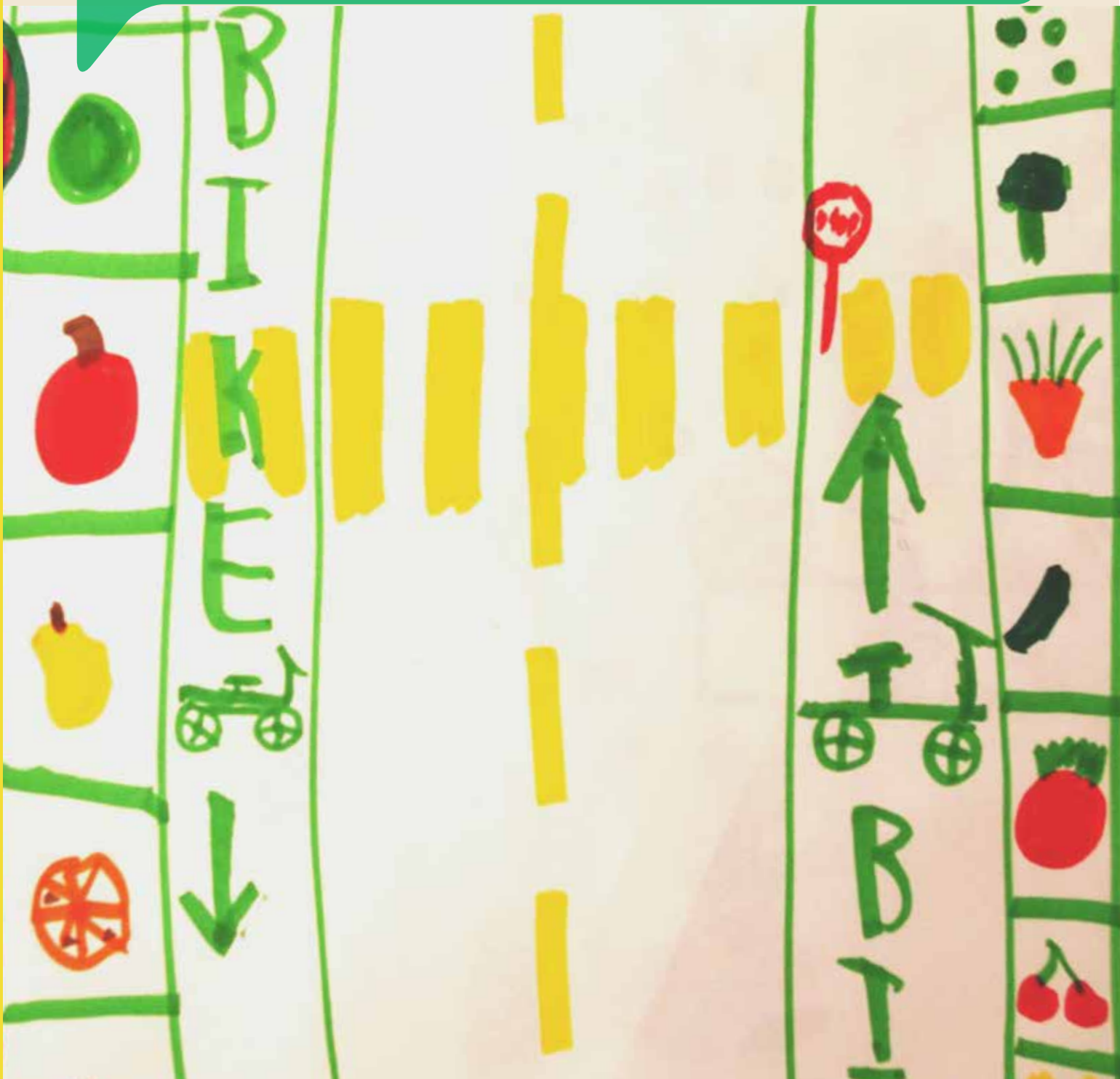
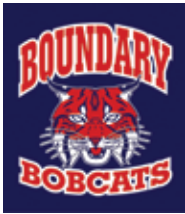


SCHOOL TRAVEL PLAN

École Boundary Elementary 2019





École Boundary Elementary School Travel Plan

2019

Report prepared by Urban Systems on behalf of the District of North Vancouver.

Project partners included:

- **District of North Vancouver**
- **École Boundary Elementary**, including Tim MacLeod (Principal), Jeeniece Chand (Vice-Principal), Boundary staff and administration, Staff, and the Boundary Parent Advisory Committee (BPAC)
- **North Vancouver School District 44**
- **Additional Community Partners**, including the City of North Vancouver, ICBC, Vancouver Coastal Health, and North Vancouver Recreation and Culture Commission

TransLink was a major funding sponsor for the School Travel Planning pilot program.

Cover art created by a Grade 4/5 Boundary Elementary student as part of the School Travel Planning visioning process.

Contents

Contents	
Executive Summary	4
Introduction	6
School Travel Plan Process	8
École Boundary Elementary Overview	11
Survey Results	12
Classroom Survey	12
Family Survey	13
How are Students Getting To and From School?	13
Why are Students Walking and/or Rolling to School?	14
Why are Students Driven to School?	14
Would Families Allow Students to Walk and/or Roll to School?	14
What Would Make Families Allow Their Child to Walk or Roll to/from School?	15
Safety Concerns	15
How to Encourage More Active Travel to School?	16
Community Walkabout Observations	18
Visioning Session	20
Walk and Roll Wednesday Challenge	22
Action Plan	25
Enforcement Action Items	26
Education & Encouragement Action Items	27
Evaluation Action Items	29
Engineering Action Items	30
Appendix A: Contact Information (as of August 2019)	37
Appendix B: Detailed Survey Results	41

Executive Summary



The District of North Vancouver's School Travel Planning (STP) pilot program works one-on-one with an elementary school in the District of North Vancouver to promote safe and active school travel through education and engagement events. Active transportation modes include walking, cycling, scooting, skateboarding, using a wheelchair, and any other type of human powered transportation. The District and the STP facilitation team collaborates with a number of external partners to encourage active transportation, including the North Vancouver School District, the City of North Vancouver, TransLink, ICBC, Vancouver Coastal Health, and North Vancouver Recreation and Culture Commission.

For the 2018-2019 school year, the District worked with École Boundary Elementary, which is located at 750 26th Street East, on the border of the District of North Vancouver and the City of North Vancouver. École Boundary Elementary currently has approximately 360 students. École Boundary students travel to and from school by a number of modes, including being driven by family, carpooling, walking, cycling, scooting, and other active modes. The school has a French immersion program for grades 6 and 7, which brings in new students from across North Vancouver. This includes students who live outside the catchment, which often means that they are driven to school. Despite this, approximately half of Boundary students walk to and from school.

The STP process at Boundary included a number of meetings and events that were geared towards safe and active travel. A community walkabout took place to explore infrastructure issues on the school grounds and in the catchment. Next, two surveys were also conducted to collect baseline data: a classroom survey and an online family survey. Two engagement events also took place throughout the school year: a Fall Walk to School Celebration and a Spring Walk& Roll Challenge, which took place over 8 weeks and involved classrooms competing for the Brilliant Bobcat Award and a pizza party grand prize. Additionally, STP facilitators hosted a visioning session with grade 4/5 students, which resulted in the following school travel vision for École Boundary Elementary:

**We want school travel to be
FUN, SAFE, ACTIVE, GOOD FOR
THE ENVIRONMENT, and FULL
OF NATURE!**

Throughout the process, this School Travel Plan was drafted. The purpose of this document is to summarize the STP process for École Boundary Elementary and provide action items to improve safety and further encourage active school travel. These actions are based on conversations with school administration, the BPAC, and school district, as well as the community walkabout and survey responses. The Action Plan is a living document that should be reviewed and updated regularly to ensure it stays current and relevant.

The action items are divided into four categories: Education and Encouragement, Enforcement, Evaluation, and Engineering. Recommendations include promoting active school travel through school communications and events, partnering with agencies such as TransLink and HUB to provide education, and updating municipal infrastructure where feasible to enhance the active transportation network. The entity responsible for implementing each action is listed in the Action Plan tables. The District of North Vancouver and external partners such as the North Vancouver School District will play an important role in supporting these actions. However, in order to make the STP process successful, the entire school community – including administration, staff, students, and parents – must collaborate and coordinate their efforts in order to make school travel at École Boundary Elementary safe, active, and enjoyable for all.

Introduction

The District of North Vancouver's School Travel Planning (STP) pilot program focuses on promoting and encouraging safe and active school travel through education and engagement events. The program works one-on-one with an elementary school in the District of North Vancouver to assess the current state of transportation at the school and explore opportunities to get more students using active transportation to and from school. The objective is to guide and build capacity within the school community so that school staff, students, and parents can make positive changes, both immediately and in subsequent school years. The program also works with school administration and the North Vancouver School District to improve road safety and address barriers to walking and cycling.

The purpose of this School Travel Plan is to summarize the STP process for École Boundary Elementary and provide action items to improve safety and further encourage active school travel. Active transportation modes include walking, cycling, scooting, skateboarding, using a wheelchair, and any other type of human powered transportation. There are several reasons why promoting active transportation to and from school is important, including:

- ▶ **Physical health:** Active school travel contributes to an active and healthy lifestyle, resulting in healthier children and helping to create long-term healthy habits.
- ▶ **Independence and development:** Walking and cycling to school helps develop spatial awareness, independence, self-confidence, and a sense of responsibility for children. Exploring one's environment on foot is an important part of childhood development.
- ▶ **Academic wellbeing:** Physical activity has been shown to improve school grades, classroom behaviour, concentration, alertness, thinking and verbal skills, and memory.
- ▶ **Environmental benefits:** Traveling by active transportation modes helps to reduce the number of trips by motor vehicle. At a local level, this helps to reduce noise pollution and vehicle emissions around schools, making for a healthier and more enjoyable environment. At a regional and global level, reducing greenhouse gas emissions is crucial to mitigating the impacts of climate change.
- ▶ **Reduced traffic impacts:** Getting more people out of their vehicles helps to reduce motor vehicle congestion, parking problems, and safety concerns, which are especially evident at pick-up and drop-off times around schools. Large numbers of motor vehicles entering and exiting school sites can create safety and congestion issues that affect not only the school community, but the neighbourhood at large.
- ▶ **Community building:** Encouraging students to travel with friends and family and working to improve neighbourhood transportation facilities can help to create safer and stronger communities, where people know their neighbours and look out for each other – including

students on their way to and from school. Personal interactions are more likely to take place when walking and rolling than when driving in a car.

The School Travel Plan begins by providing an overview of the STP process. It then summarizes the various STP components that took place at École Boundary Elementary, including the survey results, community walkabout, visioning session, and the spring Walk and Roll Wednesday challenge. Finally, the Action Plan section lists recommendations and actions under four categories: engineering, enforcement, education and encouragement, and evaluation. Appendix A contains useful contact information for STP stakeholders. Appendix B provides the detailed survey results.



School Travel Plan Process

The District of North Vancouver invited École Boundary Elementary to participate in the STP program in the summer of 2018. Upon commencement of the 2018-2019 school year, the STP process was launched. The District of North Vancouver oversaw the STP process at Boundary with support from STP facilitation consultants, whose team includes professional transportation planners and engineers. The STP facilitation team worked closely with school administration, staff, BPAC, and leadership students to gather information and coordinate events. The also worked with external project partners, including the District of North Vancouver, the North Vancouver School District 44, the City of North Vancouver, TransLink, ICBC, Vancouver Coastal Health, and the North Vancouver Recreation and Culture Commission.

