
SCHOOL TRAVEL PLAN

Holy Trinity Elementary



Introduction 4

School Travel Planning.....4

School Travel Planning in the City of North Vancouver5

The School Travel Plan6

School Overview 7

School Profile.....7

Neighbourhood Profile7

Transportation Profile8

Data Collection 9

Methodology and Results9

 Student Hands-Up Surveys9

 Family Online Survey10

 Walkabout.....15

School Travel Challenges 17

 1. Traffic safety in front of the school.....17

 2. Pedestrian crossings at the intersection of Lonsdale Ave. and 27th St. West20

 3. Pedestrian crossings at the intersection of Chesterfield Ave. and 27th St. West21

 4. Pedestrian safety on the Upper Levels Hwy. overpass .22

 5. A culture of driving24

Implementation 26

Encouragement26

 Bike to School/Bike to Work Week.....26

 Walk & Wheel Week27

Engagement28

 Student Leadership28

Education29

 Elmer Visit29

 Best Route to School Map29

Enforcement30

Safety Blitzes.....30

Engineering.....31

 New sidewalk on the west side of the school driveway31

 Upgrades to the intersection of Lonsdale Ave. and 27th St.
 West32

Evaluation 33

 Follow-Up Surveys.....33

 Evaluation Results.....33

 Travel Mode Share33

 Effectiveness of Interventions.....35

Members & Endorsement 36

 School Travel Planning Members36

 School Committee.....36

 Children and Youth Safe and Active Travel Working Group.36

Appendices 37

 Appendix 1: School Travel Action Plan37

 Appendix 2: Best Route to School Map.....37

 Appendix 3: Base Map37

 Appendix 4: Heat Map37

 Appendix 5: Classroom Hands-Up Survey.....37

 Appendix 6: Parent Online Survey37

City of North Vancouver
www.cnv.org/SASTP

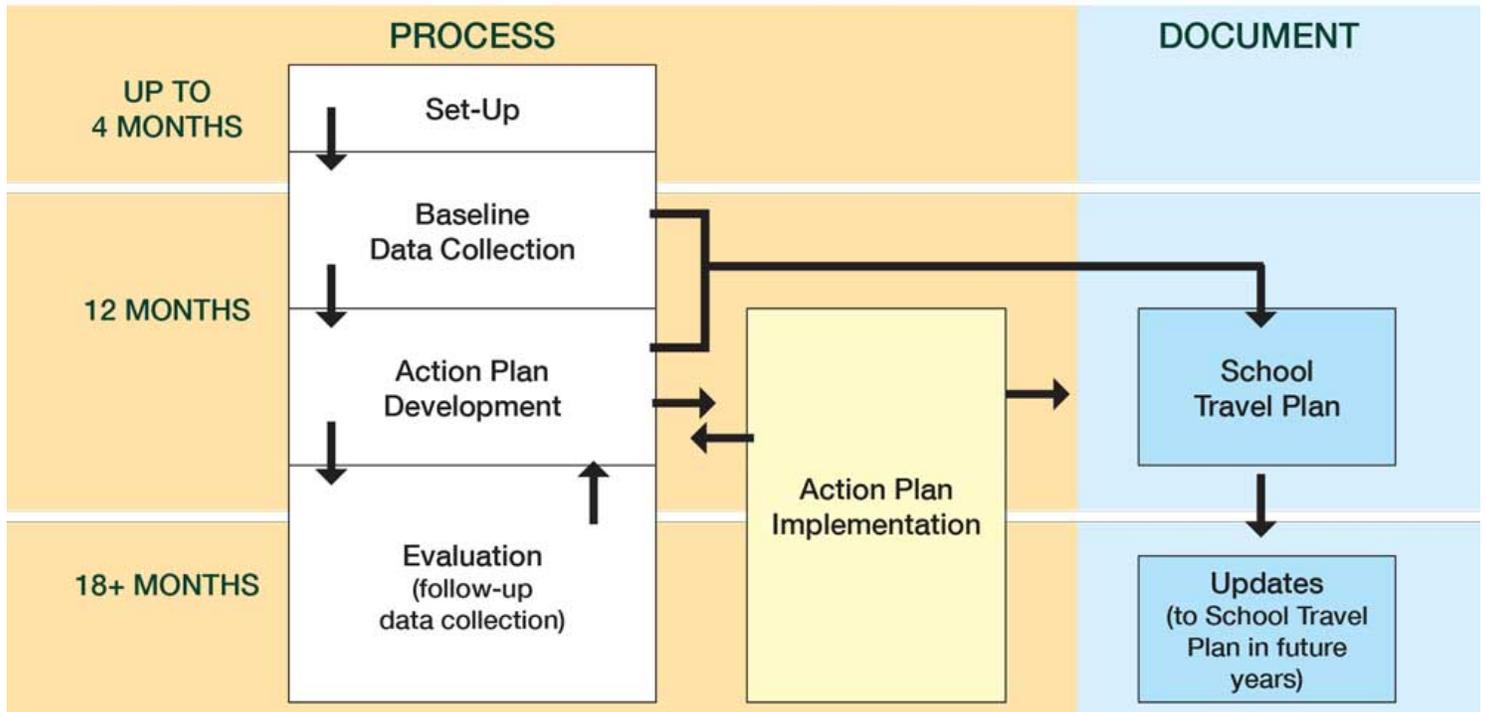
National Active & Safe
 Routes to School
www.saferoutestoschool.ca/school-travel-planning

HASTE BC
www.hastebc.org

School Travel Planning

School Travel Planning (STP) is a community-based planning process that has been used with success to date in communities across Canada. The goal is to increase the number of families choosing active transportation modes to get to and from school. School Travel Planning uses a collaborative approach, working to involve all relevant stakeholders and enable communities to tackle the root causes of their schools’ transportation challenges.

School Travel Planning is overseen and resourced in each community by a Steering Committee comprised of representatives of key school transportation stakeholder groups. At individual schools, the School Travel Planning process is led by an STP Facilitator, who convenes a School Committee, comprised of staff, parents, administration, and other community stakeholders, to outline specific active school travel barriers and solutions, developing the foundation and specifics for each school’s School Travel Plan.



▲ The School Travel Planning Process

School Travel Planning employs a linear process that takes the better part of a year to complete. Individual stages inform subsequent ones but can overlap, so the overall process is kept flexible in order to address issues and respond to opportunities as they emerge.

School Travel Planning in the City of North Vancouver

In 2013, a survey was conducted in partnership with the North Vancouver School District (SD44) and the District of North Vancouver in order to better understand issues specific to the areas surrounding schools and determine how students currently get to and from school.

The City's Safe and Active School Travel Program (SASTP) combines education and outreach with improvements to the transportation infrastructure surrounding schools in order to encourage safe and healthy travel habits. The City of North Vancouver, in cooperation with the North Vancouver School District, TravelSmart, and the Heart & Stroke Foundation, launched the SASTP at Queensbury Elementary in 2014.

After launching the SASTP, North Vancouver City staff and the RCMP reviewed each public elementary school zone while considering the results of the survey. School administration was consulted to identify which schools would be most appropriate for expanding the SASTP. North Vancouver City staff contracted HASTe (Hub for Active School Travel) to develop and implement actions that minimized safety issues around schools and facilitated programs that encouraged walking and cycling to school.

