



Active School Travel in Canada



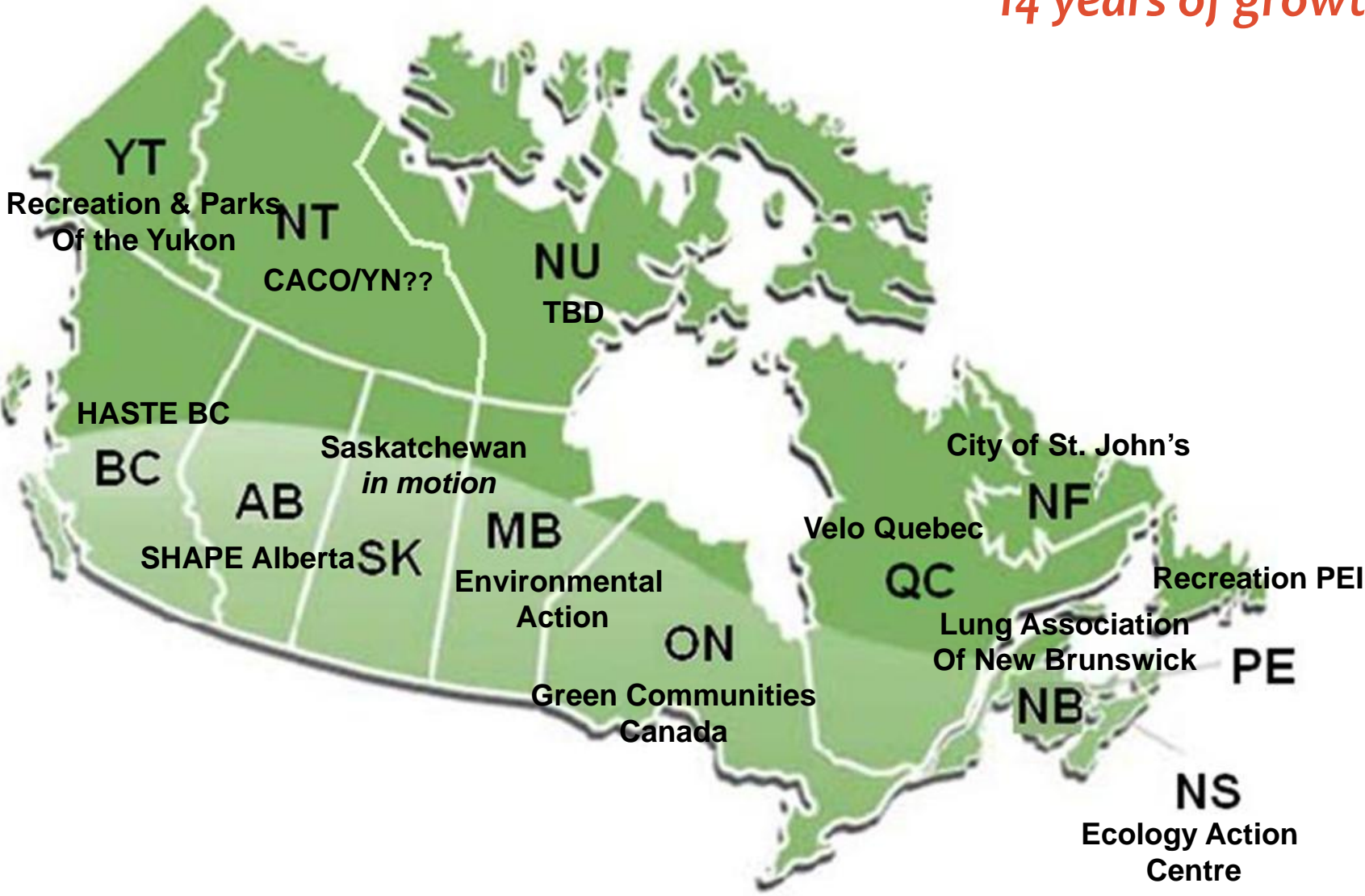
- ✓ ASRTS in Canada
- ✓ International context
- ✓ Why STP?
- ✓ Cdn STP model
- ✓ Cdn success

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School Travel Initiatives in Canada

14 years of growth





School Travel Planning History

History is rooted in **safety**. Going back nearly 35 years to 1976...