The STP process included various activities and events that were designed to better understand existing travel patterns, identify transportation issues and opportunities, raise awareness of the STP program, and promote active school travel. The following activities were undertaken with the École Boundary Elementary community to develop the School Travel Action Plan (see Figure 1).

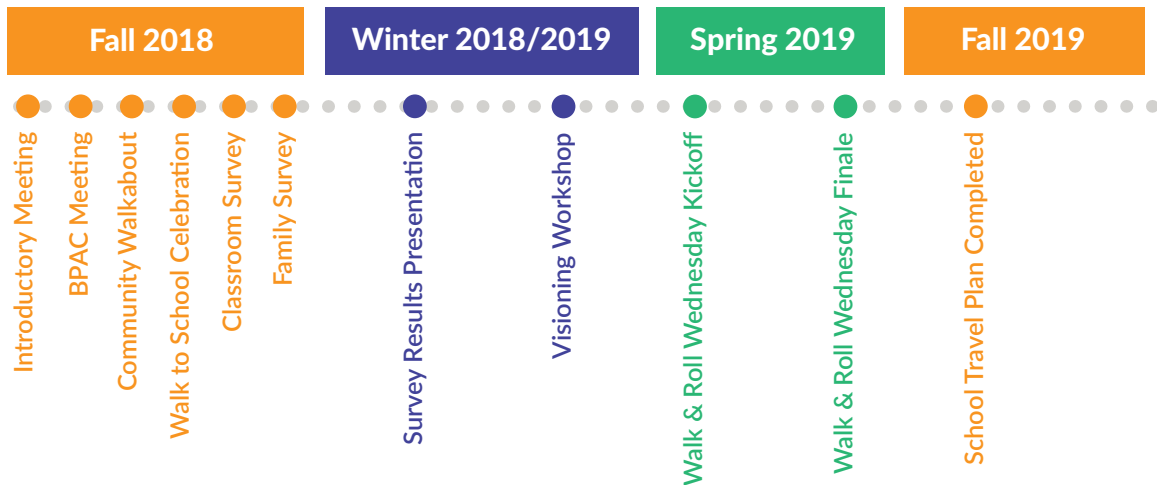


Figure 1: School travel planning timeline

Introductory Meeting: The STP facilitation team met with Tim MacLeod, the Principal at École Boundary Elementary, to kick-off the STP program. This meeting was important to identify initial focus areas and to describe the STP process, including roles and responsibilities. Ultimately, the objective of the STP program is to build long-term capacity within the school community so that active school travel continues to be prioritized even after the program's competition. Therefore, getting school administration on board early on to support the program is key. Mr. MacLeod and Ms. Jeenece Chand, Vice Principal, both played key roles in supporting the STP program throughout the year, including coordinating events, assemblies, data collection, and promotion.

Parent Advisory Committee Meetings: The STP facilitation team met with the Boundary Parent Advisory Committee (BPAC) twice during the school year to ensure the committee was included in the STP process wherever possible. The intent of the meetings was to make the BPAC aware of upcoming opportunities for involvement, provide updates about data collection and events, and gather input regarding identified issues and opportunities in terms of neighborhood safety, route selection, attitudes and behaviours. The BPAC at École Boundary Elementary was very helpful throughout the STP process, including attending events and promoting STP through BPAC communications. The BPAC has been promoting safe and active school travel for multiple years, including doing their own independent 'Safe Routes Survey' of school families the year prior to the STP program commencing. The initial meeting took place in December 2018 to present survey results.

Classroom Survey: Staff and students at École Boundary Elementary, with guidance from the STP team, conducted 'hands up' classroom surveys for one week from October 29 to November 1, 2019. Students were asked to raise their hands to identify how they travel both to and from school. This allowed for direct participation and engagement from students. Classroom survey results are discussed below.

Family Survey: In addition to the classroom survey, an online family survey was circulated to the school community in October and November 2018 to better understand the students' and families' transportation mode share, travel behaviours, and attitudes. A total of 85 families responded to the survey. The survey also asked questions regarding overall traffic safety concerns that affect families' decisions to allow children to walk or bike to school. The survey results were analyzed, summarized, and presented to the BPAC and school administration. Family survey results are discussed below.

Community Walkabout: A community walkabout was conducted on October 12, 2018 to observe the conditions around the school firsthand. The walkabout allowed the group to explore the school neighborhood, look at well-used routes to school, observe motorist behaviour during the drop-off period, and brainstorm opportunities to increase active travel to and from school. Observations from the community walkabout are described below.

Visioning Workshop: A critical component of the STP process is to identify a vision that describes what the school will look like after the STP process is complete. This vision should come from the students themselves. An interactive visioning workshop was conducted on February 6, 2019 with a grade 4/5 classroom, with support from school staff and a graphic facilitator who helped to capture the students' ideas and develop a vision. The visioning workshop is discussed in detail below.

Engagement Events: Two engagement events were held during the 2018-2019 school year to encourage students to travel by active modes. A Walk to School Celebration was held on October 24, 2018 as a way to kick-off the STP process with the school community. Students and families were encouraged to meet at a designated location approximately 10 minutes from the school and walk the rest of the way as a group. A tent with refreshments was set up at the school to welcome everyone upon their arrival. The second engagement even was an eight-week Walk and Roll Wednesday challenge, which took place from April 17 to June 5, 2019. This multi-week event involved classrooms competing against one another to walk and roll to school, with weekly winners and multiple grand prize winners at the end. The Walk and Roll Wednesday challenge is described in greater detail below.

Additional Education and Enforcement: Numerous education and enforcement events, provided by various external agencies, took place throughout the year and complimented the STP process. These events included a Transit 101 workshop (TransLink) and a road safety blitz (ICBC and RCMP).

École Boundary Elementary Overview

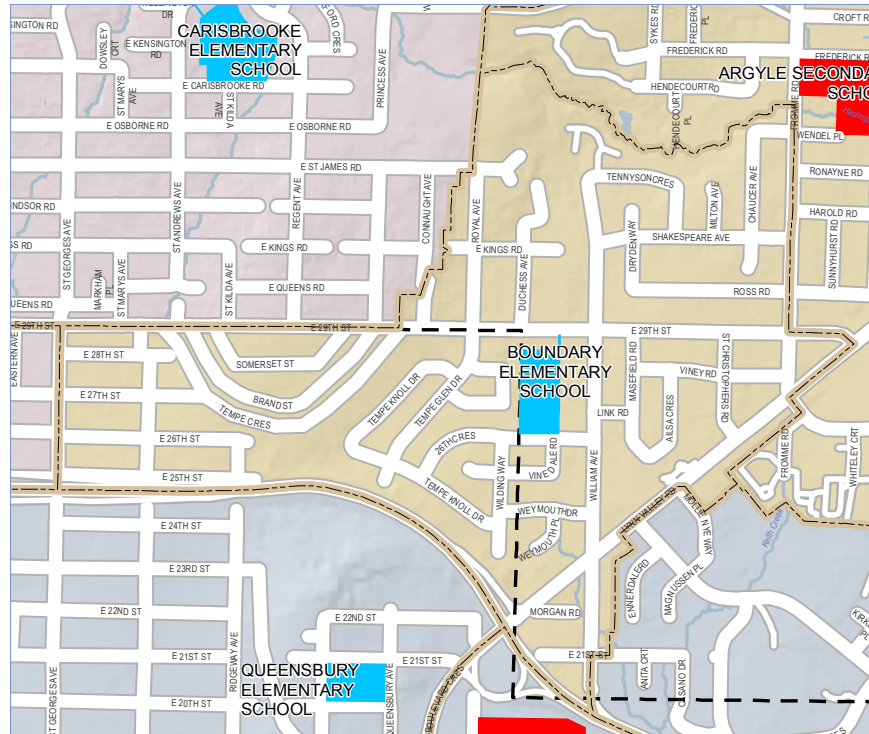


Figure 2: École Boundary Elementary Catchment

École Boundary Elementary is part of the North Vancouver School District (SD #44). It is located at 750 26th Street East in the Lynn Valley neighborhood, on the border of the District of North Vancouver and the City of North Vancouver. The school is generally centered within its catchment, which includes homes in both the City and the District (see Figure 2).

École Boundary Elementary currently has approximately 360 students. The school has a French immersion program for grades 6 and 7, which brings in new students from across North Vancouver. This includes students who live outside the catchment, which often means that they are driven to school. École Boundary Elementary also has a well-attended StrongStart program, a preschool program designed for parents, guardians, or caregivers to participate with your young child (aged birth to five) in one-on-one, play-based early learning activities. The program takes place Monday to Friday from 9am to 12pm. The StrongStart program can result in more parents and guardians parking in the area surrounding the school.

A number of school travel challenges and opportunities for École Boundary Elementary were identified throughout the STP process. These challenges and opportunities are identified later in this report.

Survey Results

As described above, a classroom survey and a family survey were conducted in fall 2018 to better understand how students and families travel to and from École Boundary Elementary.

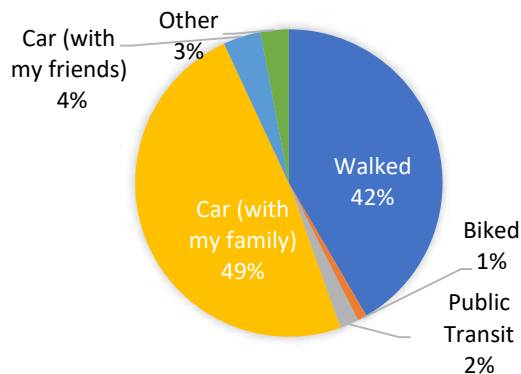
Classroom Survey

The classroom survey was conducted from October 29 to November 1, 2019. Every classroom in the school participated, from kindergarten to grade 7. The weather during this week was generally overcast and rainy, with an average daily temperature of 9°C and an average of 22.5mm of rain each day, with a high of 50.2mm on November 1. The weather may have impacted the number of students walking and cycling to school. The survey recorded the average mode share for trips to school and from school.

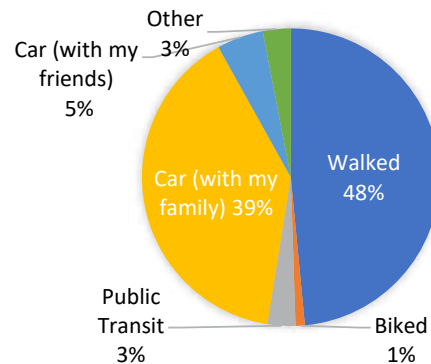
As shown in Figure 3, 43% of students either walked or biked, while another 2% took transit to get to school. The active transportation percentage increases to 49% after school, where more students are walking home. About 5% of students carpool in each direction. The remaining students were driven to school alone. These results show a relatively high amount of sustainable mode share, but also leave room for improvement. It is important to note that nearly the entire catchment area falls within a ten-minute walk of École Boundary Elementary, with much of the catchment within a five-minute walk.

Figure 3: Average mode share (Classroom Survey – Fall 2018)

Average to school



Average from school



Family Survey

The family survey gathered travel pattern data and then focused on opportunities for long-term behavior changes, looking to identify ways to encourage more walking and cycling to school. Only one survey response was requested per family, with families identifying how many children they have at the school. A total of 85 survey responses were received, which accounts for 119 students (approximately 34% of the student population). Below are some of the key findings; more detailed survey results can be found in Appendix B.