In spring 2015, the program was extended to Larson and Ridgeway Elementary Schools, with a HASTe staff member as facilitator. The program addressed safety issues beyond the immediate school property and included the development of Best Routes to School plans, taking walkability and safety issues into account. The program involved bringing together numerous stakeholders and partners, including school staff, parents, students, City of North Vancouver staff, and many others, to identify issues and develop solutions.

During this process, current transportation issues (such as busy crossings and barriers to active transportation) and opportunities (such as existing pedestrian and bicycle paths) were identified around each school.

City of North Vancouver staff have prioritized the SASTP due to growing concerns over school zone safety issues and low levels of physical activity amongst children in North Vancouver. With a shift in travel norms and lifestyles among families, there has been an increase in parents driving their children to school over the last few decades. The SASTP program allows City of North Vancouver staff to identify opportunities to make strategic and impactful improvements to the transportation infrastructure surrounding schools, educate and reach out to students and families about safer travel behaviour, and encourage walking and biking to and from school.

The School Travel Plan

This School Travel Plan is a living document belonging to the school. It should be revisited regularly to update the status of Action Plan (Appendix 1) items and to incorporate future evaluation findings.

This document consists of information compiled since The City of North Vancouver Safe and Active School Travel Program (SASTP) began at Holy Trinity Elementary School [hereinafter: Holy Trinity] in the winter of 2016.

School Profile

Holy Trinity is a Kindergarten to Grade 7 Catholic Elementary School and is part of the Holy Trinity Parish. The school's policy and procedures are set by the CISVA (Catholic Independent Schools of the Vancouver Archdiocese). It is located at 128 27th St. West in the City of North Vancouver. The student enrollment during the 2017/2018 school year was 225 students.

Holy Trinity's Parish Education Committee (PEC) is an organization that allows parents to provide assistance to the pastors and feedback on the operation of the school. The Committee, which meets once a month, and consists of seven members.

Holy Trinity has a parent participation program that allows the parents to have an active role in the school and parish. Parents take on various roles in the school, such as helping in the library, yard duty, and crossing guard volunteer.

Holy Trinity's Mission Statement is "Care for Everyone in Our Common Home". The school is a faith community and their goal is to develop the whole child to their full potential as a leader, responsible citizen and life-long learner.

Holy Trinity is an independent Catholic school, one of only two in the City of North Vancouver. As such, the school draws students from a large geographical area.

Neighbourhood Profile

The school is located in a residential neighbourhood west of Lonsdale Ave., a major arterial road, and just north of the Trans Canada / Upper Levels Highway. It shares the property with the Holy Trinity Catholic Parish Church. The St. Andrew's & St. Stephen's Church is located a block to the west, a 2-minute walk from the school. There are two shopping complexes within a 5-minute drive to the school. The front entrance of the school faces 27th St. West. A staff and visitor parking lot is on school grounds in front of the main entrance of the school. There is a gravel playing field on the west side of the school, across Western Ave.

The nearby transit routes are #229, #230, #232, #241 and #242, all of which drop students within a 5-minute walk to the school, as

bus stops are located at the intersection of 27th St. W, and Lonsdale Ave.

There are several parks (Crickmay, Carisbrooke, Norseman, and Wagg Creek) and 3 recreation centres (Harry Jerome, Memorial, and Mickey McDougall) near the school.

Transportation Profile

Provincial Hwy. No. 1, the Upper Levels Highway, runs east-west just a few blocks south of the school. Holy Trinity is bordered to the east by Lonsdale Ave., a four-lane arterial road that crosses the Highway by way of a 6-lane overpass.

There are several bus routes on Lonsdale Ave., which provide transit services to and from neighbourhoods north, east, south and west of the school. Just north of the school, W Queens Rd. and 29th St. West are also bus routes.

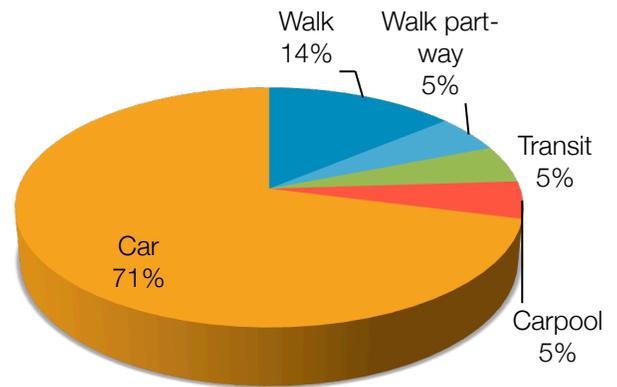
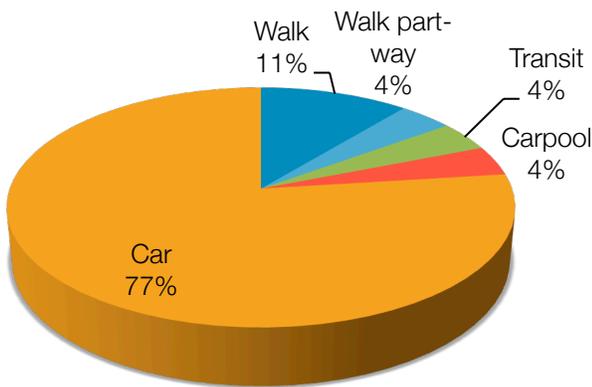
Though there are gaps in the network, most of the streets near Holy Trinity have sidewalks on at least one side. The school itself has a Walk Score of 73/100, suggesting that most errands in the surrounding neighbourhood can be accomplished on foot; Walk Score is a measure of neighbourhood walking accessibility, and is often an indicator of community health and well-being (www.walkscore.com).

Methodology and Results

School travel data was collected using a variety of methods, including student hands-up surveys, parent online surveys, and a school walkabout. Baseline hands-up surveys and baseline family online surveys were completed in December 2016, and a walkabout involving members of both the Municipal Steering Committee and the SASTP committee was conducted in February 2017.

Student Hands-Up Surveys

Baseline hands-up student surveys were coordinated by HASTe and facilitated by Holy Trinity teachers and staff. These surveys involved students self-reporting which modes of transportation they used to travel to and from school each day for one week. A copy of the student hands-up survey is included as Appendix 5 to this report.



▲ Hands-up survey mode share to school

▲ Hands-up survey mode share from school

One hundred and sixty-six students in eight divisions from Kindergarten to Grade 7 participated in the baseline hands-up survey, just under 74% of the school’s student population. Of these, the majority reported that they were driven to (77%) and from (71%) school. Walking accounted for 11% of trips to school and 14% of trips from school, walking part-way accounted for 5%

of trips, while public transit and carpooling each accounted for 4% of trips to school and 5% of trips home.