- Danish city of Odense launch a Safe Routes to School project in response to children killed due to traffic collisions
- Community members, teachers, politicians and civilians worked to change dangerous streets to safe streets
- 3 years later: annual collision rate was reduced by 85%

*Sustrans U.K. SRTS led by example
European programs blossomed
Australia, New Zealand, Canada, United States*

Why School Travel Planning?



TOTAL TRAFFIC

&

PEAK PERIOD TRAFFIC



- MORE LIVEABLE, HEALTHY, GREEN COMMUNITIES
- PERSONAL AND COMMUNITY SAFETY (EYES ON THE STREET)
- INJURY AND CHRONIC DISEASE PREVENTION
- INCREASED TRANSPORTATION CHOICE & \$\$\$ SAVINGS

International Best Practice

- Revised 2010
- Focus on:
 - New Zealand
 - United Kingdom
 - Australia
 - United States
- <http://www.saferoutestoschool.ca/schooltravel.asp>

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School Travel Planning: National Dissemination

Jan 2010 to Mar 2012

- Partners: Coalitions Linking Action and Science for Prevention (CLASP), Canadian Partnership Against Cancer, The Public Health Agency of Canada
- Project includes national expansion of STP, and an ***added focus on sustainable happiness, health and STP***



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Child and Youth Friendly Planning

In transport and land-use planning, the needs of children and youth should receive as much priority as the needs of people of other ages and the requirements of business.

Progress in Canada towards achieving this goal.

www.kidsonthemove.ca



CHILD- AND YOUTH-FRIENDLY LAND-USE AND TRANSPORT PLANNING GUIDELINES

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EXECUTIVE SUMMARY

April 2015

The Guidelines document is in three parts. The first part provides reasons as to why land-use and transport planning should be made more child- and youth-friendly, with a focus on the adverse health impacts of current practices. The second part sets out 19 guidelines that could be applied in the course of a municipality or other agency becoming more child- and youth-friendly in its transport and land-use planning. The third part provides some discussion of implementation issues.

There are several reasons to be concerned about young people and today's transport and about the related matter of how land is used. Here are some of them:

- ▶ Young people appear to be spending growing amounts of time in cars.
- ▶ Some of this car travel has replaced walking and bicycling, resources needed

The rear part of a walking bus



Results: A Canadian Study of AST Rates and Barriers

**Beesley, T., Faulkner, G., Arbour, K., Builing, R. ,
Stone, M.**

**Faculty of Physical Education and
Health, Faculty of Geography
University of Toronto**



**Creation and analysis
of survey instruments:**

- **Family Survey**
- **Classroom Survey**


Sustainable Happiness and STP

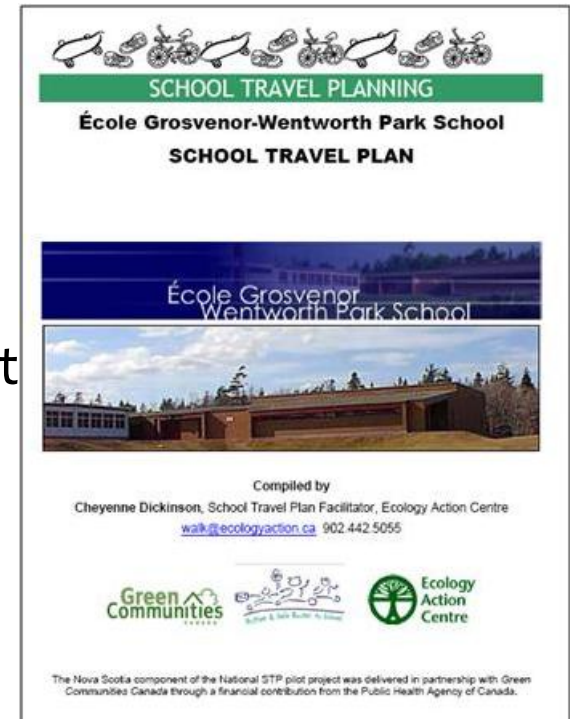
School Travel Planning adheres to the principle of Sustainable Happiness: happiness that contributes to individual, community and/or global well-being and does not exploit other people, the environment or future generations.