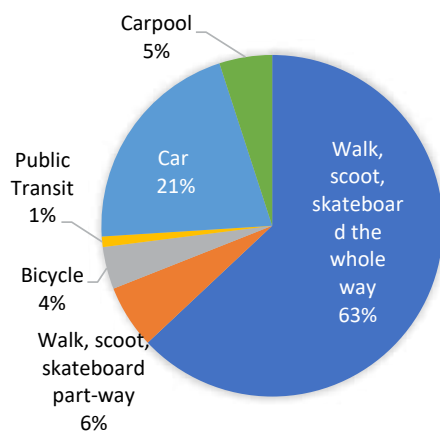
How are Students Getting To and From School?

The family survey collected average mode share in a slightly different way compared to the classroom survey, combining the trips to/from school and asking about differences in travel based on weather. On typical sunny/dry days, families reported that 63% of students walk, scoot, or skateboard the entire way to school, with another 6% traveling part way to school by these modes. This drops to 52% (whole way) and rises to 8% (part way) walking, scooting, or skateboarding on rainy/cold days. Bicycle mode share is relatively low, at 4% and 2% respectively.

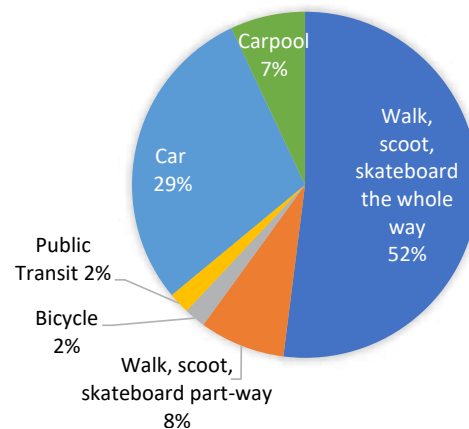
Only 21% (sunny/dry) and 29% (rainy/cold) of reported trips are by single family motor vehicle trips. These percentages are smaller than what was reported by students in the classroom survey (Figure 3). It should be noted that the classroom survey represents a larger data source than the family survey. Weather evidently plays a role in transportation mode choice, with less people choosing active modes on rainy/cold days.

Figure 4: Average mode share (Family Survey – Fall 2018)

Average to/from school on a typical sunny/dry day



Average to/from school on a typical rainy/cold day



Why are Students Walking and/or Rolling to School?

When asked why students are walking or rolling to school, over 80% of respondents chose **health benefits**. The other top responses included **distance** and that active modes are **good for the environment**. Additional reasons for taking active modes include convenience and the opportunity for extra time with family and friends.



Why are Students Driven to School?

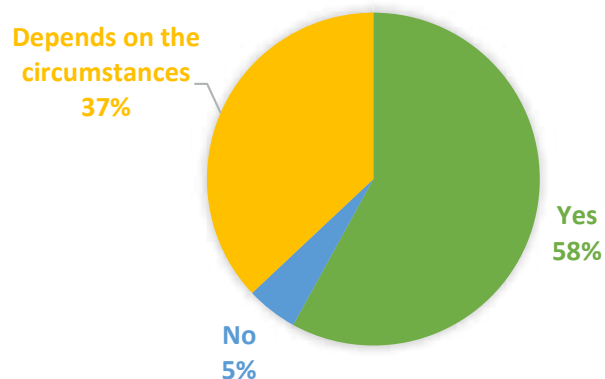
When asked why students are driven to school, the top responses were **convenience**, **distance**, and **traffic safety**. These top barriers were followed by poor weather and before and after school programs.



Would Families Allow Students to Walk and/or Roll to School?

About 58% of families reported that they would allow their child(ren) to walk or roll to school (see Figure 5). Only 5% said no, while another 37% said that it depends on the circumstances.

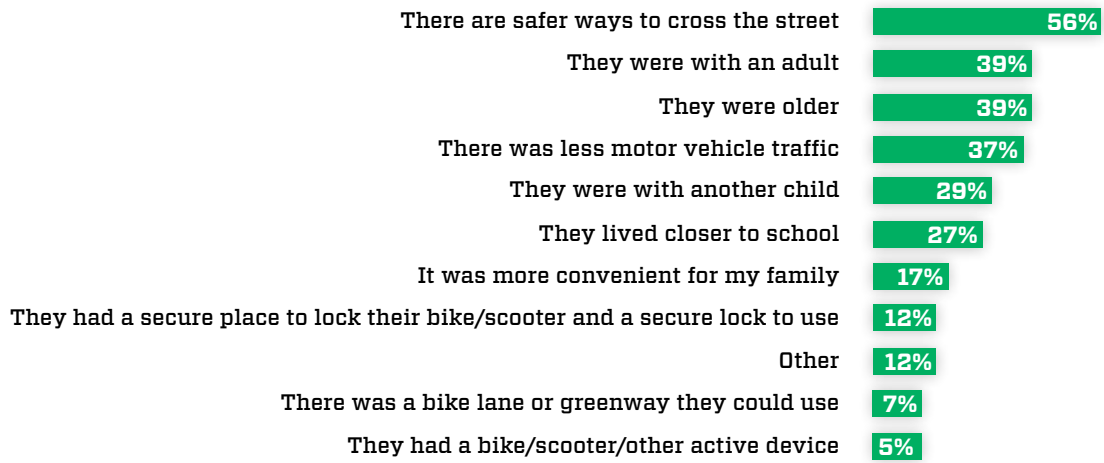
Figure 5: Would you allow your child(ren) to walk or roll to/from school?



What Would Make Families Allow Their Child to Walk or Roll to/from School?

When asked what it would take for families to allow their children to use active modes, the top responses included **safer ways to cross the street, having the child accompanied by an adult, and that they would allow them to take these modes if they were older.** Other responses are shown below in **Figure 6.**

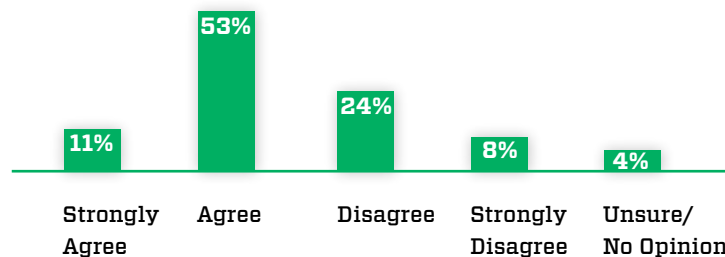
Figure 6: I would allow my child(ren) to walk, bike, or roll to school if...



Safety Concerns

Approximately 64% of families agree or strongly agree that the École Boundary Elementary catchment is safe for active transportation. However, there is still room for improvement, and a number of safety suggestions were provided, many of which align with the responses in **Figure 6** above.

Figure 7: Is your neighbourhood safe for children to walk or bike to school?



The detailed survey response safety suggestions are provided in **Appendix B**. Some of the most common safety suggestions included:

- ▶ Add more sidewalks;
- ▶ Add more crossing guards, lighting, pedestrian control stops, and traffic controls;
- ▶ Enforce traffic bylaws in school zones and no parking zones;
- ▶ Add parking spots for scooters and skateboards;
- ▶ Add more landscaping on walking and biking routes; and
- ▶ Create separated bike lanes.

According to survey respondents, a few specific locations within the catchment require further attention:

Intersections:

- ▶ William Ave and 29th St E (most mentioned)
- ▶ William Ave and 26th St E
- ▶ William Ave and 21st St E¹
- ▶ William Ave and Shakespeare Ave
- ▶ Mountain Hwy and Lynn Valley Rd
- ▶ Fromme Rd and 29th St E
- ▶ Tempe Glen Dr and Tempe Knoll Dr

Streets:

- ▶ William Ave
- ▶ 26th St E
- ▶ 29th St E1
- ▶ Shakespeare Ave
- ▶ Lynn Valley Rd
- ▶ Weymouth Dr

How to Encourage More Active Travel to School?

Families were asked what could be done to encourage more active travel to school. Some of the top suggestions included:

- ▶ Find another family or neighbours to walk with;
- ▶ Find older children who can volunteer to walk younger children;
- ▶ Parents should lead by example;
- ▶ Provide safer routes for walking and biking;
- ▶ Add more crossing guards, lighting, and traffic controls; and
- ▶ Add more parking spots for scooters.

¹This location is undergoing changes as of September 2019. See www.dnv.org/property-development/east-29th-street-safety-improvements for more info.

It is clear from the survey responses that making improvements to traffic safety, especially intersection crossings within the École Boundary Elementary catchment, and incentivizing active transportation to and from school would help increase the likelihood that more students would travel by active means. It should be mentioned that each of these types of actions will require resources from different sources, including the District of North Vancouver, the City of North Vancouver, the School District, and the École Boundary Elementary community, including administration, staff, parents, and students. Ensuring these resources are available will be critical to implementing the STP action plan.



Community Walkabout Observations

The **community walkabout** allows stakeholders to experience existing conditions for active transportation users first-hand. The walkabout took place on October 12, 2019 from 8:15-9:00am. The walkabout team included the STP facilitation team, the school principal, and representatives from the BPAC, District of North Vancouver, City of North Vancouver, North Vancouver School District, TransLink, North Vancouver Recreation and Culture Commission, and Vancouver Coastal Health.

Stakeholders split into two groups and observed different routes. Route 1 toured the surrounding neighbourhood, while Route 2 stayed closer to the school grounds to look at school site conditions and observe the morning drop-off period. Stakeholders were instructed to observe a variety of aspects, including motor vehicle operations (speed, turning maneuvers, parking, etc.), sidewalk and pathway conditions, vegetation management, bicycle infrastructure, lighting, and other safety and accessibility elements.

A brief summary of the community walkabout observations is provided below. Details regarding specific action items are provided later in the **Action Plan** section.

