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# SCHOOL TRAVEL PLAN

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## Ridgeway Elementary



**Introduction ..... 4**  
 School Travel Planning.....4  
 School Travel Planning in the City of North Vancouver .....5  
 The School Travel Plan .....7

**School Overview ..... 9**  
 About Ridgeway Elementary .....9

**School Travel Data..... 11**  
 Data Collection Methodology ..... 11  
 In-Class Hands-Up Student Surveys..... 11  
     Mode Share ..... 11  
 Family Online Survey ..... 12  
     Mode Share ..... 12  
     Survey Participation..... 12  
     Distance Travelled to School ..... 13  
     Reasons for Driving ..... 13  
     Neighbourhood Safety..... 15  
 Walkabout ..... 15

**School Travel Challenges ..... 17**  
 Travel Challenges Summary ..... 17  
     1. Crosswalk at E 13<sup>th</sup> St. and Moody Ave. .... 17  
     2. Crosswalk at Moody Ave. and Keith Rd. E..... 18  
     3. Intersection at Keith Rd. E and St. Andrews Ave..... 19  
     4. Lack of sidewalk on Ridgeway Ave. .... 20  
     5. Traffic circles in the neighbourhood..... 21  
     6. Traffic safety in the school zone ..... 22

**School Transportation Goals ..... 24**  
 Transportation Goals ..... 24

**Interventions ..... 25**  
 Goal 1: Improved traffic safety in the school zone ..... 25  
     Engineering ..... 25

|   |           |
|---|-----------|
| Education .....   | 25        |
| Encouragement .....   | 26        |
| Enforcement.....  | 27        |
| Goal 2: Youth engagement and leadership in creating a culture of active school travel ..... | 28        |
| Education .....   | 30        |
| Encouragement.....  | 30        |
| Goal 3: Encouraging active and safe trips to school .....                                   | 31        |
| Education .....   | 31        |
| Encouragement.....  | 31        |
| Goal 4: Best Routes to School Maps .....  | 35        |
| <b>Evaluation .....</b>   | <b>37</b> |
| Follow Up Surveys .....   | 37        |
| Evaluation Results.....   | 37        |
| <b>Members &amp; Endorsement .....</b>  | <b>40</b> |
| School Travel Planning Members .....  | 40        |
| School Committee.....   | 40        |
| Children and Youth Safe and Active Travel Working Group.....                                | 40        |
| <b>Appendices .....</b>   | <b>41</b> |

## National Active & Safe Routes to School

[www.saferoutestoschool.ca/school-travel-planning](http://www.saferoutestoschool.ca/school-travel-planning)

## HASTe BC

[www.hastebc.org](http://www.hastebc.org)

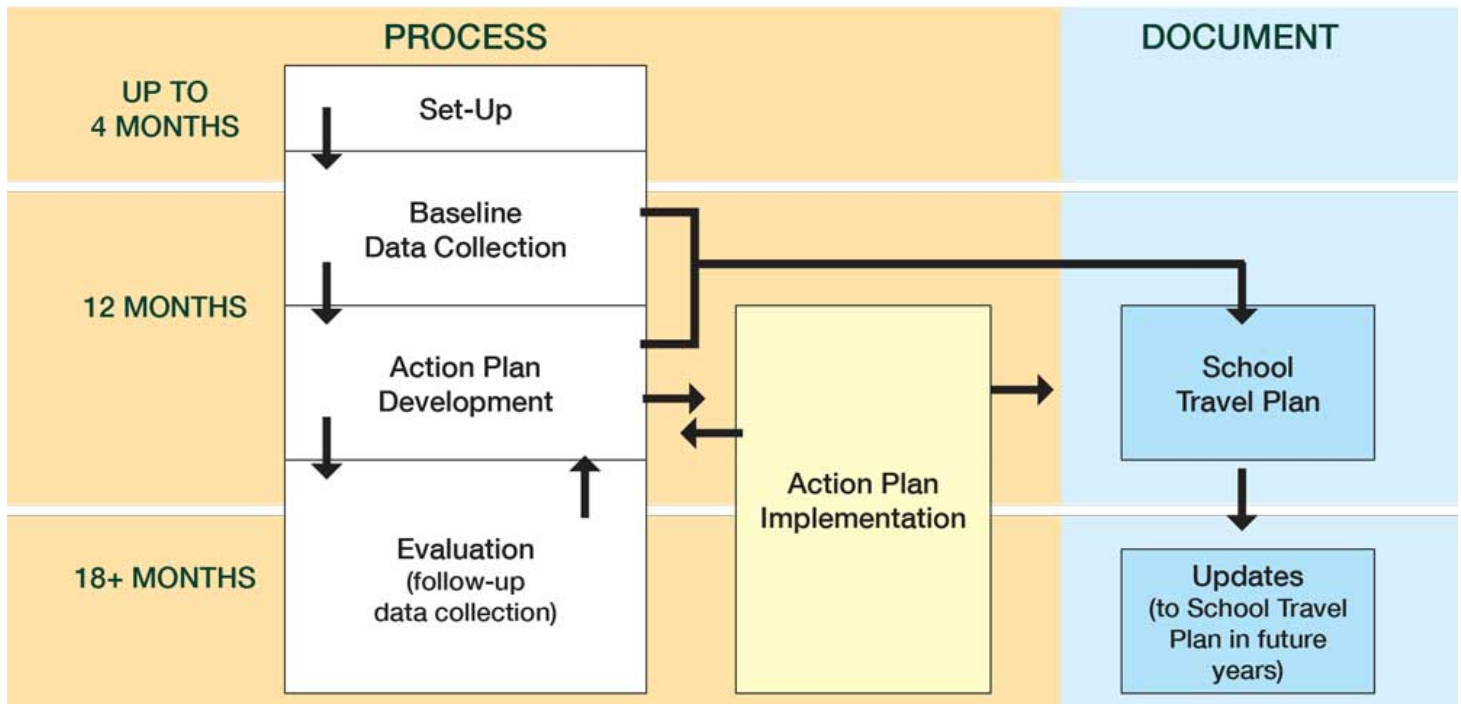
## School Travel Planning

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 a 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.

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, and so the overall process is kept flexible in order to address issues and respond to opportunities as they emerge. A graphic illustration of the School Travel Planning process can be seen below.





▲ The School Travel Planning process

## 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 area’s surrounding schools and determine how students currently get to and from school.

SUMMARY REPORT  
**School Travel Survey**

In the Fall of 2013, families from the North Vancouver School District elementary schools were asked to fill out an online school travel survey. The survey was a joint initiative between the School District, the City of North Vancouver and the District of North Vancouver.