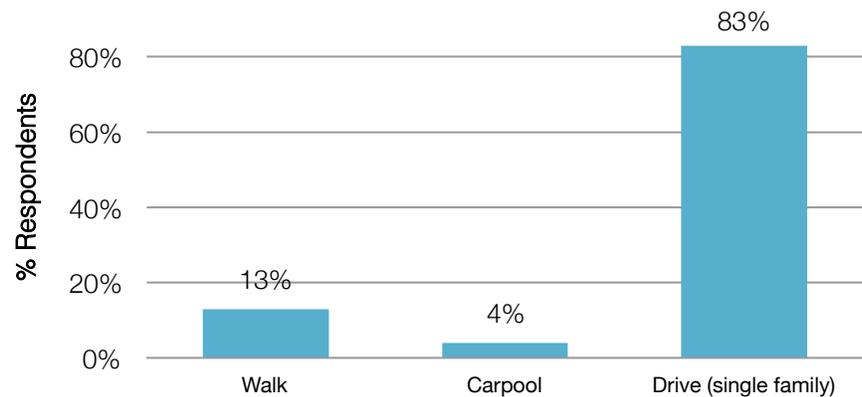
Family Online Survey

Further information regarding the school journey and family travel habits was gathered through a family online survey and route-mapping exercise in December 2016. A copy of the family online survey is included as Appendix 6 to this report.

Survey Participation

80 families, representing 114 students, completed the family online survey, just over half (51%) of the school population.

Travel Mode Share

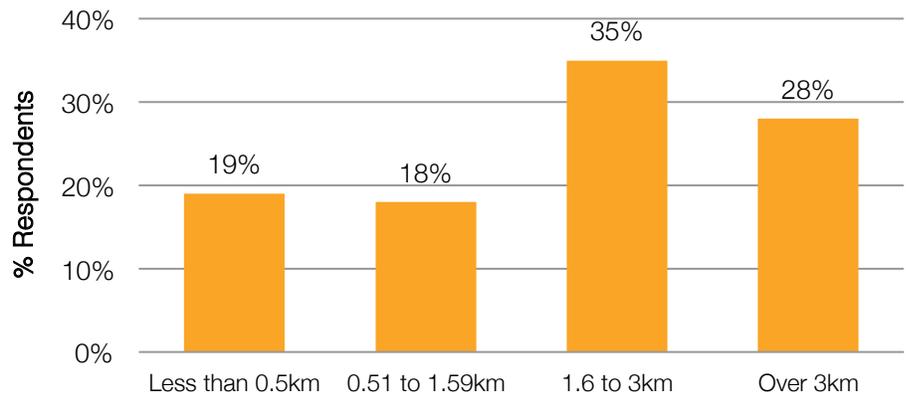


▲ Holy Trinity parents report how their child(ren) usually travel(s) to and from school.

According to the baseline family online survey, the majority of Holy Trinity students (83%) are driven both to and from school. A small proportion makes the journey on foot (13%), or as part of a carpool (4%).

The mode share data collected through the baseline family online survey was generally consistent with the mode share data collected through the baseline hands-up survey.

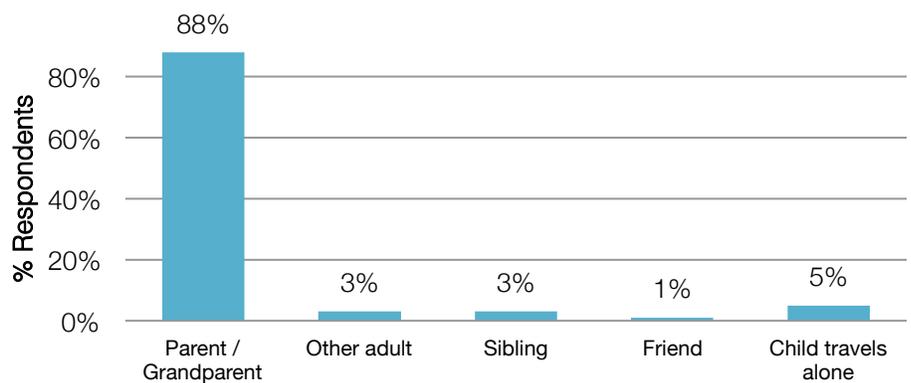
Distance Travelled to School



▲ Holy Trinity parents report how far they live away from the school.

According to the baseline family online survey, most Holy Trinity families live beyond what is generally considered walking distance from their school: 35% of families reported living between 1.6km and 3km away from the school, while 28% of families reported living more than 3km away. Just over a third of families live a walkable distance from school: 19% live within 500m of Holy Trinity, while 18% live between .5km and 1.5km from the school.

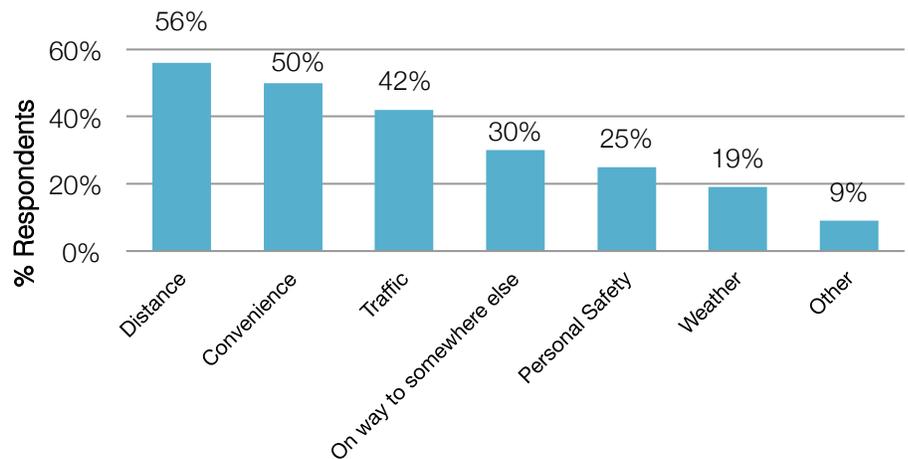
Independent Vs. Accompanied Travel



▲ Holy Trinity parents report who (if anyone) accompanies their child to school.

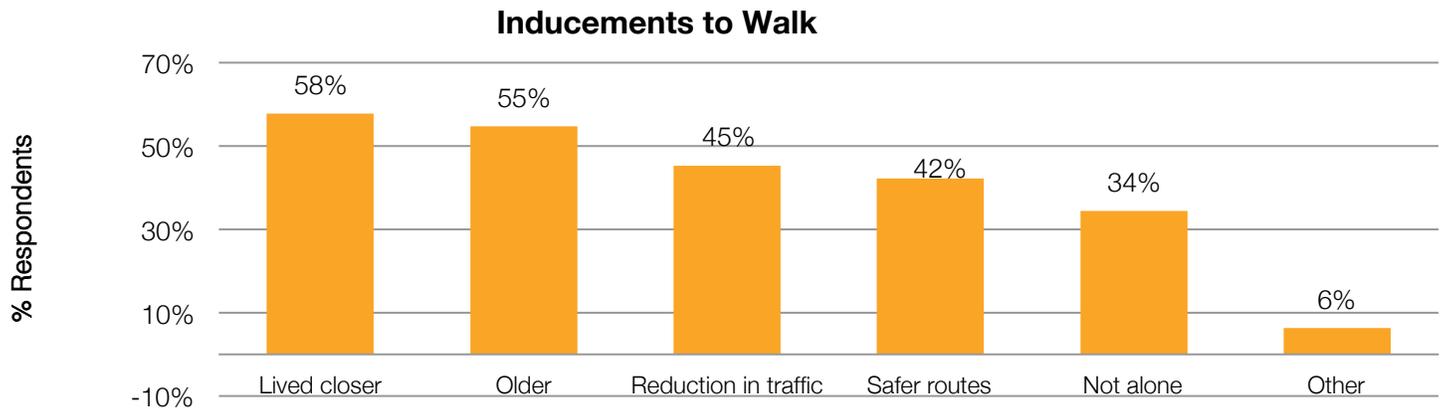
According to the baseline family online survey, the majority (91%) of students at Holy Trinity travel to and from school accompanied by an adult: 88% by a parent or grandparent, and 3% by another adult. A few travel to and from school without an adult, including 5% who make the trip alone, and 4% who travel with a sibling (3%) or friend (1%).