School grounds:

- ▶ Scooter/bike parking needed, but limited space available
- ▶ Vegetation management (forested pathway behind school)
- ▶ Curb to be painted at hydrant to discourage illegal parking

Drop-off congestion:

- ▶ School puts out cones to help manage drivers
- ▶ Daycare/StrongStart users utilize many parking spaces and stop in drop-off zone
- ▶ Families using staff parking lot
- ▶ Drivers not pulling far enough forward in drop-off zone
- ▶ Drivers pulling into residential driveways and turning around, or pulling u-turns, creating congestion

William Ave:

- ▶ New sidewalk has been constructed
- ▶ Poor lighting
- ▶ Larger school sign required



William Ave & 26th St E:

- ▶ Busy T-intersection with lots of crossing students
- ▶ Crossing guard present during walkabout, but only due to construction on William Ave

Access to Hillside Church:

- ▶ Parking lot that could serve as pick-up/drop-off area, connected to William Ave with small laneway access
- ▶ No sidewalk or lighting, but low traffic

William & 29th St E:

- ▶ Busy intersection, 4-way stop, lots of students and families crossing. Potential need for crossing guard or enhanced pedestrian crossing treatment.
- ▶ Students commonly access school from back entrance along 29th St. E, rather than traveling south down William Ave

29th St E:

- ▶ Back entrance to school through forest. Requires vegetation/water management and prone to flooding
- ▶ People crossing mid-block from hydro trail
- ▶ Potential for pick-up area on south side. However, School District noted that having multiple accesses to the school can create safety and management concerns

Visioning Session

An interactive STP visioning session was held on February 6, 2019 with Ms. Chand's grade 4/5 classroom at École Boundary Elementary. Students were provided with blank paper, markers, and some custom posters that were developed to inspire students, featuring the school's bobcat mascot skateboarding in front of the school. Using the poster or blank papers as a base, students were asked to draw their current school travel experience, focusing on what they see, hear, and feel on the trip to school. This helped to pull out things that students enjoy and things that could be improved. Student observations included:

- ▶ Students enjoy the time with friends, family, and pets during walks to school
- ▶ Students like riding skateboards and scooters
- ▶ Students enjoy fresh air and seeing plants and animals (even though they occasionally come across horse manure from the nearby horse stable)
- ▶ Students did not feel comfortable crossing the street or walking in the dark
- ▶ Students noted speeding cars and congestion in front of school
- ▶ Students note that people smoking creates litter and unpleasant smells

After sharing their thoughts, students were then asked to draw what they envision for the future of school travel at École Boundary Elementary. They were encouraged to be creative, thinking of ways to improve transportation while also improving student health, community interaction, and environmental sustainability. The students came up with many creative solutions, touching on the following topics:



Walk and Roll Wednesday Challenge

The **Walk and Roll Wednesday** challenge was a major school travel event aimed at making active travel a habit amongst students at every grade level. The event was organized as a contest between each division (classroom). Students were encouraged to walk, bike, or roll to and from school every Wednesday from April 17 to June 5, 2019. Walk and Roll Wednesday was launched with a school assembly and then promoted through weekly announcements, messaging that went home to families, and weekly updates on the school's website.



A hands-up survey was conducted by student volunteers each Wednesday morning to determine how students were traveling to and from school. Once the numbers were tallied, the two classrooms with the most people walking and rolling were declared winners for that week. The top two classrooms each got to keep the custom golden shoe trophy, officially called the 'Brilliant Bobcat Award for Active School Travel', for one week. Additionally, students were awarded custom Brilliant Bobcat Buttons to show off their active travel prowess.

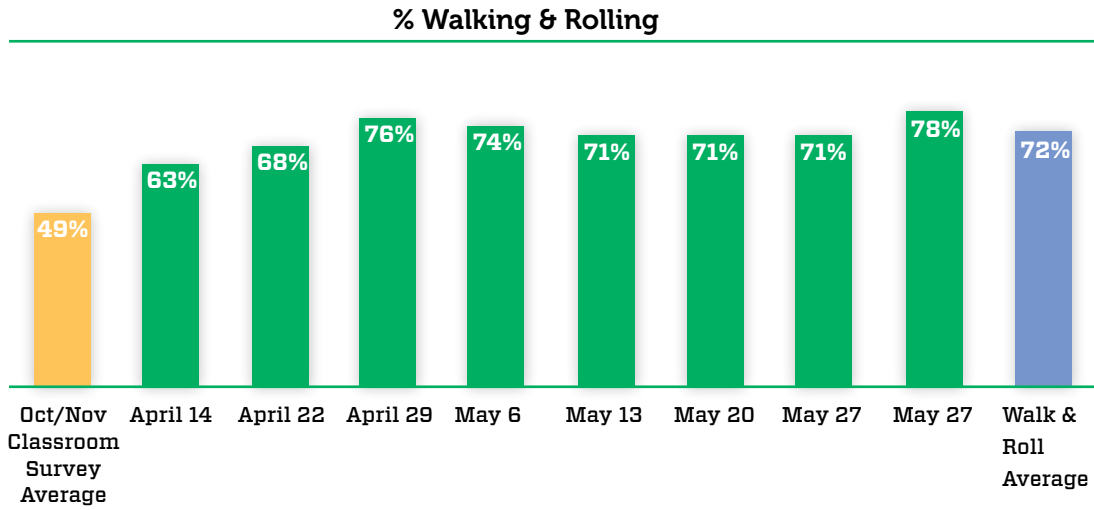


In addition to the weekly winners, divisions were entered into a grand prize draw each week, with the number of entries depending on how many students walked or rolled that week. The first-place division would receive 5 entries, with second place receiving 4 entries, third place receiving 3 entries, fourth place receiving two entries, and fifth place receiving one entry. At a finale school assembly on June 16, 2019, two winning divisions were drawn from a bucket to receive the grand prize: a pizza party for the entire classroom.

The Walk and Roll Wednesday challenge proved to be a large success, even despite the fact that Wednesdays are typically a very busy day for extracurricular events at École Boundary Elementary (including band and track and field). The percentage of students walking and rolling grew significantly throughout the challenge, as shown below in **Figure 8**. On average, 72% of École Boundary Elementary walked or rolled to school during the challenge, which is significantly higher than the active transportation mode share of 43-49% identified in the classroom survey from October 29 to November 1. However, it should be noted that the weather during Walk and Roll Wednesday was excellent, with an average daily temperature of 14°C and almost no precipitation. By comparison, the classroom survey took place during a cooler, rainy week.

The classes with the highest walking and rolling mode share were the mid-level grades. It was challenging to get the higher-level classes (grades 6 and 7) to walk and roll due to a larger number of extra-curricular commitments as well as the fact that many of them are in the French immersion stream, meaning that they may live outside of the catchment.

Figure 8: Walk and Roll Wednesday results



Action Plan

The purpose of the Action Plan is to identify steps for achieving the STP vision and goals identified for École Boundary Elementary. The Action Plan outlines a list of actions, the status of the actions, and the party responsible for implementing the action. These actions are based on conversations with school administration, the BPAC, and school district, as well as the community walkabout and survey responses. The Action Plan is a living document that should be reviewed and updated regularly to ensure it stays current and relevant. It has been broken down into four sections:

- ▶ **Education and Encouragement**
- ▶ **Enforcement**
- ▶ **Evaluation**
- ▶ **Engineering**

A critical component of the STP process is ensuring that the program's progress is tracked. It is important that champions and leaders are identified within the École Boundary community to continue working towards encouraging active travel to and from school, but also as a part of everyday life.

Enforcement Action Items

The enforcement action items below are primarily meant to be implemented by the RCMP and ICBC. École Boundary administration should coordinate with the RCMP to plan visits and indicate problem locations that should be investigated. It is also important that École Boundary emphasize the education component of enforcement by communication with students and parents about enforcement issues.

Theme	Action	Status	Responsibility
Speed Reduction	Request RCMP or community policing presence for a speed blitz along routes to schools (e.g. 29th St E, William Ave).	Ongoing	RCMP
Speed Reduction	Monitor vehicle speeds along William Ave for compliance with new school zone speed limit. Consider additional speed reduction measures if non-compliance occurs.	Ongoing	RCMP District of North Vancouver
Bylaw	Conduct RCMP and ICBC Safety Blitz each year. Safety Blitz was conducted on April 11, 2019 at École Boundary Elementary.	Ongoing	RCMP ICBC District of North Vancouver
Parking Restrictions	Request RCMP or community policing presence for parking enforcement in front of school during pick-up/drop-off times.	Ongoing	RCMP

Education & Encouragement Action Items

The education and action items below are primarily meant to be implemented by École Boundary (Administration and BPAC) in collaboration with the North Vancouver School District (SD 44) and key external partners such as the District of North Vancouver, City of North Vancouver, TransLink, ICBC, HUB, Vancouver Coastal Health, and the North Vancouver Recreation and Culture Commission. In order to make the STP process successful, the entire school community must collaborate and coordinate their efforts.

Theme	Action	Status	Responsibility
Education	ICBC “Think of Me” campaign: students develop postcards that are then distributed among drivers. This will help to remind drivers that the area hosts many kids walking and biking to school and to be mindful. Students created ‘Think of Me’ cards as part of the Safety Blitz on April 11, 2019 and handed them out to motorists with support from the RCMP, who were on hand to provide education and enforcement.	Ongoing	École Boundary Administration ICBC
Education	TransLink 101 Workshop: TransLink staff teach student how to navigate the region’s transit system. Workshops in two classrooms were completed in February 2019. École Boundary and TransLink should continue offering these workshops to future classes.	Ongoing	École Boundary Administration TransLink
Education	Provide on-going student education regarding trail etiquette (how to be a good neighbour).	Ongoing	École Boundary Administration
Education	Communication to parents at start of year highlighting the benefits of active school travel, parking restrictions in area (including parking lot), and suggested park and walk locations.	Ongoing	École Boundary Administration BPAC
	School District communications to parents encouraging families to send students to the school within their catchment in order to facilitate active transportation.	Ongoing	SD 44
	Promote connections to health benefits of active transportation by establishing partnerships with health agencies and associated programs.	Ongoing	École Boundary Administration BPAC Vancouver Coastal Health

Theme	Action	Status	Responsibility
Encouragement	<p>Campaigns aimed towards students to help students educate parents.</p> <p>Walking school buses (formal or informal). Establish “walking school bus stops” to encourage informal groups of students gathering along their routes to school, or parents volunteering to walk on different days of the week.</p> <p>Provide bulletin information at school for parents to post nearest intersection and meet with other families who could arrange walking partners.</p>	Ongoing	<p>École Boundary Administration BPAC Vancouver Coastal Health</p>
Encouragement	<p>Host a fall kick-off event to build momentum for the school year.</p> <p>Continue running a spring Walk & Roll Wednesday challenge. Consider changing day of week to better align with extra-curricular events.</p> <p>Participate in HUB Bike to Work Week.</p>	Ongoing	<p>École Boundary Administration BPAC</p>


Evaluation Action Items



The evaluation action items below are primarily intended to be implemented by École Boundary in collaboration with the District of North Vancouver. The STP Facilitation Team helped to coordinate the process to date, but it is now up to Boundary staff, students, and parents, with support from the District, to champion this process, evaluate progress, and update the Action Plan accordingly.

Theme	Action	Status	Responsibility
STP Intro Meeting	Introductory School Travel Planning meeting to kick off the STP program.	Complete	École Boundary Administration STP Facilitator
BPAC Intro Meeting	Meet with the Parent Advisory Committee to inform and update them on the progress of the STP program so they are up to date on how the Action Plan is being implemented.	Complete	École Boundary Administration BPAC STP Facilitator
Baseline Data Collection	Baseline data collection through the distribution and analysis of the Family and classroom surveys.	Complete	École Boundary Administration BPAC STP Facilitator
Community Walkabout	Hold a community walkabout with the École Boundary STP team and Resource team members (by invitation).	Complete	École Boundary Administration BPAC STP Facilitator Stakeholders
Survey Results	Prepare a visual summary of the survey results to share with the school community.	Complete	STP Facilitator
Action Plan	<ul style="list-style-type: none"> Develop the Draft STP Action Plan with feedback and guidance from the STP school, BPAC, STP Team, District of North Vancouver and other member of the Resource Team. 	Complete	STP Facilitator
	<ul style="list-style-type: none"> Work with the STP school and stakeholders to implement the Action Plan in terms of organizing and tracking the completion of tasks and events, in addition to providing guidance and resources where available. 	Ongoing	École Boundary Administration BPAC District of North Vancouver
	<ul style="list-style-type: none"> Report back to parents and students to highlight new infrastructure improvements and provide updates on past and upcoming events. 	Ongoing	École Boundary Administration BPAC




Engineering Action Items




The District of North Vancouver’s Planning and Engineering departments are primarily responsible for implementing the engineering actions within their respective jurisdictions. Certain action items may also require coordination with various internal departments (e.g. Parks and Recreation) and external stakeholders, such as the City of North Vancouver, the North Vancouver School District, or private landowners. The École Boundary community can help support these actions by seeking and applying for grant funding, providing their feedback to municipal staff, actively participating in open houses and engagement events, and asking their political representatives at all levels of government to support safe and active transportation. The implementation of these recommendations is subject to further municipal review, analysis, budgets, and internal priorities.



