St. James-Assiniboia Division. The school opened in the 1970s and has 188 enrolled students (2017-2018 school year) and 24 staff. Lakewood administration has fostered strong active transportation programing that includes outdoor classrooms and their mini marathon which sees a majority of their students attend weekly training walks on Tuesday and Thursday mornings every day in the summer to train for the mini-marathon event.

Figure 1 illustrates the student catchment area for the school and the study area used in this STP, which is defined by a 1 km radius around the school. Figure 2 illustrates the existing transportation network in the immediate vicinity of the school.

Most of the school population lives within 1.5 kilometres away from the school. About 40 percent lives within half kilometer, about 80 percent lives within 1.5 kilometres, and about 92 percent lives within three kilometers from the school.

QUICK FACTS

Grades:	K - 5
No. of students:	188
No. of staff:	24
No. of school buses:	1
School class times:	08:25 – 15:25
Division:	St. James-Assiniboia
Parking spaces for staff/visitors:	31 / 4



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School Travel Plan for Lakewood School

Figure 1

STUDENT CATCHMENT AREA

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Figure 2

EXISTING TRANSPORT NETWORK AROUND THE SCHOOL

SCHOOL TRAVEL PATTERNS

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

HANDS UP CLASSROOM SURVEY

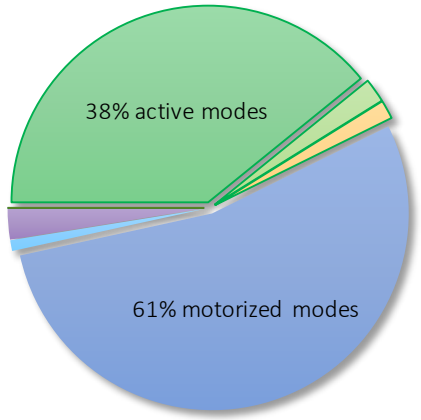
Student travel mode information was collected through a "hands-up" survey with the assistance of academic staff. The survey was administered for three, week-long periods starting September 25th, November 27th, and April 16th to represent the three school seasons Fall, Winter, and Spring respectively. 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 fifteen-day periods of data collection approximately 2,400 responses were collected.

Figure 3 shows the average travel mode of the school population across all periods and the results by travel mode for each season.

Over one-half of students are driven to school and another 3% take the school bus. Active travel modes are more likely to occur in the afternoon (traveling from school) than in the morning (38% walk or bike to school while 42% walk or bike from school). As expected the number of active transportation trips drops in the winter season by about 9%.

Travel TO School

Travel	Percent of Survey Responses			
	Fall	Winter	Spring	Average
Walked	39%	33%	33%	35%
Walked part way	2%	1%	2%	2%
Biked	2%	1%	0%	1%
Were Driven	54%	59%	57%	56%
Carpooled	1%	2%	1%	2%
Rode school bus	3%	3%	4%	3%
Rode public transit	0%	0%	0%	0%
Other	0%	0%	0%	0%



Travel FROM School

Travel	Percent of Survey Responses			
	Fall	Winter	Spring	Average
Walked	44%	35%	34%	38%
Walked part way	2%	2%	2%	2%
Biked	2%	2%	2%	2%
Were Driven	50%	58%	56%	54%
Carpooled	1%	2%	2%	2%
Rode school bus	2%	3%	4%	3%
Rode public transit	0%	0%	0%	0%
Other	0%	0%	0%	0%

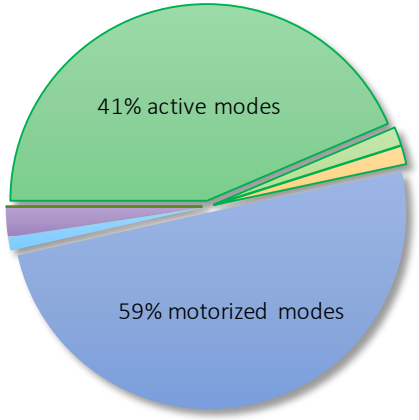


Figure 3

TRAVEL MODE FROM HANDS UP SURVEY

TAKE-HOME FAMILY SURVEY

A take-home survey notice was delivered to families on October 17th and made available on-line from October 17th to October 23rd. A total of 26 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, except that no parents indicated their child had biked to or from school in any season.