Reasons for Driving



▲ Holy Trinity parents who drive their child(ren) to school list their reasons for doing so.

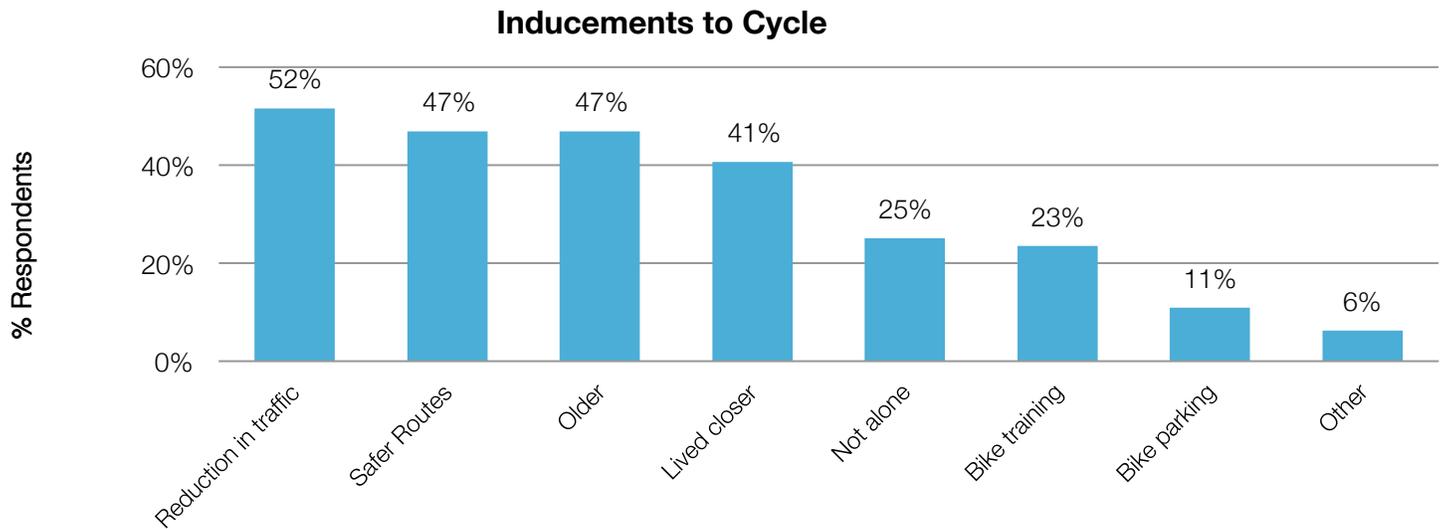
“Distance” (56%) was the most common reason given by Holy Trinity parents for driving their children to school, followed by “convenience” (50%) and “traffic” (42%). Holy Trinity is the only North Vancouver school to undergo School Travel Planning at which being “on my way somewhere else” (30%) did not rank among the top three reasons given for driving to school.



▲ Holy Trinity parents list the conditions under which they would consider allowing their child(ren) to walk to school.

The most common condition under which parents at Holy Trinity would allow their child to walk to school is “if they lived closer” (58%), followed by if they were “if they were older” (55%) and “if there were less traffic” (45%).

However, there was little correlation between the distance that families reported living from school and their usual means of travel. Only 14% of families who live within 500m of the school reported that they usually make the trip on foot. Beyond that, the rate of walking increased slightly, to 15% between .5 and 1.5km and 16% between 1.6 and 3km from the school. A majority of families (79%) that live within 500m of the school reported that they usually drive to school, as did 77% of those that live between .5 and 1.5km away and 84% of those that live between 1.6 and 3km away.

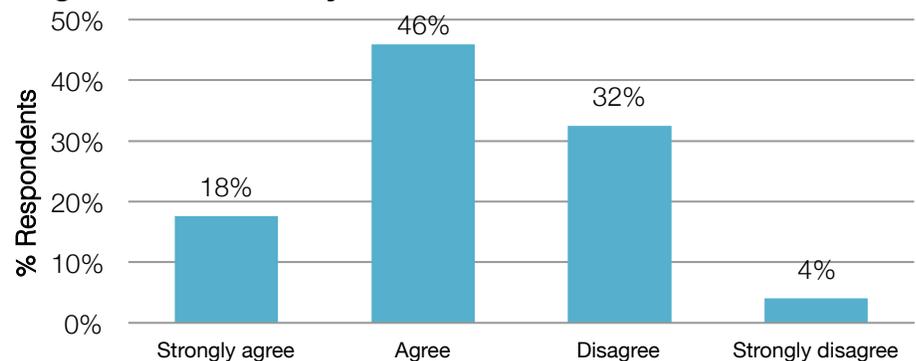


▲ Holy Trinity parents list the conditions under which why would consider allow their child(ren) to cycle to school.

According to the baseline family survey, the most common condition under which parents would consider allowing their child(ren) to cycle to school was if there was a “reduction in traffic” (52%). If “they were older” (47%) and “there were safer routes” (47%) were also popular conditions.

Parents’ reluctance to allow their children to ride to school may relate to concerns about traffic safety in the neighbourhood and/or school zone, or a lack of confidence in their child(ren)’s ability to navigate the roads safely. To address these concerns, the City of North Vancouver has funded bike education for North Vancouver intermediate students since 2014.

Neighbourhood Safety



▲ **Holy Trinity parents indicate whether they think their neighbourhood is safe for children to walk or cycle to school.**

In the baseline family survey, most parents either agreed (46%) or strongly agreed (18%) that their neighbourhood was safe for children to walk to school, while just over a third of parents either disagreed (32%) or strongly disagreed (4%).