www.sustainablehappiness.ca

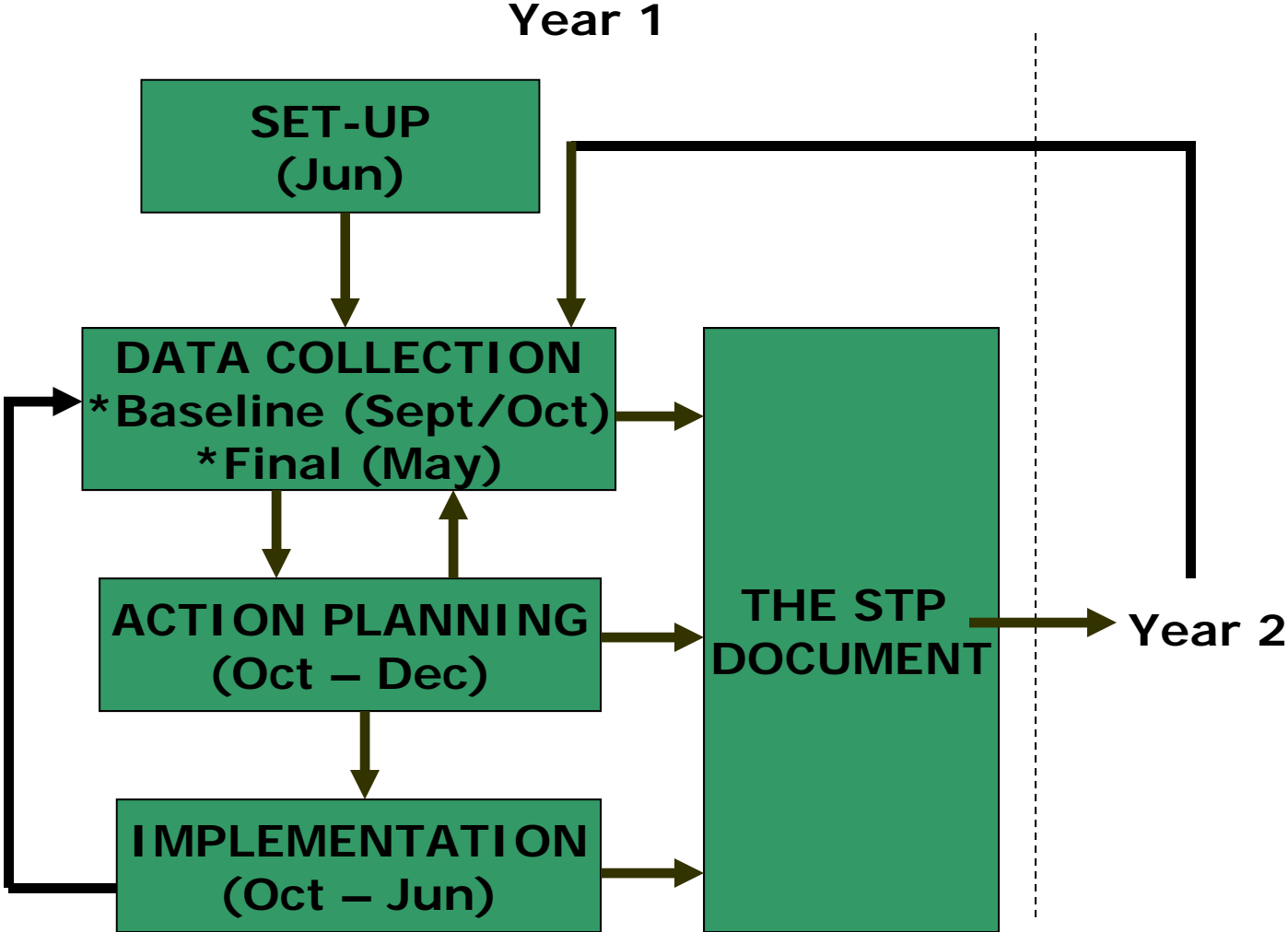


What is School Travel Planning?

