

School Travel Plan for Vincent Massey Collegiate

June 2018



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.

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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

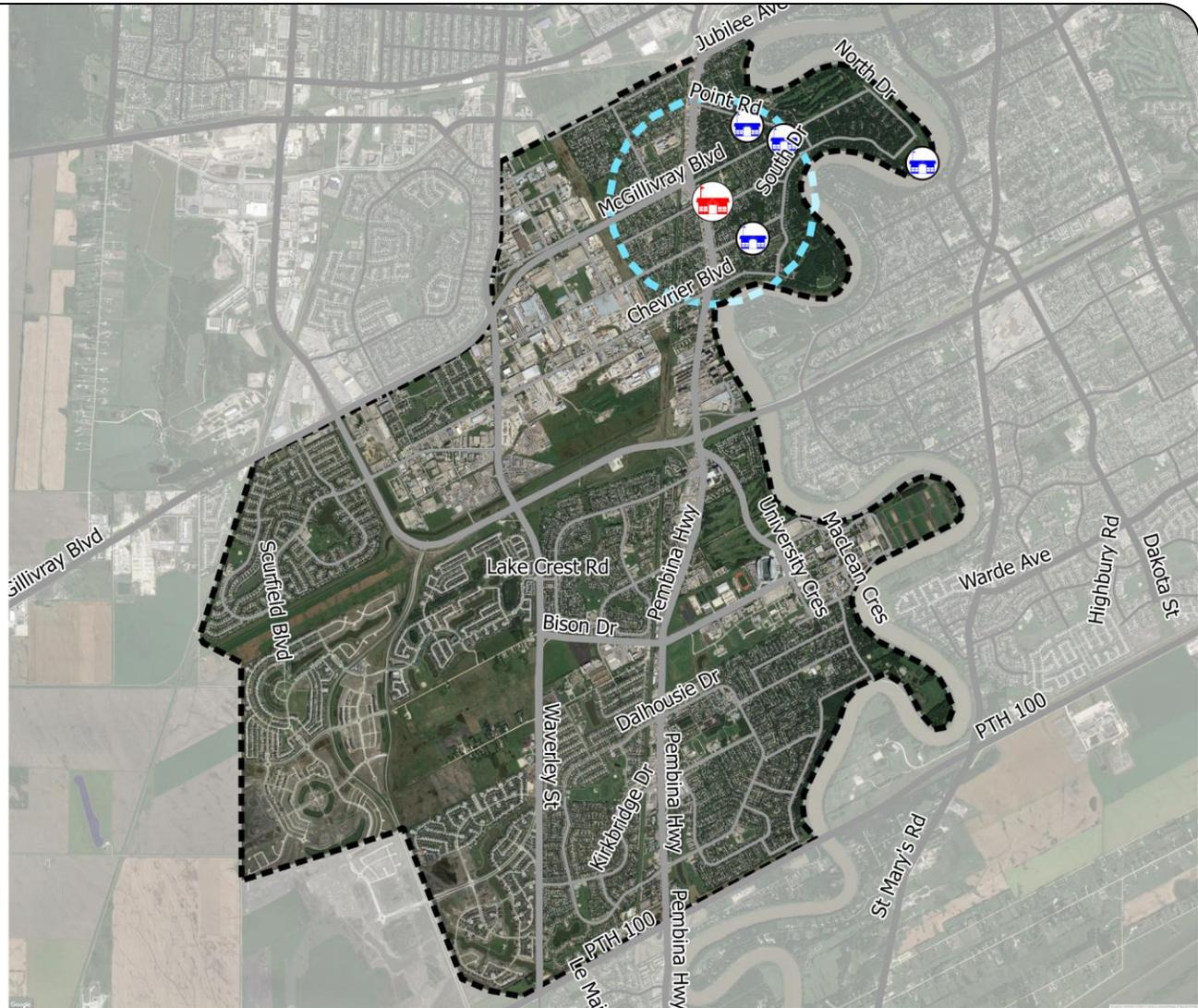


LEGEND

-  VINCENT MASSEY
-  OTHER COMMUNITY SCHOOL
-  1 KM RADIUS
-  STUDENT CATCHMENT AREA
-  STREETS



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School Travel Plan for Vincent Massey