Walkabout

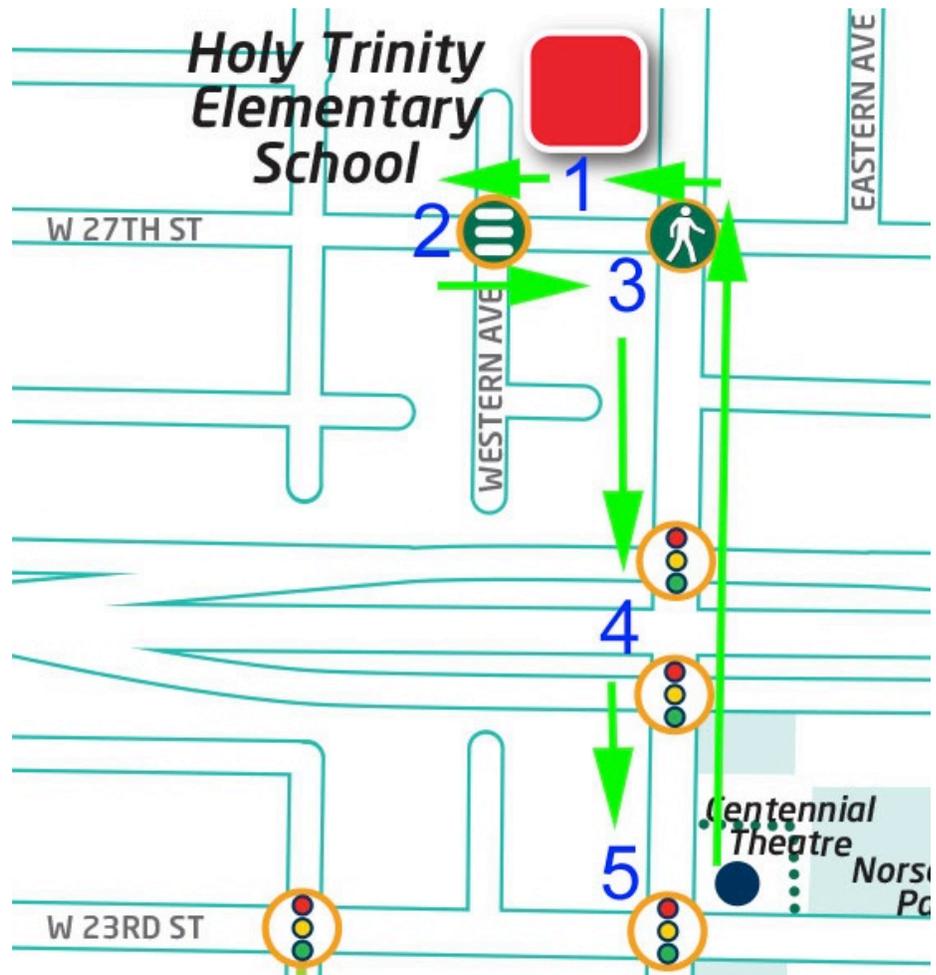
A transportation walkabout was held at Holy Trinity School on February 21st, 2017 from 2:15 pm to 3:15 pm. Kevin Smith (Principal), Valerie Baiton (Parent at Holy Trinity), Natalie Corbo and Iona Bonamis (City of North Vancouver), Kulvir Mann (North Shore SRA) and Carol Sartor (HASTe BC) participated in the walkabout. The walkabout proceeded along the route outlined below:

1. Participants met at the front entrance of the school and discussed the congestion and safety issues in school's parking lot, which functions as a vehicle drop-off and pick-up loop during the periods before and after school.
2. They proceeded to observe the crosswalk at the intersection of Western Ave. and 27th St. W, which functions as the vehicle entrance of the school property.
3. Participants then walked east on 27th St. West towards the busy intersection of Lonsdale Ave. and 27th St. West. There they reviewed the frequency and duration of the pedestrian

phase, the location of nearby bus stops, and pedestrian crossing facilities.

4. Next, the group walked south on Lonsdale Ave. towards the overpass over Hwy 1 to observe pedestrian conditions on and near the overpass, the frequency and duration of pedestrian phases on Lonsdale Ave., and pedestrian crossing facilities.
5. They then continued south to 23rd St. West, crossed to the east side of Lonsdale Ave., and proceeded north, reviewing potential Drive to 5 locations before heading back to the school.

After the walkabout participants met in the school library to gather feedback and discuss the areas and issues that were observed.



▲ Map of the Holy Trinity walkabout route

School travel challenges are the barriers to active travel faced by students, families, and staff at Holy Trinity. These challenges were identified through meetings with stakeholders and the School Travel Planning data collection process.

This section, along with Holy Trinity's School Travel Action Plan (Appendix 1), identifies some of the challenges and presents recommended solutions, drawn from the school community and best practices in the field of ASRTS, to overcome the barriers to active travel at Holy Trinity.

1.

Traffic safety in front of the school

Holy Trinity's front entrance faces a large parking lot that can be entered from the intersection of 27th St. West and Western Ave. Through comments in the online survey, conversations with parents and administrators, and observations during the walkabout, a number of concerns emerged about traffic safety in this area.

27th St. West is a two-lane, primarily residential, local road that runs east-west along the south side of the school. The section of 27th St. West adjacent to the school is a signed school zone with a 30 km/h school limit, has sidewalks on both sides, and allows for on-street parking on its south side. The north side of the section of 27th St. West east of Western Ave. is a no-stopping zone, and to the west it is a no parking zone during school hours.

The intersection of 27th St. West and Western Ave., which functions as the entrance to the school's parking lot, features marked and signed north-south crosswalks on its east and west sides. There are stop signs for vehicles approaching the intersection from the north and south, along with a restriction on left-hand turns during school hours for southbound vehicles exiting the school's parking lot. The school has a student crosswalk attendant program, through which older students volunteer to facilitate safe



▲ Looking east on 27th St. West through the school zone.

pedestrian crossings at this intersection before and after school.



▲ **Crosswalks in front of the school at the intersection of Western Ave. and 27th St. West.**

Each year, Holy Trinity raffles off parking spots not allocated to staff as a school fundraiser. Additionally, the school invites parents to use its parking lot for pick up and drop off purposes, going so far as to assign student volunteers to act as “greeters” and shepherd students between waiting cars and the school’s front entrance.



▲ **Student volunteers facilitate crossings in the school’s parking lot.**

Through the online survey, parents expressed concerns about the safety of pedestrians crossing the

intersection of 27th St. West and Western Ave. They noted that the intersection is often congested during the periods before and after school with vehicles entering and exiting the school parking lot to pick-up or drop-off students.

North of the intersection, students must either walk on the unpaved western side of the driveway to avoid the parking lot or, if they use the paved path on the eastern side of the driveway, navigate two additional vehicle crossing points within the parking lot to get to the front entrance of the school.

Participants in the school walkabout and “Think of Me” campaign days corroborated parent concerns about traffic safety issues in front of the school.



▲ **Adult crossing guards facilitate crossings at the crosswalk in front of the school.**

The City of North Vancouver plans to review the intersection of 27th St. West and Western Ave. to determine whether it can be upgraded to improve pedestrian safety and traffic flow. Following the spring “Think of Me” campaign day, Holy Trinity’s administration is reviewing whether to close the parking lot to pick-up and drop-off activities, which would occur on 27th St. West in front of the school.



- ▲ Looking north through the intersection of Lonsdale Ave. and 27th St. West before it was upgraded.

2.

Pedestrian crossings at the intersection of Lonsdale Ave. and 27th St. West

In the online survey, parents raised concerns about the safety of pedestrians crossing the intersection of Lonsdale Ave. and 27th St. West, east of the school. This section of Lonsdale is a four-lane major arterial road, with provisions for on-street parking on one side. At the beginning of the School Travel Planning process, the intersection featured only a north-south pedestrian activated traffic signal and provisions for east-west pedestrian crossings on its north side.