**WHAT WE HEARD**



**WHO WE HEARD FROM**

- 1,586 families from 26 elementary schools across the North Shore responded
- Families with children enrolled in Kindergarten through Grade 7 were represented equally
- Of the families that responded:
  - 55% have one child in elementary school
  - 35% have two children in elementary school
  - 10% have three or more children in elementary school
- 25% of respondents are enrolled in French Immersion programs and 5% are enrolled in International Baccalaureate (IB) programs

**TOP FIVE REASONS WHY PARENTS DRIVE THEIR CHILDREN TO SCHOOL**



▲ **Results from the 2013 survey**

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 program at Queensbury in 2014, 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. A copy of the invitation letter sent to the school is included as Appendix D to this report. 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 program 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 amongst families, and increasing concerns about safety, there has been an increase in parents driving their children to school over the last few decades. The SASTP program allows the City of North Vancouver 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 in order to update the status

of Action Plan items and 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 Ridgeway Elementary School in the spring of 2015.

## About Ridgeway Elementary

Ridgeway Elementary School (hereinafter: Ridgeway) is located in the south end of the City of North Vancouver at 420 E 8th St., and is within walking distance of many city amenities, including the library, City Hall, the school board office, the recreation centre and the pier. It is nestled within a quiet residential neighbourhood in the centre of the block bordered by E 9th St., E 8th St., Ridgeway Ave. and Moody Ave. The neighbourhood has a Walkscore of 76/100 and a Bikescore of 65/100, with the terrain being mostly flat, and features some established bike lanes. Each score is a measurement of neighbourhood accessibility, and is often an indicator of community health and well-being ([www.walkscore.com](http://www.walkscore.com)). A map of the school's catchment area can be seen below.

Ridgeway is a single-stream elementary school with just over 500 students between Kindergarten and Grade 7.

The school has a special agreement with the North Shore Neighbourhood House to run the Ridgeway Kids Club in the same building. The before- and after-school care program offers a service to students and the community. The Kids Club also runs a pre-school program during the day, and many of those enrolled go on to attend Kindergarten at Ridgeway.



▲ Ridgeway catchment map



“I fully support any impetus to have children and families walk to school. I have recently returned to work and that's pretty much the only reason we drive; when I was at home we walked almost daily and I truly miss it.”

- Ridgeway Parent

## Data Collection Methodology

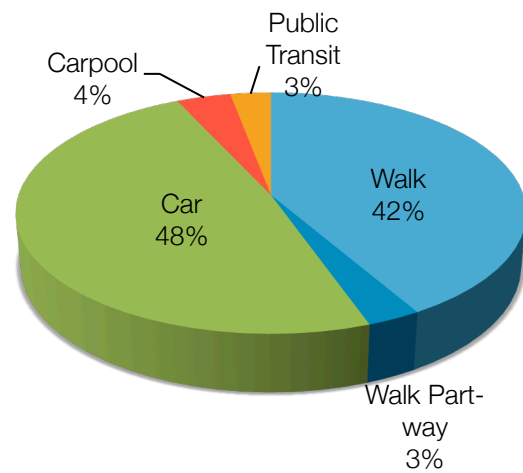
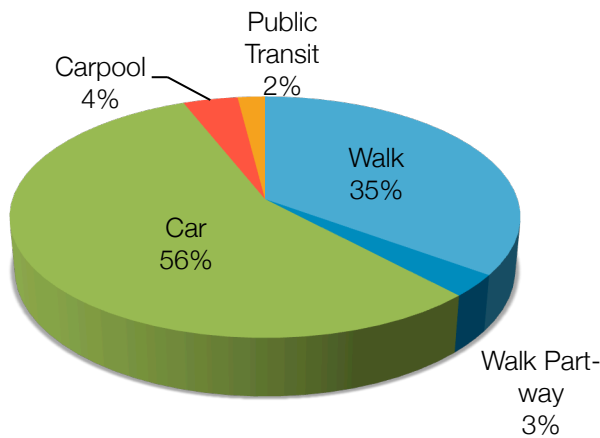
School travel data was collected through a variety of methods, including student hands-up surveys, parent online surveys, and school walkabouts. Baseline hands-up surveys and baseline family online surveys were completed in April 2015, and a walkabout involving members of both the Municipal Steering Committee and the SASTP committee was conducted in May 2015. Follow-up surveys were conducted in June 2016, the results of which are detailed in the Evaluation section of this document.

## In-Class Hands-Up Student Surveys

The following mode share data is from the baseline hands-up survey process, coordinated by HASTe, facilitated by Ridgeway teachers and staff, and completed in April 2015.

### Mode Share

The hands-up survey revealed that the majority of students at Ridgeway (56%) were being driven to school, while about a third of students and families (35%) walked. After school, 48% of students were picked up, 8% fewer than arrived by car, which corresponds with 7% more students leaving school on foot.



▲ Travel mode to school – 2015 hands-up baseline survey

▲ Travel mode from school – 2015 hands-up baseline survey

“We live right across the street from the school, and I am still a little nervous letting the kids cross the street on their own as there is a lot of traffic at drop-off and pick-up times and some people drive fast and/or are not watching for kids.”

- Ridgeway Parent

### Family Online Survey

Further information regarding the school journey and family travel habits was gathered through an online family survey and a take home route-mapping exercise in April 2015. The class with the highest rate of participation received a \$50 prize. A copy of the Family Online Survey is included as Appendix E to this report.

### Mode Share

Walking rates captured in the family online survey were higher, and driving rates lower, than those captured in the in-class hands up survey. This is not uncommon.

### Survey Participation

The administration at Ridgeway suggested that sending the route-mapping exercise home with each family’s youngest child would elicit a stronger response from parents. The SASTP facilitator designed an online survey with a take-home route-mapping exercise. A letter suggesting that the route-mapping exercise be a take-home family assignment, and announcing a \$50 reward for the class with the highest rate of participation, was sent to all teachers. The surveys returned represented over 70% of the student population at Ridgeway.