Figure 1
STUDENT CATCHMENT AREA



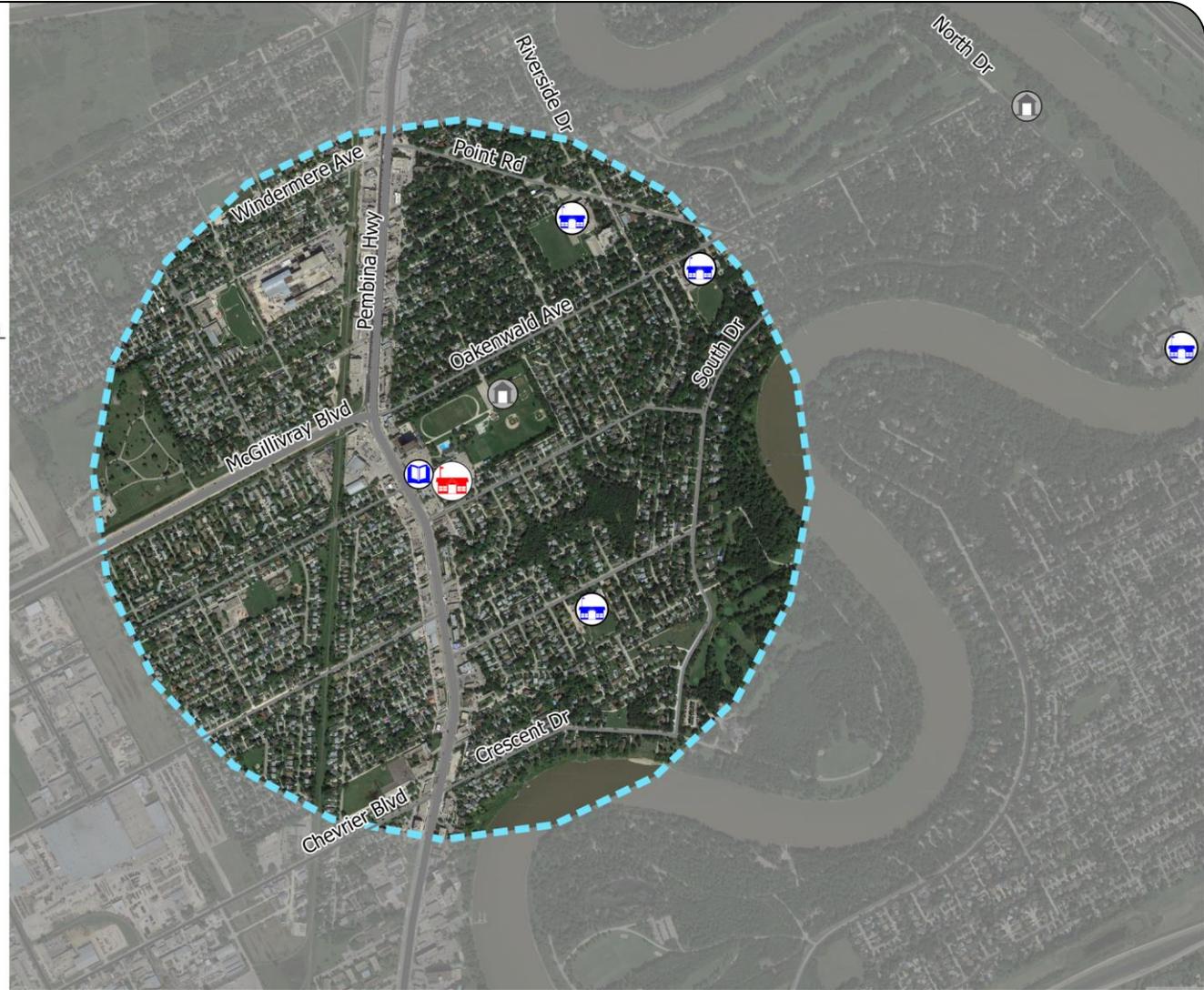
LEGEND

-  VINCENT MASSEY
-  OTHER COMMUNITY SCHOOL
-  LIBRARY
-  COMMUNITY CENTRE
-  1 KM RADIUS
-  ARTERIAL STREETS
-  COLLECTOR STREETS

0 200 400 600 800 m



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School Travel Plan for Vincent Massey