Through the survey, parents reported the intersection gets very busy, especially around the beginning of the school day. They complained that the pedestrian crossing phase is too short for families and children to navigate comfortably, and that drivers turning east or west off of Lonsdale are busy looking for gaps in oncoming traffic, and frequently don't look for pedestrians crossing.

In 2017, the City of North Vancouver made

substantial upgrades to this intersection, details of which can be found in the Implementation section of this document.

3.

Pedestrian crossings at the intersection of Chesterfield Ave. and 27th St. West

Through the online survey, parents expressed concerns about the safety of pedestrians and the speed of motor vehicles at this intersection of these two residential roads, which lies west of Holy Trinity. There are sidewalks with full curbs on both Chesterfield Ave. and 27th St. West, and stops signs for motor vehicles travelling north-south.



▲ Looking west through the intersection of Chesterfield Ave. and 27th St. West

Parents complained that drivers leaving both Holy Trinity and nearby Larson Elementary drive recklessly through the intersection after dropping their children



▲ Looking south down Chesterfield Ave. from its intersection with 27th St. West.

off in the morning. With vehicles leaving the Holy Trinity parking lot being prohibited from turning left, parents speculated that many of their peers pass through this intersection on their way home or back to Lonsdale Ave. The intersection is not within either school’s school zone, but is on a best route to school for both Holy Trinity and nearby Larson Elementary.

Traffic calming on 27th St. West would reduce the speeds of vehicles both on this best route to school and approaching the intersection of Chesterfield Ave. and 27th St. West. Installing a marked north-south crosswalk at this intersection and/or adding curb extensions and letdowns would raise driver awareness of pedestrians and improve the comfort and safety of pedestrians crossing the intersection.



▲ **Participants crossing the overpass on foot during the walkabout.**

4.

Pedestrian safety on the Upper Levels Hwy. overpass

Lonsdale Ave. is a busy 4-lane arterial road that runs north-south just east of Holy Trinity. As reported in the online survey, pedestrian safety on Lonsdale Ave., in particular the section crossing the Upper Levels Highway, raised more concerns from parents than any other issue or location.

To cross the Upper Levels Highway overpass, a pedestrian must cross between 5 and 7 lanes of traffic at 3 or 4 crossing points. Parents raised concerns about the overall safety of the overpass, and pointed to a number of specific issues, including: the volume of traffic; driver behaviour and failure to yield at crosswalks; vehicle speeds; short crossing times and long crossing distances; narrow sidewalks; and gaps in or insufficient height of the guard rails.



▲ **Heavy vehicle traffic and long crossing distances at intersections near the overpass**

There are a number of improvements that could be made to the overpass and nearby intersections to improve the safety and comfort of pedestrians using this route. City of North Vancouver staff have communicated parents' concerns about the pedestrian overpass to the BC Ministry of Transportation and Infrastructure, as the overpass is their purview. In the short term, providing information about better pedestrian options for crossing the highway, such as the dedicated pedestrian overpass on Jones Ave, 3 blocks west of Lonsdale Ave., would help Holy Trinity families plan safer and more comfortable walking routes to school from south of the Upper Levels Highway.



- ▲ Parents raised concerns about the lack of guardrails on the overpass.

5.

A culture of driving

Holy Trinity is an independent Catholic school, one of only two in the City of North Vancouver. The school draws students from a large geographical range: 63% of parents who responded to the online survey indicated that they live more than 1.6km away from the school.

Distance typically has a strong influence on school travel choice, and Holy Trinity is no exception: in the hands-up survey, 77% of students indicated that they were driven to school; in the online survey, parents were more likely to cite “distance”(56%) than any



- ▲ Painted drop-off zone at the front entrance of the school

other reason for why they drove their child to school and “living closer” (58%) than any other condition under which they would consider allowing their child to walk to school.

However, families at Holy Trinity drove to school at similarly high rates regardless of how far away from the school they lived. Students who live less than 500 meters away from the school are no more likely to walk (14% mode share) than those who live between 1.6 and 3km from the school (16%).

The school has a number of programs and arrangements in place to facilitate driving to school. Parents are allowed to use the school’s parking lot as a drop-off loop and purchase extra parking spots at an annual auction. Student volunteers are assigned as greeters at the school’s front entrance and tasked with accompanying their peers from the car door to the school.

Finally, Holy Trinity’s location near a busy highway and major arterial road serves both to facilitate driving to school and, based on concerns raised by parents through the online survey, as a barrier to walking and cycling.

All of these factors point to a culture of driving at Holy Trinity that may be contributing more to high rates of driving to school than the lack of availability of safe walking and cycling routes. Infrastructure changes to address parent concerns will help support active travel, but to encourage more walking and cycling to school, Holy Trinity would need to make active travel a part of its school culture through continued education, awareness and encouragement efforts, directed at both students and parents.

Over the course of the STP process at Holy Trinity, a number of interventions were undertaken to address barriers to active school travel and encourage walking and cycling trips to school. Encouragement interventions encourage students and families to travel actively; Education and Engagement interventions inform members of the school community about active transportation; Enforcement interventions compel awareness of and compliance with traffic laws and bylaws; and Engineering interventions are physical changes that make walking and cycling safer, more comfortable and more convenient.

Interventions undertaken during the STP process at Holy Trinity are detailed in the section below. Interventions identified that have yet to be undertaken can be found Holy Trinity's School Travel Action Plan (Appendix 1).

Encouragement

Bike to School/Bike to Work Week

In the spring of 2018, Holy Trinity registered for Bike to School Week for the first time. There were over 15 students who biked to school every day, along with a few staff members. Principal Smith borrowed an e-bike from North Shore Bike Shop and rode to school from his home in Deep Cove all week. The shop donated lights and helmets as prizes to be given out to participating students and staff.



▲ Full bike racks during Bike to School Week at Holy Trinity

The school promoted the event to parents via email, and to students and teachers via announcements in class. The school celebrated the last day of Bike to School Week by shutting down the parking lot to cars and hosting a Hawaiian Hula Day in the space instead. Principal Smith enjoyed riding to school so much that he sold one of his family's cars and purchased the e-bike he'd borrowed, committing to riding to school every day.



▲ **Principal Kevin Smith poses in front of the school with his new e-bike.**

Walk & Wheel Week

During the fall of 2017, Holy Trinity students took part in the annual International Walk to School Week (iWalk) campaign. HASTe staff, in coordination with the administration, organized events on three days during iWalk week at the school: a day of games and activities during the period before school, an afternoon visit from two North Vancouver RCMP officers, and an afternoon visit from the City's Fire Department on the last day of the week. Taking advantage of TransLink's annual I Heart Transit event, held each year during International Walk to School Week, Principal Smith took the students on a field trip using Transit.

Engagement

Student Leadership



▲ Holy Trinity students review the Best Routes to School map (Appendix 2)

On January 10, HASTe staff began a student engagement program with 90 students from grades 5 to 7. Over the course of nine weeks, the students met once a week for an hour in the morning. The program engaged students to think about ways to promote and support active and safe trips to school, and develop action projects to implement their ideas. Students reviewed drafts of the Best Routes to School Map, developed and delivered presentations on safe and sustainable transportation, and received a visit from City of North Vancouver Mayor Darrell Mussatto.