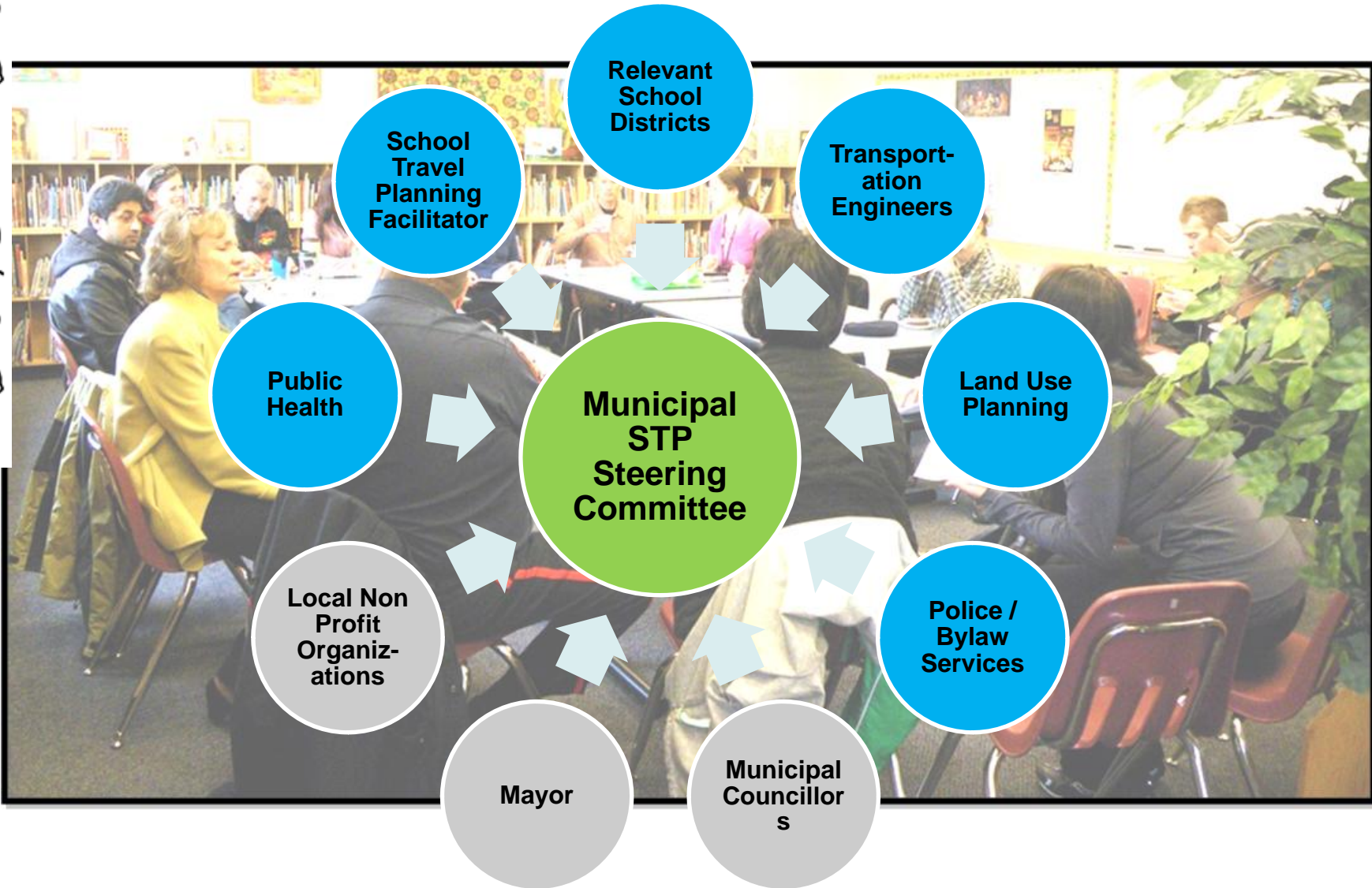
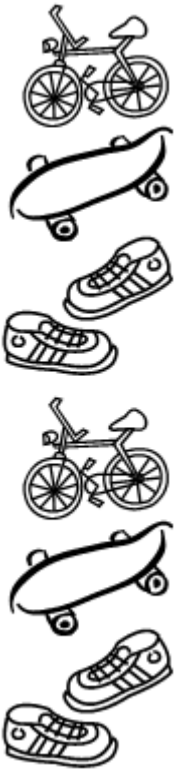
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- A School Travel Plan is **both a document & a process**: addresses issues of sustainability, safety & health associated with ‘the school run’ using a community-based approach
 - Considers school travel as part of overall municipal & school board transportation policies/ plans
 - Sets specific implementation targets & measures progress
 - Involves all relevant stakeholders (school board, schools, government, NGOs, parent groups, families, students)
 - Supports local, regional & national priorities (e.g. health, climate change)