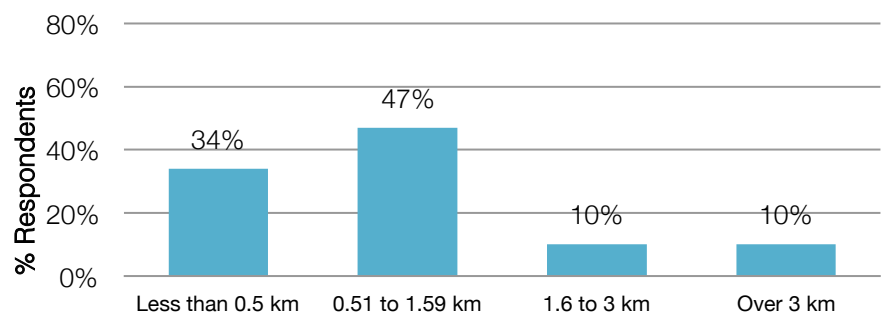
“Crossing Keith Rd at both Ridgeway and Moody Avenue is dangerous, even with crossing guard services, as vehicles often travel at high speeds and cannot see crosswalks due to large vehicles parked on Keith Rd, particularly the southwest corner of Keith and Ridgeway.”

- Ridgeway Parent

### Distance Travelled to School

Ridgeway is a neighbourhood school, with approximately 81% of families living less than 1.59km from the school. This statistic is at odds with the high rate of driving at Ridgeway; families who live a short distance from school are generally more likely to walk and bike to school. This incongruity suggests that there are many families who currently drive for whom walking to school would be a quick, convenient travel option.

#### ▼ Travel distance to school



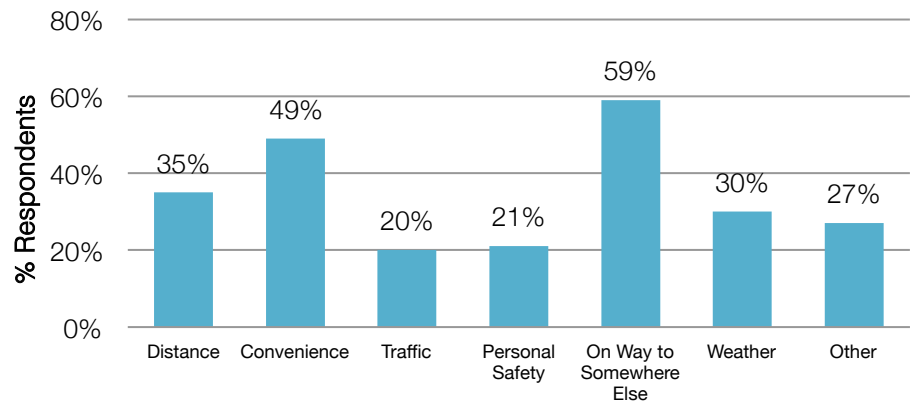
### Reasons for Driving

The family survey results suggest that the main reasons Ridgeway’s families drive to school are that they’re “on their way to somewhere else” and “convenience.” These results help explain why some families are driving to school despite living within a short, easily walkable distance. The popularity of convenience as a reason for driving suggests that there is still work to be done, through programming and events, in encouraging and raising awareness of the benefits of active trips to school.

“I want to promote healthy independence for my daughter, so she and a friend walk on their own most often and I walk with my 7-year-old. Occasionally I give a lift to my high school daughter, but have been trying to drive to 5 and walk in on those days.”

- Ridgeway Parent

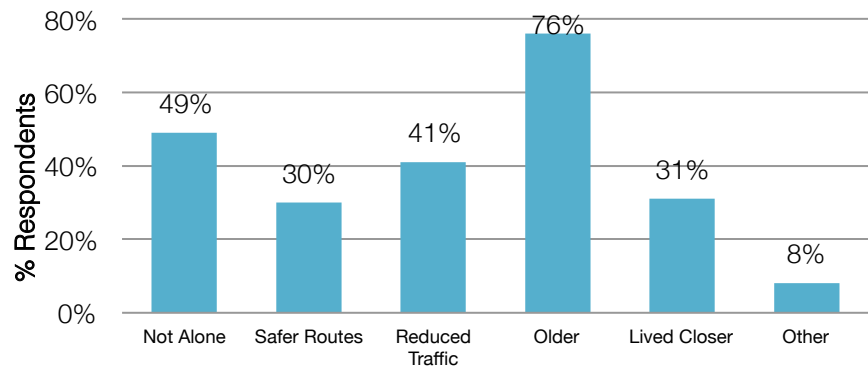
▼ **Reasons for driving child(ren) to/from school**



**Inducements to Walk or Cycle**

When asked what changes would encourage them to allow their children to walk to school, driving parents at Ridgeway chose “if they were older” at a higher rate (76%) than at any other SASTP school to date. The second most common answer was “if they did not walk alone.”

▼ **Parents would allow child to walk to/from school if...**



However, the survey indicated that students in the 10-12 year age group walked to school at a lower rate than younger students. Based on this, the SASTP Committee made the following assumptions:

- That parents of 10-12 year old students were more likely to be working, and so chauffeur their children to school on the way to work.

“Our daughter is an only child, so we are concerned about personal safety walking alone. Otherwise, we would be very happy for her to walk to and from school.”

- Ridgeway Parent

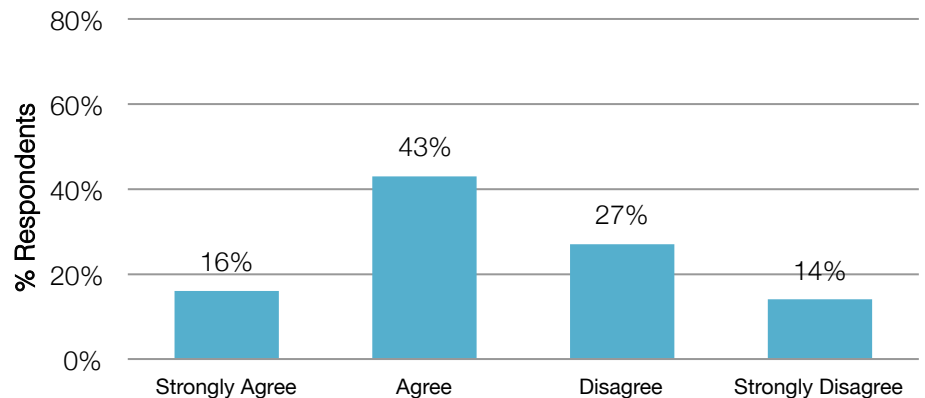
- That parents of younger students felt the need to walk them into their classroom, and so walked with them to school.

Carpooling is a popular way to get to school for older students, and a great way to reduce car volume. However, if families find a way to connect before school, there is a possibility for at least some of the 14% of 10-12 year old students currently carpooling to walk to school together. Increasing the number of older students walking could help encourage more students to walk; grade 5-7 students could act as walk-to-school leads, and start a student-led walking school bus program.