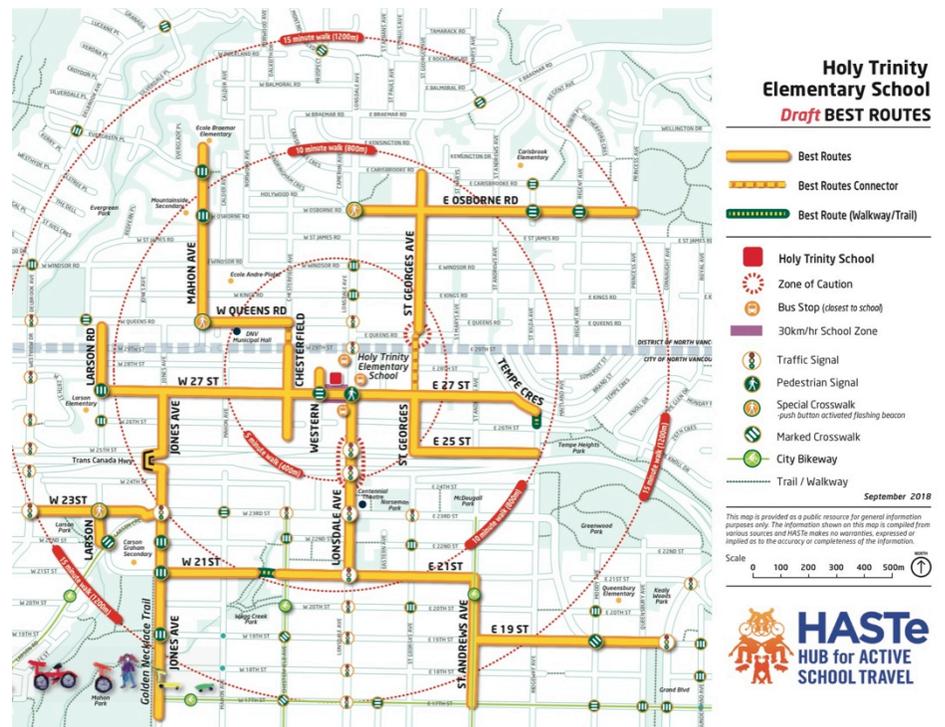
Education

Elmer Visit

The North Shore Safety Council provides an educational program for all North Shore schools that is funded by a municipal community grant. In January 2018, Ms. Talia Tylka booked a visit by Elmer the Safety Elephant for her Kindergarten Class. Using puppets and storytelling, Elmer delivered a 30-minute long interactive presentation on pedestrian safety for the students. The presentation focused on the rules of the road and encouraged students to feel confident to walk or bike to school.

Best Route to School Map

A Best Routes to School Map (Appendix 2) was developed for Holy Trinity based on information from the family take-home surveys, the walkabout, and consultation with the school community as well as other stakeholders. The map shows the best existing walking and cycling routes to school and should be updated as infrastructure changes and improves.



▲ Best Route to School Map for Holy Trinity

Enforcement

Safety Blitzes

The City of North Vancouver partnered with the RCMP, bylaw officers, the fire department, ICBC, and the community police to hold a back to school safety blitz in the fall of 2017. City of North Vancouver Mayor Darrell Mussatto was a special guest at the event. Holy Trinity students illustrated “Think of Me” cards, which were handed out to drivers in the school zone by police officers. After the Safety Blitz, some of the cards were put on display easels in the school’s front lobby to serve as reminders to parents, and displayed at City Hall.



▲ Students display their art during a Safety Blitz at Holy Trinity

A second safety blitz, involving many of the same partners, was held after spring break. “Think of Me” cards which students had made earlier in the year were again handed out to drivers in the school zone. During the spring blitz, several unsafe incidents involving students and drivers were observed in the school zone and parking lot. These incidents made a strong impression on

community partners and school administrators in attendance, and prompted a discussion about measures that could be taken to address pedestrian safety around the school.

Engineering

New sidewalk on the west side of the school driveway

During the summer of 2018, the City of North Vancouver constructed sidewalks on the west side of the main driveway at Holy Trinity.



- ▲ Construction of the new sidewalk gets underway at Holy Trinity during the summer of 2018.



- ▲ A curb extension from the new sidewalk leads to a crosswalk connecting to the school.

Feedback from the school community in the fall of 2018 suggested that the new sidewalk is working and has been well received. The school has been able to relocate its student crossing guards from patrolling the parking lot, where they are no longer needed, to facilitating north-south crossings at the intersection of Western Ave. and 27th St. West.

Upgrades to the intersection of Lonsdale Ave. and 27th St. West

In 2017, the City of North Vancouver made substantial upgrades to the intersection of Lonsdale Ave. and 27th St. West, which now features full traffic signals for traffic in all directions; pedestrian crossing facilities, including signals and countdown timers, on all four sides; turning lanes for vehicles travelling east on 27th St. West/leaving the school zone; restrictions against right-hand turns during school hours; reduced curb return radii and wider letdowns; and activation signals for cyclists travelling on 27th St West.



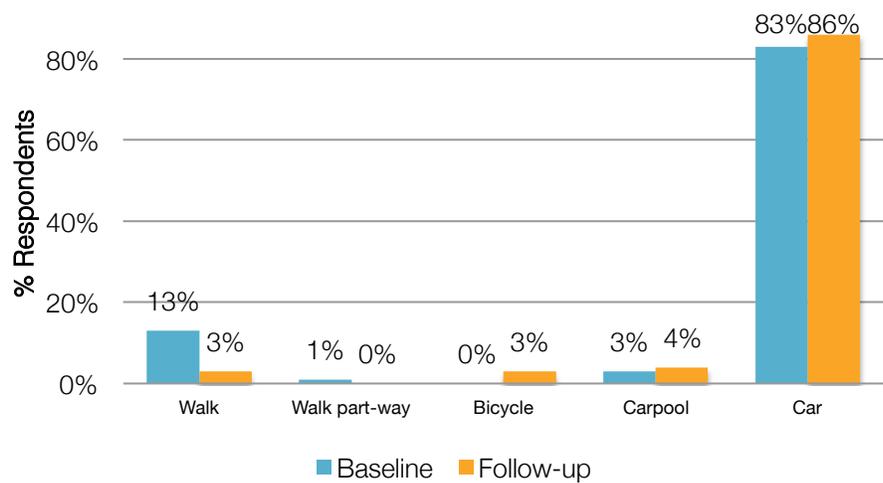
- ▲ **New signs, no-right-on-red restrictions, and additional traffic signals at the intersection of Lonsdale Ave. and 27th St. West**

Follow-Up Surveys

Follow-up school travel data was collected through a family online survey that was conducted in January of 2019, just over two years after baseline data was collected. 22% of families at Holy Trinity participated in the follow-up family online survey.