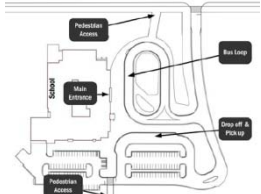


The STP Process



STP Municipal Stakeholders



STP Measures – 5 “E”s

Enforcement	<ul style="list-style-type: none">• “Eyes on the Street”• Police, bylaw officers, community watch
Engineering 	<ul style="list-style-type: none">• Involvement in school site planning & design• Multi-modal school & neighbourhood assessments and retrofits• Municipal transportation engineers & planners
Education 	<ul style="list-style-type: none">• Workshops on travel choice, safety, skills• Curriculum-based opportunities• Public Health, police, STP facilitators
Encouragement 	<ul style="list-style-type: none">• Programs - Walking School Bus, Bicycle Trains, Walk a Block, Walking Buddies• Events - iWALK, Walk/Wheel on Wednesdays• Public Health, teachers, STP facilitators
Evaluation	<ul style="list-style-type: none">• Surveys (family, students), walkabout, traffic counts• Steering committee/school reviews



Data Collection

- Classroom Survey
- Family Survey
- Neighbourhood Walkabout
- Traffic Observations



Richard McBride Elementary School New Westminster, BC

Legend

- Bus Route/Stop
- SkyTrain Route/Station
- Major Street
- School Catchment Area
- School
- Park
- Greenway
- Traffic Signal (TS)
- TS with Bike Push-button
- 4-way Stop*
- Marked crosswalk
- Traffic Calmed Pedestrian Crossing**
- Pedestrian Actuated Signal
- Ped/Bike Actuated Signal
- Sidewalk
- Two-way traffic volume 1,000 - 6,000 vehicles/day
- Two-way traffic volume > 6,000 vehicles/day

Notes —
 * 4-way Stops are only reported along the best routes or in the near vicinity to the school. Multi-way stop signs are installed based on the usage guidelines in Transportation Association of Canada (TAC)'s Manual of Uniform Traffic Control Devices (MUTCD) for Canada.
 ** Traffic Calmed Pedestrian Crossing could include curb extensions/bulges, raised crosswalks and/or raised median islands/pedestrian refuges.

Date: Summer 2010 **INFRASTRUCTURE**



Data Collection Tools

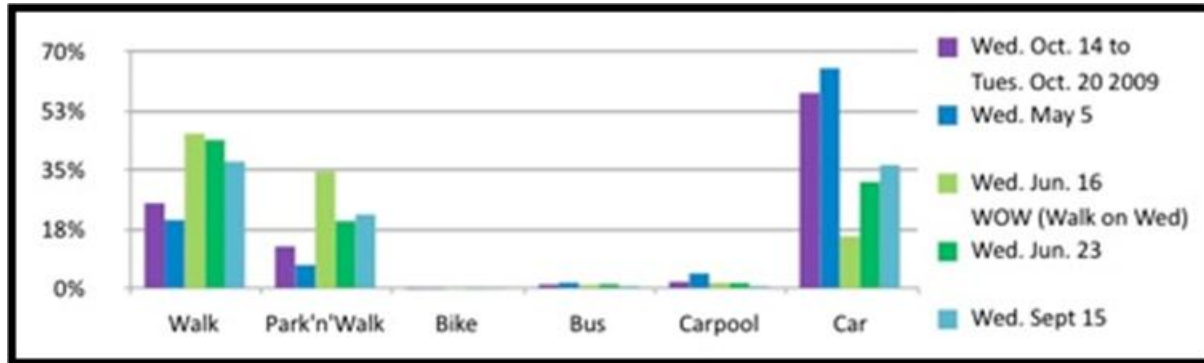
- Classroom Survey:
- To/From School

Ask students: "How did you travel from school today?"

	Weather	Walked	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Mon										
Tues										
Wed										
Thurs										
Fri										
Total										
Daily Avg=Total/5										

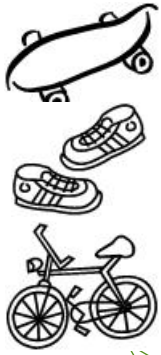
*Walked at least one entire block.