### Neighbourhood Safety

When parents were asked about how safe they felt their neighbourhood was for children, the majority (59%) believed it was safe; however, there was a significant portion of parents (41%) that stated it was unsafe, which could be a barrier for many in letting their children walk or cycle to and from school.

#### ▼ “Our neighbourhood is safe for children”



### Walkabout

Members of the City of North Vancouver SASTP Committee and the Municipal Steering Committee joined members of the Ridgeway community on Friday, May 8th, 2015 to conduct a school walkabout. The group met in front of the school at 8:30am and divided into 2 groups. One looked at safety concerns to the

“Ridgeway Avenue has a couple of blocks with no sidewalks; kids are basically in the road walking around parked cars and local traffic does not slow down. In my opinion, Ridgeway is a speedway. The addition of sidewalks between 13<sup>th</sup> and 11<sup>th</sup> would make a big difference.”

- Ridgeway Parent

north and east of Ridgeway. The other observed concerns south and west of Ridgeway.

Points of interest observed during the walkabout included:

- Traffic congestion on E 8th St. and E 9th St.
- Sidewalk conditions on Moody Ave. and Ridgeway Ave.
- Crosswalks at Keith Rd. E intersections at Moody Ave., Ridgeway Ave. and St. Andrews Ave.
- Driver and pedestrian behaviour at the traffic calming circles
- Sight line distances from crossings to road curves, blind corners, and school and transit stops.
- Adequacy of lighting along walkways.
- Clarity of vehicle signage.
- Parking and driving behaviour of driving parents and staff.
- Student drop-off activity.
- Daycare pick-up area.
- Type, volume, speed, noise, and pollution of traffic on surrounding streets.
- Presence and conduct of heavy trucks in the school zone and on nearby streets.
- Timing of traffic lights and the pedestrian phase.
- Accessibility for all ages and all abilities (sidewalk letdowns, audible and visual alerts at traffic signals, etc.).
- Potential for park-and-walk, drive-to-5, or walk-a-block-or-two schemes and parking locations.
- Emergency vehicle access.
- Proximity of bike paths or lanes, and their suitability for children and families.
- Presence, location, accessibility, and effectiveness of bike and scooter parking and storage facilities.
- Suggested walking and cycling routes.
- Lighting and wayfinding on forest paths and trails.

A copy of the information package prepared for walkabout participants is included as Appendix I to this report. A map of the route travelled during the walkabout is included as Appendix B to this report.





▲ The crosswalk at E 13<sup>th</sup> St. and Moody Ave.

## Travel Challenges Summary

Like many schools, Ridgeway experiences a number of traffic safety issues and barriers to active transportation. The most pressing of these are documented in the following pages, along with potential impacts and solutions. A full list of all actions and recommendations for Ridgeway can be found in Appendix A to this report: the School Travel Action Plan. The Action Plan was provided to the Children and Youth Safe and Active Travel Working Group, which will determine the feasibility of the solutions contained therein.

### 1.

#### Crosswalk at E 13<sup>th</sup> St. and Moody Ave.

In the results of the parent survey, traffic safety on E 13th St. was highlighted as a common concern. Parents felt that crossing to the south side of Moody Ave. was difficult, even with a marked crosswalk. They expressed that drivers either did not stop, or were driving at speeds that were too fast for the area. The crosswalk is located in front of a park, where the



▲ Looking north at the crosswalk



▲ **Current signage on Moody Ave. north of the crosswalk**

posted speed limit is 30 km/hr at all hours.

During the stakeholder walkabout, participants noticed eastbound drivers cresting a hill. They surmised that this feature could make it difficult for drivers to notice the park set back from the road. The group suggested that providing advance notice to drivers traveling east, such as signage or road markings indicating the presence of the 30 km/hr park zone and upcoming crosswalk, could improve driver awareness and pedestrian safety.

The crosswalk is freshly painted and well-signed; the signs contain reflective posts. The group also recommended the installation of pedestrian-activated lights to draw attention to pedestrians wanting to cross, no matter the weather or time of day.

## 2.

### Crosswalk at Moody Ave. and Keith Rd. E

Both through the parent survey and during the stakeholder walkabout, participants expressed that they felt that drivers on Keith Rd. E did not observe the marked crosswalk at Moody Ave. & Keith Rd. E. They speculated that this could be due to either drivers' speed or their inability to see pedestrians waiting to cross.

The location contains a corner store with customer on-street parking, a mailbox, and hydro poles, all of which combine to create poor sight lines for both pedestrians and drivers.

After the closure of Ridgeway Annex in 2011, SD44 and the City of North Vancouver provided a paid crossing guard for this intersection for a period of time. During the walkabout it was observed that there was no longer a crossing guard at this crossing.

The stakeholder group deemed this crossing to be



▲ **Moody Ave. and Keith Rd. E**



too dangerous for students to use without the assistance of a crossing guard, and suggested that the Best Routes Map direct students to the crosswalk one block west, which is supervised by a paid crossing guard.

Parents suggested that a pedestrian-activated crosswalk be introduced at this intersection to facilitate active and safe trips to school and increase the walkability of the neighbourhood for all residents.



▲ **Keith Rd. E and St. Andrews Ave.**



▲ **Ridgeway Ave. looking south towards E 11<sup>th</sup> Street**

▲ **Looking north on Keith Rd E. towards crosswalk**

**3.**

**Intersection at Keith Rd. E and St. Andrews Ave.**

Keith Rd. E's divided roadway, bulge-outs with shorter distances for pedestrians to cross the street, and the presence of crosswalk markings would usually combine to make for safe and comfortable pedestrian crossings. However, in the online surveys several parents expressed that driver behaviour and lack of courtesy presented safety concerns at this intersection.

During peak times, Keith Rd. E is heavily travelled, and parents stated that they perceived drivers' focus to be more on vehicle traffic than on watching for pedestrians and cyclists. In July 2016, the City of North Vancouver launched its Look Think Go campaign, aimed at educating all residents about being safe in using all modes of travel.

Through the recently completed Green Necklace project some safety improvements have been made to this intersection. During the walkabout, suggestions were made to install a pedestrian-activated crosswalk beacon and increase enforcement and education about sharing the road.

## 4.

### Lack of sidewalk on Ridgeway Ave.

Lack of separation between students and cars on Ridgeway Ave. was identified as a concern by parents during PAC and SASTP committee meetings and in the online survey data. There is currently no sidewalk on the east side of Ridgeway Ave. between E 11th St. and E 14th St. Currently the students walk on the grass along the side of the road, which can become muddy during the winter months.

Several parents and stakeholders suggested that a sidewalk along this stretch of road would improve walking conditions. As new homes are built along this stretch of Ridgeway Ave., the City of North Vancouver is requiring that sidewalks in front of the houses be installed to increase the pedestrian infrastructure.