The most common reasons parents drive their children to and/or from school are (based on 14 responses):

36% - I'm on my way somewhere else (e.g. to work);
29% - Inclement weather;
29% - Convenience/time pressures;
21% - Distance from home too far; and
21% - Personal safety issues (e.g. bullying, stranger danger, etc.).

Subsequently, the most common reasons parents would allow their children to walk (based on 15 responses) and bike (based on 16 responses) to school are:

I would allow my child to walk to school if

53% - They did not walk alone.
40% - They were older.
20% - They did not live so far from school.

I would allow my child to cycle to school if:

44% - They did not cycle alone.
38% - They were older.
31% - They received bicycle safety training.
25% - There was an improved cycling route.

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

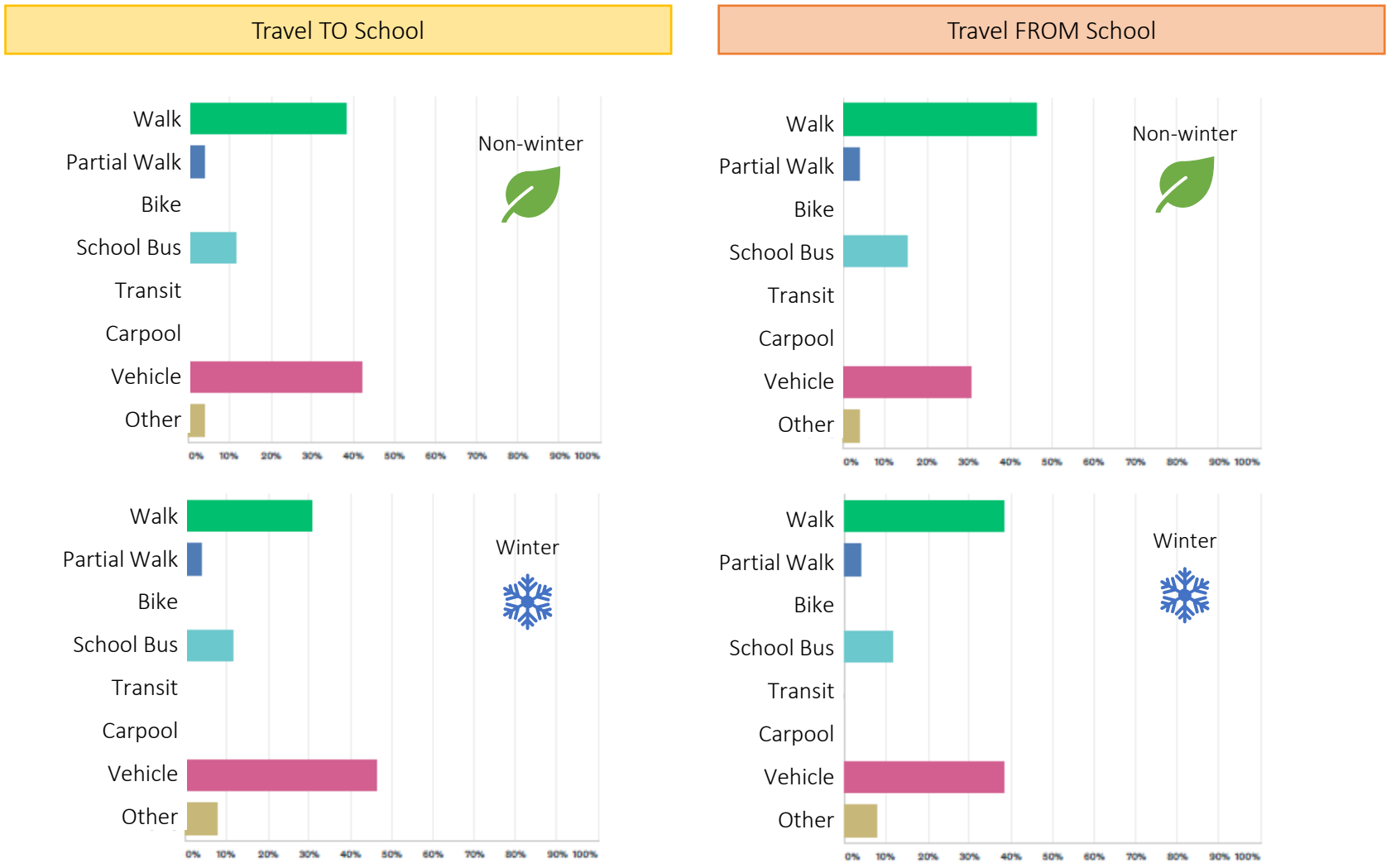


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Figure 4

TRAVEL MODE FROM TAKE-HOME SURVEY

CURRENT ISSUES FOR WALKING AND CYCLING

STP Committee Walkabout

On November 6th, 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.