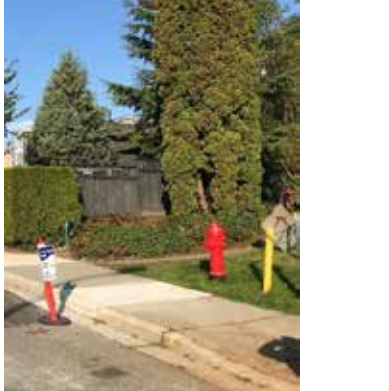
Location	Action	Status	Responsibility	Visual Reference
<p>29th St E and William Ave</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Busy 4-way stop-controlled intersection with lots of students and families walking. ▶ Becomes backed up on 29th St E as vehicles wait for crossing pedestrians. ▶ Anecdotaly, 4-way stop has low compliance. ▶ Numerous survey respondents flagged as difficult to cross and requested enhanced crossing treatments ▶ Temporary bollard curb extension has been installed by the District to control turning speeds. Existing curb extensions are providing positive benefits. 	<ul style="list-style-type: none"> ▶ Intersection to be signalized (29th St E Improvement project). ▶ Additional crosswalks to be painted (29th St E Improvement project) ▶ Improve lighting at intersection. 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>District of North Vancouver</p> <p>District of North Vancouver</p> <p>District of North Vancouver</p>	




Location	Action	Status	Responsibility	Visual Reference
<p>29th St E (between Duchess Ave and William Ave)</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Hilly street with few stops, resulting in high motor vehicle speeds. ▶ People sometimes attempt to cross mid-block 50m west of William Ave from hydro line trail on north side of the street to forest trail school access. ▶ Potential to utilize 29th St E for a pick-up/drop-off area to alleviate congestion in front of school. BPAC has been promoting this location. 	<ul style="list-style-type: none"> ▶ Explore options for speed management along 29th St E (including addition of school zone signage and reduced speed limit). ▶ Add signage directing trail user to existing crossing at William Ave. ▶ Explore options for creating a designated pick-up/drop-off area along the south side of 29th St E at trail entrance (including signage).² 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>District of North Vancouver</p> <p>District of North Vancouver</p> <p>District of North Vancouver École Boundary Administration</p>	
<p>Forested trail from Boundary Elementary to 29th St E</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Back entrance to school through an unpaved forested pathway. ▶ Noted that vegetation management and flooding can be a concern seasonally. ▶ Concern from neighbours regarding use of trail due to children climbing fences, interacting with pets. ▶ Sometimes used as cut-through by cyclists who think trail is continuation of hydro trail. 	<ul style="list-style-type: none"> ▶ Provide vegetation management along trail to ensure accessibility and sightlines. ▶ Provide on-going student education regarding trail etiquette (how to be a good neighbour). ▶ Install wayfinding signage to indicate that trail is school property. 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>SD 44</p> <p>École Boundary Administration</p> <p>SD 44</p>	



² As of August 2019, bicycle lanes are planned for both sides of 29th St E as part of the corridor improvement program. Bike lanes must be considered when assessing feasibility of a drop off zone in this location. See <https://www.dnv.org/property-development/east-29th-street-safety-improvements> for more information.

Location	Action	Status	Responsibility	Visual Reference
<p>Duchess Ave and 29th St E</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Observed pedestrians crossing 29th St E, but no crosswalk. ▶ Topography contributes to low visibility and high motor vehicle speeds. 	<ul style="list-style-type: none"> ▶ No action – enhanced crosswalk to be added at adjacent intersection (Royal Avenue – see below). 	Ongoing	District of North Vancouver	
<p>Royal Ave/Tempe Glen Dr and 29th St E</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Noted by survey respondents as dangerous to cross. ▶ Would better connect neighbourhood to school if safe crossing were provided. 	<ul style="list-style-type: none"> ▶ Enhanced pedestrian-activated crosswalk with flashing beacons to be added across 29th Ave E at Royal Ave (29th St E Improvement project). 	Ongoing	District of North Vancouver (coordinate with City of North Vancouver)	
<p>Shakespeare Ave (between William Ave and Fromme Rd)</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ No sidewalk. ▶ On-street parking decreases visibility and narrows roadway when vehicles are passing, leaving little space for pedestrians. ▶ Anecdotally, low compliance at stop sign at William Rd intersection. 	<ul style="list-style-type: none"> ▶ Install sidewalk along Shakespeare Ave Rd. 	Ongoing	District of North Vancouver	

Location	Action	Status	Responsibility	Visual Reference
<p>E 29th St and Fromme Rd</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Survey respondents noted that this is a busy intersection and is difficult to cross, especially on rainy/low light days. 	<ul style="list-style-type: none"> ▶ Zebra crosswalk to be added across all legs of intersection (29th St E Improvement project). ▶ Bicycle lanes to be added along 29th St E (29th St E Improvement project). ▶ Intersection to be signalized in future (29th St E Improvement project). ▶ Explore adding improved lighting. 	Ongoing	District of North Vancouver	
<p>William Ave (between Lynn Valley Rd and 29th St E)</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ New sidewalk on east side improves accessibility. ▶ High motor vehicle speeds reported. ▶ Numerous driveways crossing the sidewalk. ▶ Poor lighting. 	<ul style="list-style-type: none"> ▶ Improve pedestrian connection with sidewalk on east side. ▶ Add school zone signage and 30km/h speed limit on William Ave. ▶ Improve lighting along William Ave. 	Complete	District of North Vancouver	
<p>William Ave (between Lynn Valley Rd and 29th St E)</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Busy intersection with many students crossing. ▶ Numerous survey respondents flagged as difficult to cross. ▶ School sign is too small – people driving through neighbourhood may not realize a school is nearby. 	<ul style="list-style-type: none"> ▶ Install larger Boundary School sign to increase awareness. ▶ Add curb extension at 26th St E. ▶ Explore feasibility of adding crossing improvements (special crosswalk or crossing guard). 	Ongoing	District of North Vancouver	
		Complete	District of North Vancouver	
		Ongoing	District of North Vancouver SD 44	

Location	Action	Status	Responsibility	Visual Reference
<p>Driveway connection between William Ave and Hillside Church parking lot</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Parking lot noted as potential pick-up/drop-off location. ▶ No lighting or sidewalks along driveway, but not often used by motor vehicles. ▶ No lighting along driveway. ▶ Provides a quieter and more direct connection towards school than Lynn Valley Rd. 	<ul style="list-style-type: none"> ▶ Work with Hillside Church to explore opportunities for adding pedestrian-scale lighting. ▶ Work with Hillside Church to explore opportunities to use parking lot as pick-up/drop-off area, including pedestrian improvements. 	<p>Ongoing</p> <p>Ongoing</p>	<p>District of North Vancouver (coordinate with Hillside Church)</p> <p>École Boundary Administration (coordinate with Hillside Church)</p>	
<p>26th St E (in front of school, between Wilding Way and William Ave)</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Busy during pick-up/drop-off times. ▶ Yellow paint on curbs helps demarcate no parking zones. ▶ Motor vehicles do not always pull up to front of drop-off zone, meaning that there is less room behind for others. ▶ Parents pulling u-turns and utilizing neighbourhood driveways to turn around. 	<ul style="list-style-type: none"> ▶ Paint the curb near fire hydrant in front of school yellow to discourage illegal parking. 	<p>Ongoing</p>	<p>District of North Vancouver</p>	 

Location	Action	Status	Responsibility	Visual Reference
<p>Weymouth Dr (between William Ave and Wilding Way)</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ No sidewalks. ▶ Winding road with on-street parking results in poor visibility. ▶ Survey respondents reported fast motor vehicle speeds. 	<ul style="list-style-type: none"> ▶ Consider installing a sidewalk along Weymouth Dr. 	Ongoing	District of North Vancouver	
<p>Munday Pl (between 29th St E and 26th St E) – City of North Vancouver</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Pick-ups and drop-offs sometimes occur along Munday Pl. School access via pedestrian pathway connecting to 26th St E. 	<ul style="list-style-type: none"> ▶ Work with City of North Vancouver to explore potential for creating pick-up/drop-off area along Munday Pl. 	Ongoing	District of North Vancouver École Boundary Administration (coordinate with City of North Vancouver)	
<p>Laneway between Tempe Glen Dr and school site (south of 29th St E) – City of North Vancouver</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Additional entrance to school grounds through small trail.. 	<ul style="list-style-type: none"> ▶ Work with City of North Vancouver to explore possibility of formalizing/improving entrance. 	Ongoing	District of North Vancouver SD 44 (coordinate with City of North Vancouver)	

Location	Action	Status	Responsibility	Visual Reference
<p>École Boundary school grounds</p> <p>Observations:</p> <ul style="list-style-type: none"> ▶ Insufficient and poorly designed bicycle parking. ▶ No scooter/skateboard parking. ▶ Staff parking lot used for turning around. ▶ Numerous pedestrian walkways around the school. 	<ul style="list-style-type: none"> ▶ Add functional bicycle parking, preferably weather protected. ▶ Explore options for adding scooter and skateboard parking, preferably weather-protected or indoors. ▶ Seek and apply for grant funding to aid in the above purchases. ▶ Ensure that walkways on school ground are well-maintained, including seasonal maintenance and pavement repairs. 	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>SD 44</p> <p>SD 44</p> <p>SD 44 / BPAC École Boundary Administration</p> <p>SD 44</p>	
<p>Neighbourhood-wide Cycling Improvements</p>	<ul style="list-style-type: none"> ▶ Explore options for improving cycling infrastructure neighbourhood-wide to make it safer and easier to travel to/from school by bicycle, scooter, and skateboard. 	<p>Ongoing</p>	<p>District of North Vancouver</p>	

Appendix A: Contact Information

(as of October 2019)

École Boundary Elementary

www.sd44.ca/school/Boundary

750 26th Street East

North Vancouver, BC V7K 1A4

Telephone: 604-903-3260

Email: boundary@sd44.ca

Boundary Parent Advisory Committee (BPAC)

<http://boundarypac.ca/>

North Vancouver School District (No. 44)

Christie Sacre, Trustee Liaison

Telephone: 604.999.2894

Email: csacre@sd44.ca

Website: www.sd44.ca

Vancouver Coastal Health

www.vch.ca/

Laura Willms, Public Health Nurse, Child and Youth Team

Telephone: 604-418-7153

Email: laura.willms2@vch.ca

District of North Vancouver

Safe Routes to School: <https://www.dnv.org/property-and-development/safe-routes-school>

Ingrid Weisenbach, Transportation Planner

Telephone: 604-990-2431

Email: WeisenbachI@dnv.org

District of North Vancouver - Bylaw Enforcement

www.dnv.org/our-government/report-bylaw-infraction

Telephone number based on concern:

- ▶ Dogs: 604-990-3711
- ▶ Parking: 604-990-2400
- ▶ All other issues: 604-990-2311

City of North Vancouver - Bylaw Enforcement

www.cnv.org/city-services/bylaw-services

Telephone number based on concern:

- ▶ Animal Enforcement: 604-982-8302 (8:30am to 5:00pm, Monday to Friday);
604-607-1651 (all other times)
- ▶ Bylaw Enforcement: 604-982-8302 or bylaw@cnv.org
- ▶ North Vancouver City Hall Reception: 604-985-7761
- ▶ After Hours – Engineering Emergency Services:
604-988-2212 (after 5:00pm & Holidays)

RCMP

North Vancouver Youth Intervention Unit

Cpl. Dave Potts, North Vancouver Youth

Telephone: 604-969-7560

Email: dave.potts@rcmp-grc.gc.ca

Website: <https://nsyouth.ca/services/rcmp-youth-intervention-unit/>

Community Speed Watch Team

To request the Speed Watch Team or get involved, contact the City of North Vancouver Lower Lonsdale Community Policing Centre (604-969-7465) or the District of North Vancouver Crime Prevention Centre (604-990-2342).