➤ Results of Classroom Survey



Family Survey

FAMILY SURVEY – Baseline
<Insert school name>

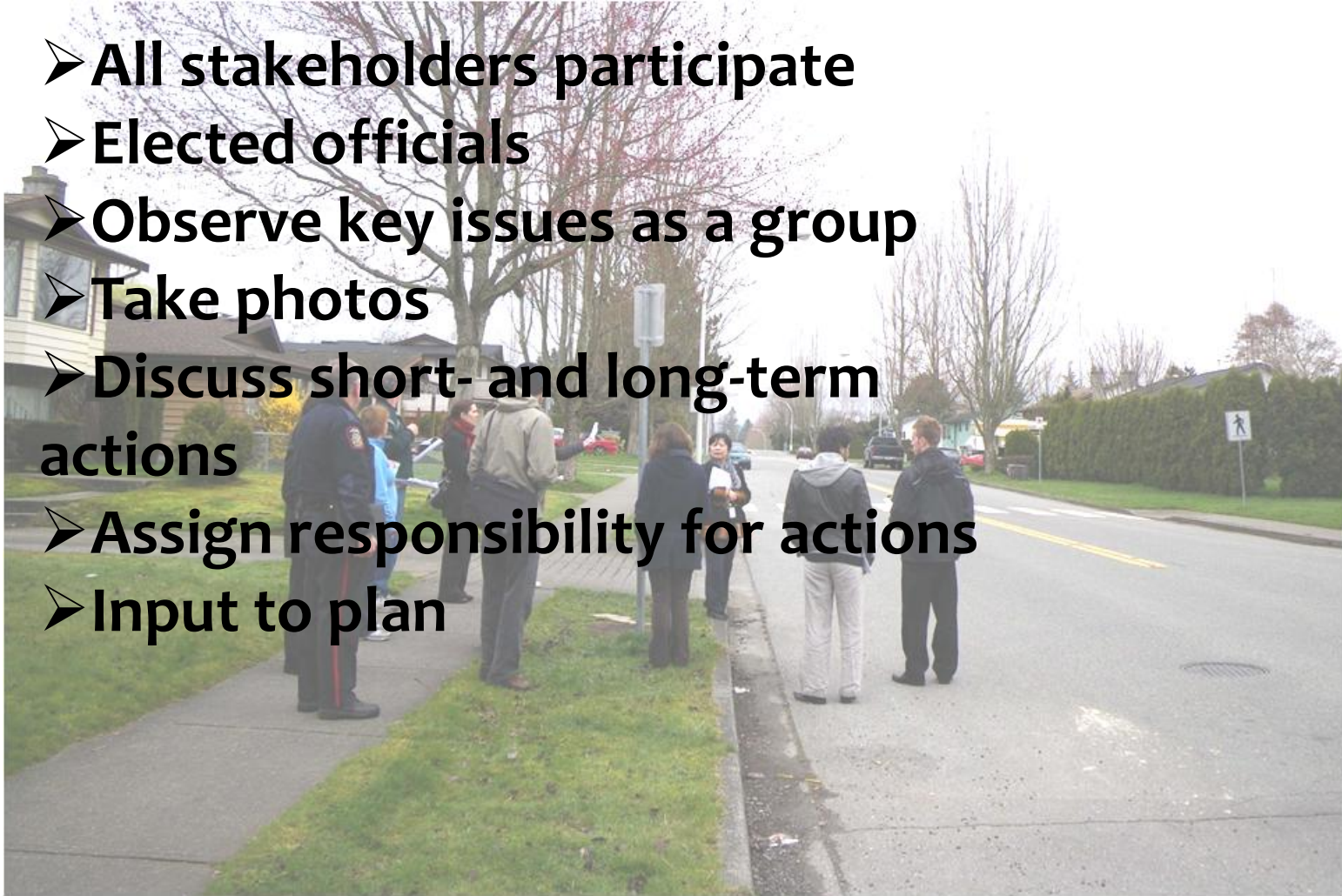


Includes Sustainable Happiness questions

- Q12. The way my child **usually** travels to school contributes to his/her:
 - physical well-being, e.g. healthy heart, bones and muscles
 - emotions and overall well-being, e.g. happiness, relationship with friends
 - well-being of our community, e.g. students get to know neighbourhood
 - environmental well-being, e.g. less pollution

Neighbourhood Walkabout

- All stakeholders participate
- Elected officials
- Observe key issues as a group
- Take photos
- Discuss short- and long-term actions
- Assign responsibility for actions
- Input to plan