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, traffic operations, infrastructure maintenance, and others. For this STP, four approaches were taken to collect this information:

1. A take-home survey was sent home on October 17th with students for parents to provide input.
2. A walkabout (detailed to the left) was conducted with members of the STP committee on November 6th, 2017.
3. An STP Workshop was held on November 6th, 2017.
4. An active transportation road safety review was completed on November 20th, 2017 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 parked on the east side of Kay Cres. This is a safety concern as there is the potential for conflict with on-coming vehicles. Vehicles park here as they are prohibited from parking on the west side of Kay Cres (school-side) due to the bus drop-off lane. Parking on the east side is intended to be prohibited during the drop-off period but the City "no-parking" sign restricts parking at 15:30 and school is let out prior to that at 15:25.

  In addition, South Lake Dr becomes congested with vehicles parking and departing during drop off and pick up periods. This is the main area where parents park.

- Missing or poor links in the sidewalk network – the following missing or poor sidewalk links were identified:
    - No connection to Isbister Park, a popular destination for Phys Ed Class. Specifically, the north side of Hamilton Ave between Isbister St and Buchanan Blvd needs a sidewalk.
    - North side of Lumsden Ave between Buchanan Blvd and Cavalier Dr. Many students live on the north side of Lumsden Ave and are unable to access crossing control locations.
    - Sidewalk on the west side of Lake Ridge Rd from Harvlong Ave to Lumsden Ave is perceived to be in poor condition and in need of repair.
    - Sidewalk on the west side of Kay Cres from Lumsden Ave to Lakewood School is perceived to be in poor condition and in need of repair.
- Traffic safety issues – The most commonly identified issues regarding safety were the following:
    - Lack of crossing opportunity across Hamilton Ave. Specifically, the intersection at Redfern Rd was identified as being dangerous because of the high volume of traffic and visual obstructions caused by parked cars and a transit stop. Currently there is no crossing control provided at this intersection. Crossing Hamilton Ave is important for the Lakewood School because classes frequently make trips to Buchanan School located to the south of Hamilton Ave.
    - High vehicle speeds perceived along Lumsden Ave and Buchanan Blvd.
    - Vehicles perceived to frequently roll through the stop sign along Lumsden Ave at Kay Cres.
    - Vehicles perceived to ignore pedestrian crossing location at Lumsden Ave and Galbraith Cres.

    - Lack of crossing guard for students crossing Galbraith Cres along Kay Cres.

- **Snow accumulation in winter months** – Snow accumulation at the crossing of Kay Cres and South Lake Dr was identified as a visual barrier to patrols working the intersection. Lack of snow clearing was also identified for the cut-through on Lake Ridge Rd.

ACTIVE TRANSPORTATION ROAD SAFETY REVIEW FINDINGS

The active transportation road safety review found the 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 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.