▲ **Ridgeway Ave. north of E 10<sup>th</sup> St. with newly installed sidewalks**







▲ **Traffic calming circle at Moody Ave. and 10<sup>th</sup> St. E**

During the walkabout it was suggested that an education campaign directed at parents and students should be established, focusing on awareness of and education about the proper use of traffic calming circles.

In 2016, a communication document for parents on how to safely navigate traffic circles was provided to the PAC and principal by the School Travel Planning facilitator, to be published in the school newsletter and hosted on the PAC website.

## 6.

### Traffic safety in the school zone

Traffic safety in the school zone was the top issue raised in the family online surveys. A number of parents expressed concerns and complaints about traffic safety on E 8th St. and E 9th St., general driver behaviour, and lack of adherence to posted parking regulations during the periods before and after school.

During the walkabout, the area was observed to be busy and congested, and a number of driving parents were observed parking and stopping improperly. Dean Yeo, Ridgeway Principal, has sent out multiple reminders through his newsletters about the importance of following the rules of the road and driving safely. Signs are posted in the school zone that put a 10-minute limit on parking; however, during the walkabout, it was observed that many drivers did not comply with regulations.

The Healthy Safe School Committee, which includes students from grades 5 to 7, walked the route to assess the signage. Their view was that 10 minutes was never just 10 minutes, that the area should



▲ **Ridgeway students on a walkabout**



remain clear, and that parents who must drive should be encouraged to park a block away and walk to the school grounds.

In addition, the City of North Vancouver launched a media campaign in June 2016, called Look Think Go, aimed at educating pedestrians, cyclists, and drivers about how to share the road safely. The message was distributed through social media, flyers, and video.

## Transportation Goals

The main goal of the School Travel Planning process is to increase active transportation, which reduces the volume of vehicles in the school zones and makes these areas safer.

Achieving this goal requires the school to make active transportation programs, events, and promotions a part of their school culture. The schools that see the best results are those that take the events and make them into community-building opportunities. Allowing the students to own the events reduces the number of parent volunteers required and ensures that they will be promoted through the student population.

The more fun the event, the more families participate; and once families get to know each other the neighbourhood in turn is perceived as being safer, friendlier, and more walkable. Parents then start looking out for others if they are driving, making the roads safer. Furthermore, they know who lives close to them and they empower their children to walk together or share walking duties. This frees up parents' time and promotes their children's independence and self-confidence.

However, the messaging to parents must always focus on active transportation first, so that it becomes the norm. Active transportation must be a focus during Kindergarten Orientation, when new families join the school community, and within school communications. Therefore, the goal is always a work in progress.

The next section outlines the interventions undertaken to date to achieve and support these goals.



## Goal 1: Improved traffic safety in the school zone

Improving traffic safety in the school zone was the top priority as expressed by parents through the family survey. In addition to forthcoming measures that are identified in the Action Plan (Appendix A to this report), the following actions were undertaken during the School Travel Planning process.

### Engineering

City of North Vancouver staff reviewed the signage around the school zone to ensure that it was comprehensive and appropriate.

### Education

Communications from the PAC, school and school district directed at parents aimed to:

- Increase awareness of the benefits of active school travel and safety issues within the school zone.
- Direct vehicle traffic flow around the school in the counter-clockwise direction, to ensure that students being driven to school are exiting on the curb- and school-side of the street.
- Highlight primary and intermediate student drop-off zones.

In June 2016, The City of North Vancouver launched a communication campaign called Look Think Go aimed at educating citizens about the importance of sharing the road. The campaign provided information about the rules of the road for all road users and was communicated through the City of North Vancouver's website, the local newspaper, flyer drops, and a short movie that was played throughout the summer at North Vancouver City events. In October 2016, branded reflectors and stickers were given out at the City of North Vancouver's Bike to Work week celebration station.

The Best Route to School Map was distributed in both hard- and soft-copy form, and should improve traffic-safety awareness in the school zone.

### Encouragement

A Safety Blitz, in partnership with the City of North Vancouver, the RCMP, bylaw officers, the fire department, and the community police, was conducted to educate members of the school community and reward those using active transportation. Events were held during the first week of school in September and the week back from winter break in January. They were communicated and promoted to bring awareness, provide a teaching opportunity, and highlight the efforts of key stakeholders. Educational information, stickers, a chance to check out the fire truck, and City of North Vancouver swag were used to entice parents to engage in conversation, providing an opportunity to explain the importance of sharing the road safely for all modes of transportation.

The continued presence of bylaw and police officers, especially after school breaks, showed their commitment to ensuring safe routes to school and provided parents with a sense of security.

Enforcement

A Traffic Safety Enforcement Blitz was held from February until April in partnership with the North Vancouver RCMP. Overall feedback was positive; parents appreciated the intense focus on student safety, and neighbours and local residents were appreciative and thanked staff for their efforts.

**Larson PALS**  
September 4 · 🌐

Time to start thinking about this.....be safe, be active, be considerate!

**SAFETY FIRST**

## Safe Routes 2 School

**WALK, RIDE OR ROLL**  
Students who use active modes of transportation to school show:  
 • Better concentration ability.  
 • Have lower risk of obesity, heart disease, cancer & diabetes in the long run.  
 • Are more likely to get the required 60 mins of daily physical activity.

**DRIVE TO 5**  
Avoid the crowds, by parking a few blocks away & walking your child to school. After school, meet your child in the school yard & walk to the car together. You may learn interesting things about their day.

**5**

**SLOW DOWN**  
After labour day, you will be required by law to slow down to 30km/h between 8am & 5pm on school days where school zone signs are posted.

**WATCH THE SIGNS**  
 • Obey the street signs, they are posted for everyone's safety.  
 • Drop off / pick up zones are designated spots for your child to safely exit or enter your car from the curb side. Keep things moving.

**WEATHER**  
Worried about getting wet in the rain or your child getting cold? Dressing your child(ren) with rain-boots and hooded jackets for the walk to school weather also means they are prepared for the weather at OUTDOOR recess.

**BE RESPECTFUL**  
Students, staff and parents volunteer as traffic patrollers to help keep EVERYONE safe. Show your appreciation for their important work by being respectful and following their directions.

**"DON'T BE THAT DRIVER"**  
It's easy to make mistakes when you're in a rush. Don't speed, block lanes of traffic, make U turns, double park, block driveways, pass cars at a crosswalk or use the drop off zone as a parking lot. These actions put students at RISK.



