
SCHOOL TRAVEL PLAN

Westview Elementary School



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City of North Vancouver
www.cnv.org/SASTP

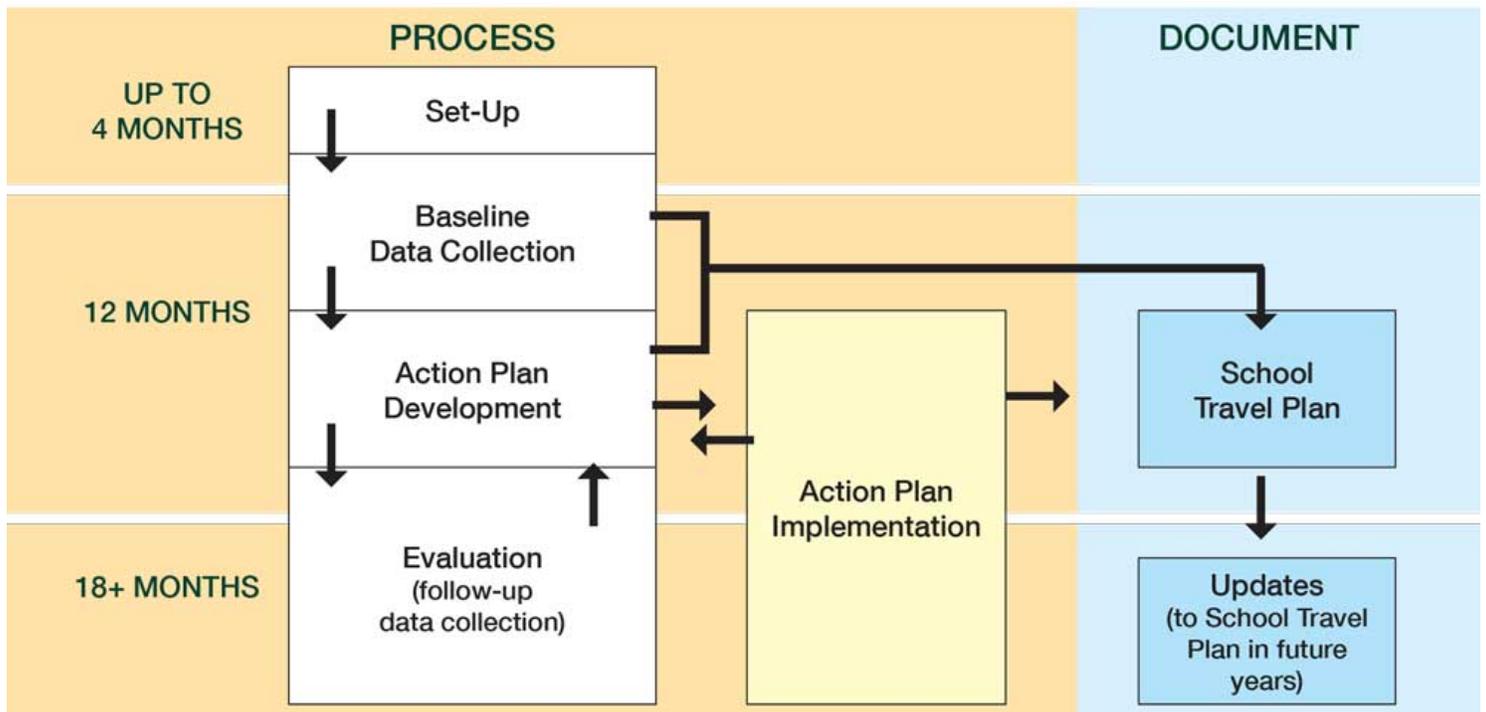
National Active & Safe
 Routes to School
www.saferoutestoschool.ca/school-travel-planning

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 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 Westview Elementary School [hereinafter: Westview] in the fall of 2015.

About Westview Elementary

According to the school's website, "Westview is a small, vibrant school community nestled between two natural parks in the heart of the City of North Vancouver." Westview has a "richly diverse school community with families from many ethnic backgrounds enriching our teaching and learning."

The school is located at 1660 Bewicke Ave. in North Vancouver. While its front entrance faces 17th St. W, a small residential street, it is located just southeast of the busy, irregular intersection of a collector road (Bewicke Ave.) and a major arterial (Larson Rd.). As such, traffic can be heavy and fast in the area around the school during arrival and departure times. Additionally, through the take-home survey and in conversation, parents expressed that the local street design creates heavy vehicle congestion around the school during the periods before and after school.