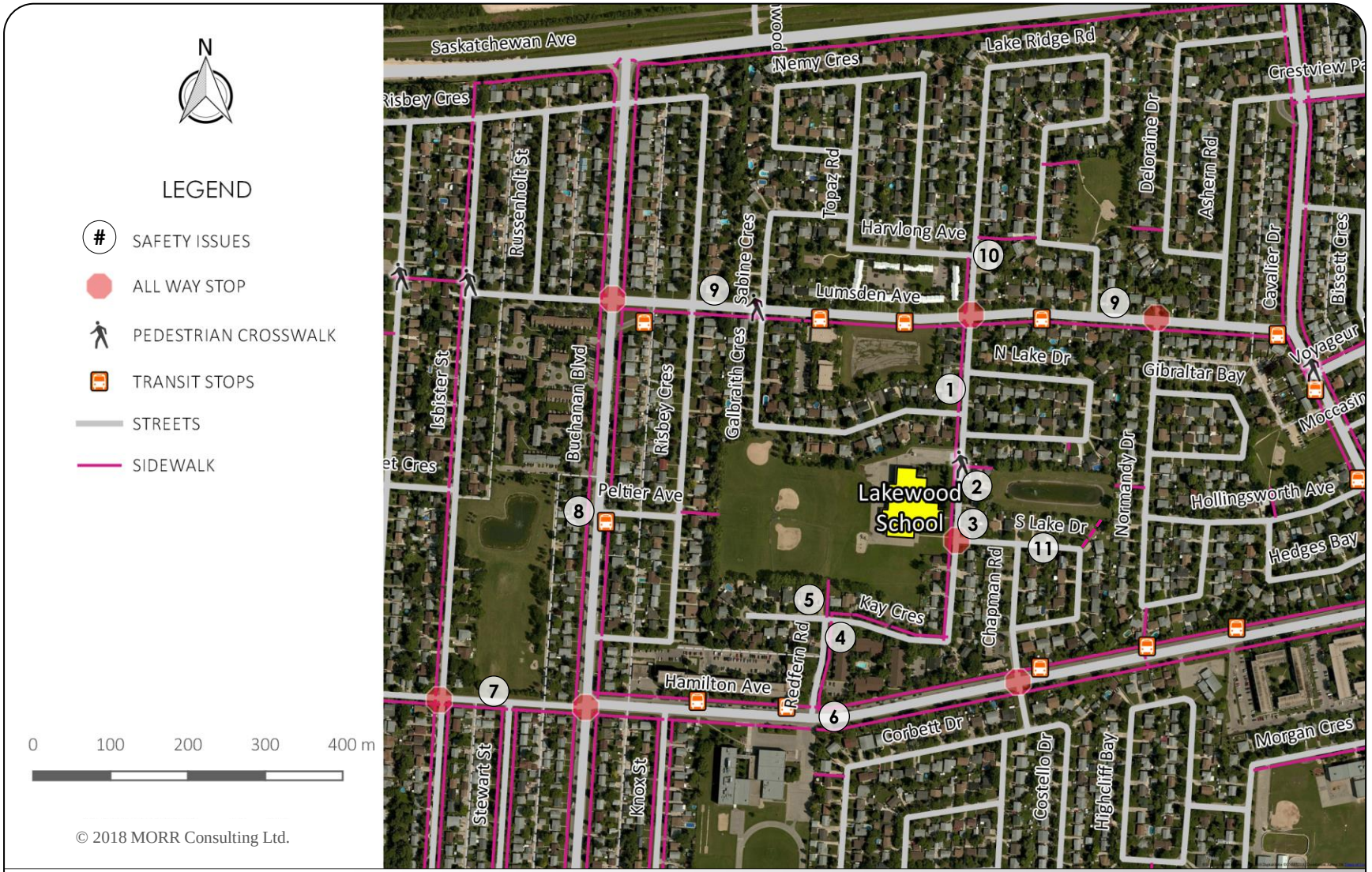

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Figure 5

ISSUES FROM ACTIVE TRANSPORTATION SAFETY REVIEW

SUMMARY OF FINDINGS FROM THE ACTIVE TRANSPORTATION ROAD SAFETY

	ID	Safety Issue	Photo	Potential Countermeasure
KAY CRESCENT	1	The west sidewalk along Kay Cres north of Galbraith Cres is in poor condition. Specifically, the sidewalk approaching the maintenance hole has sunk, leaving an abrupt elevation change. This presents a walking hazard for small children, difficulty for strollers, and may be impassible for wheel chairs.		Maintain the west sidewalk along Kay Cres between Lumsden Ave and Galbraith Cres to ensure that it is level.
	2	Afternoon parking restrictions are from 15:30 to 17:30 in front of the School along the east side of Kay Cres. However, the School is let out at 15:25 so parents are able to park on the opposite side of the school and wait for their children to cross Kay Cres. This presents a safety concern because children cross Kay Cres and there is an increase in stop and go conditions as vehicles park and depart.		Change the afternoon parking restriction along Kay Cres in-front of Lakewood School to 15:00 - 17:00.
	3	The west sidewalk ramp at the intersection of Kay Cres and South Lake Dr has the following safety and accessibility issues: • No curb cut to provide access for strollers and wheel chairs. • Located at a storm drain which may become impassable during precipitation events. • Aligned with South Lake Dr which directs pedestrians onto the roadway.		The west sidewalk ramp at the intersection of Kay Cres and South Lake Dr should be repositioned to align with the recommended sidewalk along South Lake Dr (ID 11). A bulb-out should be considered at this crossing to slow vehicles down, provide a shorter crossing distance, and increase the visibility of patrols that can be obstructed by snow storage.