▲ Safety Blitz information handout

▲ The North Vancouver fire department had races, with kids biking towards the radar speed sign, during the Traffic Safety Enforcement Blitz



▲ **Ridgeway parent discussing school zone signage with a City of North Vancouver bylaw officer**

## Goal 2: Youth engagement and leadership in creating a culture of active school travel

In the fall of 2015, Ridgeway students participated in Cool Route to School, HASTe's student engagement program. Cool Routes to School generates active transportation strategies developed by student leaders to change school transportation attitudes and behaviour. Funding for the Cool Routes to School program at Ridgeway was provided by TransLink's TravelSmart program.

Principal Dean Yeo assembled the Ridgeway student leadership group on October 16, 2015. The group met every Tuesday for 13 weeks over lunch periods. Mr. Gale, their teacher sponsor, assisted with equipment and reminder announcements. He was provided with weekly updates and attended when he was able. The group named themselves Ridgeway's Healthy Safe School Committee (HSSC).

The HSSC was invited to provide City of North Vancouver staff feedback on the Green Necklace Pathway. They shared their ideas on how to make the pathway accessible for all users and all abilities, as well as the types of amenities that families enjoy.





▲ **Students provide feedback about the Green Necklace**

They also provided input into the development of the City of North Vancouver Family Map, which was launched in June 2016. They highlighted cool kid-friendly places and things they like to do on their summer vacation.

The HSSC, along with their teacher sponsor Mr. Scott Gale, were given the 2016 Living City Sustainable Transportation Award for their amazing work in support of the School Travel Planning process.



▲ **Living City 2016 award winners!**

### Education

While learning about the benefits of active transportation, students learned they have an impact and influence on their peer group and with their parents.

Participants started a poster campaign that focused on what walking and cycling to and from school provides to students. Images showed students enjoying physical activity, how it is cool to walk to school and tips on walking safely.

The HSSC wrote and produced a movie called “2 School the Right Way,” for both parents and students, on how to share the road safely and highlighting that we all have a role in being safe and watching out for others. The movie was posted on the school’s website, shown in assembly, and played at city hall for the Mayor and City of North Vancouver staff and as part of the pre-show to the August 19<sup>th</sup>, 2016 Movie in Plaza showing of *The Princess Bride*.

### Encouragement

The HSSC created a student-led active transportation program called “The Golden Wheelie,” in which classes competed weekly for the Golden Wheelie Trophy.



### ▲ Right Way 2 School video screening

## Goal 3: Encouraging active and safe trips to school

Prior to its participation in the School Travel Planning process, Ridgeway did not have an active transportation program and had never participated in Walk & Wheel or Bike to School Week events.

### Education

TravelSmart held an interactive school assembly where students learned about the benefits of active transportation to the environment and to their physical and mental health.

### Encouragement

Ridgeway's Golden Wheelie program was created and is run by its students. Each day, students record their travel mode on a classroom chart. Over the weekend, the assigned team member enters the results into the spreadsheet and determines the winning class. That class is awarded the Golden Wheelie trophy on Monday morning, and its victory is announced during the morning announcements. The class with the most weekly wins sits in VIP seating (i.e. on chairs) at the next school assembly.

Ridgeway’s SASTP committee and PAC embraced the Walk and Wheel Week in October and Bike to School Week in May. They arranged fun events and special guests each day. The week-long events provided an opportunity for parents and students to try a new mode of travel, enjoy the benefits of active transportation, and appreciate how much calmer the school zone can be when fewer students are being driven to school.

The principals’ cooperation enabled the STP facilitator to host multiple events throughout the year to promote active school transportation, including Walk & Wheel Week, Bike to School Week and Kindergarten Play Dates. These events have become a part of the Ridgeway culture and annual schedule. The events are successful because they tap into the PAC’s community building goals. This assists with volunteer recruitment and participation.

Ridgeway hosted Bike to School Week in 2015 and 2016, with the PAC running the 2016 event independently. They held theme days, bike decoration stations, bike rodeos, tune-ups with Obsession Bikes, and carnival games. A copy of the school’s Bike to School Week plan is included as Appendix F to this report, and a copy of the school’s Bike to School Week poster is included as Appendix G.



▲ Bike to School Week 2015



▲ Bike to School Week 2016



▲ Bike to School Week 2016

During Walk and Wheel Week October 2016, the PAC posted an event sign outside; played music; and hosted special guests, inviting the Mayor, the fire department, the RCMP, North



Vancouver Recreation and Elmer the Safety Elephant. The rain did not dampen the atmosphere, and Principal Yeo has commented that he played music during rainy recesses to get students outside.



▲ Walk and Wheel Week 2015



▲ Walk and Wheel Week 2015

Community events such as Bike to School Week and Walk and Wheel Week strengthen relationships within the school, building a strong sense of community and helping people feel more secure.

The STP School Committee and Principal expressed that, in the past, parents have not heeded calls to modify their driving and parking behaviour in the school zone. During the STP process, the committee updated its approach to focus on the positive, and replaced long written communications with images, short films, social media, and maps. The friendly format and the variety of mediums used to communicate messages seem to have captured a larger audience.

During the back-to-school period of 2015, the North Vancouver School District board chair and superintendent’s social media and newsletters shared the same message about the benefits of safe active school travel. Together, they presented a united front with their Welcome Message:

“Students who walk or bike to and from school, even part of the way, benefit from regular exercise and begin each day more alert and ready to learn.

Please help us to reduce traffic around schools by leaving the car at home. If that's not possible, parking within walking distance helps to reduce school zone traffic congestion, safety risks, and environmental pollution while promoting a healthy, active start to the day."

In August 2016, the North Vancouver School District launched their "Why Walk & Roll to School" campaign. The District website now features a banner explaining the benefits of active school travel and provides resources for parents and teachers to encourage active transportation within their schools. The message has spread to every school website's Parent tab, and resides on the "Safe and Caring School" section of the school district's website.

Each North Vancouver school's 2016-2017 agenda now includes a graphic promoting a healthy mind, body and environment. As well, the agendas will be provided in hard copy for each school's parent reference library, and will be a part of the kindergarten registration package in 2017-2018.



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[Active and Safe Routes to School](#)

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- Cycle/Roll
- Transit/Carpool/Drive-to-Five
- Freedom Friday
- Partners

### Active and Safe Routes to School

The North Vancouver School District encourages students to walk or roll to and from school.

#### WHY WALK OR ROLL TO SCHOOL?

**STUDENT HEALTH**  
 Walk or roll to school to arrive ready to learn!  
 Better physical fitness, better sleep, happier, less anxiety.