<http://bc.rcmp-grc.gc.ca/ViewPage.action?siteNodeId=429&languageId=1&contentId=24949>

ICBC

Harvey Kooner, Road Safety and Community Coordinator

Email: Harvey.Kooner@icbc.com

Telephone: 604-983-7176

TransLink

Compass Cards

Compass cards can be purchased at compasscard.ca, by phone, and at retail locations.

Visit translink.ca or call 604-953-3333 to learn more.

Service Requests and Feedback

If you have ideas to improve service, please share them at <https://feedback.translink.ca>

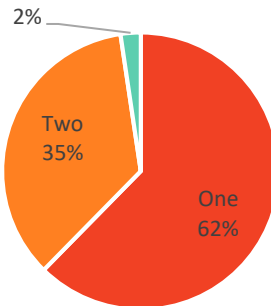
Travel Smart Program

Email: travelsmart@translink.ca

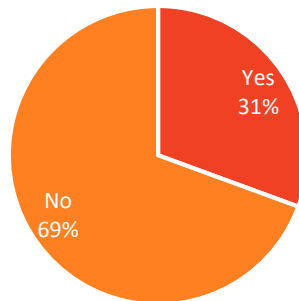
www.translink.ca/Rider-Guide/TravelSmart.aspx

Appendix B: Detailed Survey Results

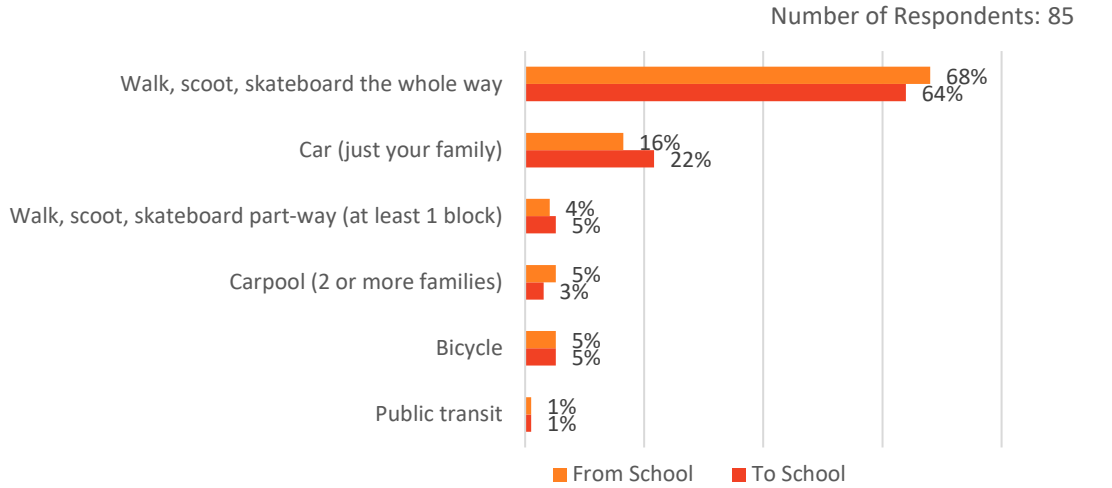
Q1. How many children in your family attend École Boundary Elementary?



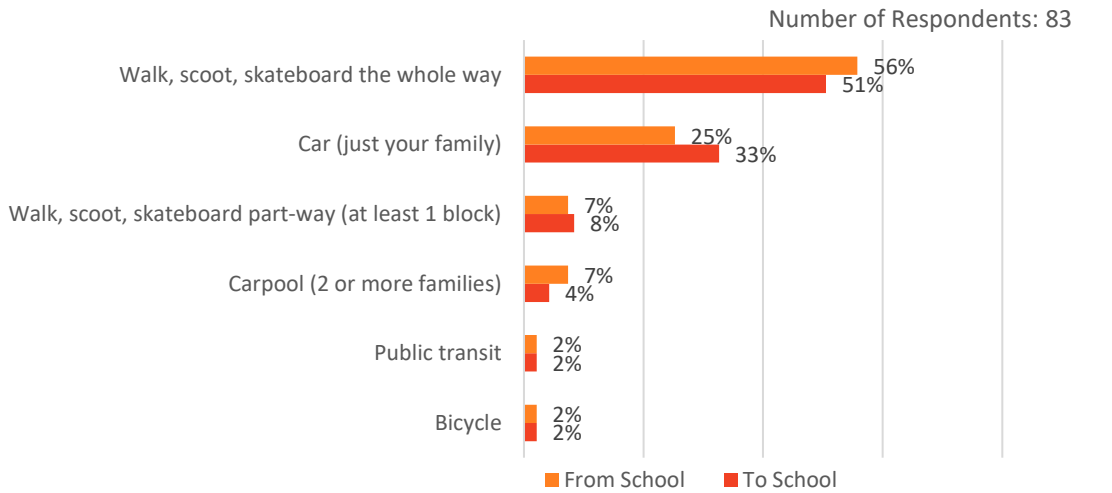
Q2. Does your child(ren)'s commute to school vary depending on the weather? For example, do they walk when it's sunny but not when it's raining?



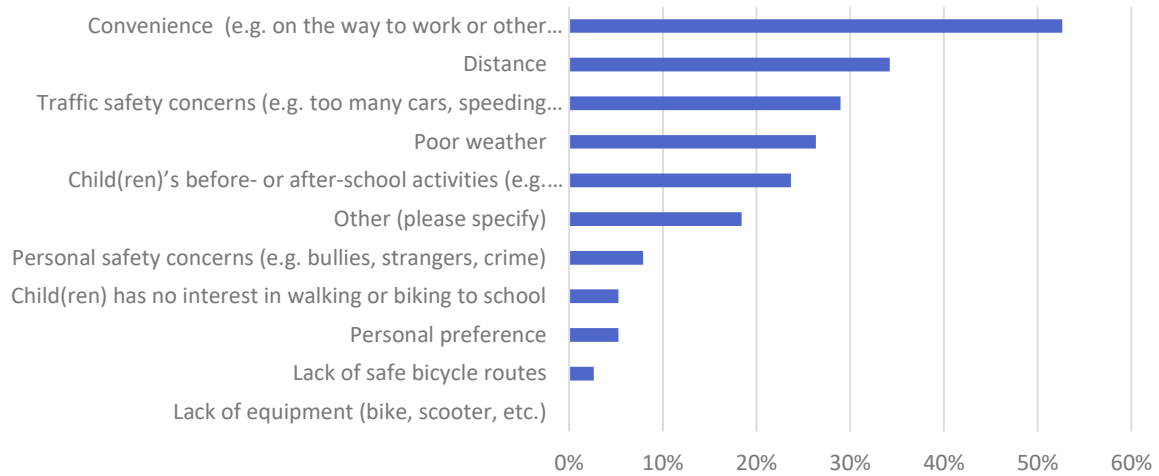
Q3. On a typical dry or sunny day, how does your child(ren) travel:



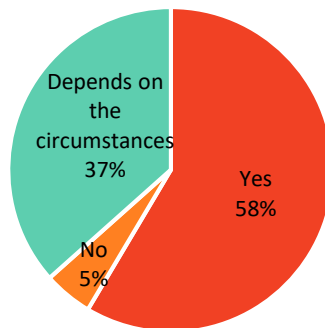
Q4. On a typical cold or rainy, how does your child(ren) travel:



Q5. Please select the top three reasons why someone drives your child(ren) to school:

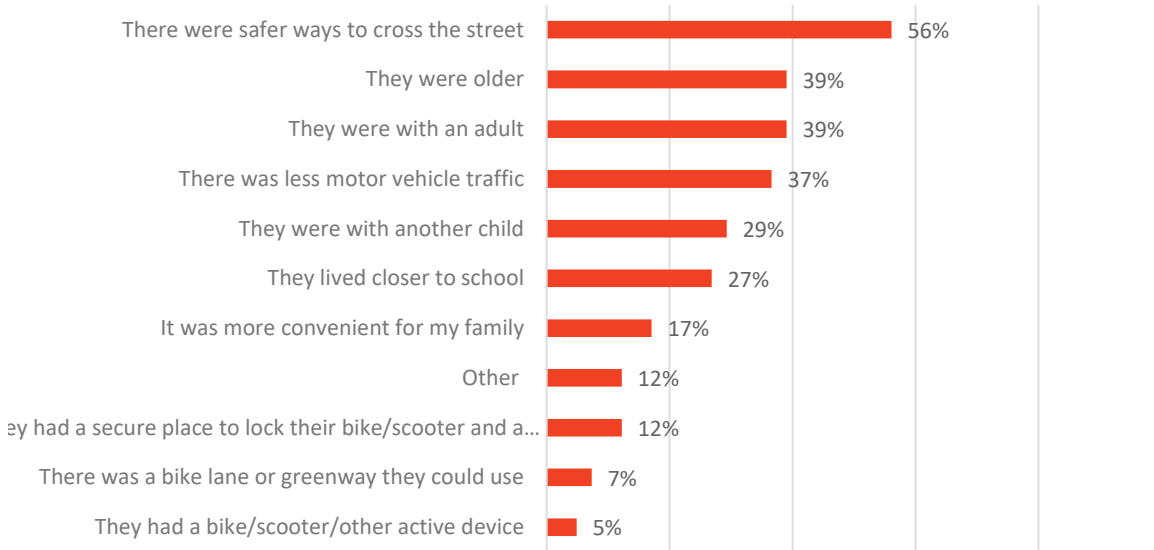


Q6. Would you allow your child(ren) to walk, bike, or roll to school?