Figure 2
STUDY AREA



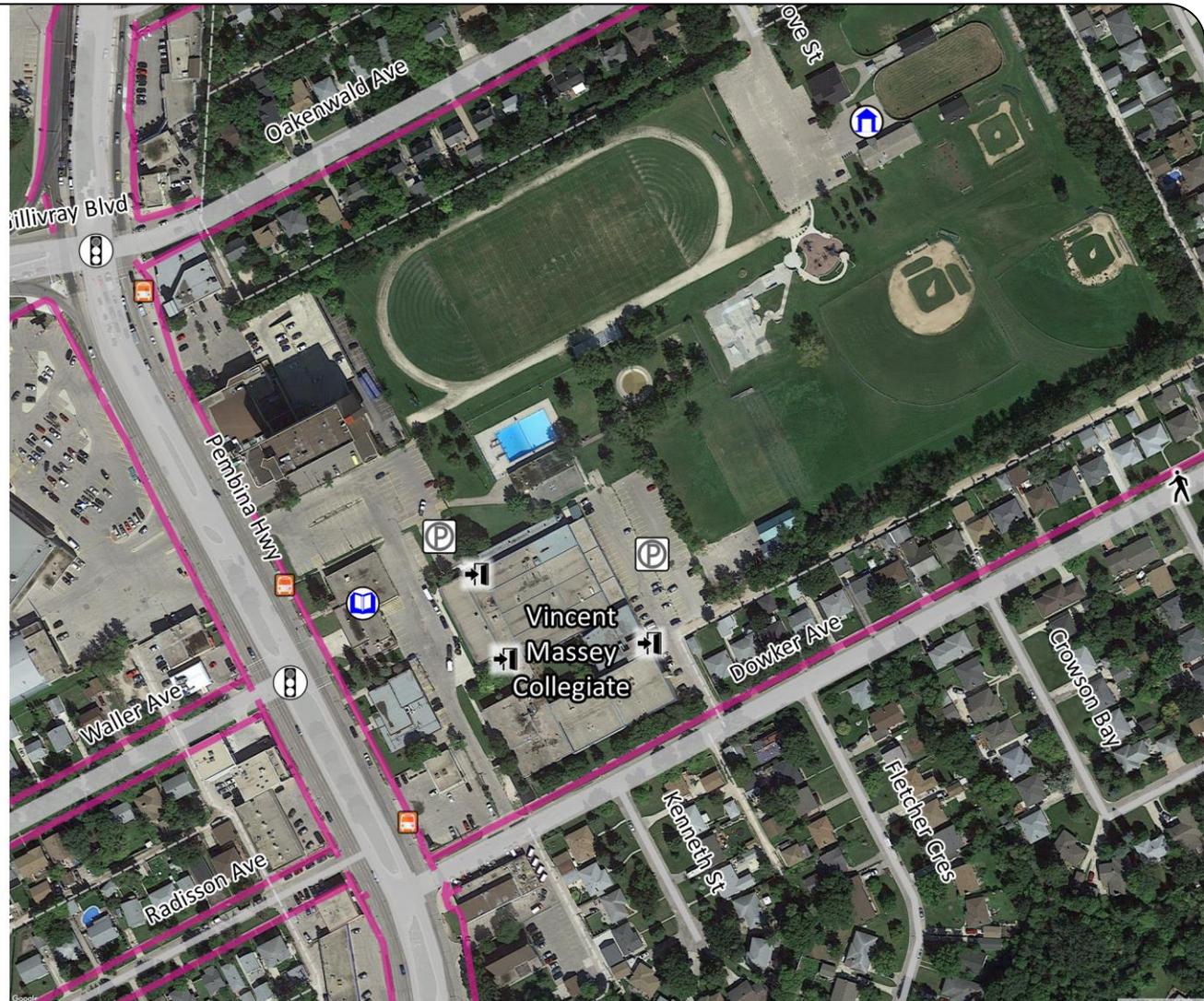
LEGEND

-  SIGNAL
-  PEDESTRIAN CROSSWALK
-  SCHOOL ENTRANCE
-  VEHICLE PARKING
-  COMMUNITY CENTRE
-  LIBRARY
-  TRANSIT STOP
-  SIDEWALK
-  ALLEY

0 40 80 120 m



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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:

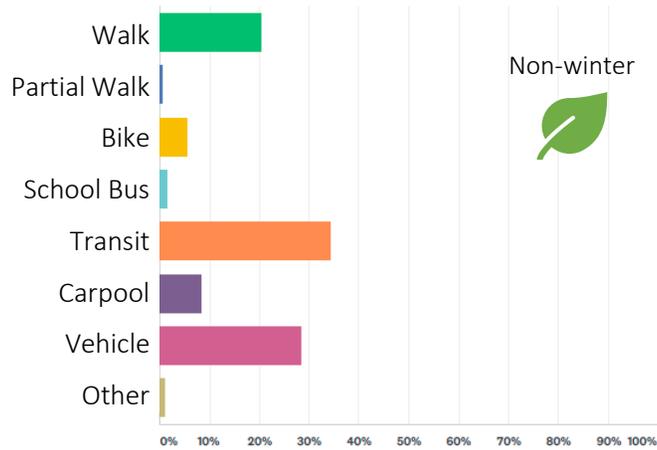
85% - They did not live so far from school.



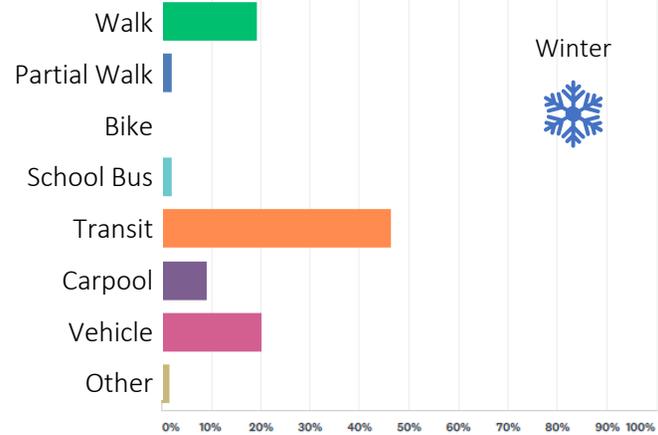
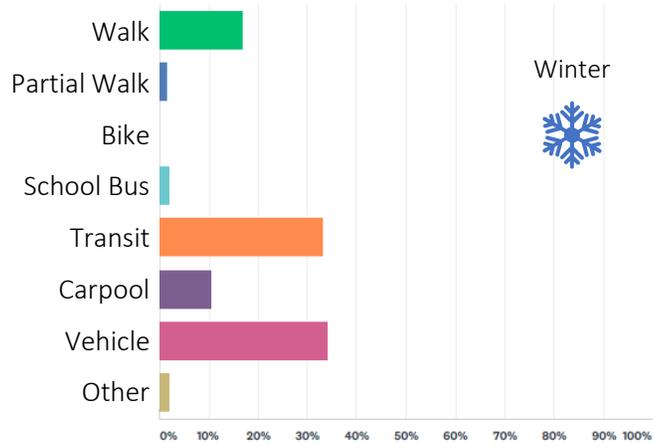
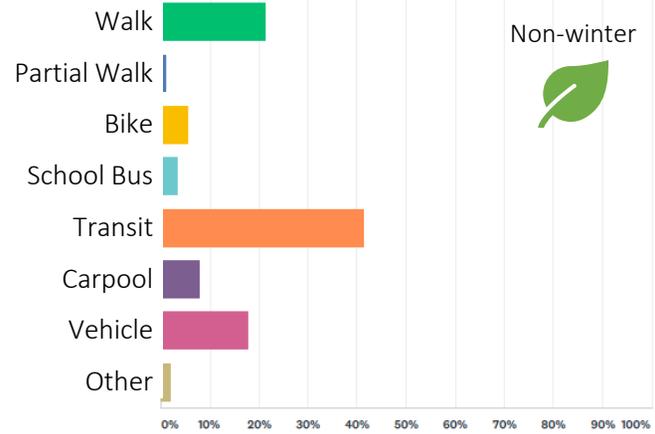
I would allow my child to cycle to school if:

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.

Travel TO School



Travel FROM School



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:

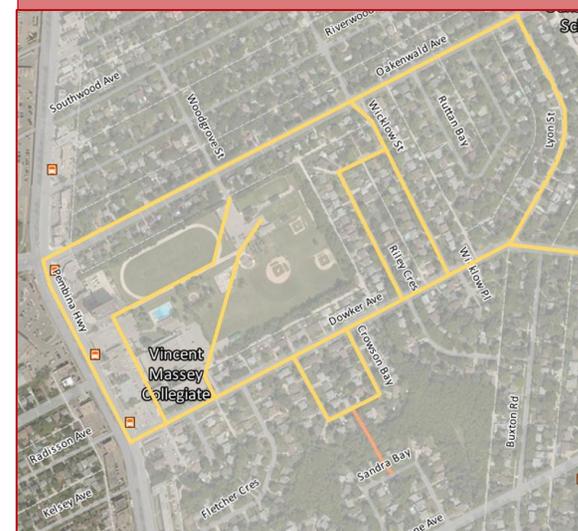
1. An STP Workshop was held on November 14th, 2017.
2. A take-home survey was sent with students on October 10th, 2017 for parents to provide input.
3. An active transportation road safety (detailed to the left) was conducted on April 25th, 2018.

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.