To the east of the school, walking trails lead into Mahon Park, providing access to a broader trail network as well as sports and recreation facilities and the local high school, Carson Graham Secondary.

Based on take-home survey results, over 60% of students at Westview live within a 15-minute walk of the school, but only 40% currently walk to school. Westview is on a major transit route, but only 6% of students reported travelling to and from school by bus.

The North Shore Neighbourhood House has a strong relationship with the school and PAC, providing before- and after-school programming, which is very popular with families.

Travel Challenges Summary

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

This section, along with Westview'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 Westview.



▲ Looking at the school through the intersection of Larson Rd. and Bewicke Ave.



▲ Looking northeast from the intersection of Larson Rd. and Bewicke Ave.

1.

Pedestrians Safety at the Intersection of Larson Rd. and Bewicke Ave.

This intersection of a collector road (Bewicke Ave.) and a major arterial (Larson Rd.) is used by commuters to access Hwy 1, and by parents driving their children to nearby schools, including Westview, Carson Graham, and Larson. Through the take-home survey and in conversation, parents expressed that

the concurrent peaks in commuter and school-related vehicle traffic generate particularly aggressive driver behaviour. Parents mentioned that they have witnessed drivers rushing to make yellow lights and sometimes driving through red lights. Such incidents leave parents reluctant to allow their children to walk to school and navigate this intersection independently; parents felt that more enforcement, even red light cameras, could assist in reducing aggressive driver behaviours near the school.

During the walkabout, participants raised concerns that the pedestrian crossing signal does not provide sufficient time for families with young children to cross comfortably. A crossing guard patrols the intersection during the periods before and after school. However, during the walkabout, the crossing guard relayed to participants that it is challenging for her to provide assistance at both the north-south and east-west crossings, so she often enters a few steps into the intersection and watches the students as they cross to the other side of the road, ready with her whistle if she notices potential danger. Finally, walkabout participants requested that the pedestrian signal phase be extended to give families with small children or strollers enough time to comfortably cross the street.

There is a no-right-turn-on-red proscription at the intersection for vehicles travelling north on Bewicke Ave. However, during the walkabout, the crossing guard mentioned that she has observed drivers making right turns against the light. She relayed that during peak times, she often enters the roadway to physically prevent drivers from turning against the light when pedestrians are crossing north-south on the east side of the intersection.

The crossing guard mentioned that she has observed parents dropping their children off in the intersection when the light is red, leaving them to navigate stopped vehicles to reach the curb. She suggested

that a campaign focused on educating parents about the risks of exiting a motor vehicle in an unsafe manner might help curb such behaviour.

2.

Pedestrian Safety on Fell Ave. between 16th St. W and 17th St. W

Located on the west side of Mosquito Creek Park, this stretch of Fell Ave. is signed as 30 km/h zone at all times. However, through the take-home survey and in conversation, parents reported that many drivers do not adhere to the posted speed limit. During the walkabout, participants mentioned that they had not been aware of the reduced speed limit on this stretch of Fell Ave., and suggested that the signage—obscured by parked cars or foliage—to be effective. Participants discussed whether a larger, more conspicuous sign, or road markings, might help to increase driver awareness of the park-zone speed limit.



▲ Looking south at the special crosswalk at Fell Ave. and 17th St. W



▲ Looking east through the intersection at Fell Ave. and 16th St. W

Several Westview parents who live in the housing complex on the west side of Fell Ave. between 16th St. W and 17th St. W expressed that they did not feel it was safe for their children to cross Fell Ave. independently, despite the presence of a full traffic signal with pedestrian-activated signals at the intersection of Fell Ave. and 16th St. W, and the presence of a special crosswalk, with illuminated overhead pedestrian beacons, at the intersection of Fell Ave. and 17th St. W. They communicated that they felt many drivers on Fell Ave. do not watch for pedestrians, and suggested more enforcement is necessary.



▲ **Looking south at the crosswalk at Fell Ave. and 20th St. W**

Further north, the east-west crosswalk at the intersection of Fell Ave. and 20th St. W is marked with zebra stripes and crosswalk signs. In conversation, parents indicated that few families cross Fell Ave. at this intersection due to lack of pedestrian-controlled beacons, preferring instead to use the pedestrian-activated crosswalk beacon at the intersection of Fell Ave. and 17th St. W.



▲ **An aerial view of the Larson Cres./Jones Ave./W 23rd St. intersection**

3.