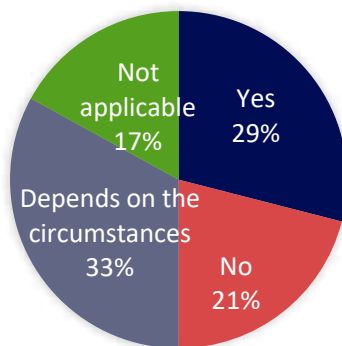


**Q7. I would allow my child(ren) to walk, bike, or roll to school if...
(please check all that apply)**

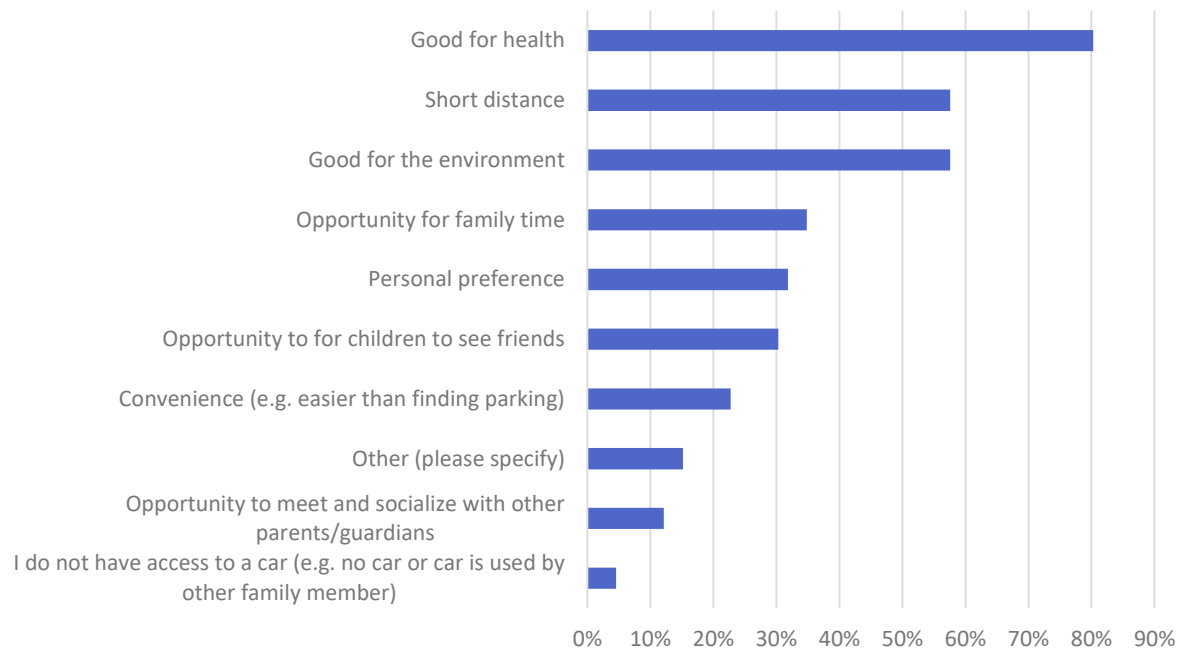
Number of Respondents: 41



Q8. If your child(ren) has before or after school activities, would you consider walking or cycling to those?



Q9. If your family currently walks, bikes, or rolls to school, please select the top three reasons why your child(ren) travels to school in this way.



Q10. Do you have any suggestions for encouraging more families to walk, bike, and roll to school? How can we encourage more parents/guardians to allow or enable their children to travel to school in an active way?

- ▶ Support for safety
- ▶ Have more sidewalks. It so dangerous when the kids have to walk in the road.
- ▶ Address the crosswalk issues at William and 26th. There needs to be a pedestrian controlled crosswalk.
- ▶ Parents need to lead by example
- ▶ Need lights at Williams cross walk and/or crossing guard. Williams should be a school zone 30kmph
- ▶ Safety at the William/ 29 intersection there needs to be a crossing guard or flashing lights the bulging turning lanes help but it's still congested during school drop off hours motorists are stressed and often sped through or are impatient with turning
- ▶ Encourage families to enroll children in schools that are walking distance to them (neighbourhood schools)
- ▶ Crossing guards on William & 29th
- ▶ Group walking / giving awards
- ▶ It would be nice to have a crossing guard at the 29th and William four way stop.

- ▶ Safer road crossings. 29th and William specifically
- ▶ Make junction of 29th and William safer to cross
- ▶ The crosswalk at William Ave & 29th is so busy with cars and kids crossing I think there needs to be more safety measures in place. When I went to Boundary way back in the day, we had a crossing guard there. That intersection is much busier now.
- ▶ No
- ▶ Get good quality rain gear, get out the door earlier, find a family to buddy with to take turns walking group of kids to school from your street
- ▶ Make the area around school safer
- ▶ Find a buddy that lives nearby they can walk with. Start a kilometer Club and track the distance people walk for everyone to see.
- ▶ Find neighbours to walk with
- ▶ Walking school bus
- ▶ Create a walking school bus; send with other children and/or adults; "drive to five" to start off; allow more time in the morning to facilitate walking with their children; practice walking with their children; crossing guards!!
- ▶ Crossing guard at 29
- ▶ I just have concerns about my 6-year-old crossing Williams by 26th.
- ▶ Have a crossing guard at William and 26th
- ▶ It is a lifestyle change and focus on improving traffic
- ▶ Set up an area where older kids can volunteer to walk younger kids to school to make connecting easier.
- ▶ Safer routes and crossings
- ▶ It needs to be made safer: More sidewalks are needed on busy roads. Crossing guards and lights at busy intersections. Better lighting.
- ▶ Safer routes- build sidewalks, put a signal at William and 26th
- ▶ More safe crossings on busy streets around school. I often feel that the families north of 29th st are forgotten about.
- ▶ Send your kids to their catchment school so it's close by and easy to walk to, train them by walking the route with them when they are younger everyday rain or shine! Our kids are so used to it they don't know any other way!
- ▶ Get a crossing guard at William and 29th
- ▶ Safer crossings on the major routes
- ▶ Safe place to bike on the road, lack of sidewalks and bike lanes. Dangerous road crossing at 29th and William. I also understand there isn't anywhere for children to park their scooters so parents then have to take it with them to their next appointment or walk it home and back again.
- ▶ Helping kids find other kids in their local neighborhood to walk with.
- ▶ Better cross walks more safety on the way to school
- ▶ Safer routes to school. My child would ride a bike to Boundary if there were proper, separated bike lanes through the neighbourhoods. Right now, motor vehicle traffic is too

close to cyclists and way too dangerous.

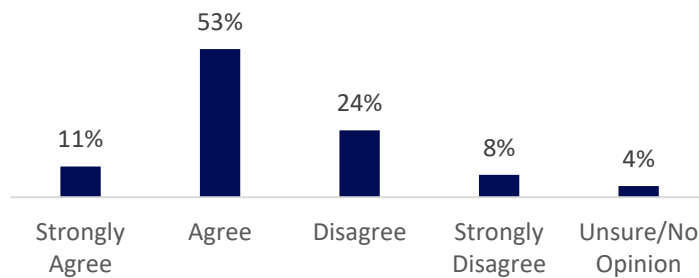
- ▶ Slow the traffic down in the area (speed bumps on all the streets, not just Tempe Glenn) so I don't feel I have to walk with my child. The area is used as a cut through from the highway at all hours of the day. Both local and outside of boundary catchment drivers speed through the area at all times of day.
- ▶ William & 29th Intersection needs to be safer / lights / crossing guard
- ▶ Better traffic control at 29th - the traffic is terrible for families that walk and dangerous for the kids.
- ▶ Safer crosswalks, better crossing signals. Newer (already there) sidewalks are an excellent addition
- ▶ Safe option to cross 29th street west of Williams.
- ▶ Cross guard by our area (William Ave and 29th street intersection)
- ▶ Provide a crossing guard at the 29th street hill!
- ▶ A light at 29th and William, with a "scramble crosswalk".

Q11. What is the intersection closest to your home? Please provide the names of the two intersecting streets (e.g. William Ave and E. 26th St).Note: This information is used to assess common routes that students are taking to get to school, based on where families live.

- William/29th
- Eastview road and 16th
- Draycott and Hoskins
- William and 29th
- William and Shakespeare
- Seymour Parkway & Lillioet
- William and 26th
- Raven Woods Dr and Dollarton Hwy
- Hoskins Rd and Kilmarnock Cres
- Viney and Masefield.
- William and 29th
- William ave. and Link street
- William and 29th
- William Ave and E29th
- William 29th
- Weymouth drive/Weymouth Place
- William and 29th
- William & 29th
- 29th and St Christopher
- 29th and William
- William Ave and 29th st
- Fromme and 29th
- William and 29th
- William ave and 29th
- Wilding way and wilding place
- William Ave and E 29th Street
- Viney Road and St. Christophers Road
- Mill & Mountain Hwy
- William and Lynn Valley Road
- George ave and E 26 th street
- E.26th and Ridgeway
- William ave and Lynn valley road
- William and Lynn Valley Rd
- East 26th Street and Ridgeway Avenue
- Mollie nye and Lynn valley
- William Avenue & E 29th St
- St. Andrews Ave and E 4th St
- Mollie Nye Way and Lynn Valley Road
- William and 29th
- William and 26th
- William Ae and E26th
- E27th - Tempe

- 29th & royal
- Mountain Hwy. and 27th St
- William and E 29th Street
- William Ave & 29th St
- Kirkstone and Lynn Valley
- 29th and William
- Ailsa and Masefield
- Royal and e 29th st
- Chaucer and Shakespeare Avenue
- William and 29
- Lynn Valley Road & Mountain Hwy
- Tempe Glen and Tempe Knoll
- fromme and shakespeare ave.
- william and 29th
- William and 29th
- Fromme and Ross RD
- Wellington and Mountain Highway
- William Ave and 26th St
- Peters and Duval
- E 27th and St Andrews
- Fromme Rd. and E. 29th St.
- 26th and Tempe Knoll Drive
- William & 29th
- Dryden and Ross
- Frederick rd and Sykes
- Fromme and Frederick
- William and 26
- 29th and St Christopher
- 29th and Royal Avenue.
- William ave and 29th street E
- 29th and William
- 29th & William
- Chaucer & Shakespeare

Q12. In your opinion, is your neighbourhood safe for children to walk or bicycle to school?



Q13. Thinking of your journey to school, please describe any specific locations where traffic safety is a concern. Please be as specific as possible (e.g. time of day and intersection).

- ▶ Speeding and on street parking on Shakespeare. Lack of safe/secure crossing at William/29th
- ▶ Crossing Lynn Valley Road
- ▶ Mountain and Lynn Valley in the rain, Fromme and 29th in the rain
- ▶ Crossing 29th
- ▶ The intersection at 29th and Williams is busy.
- ▶ When the kids are headed West on Shakespeare and need to turn onto William and head south there is no crosswalks and cars just fly through the stop signs. There are also no sidewalks on Shakespeare, so the kids are on the street. I also think that 29th and William needs a pedestrian led light. I have seen so many cars not stop at the four way stop and not stop for pedestrians.
- ▶ 29th and William
- ▶ Intersection of William and 26th.
- ▶ 29th and Williams
- ▶ Lynn Valley Road around the mall- just a lot going on
- ▶ Cross walk on Williams and 26th is not safe. Need lights at Williams cross walk and/or crossing guard. Williams should be a school zone 30kmph
- ▶ No sidewalks along Shakespeare ave multiple cars now parking along those streets because of rental suites make visibility hard for pedestrians and motorists when two cars are approaching each other along this road this is a major walking route to both Boundary and Argyle high school and for over ten years we have been asking the district to put in a sidewalk and deal with the intersection with no response we have been to the council many times to present and even done petitions but they don't listen and don't care
- ▶ William at 29th, all day, every day
- ▶ William and 29th...and... Mountain Highway and Lynn Valley Road
- ▶ Busy at William and e29th junction in the mornings. When crossing 2 roads there have to be very careful drivers are paying attention.
- ▶ Drop off area
- ▶ Weymouth Drive between William and Wilding has no sidewalks and if there are cars parked on both sides of the road it can be dangerous especially around school drop off and pick up times
- ▶ We live on Weymouth Drive and there are no sidewalks on this road and cars drive really fast on it which is dangerous for us on foot.
- ▶ Cars do not yield to pedestrians at the four way stop on William and 29
- ▶ The 29th and William intersection is very busy. But mostly cars are courteous and cautious. I just worry about my 3-year-old running ahead and not stopping.
- ▶ 29th and William