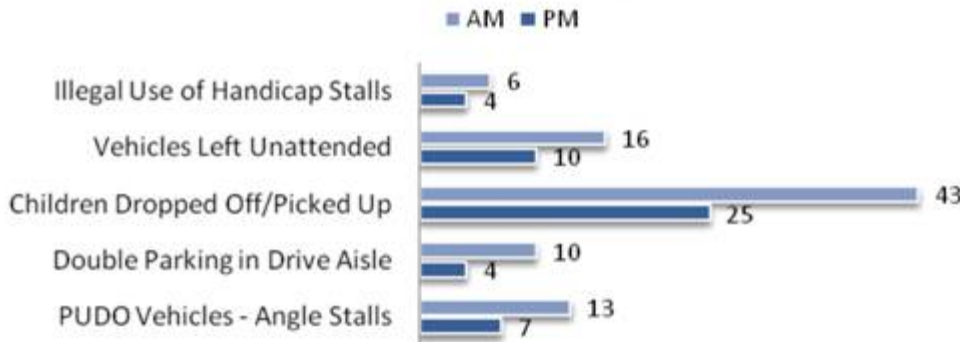


Traffic Observation/Count

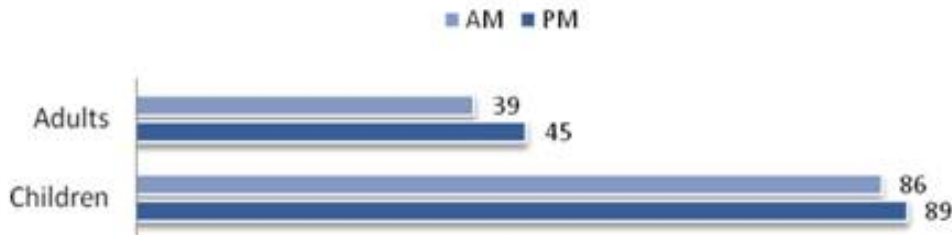
Conducted over 3-5 days

Count vehicles arriving/leaving, persons on foot, on bicycles, other

Pick up/Drop Off Loop - Average Daily Totals



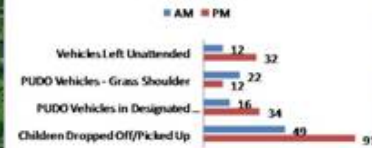
Pathways North of School - Average Daily Totals



George Greenaway Elementary STP

School Frontage at 61A Ave (Map C: 61A Ave—173A St Crosswalk and East Parking Lot

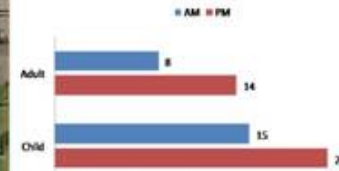
East Parking Lot Use - Average Daily Totals



General Concerns: East Parking Lot and Crosswalk

- Congestion due to high volume
- Children walking through parking lot
- Vehicles being left unattended for long periods of time
- Vehicles parked on grass shoulder towards south end of lot
- Drivers not yielding to crosswalk pedestrians

Crosswalk Use - Average Daily Totals





STP Success Stories

Shatford Memorial, Nova Scotia:

- Town population: 400
- School population: 78 students
- Barriers: traffic speed, outdated crosswalk, traffic violations, poor access to safe routes
- Successes: road improvements, crosswalk review planned, **connector trail...**



New Westminster, British Columbia



Richard McBride Elementary School New Westminster, BC

Legend

- Best Walking Route
- Meeting Place for Walking Groups
- Park and Walk (for 'out of catchment' families)
- Bus Route / Stop

- Municipal Committee project lead
- Proactive approach including mapping of best walking routes to each school

Date: Summer 2010

BEST ROUTES

NEW WESTMINSTER

HASTE
HUB FOR ACTION



St. John's, Newfoundland

- April 2020: Provincial advisory committee formed
- June 2010: STP Facilitator hired
- September 2010: Pilot test at 7 St. John's schools begins
- Pilot project will include bicycle
- 13 out of 18 elementary schools participated in 2010 IWALK – highest ever
- September hurricane slowed down process!



St. Andrew's School, St. John's

Walking Aids



Curb cuts/stop lines



Walking route signs



Adult crossing guards



Yellow route markers



Reflective vests for walk leaders

In Closing

A walkable/bikeable school community can be a strong indicator for health and happiness of the students.



<http://www.saferoutestoschool.ca/schooltravel.asp>

Pswd: stptools2009