	ID	Safety Issue	Photo	Potential Countermeasure
KAY CRESCENT	4	At the intersection of Kay Cres and Redfern Rd vehicle travel from Redfern Rd to Kay Cres is not stop-controlled and vehicles tend to cut the corner as evident by the wear pattern. This is a safety concern for pedestrians trying to cross Kay Cres because vehicles may travel across the sidewalk.		All-way stop control should be considered at the intersection of Kay Cres and Redfern Rd. In addition, the turning radius can be reduced when the road is re-built in the future.
	5	The sidewalk on the north side of Kay Cres at Redfern Rd does not connect with the cut-through to the school grounds. This is a connectivity issue for strollers and wheelchairs.		Complete the connection between the sidewalk on the north side of Kay Cres at Redfern Rd and the school cut-through at this location.
HAMILTON AVE	6	Hamilton Ave is a four-lane, divided collector roadway and there is no crossing control for pedestrian to cross Hamilton Ave within 100m of Redfern Rd. This is a popular crossing location and sight lines are often obstructed by parked vehicles along Hamilton Ave. In addition, the south ramp is adjacent to the John Taylor Collegiate parking lot entrance. This crossing would be used by Lakewood school classes to travel to John Taylor Collegiate for use of their theatre and Buchanan School for activities.		Provide crossing control for the east side crossing of Hamilton Ave at Redfern Rd..

	ID	Safety Issue	Photo	Potential Countermeasure
HAMILTON AVE	7	Isbister Park is a destination for Lakewood school activities. There is no sidewalk access surrounding Isbister Park and no crossing opportunities to access the park from an adjacent sidewalk.		Provide crossing control across Hamilton Ave on the east side of Stewart St to access Isbister Park.
BUCHANAN BLVD	8	Students travelling from the Birch Park Condominiums could use the Risbey Cres cut-through to access Lakewood School to avoid traffic and travel the most direct route. However, there is no crossing opportunity near-by to cross Buchanan Blvd, a four-lane, divided collector roadway.		Provide crossing control across Buchanan Blvd on the north side of Peltier Ave to access the Risbey Cres cut-through.
LUMSDEN AVE	9	The is no sidewalk along the north side of Lumsden Ave between Buchanan Ave and Cavalier Dr. This is an important link for students that live to the north of Lumsden Ave including a housing complex. This may force pedestrians to walk on private property or on the roadway. Sidewalks are necessary for safe pedestrian mobility and accessibility.		Provide a sidewalk along the north side of Lumsden Ave between Buchanan Blvd and Cavalier Dr.

	ID	Safety Issue	Photo	Potential Countermeasure
LAKE RIDGE RD	10	Students that use the cut-through on Lake Ridge Rd are unable to access the sidewalk on the west side of Lake Ridge Rd to the south of Harvlong Ave. This may force pedestrians to walk on private property or on the roadway. Sidewalks are necessary for safe pedestrian mobility and accessibility.		Provide a crossing opportunity across Lake Ridge Rd at the west end of the cut-through and continue the sidewalk on the west side of Lake Ridge Rd from Harvlong Ave to the new crossing.
SOUTH LAKE DR	11	There is no sidewalk along South Lake Dr (shown in photo east of Kay Cres) and this street is the primary parking area for parents picking up their children. In addition, students can access a cut-through to South Lake Park at the northeast corner of the roadway. This may force pedestrians to walk on private property or on the roadway.		Provide a sidewalk on the north side of South Lake Dr from Kay Cres to the South Lake Park cut-through. Sidewalks are necessary for safe pedestrian mobility and accessibility.

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 LAKEWOOD 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	✓		✓				
Continue Mini Marathon program	Summer	✓		✓	✓			
Implement walking buddies*	Weekly	✓			✓			
Leverage National Days*	As possible	✓		✓	✓			
Snow removal around school	As needed	✓	✓				✓	
Implement recommendations from AT road safety review	As possible		✓				✓	
Speed enforcement along Lumsden Ave.	Quarterly					✓		

** Active Safe Routes to School strategies and other initiatives 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

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

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