- ▶ 4 way stop at William and 29th st. Very busy with cars and kids. Please always rolling thru the stop sign
- ▶ 4 way stop at 29th and William Ave
- ▶ 29th crosswalk is very busy at rush hour in the morning and after school. Also, William and 26th where the cross walk is getting busier every day.
- ▶ William ave and 29th. Usually walking home from school when traffic is busier, and ppl seem to be in more of a hurry.
- ▶ Crosswalks on 26 especially the one west of the school would benefit from a crossing guard as cars often speed thru especially in the morning
- ▶ William and E 29th Street
- ▶ Intersection of William Ave and E 26th is a concern; would be much more comfortable allowing my son to walk, bike once he is old enough if there was a crossing guard at that intersection
- ▶ Any intersection down Mountain Highway, as morning commuters enter Mountain Hwy.
- ▶ William and 21st Avenue. All day cause it's the closest road off the off ramp coming up the highway. The Lynn Valley exit. Cars coming flying off the highway at very high speeds at all times of the day. We 've had several accidents outside our house due to speed and drunk drivers during the car. So, no it is not safe for my child or the children I care for to walk to and from the school.
- ▶ 300 block of E.26th has no sidewalks. We walk on the road and occasionally cars come speeding down the road to get to work. Speed bumps to force them to slow down will help buy reaction time for my kids to run to the side of the road when a car comes.
- ▶ 26th & William ave.
- ▶ There is no designated crosswalk at William and 26th. Cars often roll through the stop sign and don 't look out for children or people in general.
- ▶ 29th & William bump outs - make permanent
- ▶ Tempe Glen Drive and Tempe Knoll Drive
- ▶ The light in Lynn valley road and Mollie nye often have cars running a solid red light!!!
- ▶ William Avenue & E 29th St four way "stop"
- ▶ Crossing Lynn Valley Rd
- ▶ William and 29th
- ▶ 29th & royal crossing. 29th is very busy. I do not use it from our place, but it is a problem. We have to do Williams and 26th.
- ▶ Before school William and 26th, also along Masefield if traffic is backed up on 29th or Lynn valley
- ▶ 29th crossings/ speed/business
- ▶ 29th & royal crossing. 29th is very busy
- ▶ William and 26th
- ▶ William and E 29th Street at any time
- ▶ William Ave and 29th street - concern: cars not stopping at stop sign
- ▶ Crossing Lynn Valley Rd people run the late or try to beat the pedestrians crossing. Crossing

at Williams and 26 people don't always stop and speed through the crosswalk. Drivers also speed through the 30 zone in front of the school

- ▶ Shakespeare Road between Fromme and William: no sidewalk. 29th and William, busy 4-way stop where cars often disregard safety of pedestrians and roll through the stop sign.
- ▶ William and 26th, William and 29th
- ▶ 29th and royal is very scary. The closest crosswalk is at William. If my family jaywalks across 29th it takes 2 mins to get to school. If we walk to William it takes much longer.
- ▶ Our street Shakespeare Avenue is a nightmare for walking to school, esp when kids are younger, because we have no sidewalks or traffic calming and it's a major commuter alternate to 29th! It's scary especially between 8:15-8:45am and again toward the end of the day.
- ▶ 8:40 am William and 29th
- ▶ William & 29th. Should be traffic light. William & 26th, should controlled cross walk
- ▶ Directly outside and within 50m of the school at drop off and pick up times. Drivers obstructing crosswalks, sometimes driving up onto sidewalk to park.
- ▶ Intersection at william and 29th ; cars speed down shakespeare to avoid 29th and there are no sidewalks
- ▶ 4 way stop at william and 29th all day, crosswalk at william and 26th (esp when dark/ rain)-- cars speed down william avenue so quickly!!!
- ▶ 4 way stop at 29th, always dangerous. Worse time of the days is 8:40-8-50am and 3:00-3:15
- ▶ Intersection of 29th and William which we have to cross westward and then south. Cars do not stop properly at this intersection during the morning rush hour 815-900. No sidewalks down Ross Rd which is our route for walking. In front of the school entrance on 26thi notice cars daily speeding and doing uturns.
- ▶ Walking down mountain highway between Wellington and dovercourt (no sidewlk on east side of street)
- ▶ William Ave Cars never go speed limit always at least 60-80km/h, no good cross walk at the corner of 26
- ▶ Mornings are very sketchy along Lynn Valley Boulevard and at the four-way stop intersection at Fromme and 29th Avenue
- ▶ E 27th is a busy street most of the day as people try to avoid E 29th. Speeding, narrow road, not stopping fully at intersections (E27th and St Georges and E27th and St Andrews)
- ▶ E. 29th St. and William Ave., William Ave. and E. 26th St.
- ▶ Tempe Knoll Drive, 26th Cres/St, Wilding Way, Weymouth Drive
- ▶ William & 29th 4 way stop. Both Morning and Afternoon. Volume of traffic. Dangerous Driving.
- ▶ William and 29th 4 way stop
- ▶ 4 way stop at William and 29th is crazy. Cars don't follow the rules or look carefully, especially in the morning.
- ▶ 29th and William
- ▶ William and 26 crosswalks

- ▶ 29th at William
- ▶ 29th street at the intersections west of Williams. Cars park on both sides of the road so visibility is poor and cars travel at very high speeds down and up the hill. Also, if someone is slowing to turn, cars go around them and it is very unsafe for pedestrians or bikers.
- ▶ 4 way at William ave and 29th street intersection
- ▶ 29th and William. Actually, it's difficult to cross 29th anywhere West of William too.
- ▶ 29th & William. While the traffic calming curbs help a bit it ya between 8:30-9 & 3:00-3:30 where traffic is so dangerous for the kids crossing.
- ▶ William & 29th

Q14. Do you have any suggestions for how safety around the school could be improved? What would you do to make your child(ren)'s journey to and from school safer and more enjoyable?

- ▶ Crossing guards or controlled intersection at William/29th. Speed controls on Shakespeare
- ▶ Clear pedestrian crossing at Fromme and 29th
- ▶ Put a pedestrian controlled stop in
- ▶ More intersections where they are told it's their turn to go.
- ▶ Lights at the 29th & William intersection
- ▶ Put in a pedestrian controlled crosswalk signal at William and 26th
- ▶ Put in lights or at least crosswalk light at 29th and Williams
- ▶ School is fine from our perspective- my child is grade 7 and very responsible, so not same issues as with younger children
- ▶ Need lights at Williams cross walk and/or crossing guard. Williams should be a school zone 30kmph
- ▶ See above but this has been going on forever in this neighbourhood and frankly people are just fed up and have given up because the politicians don't listen, and nothing happens
- ▶ Crossing guards
- ▶ Have someone patrolling this junction in the mornings
- ▶ Have a sidewalk built on Weymouth drive
- ▶ Put in sidewalks on Weymouth Drive and install speed bumps to slow down cars.
- ▶ Crossing guards
- ▶ Crossing guard at 29 and William. Or something at that intersection during peak times in particular
- ▶ Crossing guard
- ▶ No
- ▶ Our journey is enjoyable. More people are parking on our street to walk through to the school. Speed bumps would slow down traffic a bit.
- ▶ Not sure. Maybe better street lighting for darker days.
- ▶ Crossing guard

- ▶ Crossing guards at busy intersections around the school
- ▶ Speed bumps on residential roads without sidewalks!!!
- ▶ Having a designated crosswalk at 26th and William with a crossing guard would be great
- ▶ Extend sidewalk to northern limit of Fromme Rd
- ▶ More people walking. Safety in numbers.
- ▶ Close off 26th street during beginning and end of school hours
- ▶ Crossing guards 2) ENFORCE all the no parking/no stopping zones around the school - people parking/stopping illegally impedes safety of children (sightlines, blocking crosswalks); people u-turning, speeding, etc.
- ▶ Crossing guard at Williams and 26th. it has been great having construction walking guards.
- ▶ Crossing guard
- ▶ A crossing guard at William and 26th
- ▶ Better crosswalks and maybe crossing guards
- ▶ Crosswalk for 29th & royal
- ▶ Crossing Gaurd
- ▶ Crossing guards at major intersections. Or controlled somehow.
- ▶ A place to keep scooters and skateboards safe inside the school. My son had to store his scooter outside one day and forgot to pick it up afterschool. When he remembered 23 hours later it was gone.
- ▶ Crossing guard or lights at William & 26, longer crossing time across Lynn Valley Rd @ Kirkstone
- ▶ Nicer paths for walking and biking around the school. The landscaping and paths lack any aesthetic appeal or flow. Widen sidewalks where possible.
- ▶ Less traffic around the school (more children walking), crossing guard at William and 26th, sidewalks on Link, Masefield, etc
- ▶ A safe crossing somewhere along 29th west of william
- ▶ Traffic light at 29th @ William, sidewalks & speed bumps on common commuter bypass roads.
- ▶ Slow down sign, traffic control
- ▶ Controlled crosswalks
- ▶ Fortunately, we have a safe and short journey to school without any roads to cross, so I can't really improve on our journey at all! Generally, around the school area - enforcement of parking restrictions, driver/parent education. Can we close the street in front of the school or make it one-way (see Ross Road which has a one-way system at limited times)?
- ▶ Crossing guard at william and 29th
- ▶ Pedestrian controlled lights at 29th and william and flashing lights at crosswalk 26 and william. Speedbumps before and after the crosswalk on william/ 26th. Speed is a huge issue, even when the kids are walking down the sidewalk!
- ▶ Pedestrian controlled light, crossing guard. I walk my son, or he walks in a group to cross this intersection, as drivers don't seem to see one person in the same way as a group.
- ▶ Install sidewalks on all routes. Pedestrian lighted crossing st 29th and william. Better

lighting at this intersection as well. Ensure parents dropping off at front are following the rules

- ▶ Flashing speed sign showing to drive slowly and extend the school zone sign
- ▶ Separated bike lanes. replacing four-way stops at 29th with traffic lights
- ▶ More support staff at cross walks, no parking on the opposite side of the street at pick up and drop off times (helps with traffic flow and widen the road for traffic as well as more visibility) of the crosswalks
- ▶ Most of it is down to drivers not following rules and being selfish
- ▶ Speed bumps, lights, crosswalks
- ▶ Crossing Guard / Traffic Lights / Pedestrian Crossing William & 29th.
- ▶ 4-way stop needs policing from time to time. Drivers are rushing and not stopping for pedestrians.
- ▶ Crossing guards, permanent bump limiting right turns at the 4 ways stop
- ▶ Traffic lights, crossing guards or other measures on 29th and William
- ▶ Crossing guard
- ▶ Pedestrian controlled light
- ▶ Enforce traffic bylaws more regularly.
- ▶ Cross guard, traffic light. I've been walking my daughter since she has been in kindergarten, every year we've had many close encounters with impatient drivers. I don't think I could feel safe letting her walk alone unless there was an adult supervising or some way to enforce that cars come to a FULL stop at traffic lines.
- ▶ Put a light and a "scramble crosswalk" at 29th and William. Also put a crosswalk across 29th at Tempe Glen.
- ▶ Stop light at 29th & William