**COMMUNITY CONNECTIONS**  
 Meet and connect with neighbours. Open up the street = safer communities.  
 Environmentally friendly!

**STUDENT SAFETY**  
 Less cars = more safety.

**LESS CONGESTION**  
 Less congestion = less stress.

▲ SD44’s 2016 Walk or Roll to School campaign

## Goal 4: Best Routes to School Maps

The baseline survey contained a mapping exercise, which asked families to specify their route to school if they were to use an active mode of transportation. This provided the students’ routes and where they lived, which were then plotted into heat maps. A copy of the school’s heat route map is included as Appendix H to this report.

The facilitator then evaluated the most used routes against the list of safety concerns and plotted out possible best routes to school. These routes were reviewed with the School Committee and municipal staff, and were walked by the student committee. Each group was asked for their feedback. The student group was asked:

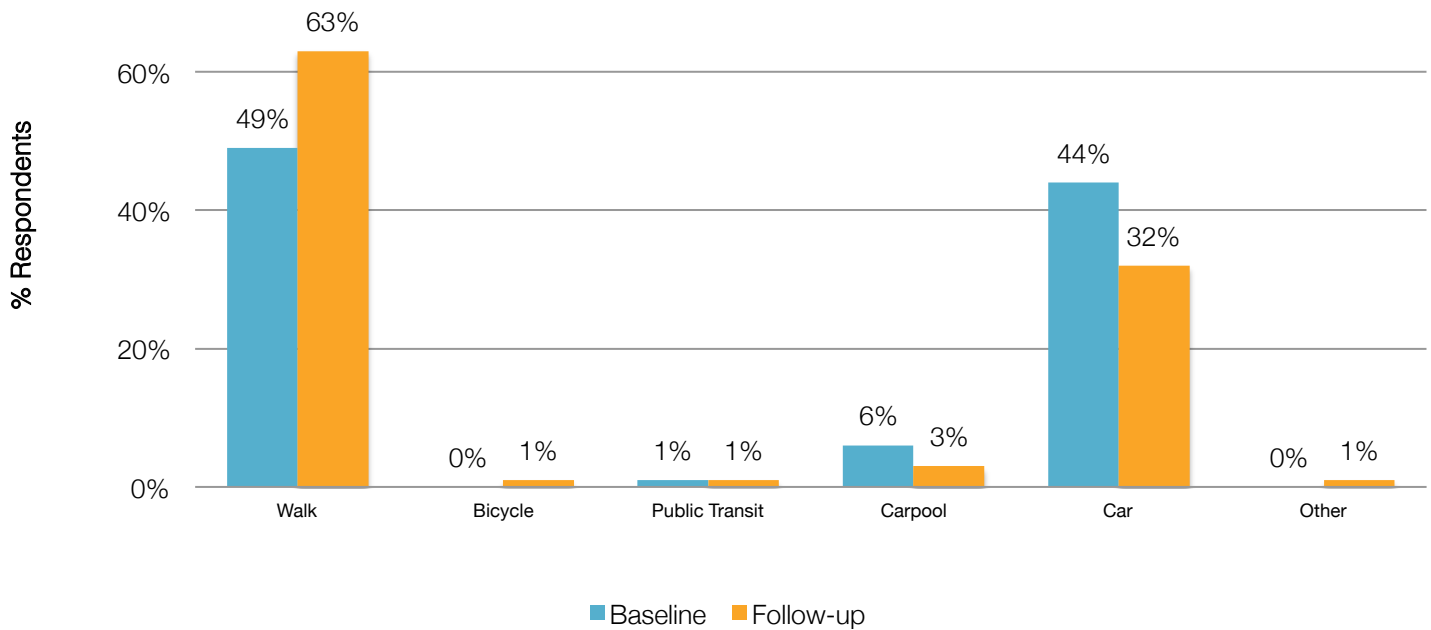
- Are there any barriers or dangers on this route?
- How could they promote the route to their peers?
- Would their parents have any concerns with this route?

Once approved, the map was made into a Best Routes Flyer and printed for the school to be added to their Welcome Back to School Package in September, 2016. A digital copy was also provided to the school and PAC for their websites. A copy of the map is included as Appendix C to this report.

### Follow Up Surveys

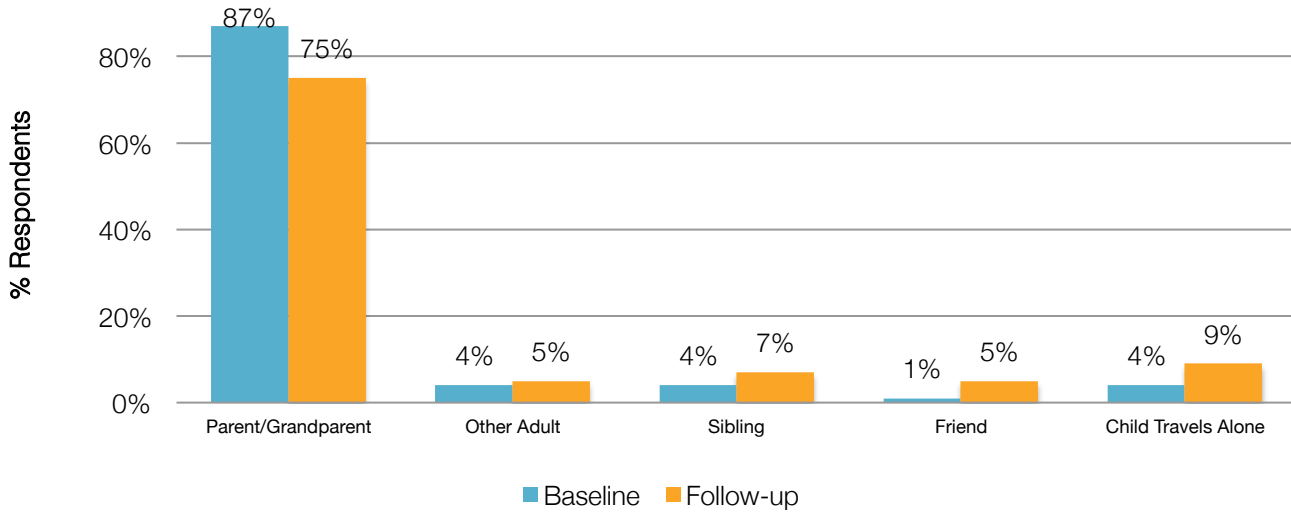
Follow-up school travel data was collected through an online family survey conducted in June 2016, just over one year after baseline data was collected. 45% of families at Ridgeway participated in the follow-up survey, compared to a response rate of 70% for the baseline survey.