Evaluation Results

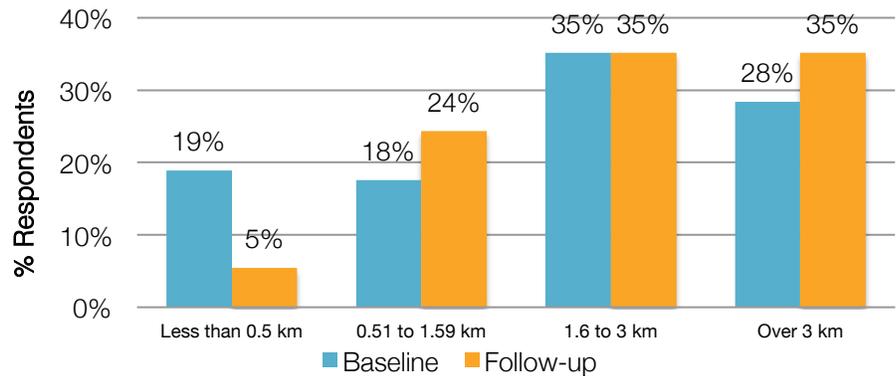
Travel Mode Share



▲ To-school travel mode share, baseline vs. follow-up

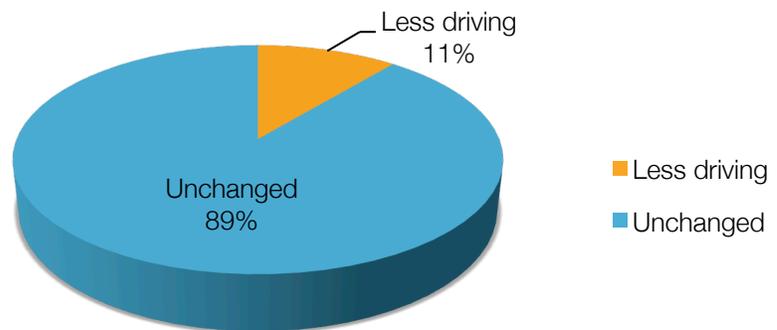
The follow-up family survey found that rates of active travel had decreased as compared with baseline survey results, and rates of driving had increased. 94% of families reported that they usually travel to school by car, up from the 86% who reported doing so in December of 2016. Only 6% of families reported that their children usually travel to school by active means – walking or cycling – as compared to 13% who did so in the baseline data.

It is worth noting that parents who responded to the follow-up survey indicated that they lived further away from school than had parents who responded to the baseline survey. There is often a strong correlation between distance lived away from school and travel mode, with families living closer to school being more likely to walk and less likely to drive, and vice versa.



▲ **Distance travelled to school, baseline vs. follow-up**

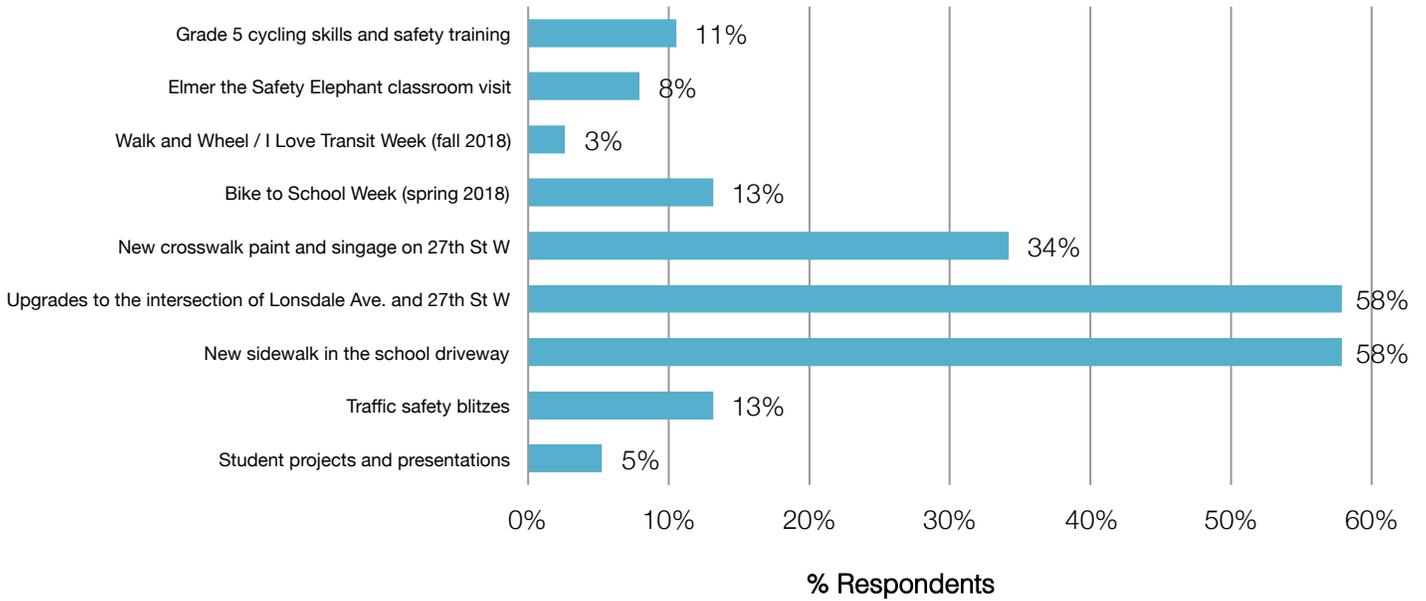
11% of parents who responded to the follow-up survey indicated that they were driving to school less often since the STP process began at Holy Trinity in early 2017, while 89% indicated that their travel habits had not changed.



▲ **Follow-up reported mode share shift**

Effectiveness of Interventions

The families who responded to the follow-up survey stated that, among the many interventions that the School Travel Planning process developed for Holy Trinity, infrastructure improvements had the biggest impact on their transportation activities and attitudes.



▲ **Parents respond to the most effective STP interventions**

School Travel Planning Members

The School Travel Planning process at Holy Trinity 2017-2019 involved a School Travel Planning school committee, and the Children and Youth Safe and Active Travel working group. Key members of each committee are listed below.

School Committee

Principal: Kevin Smith

Parent: Valerie Baiton

Teachers: Deirdre O'Donovan and Suzanne Winning

Children and Youth Safe and Active Travel Working Group

City of North Vancouver Sustainable Transportation Coordinator: Natalie Corbo

City of North Vancouver Administrative Assistant: Hayley Reiss

City of North Vancouver Bylaw Officer: Guy Gusdal

NVSD Trustee: Christie Sacré

SD44 Communications Manager: Deneka Michaud and Nevasha Naidoo

RCMP: Cpl. Peri Mainwaring

TransLink: Karen Halex

ICBC: Harvey Kooner

Vancouver Coastal Health: Jo-Anne Burleigh

North Vancouver Recreation Commission: Janet Wallace

HASTe BC / North Van District Parent Committee: Kulvir Mann

NoVA Rep / Braemar Principal: Sandra Singh

Appendix 1: School Travel Action Plan

Appendix 2: Best Route to School Map

Appendix 3: Base Map

Appendix 4: Heat Map

Appendix 5: Classroom Hands-Up Survey

Appendix 6: Parent Online Survey