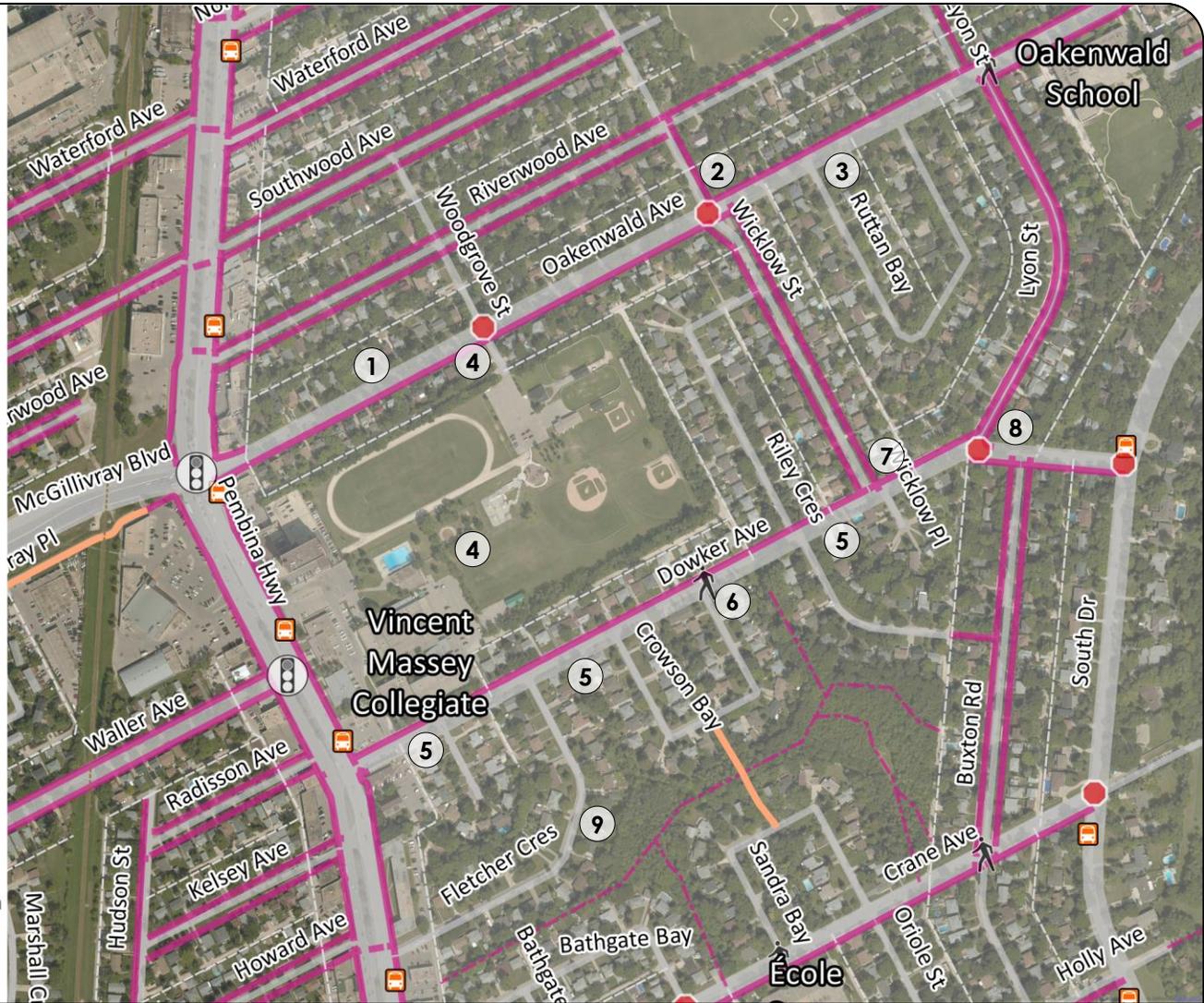
ACTIVE TRANSPORTATION ROAD SAFETY REVIEW FINDINGS

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.



LEGEND

- SAFETY ISSUES
- SIGNAL
- ALL WAY STOP
- PEDESTRIAN CROSSWALK
- TRANSIT STOPS
- ROADWAYS
- ALLEYS
- SIDEWALKS
- OFF-STREET PATHWAY



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.		<p>Install a sidewalk along Woodgrove St south of Oakenwald Ave.</p> <p>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.</p>
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 (85 th percentile speed was less than 50 km/h).		<p>Install a sidewalk on the south side of Dowker Ave between Pembina Hwy and Lyon St.</p> <p>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.</p>
	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.		<p>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.</p>

	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.

•Actions primarily aimed at helping children build their pedestrian, bicycling, traffic, and social skills, but also include actions that educate parents and other motorists.

Education



•Actions that provide incentives for students to walk and ride to school, as well as actions that encourage communities to maintain safe routes for students

Encouragement



•Initiatives that increase awareness and reduce the frequency of crime and traffic safety problems

Enforcement



•Actions that improve the safety of pedestrians and cyclists within the built environment

Engineering



•Refers primarily to data collection from students and parents to assess their behavior, beliefs, and attitudes towards non-motorized travel, and to track the impact of various initiatives

Evaluation



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 programming 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 CO₂.



Resources & Tools

[Commuter Challenge Website](#)

[Green Action Centre](#)

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