### Evaluation Results



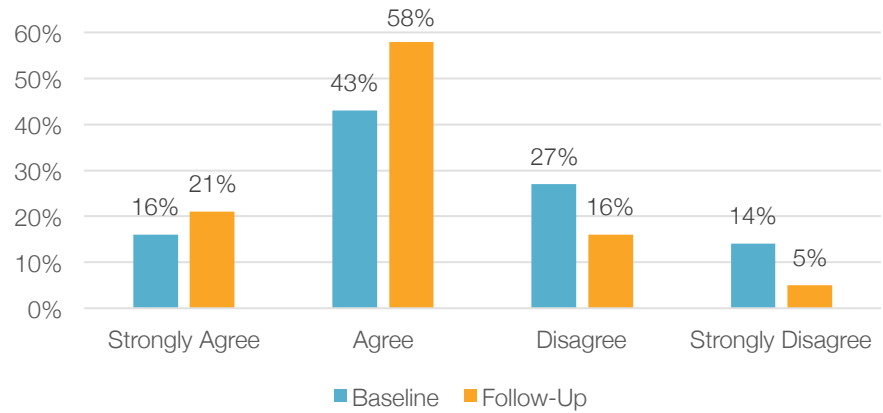
#### ▲ To school mode share, baseline vs. follow-up

In the follow-up survey, 63% of families at Ridgeway indicated that they regularly walked to school, while 35% reported that they regularly drove. These mode share numbers are significantly different from ones captured by the baseline survey, conducted in April of 2015, in which 49% of families reported that they regularly walked to school, while 44% told us that they usually drove. The follow-up survey results show a 29% increase in the rate of students and families walking to school at Ridgeway over baseline-survey results.



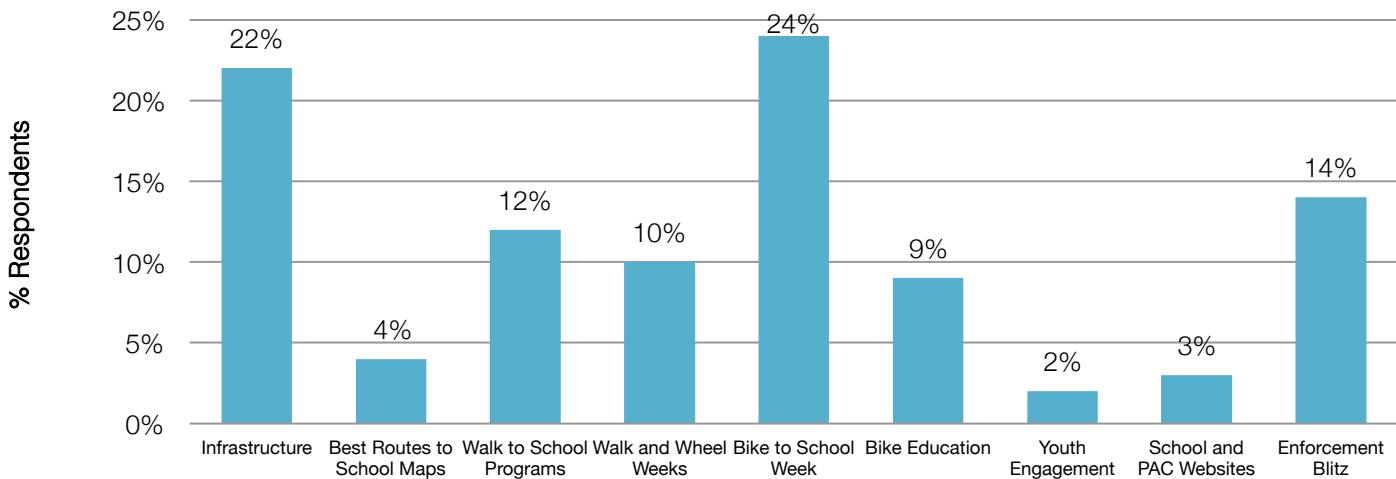
▲ Student traveling companion

The follow-up survey also found a 125% increase in the number of students now traveling to school independently (baseline 4% to follow-up 9%). This increase corresponds with the finding that 79% of follow-up survey respondents agreed or strongly agreed with the statement “our neighbourhood is safe for children to walk to and from school,” up significantly from the 59% of respondents who agreed or strongly agreed with the same statement in the baseline survey.



▲ **“Our neighbourhood is safe for children”**

The families who responded to the survey stated that infrastructure improvements and positive, participatory events like Bike to School Week had the biggest impact on their transportation activities and attitudes.



▲ **Parents respond to most effective STP activities**

### School Travel Planning Members

The School Travel Planning process for Ridgeway 2014-2016 involved a School Travel Planning School Committee and a Children and Youth Safe and Active Travel Working Group. Key members of each committee are listed below.

#### School Committee

- Principal:* Dean Yeo
- PAC Chair:* Christine Grundy
- PAC Communications:* Kim Jackman
- Parent Coordinator:* Pilar Arancon

#### Children and Youth Safe and Active Travel Working Group

- City of North Vancouver Transportation Planner:* Iona Bonamis
- City of North Vancouver Transportation Demand Manager:* Natalie Corbo (Renate Sitch)
- City of North Vancouver Bylaw:* Guy Gusdal
- NVSD Trustee:* Christie Sacré
- SD44 Communications Manager:* Deneka Michaud
- RCMP:* Officer Carlos Rockhill
- TransLink:* Karen Halex
- ICBC:* Harvey Kooner
- Vancouver Coastal Health:* Jo-Anne Burleigh
- North Vancouver Recreation Commission:* Janet Wallace
- North Van District Parent Committee:* Kulvir Mann
- NSVD (Carson Graham):* Karim Hachlaf
- Alcuin College:* Darcey Riley

|                 |       |                   |       |
|-----------------|-------|-------------------|-------|
| Principal Name: | ..... | Stakeholder Name: | ..... |
| Signature:      | ..... | Signature:        | ..... |
| Date:           | ..... | Date:             | ..... |



Appendix A: Ridgeway Action Plan

Appendix B: Ridgeway Walkabout Map

Appendix C: Ridgeway Best Route to School Map

Appendix D: STP Invitation Letter

Appendix E: Baseline Family Online Survey

Appendix F: Bike to School Week Plan

Appendix G: Bike to School Week Poster

Appendix H: Ridgeway Heat Route Map

Appendix I: Ridgeway Walkabout Information Package

Appendix J: City of North Vancouver Traffic Safety Enforcement  
Blitz schedule