Pedestrian crossings at the Intersection of Larson Rd. and 23rd St. W

In the family take-home survey, parents expressed a number of concerns about the 5-way intersection at Larson Rd. and 23rd St. W similar to those expressed by parents at Larson Elementary. Currently, there are no north-south crossing provisions for pedestrians on the west side of the intersection—pedestrians wishing to cross are required do so on the east side of the intersection. However, many parents reported that pedestrians, including students walking to school, frequently do cross north-south on the west side of the intersection instead of completing the longer process of crossing over to the east side of the intersection before proceeding north or south or using the special crosswalk at 23rd St. W and Larson Rd.

North of the intersection, there is no sidewalk on Jones Ave. for pedestrians approaching the intersection from the Hwy. 1 pedestrian overpass. During the meeting after the walkabout, several strategies were discussed that would address concerns about this intersection, including:

- repainting crosswalk markings on the north, east and south sides of the intersection, to improve their visibility;
- installing an additional crossing on the west side of the intersection, across both 23rd St. W and Larson Cres., to facilitate pedestrian crossings;
- installing a level gravel path on the east side of Jones Ave. south of the intersection, as a temporary measure until a full sidewalk can be installed; and
- adding painted bike boxes on the south side of the intersection to improve the visibility of, and facilitate turns by, cyclists turning left off of Jones

Ave. onto Larson Cres. or 23rd St. W.

The US National Association of City Transportation Officials' Urban Street Design Guide notes that "[i]rregular intersections... [are] often overbuilt and confusing, [and] present safety hazards to all users." Normalizing the intersection at Jones Ave. and 23rd St. W would likely be the most effective way to address the many concerns voiced by families about this intersection.



▲ **Overhead view of 17th St. W, Wolfe St. and Fir St.**

4.

Pedestrian facilities on Fir St., Wolf St., and 17th St. W

Westview's front entrance leads onto 17th St. W, a residential road that intersects with Larson Rd. to the west, and turns north onto Wolfe St. and back to Larson Rd. via Fir St. to the east. At the east end of 17th St. W, where it turns north onto Wolfe St., a trail system leads into Chris Zuehlke Memorial Park.

During the walkabout, parents expressed that during the periods before and after school, heavy school-related motor vehicle traffic and congestion make the roads around the school difficult to navigate on foot or by bike. There is a sidewalk on the south side of 17th St. W between Larson Rd. and the school's driveway, but no sidewalks on Wolfe St. or Fir St.



▲ **Street view of 17th St. W, looking east from Westview towards the trails**

According to parents, during the winter months, the grass on the side of the street and the dirt path behind the trees on the south side of 17th St. W get very muddy. Parents suggested that if the path were gravel or paved it would improve the walkability of this route.



▲ **Overhead view of the Westview and surrounding roads**

5.

Traffic Safety in the School Zone

The school zone is often rated the most dangerous part of a student's school journey by parents—and often, much of the perceived danger comes from the presence of motor vehicles and the behaviour of drivers.

The streets around Westview offer plenty of free, on-street parking. However, parking spots adjacent to the school seem to be at a premium; during the walkabout, which was held on an afternoon, participants noticed parents arriving 30 minutes before the end of the school day, seemingly in order to secure a parking spot near the school.



▲ **A vehicle parked in the fire zone outside of the school on 16th St. W**

During the walkabout, Westview's vice principal knocked on the windows of cars parked in the fire zone and the no-parking zones near the school's main entrance on 17th St. W, asking drivers to move along. Both 17th St. W and 16th St. W were filled with cars, sometimes double-parked, while parents waited for their children to emerge from the school.

During the post-walkabout debrief meeting, participants discussed the idea of replacing the current "5-minute parking" signs on the north side of 16th St. W to "no parking" during the periods before and after school, and doing a complete review of traffic flow on 17th St. W to prevent students from crossing the street through traffic to get to their parents' vehicles on the north side of the road. Parents feel that there needs to be more consistent enforcement to prevent illegal parking, and the resulting congestion, in the school zone during the periods before and after school.

The City of North Vancouver is planning a comprehensive review of signage around all of its schools.

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 2016, and a walkabout involving members of both the Municipal Steering Committee and the SASTP committee was conducted in May 2016.

In-Class Hands-Up Student Surveys

Baseline hands-up student surveys were coordinated by HASTe and facilitated by Westview teachers and staff in April 2016. Unfortunately, these surveys were misplaced, and their data was never recorded.

Family Online/Take-Home Surveys

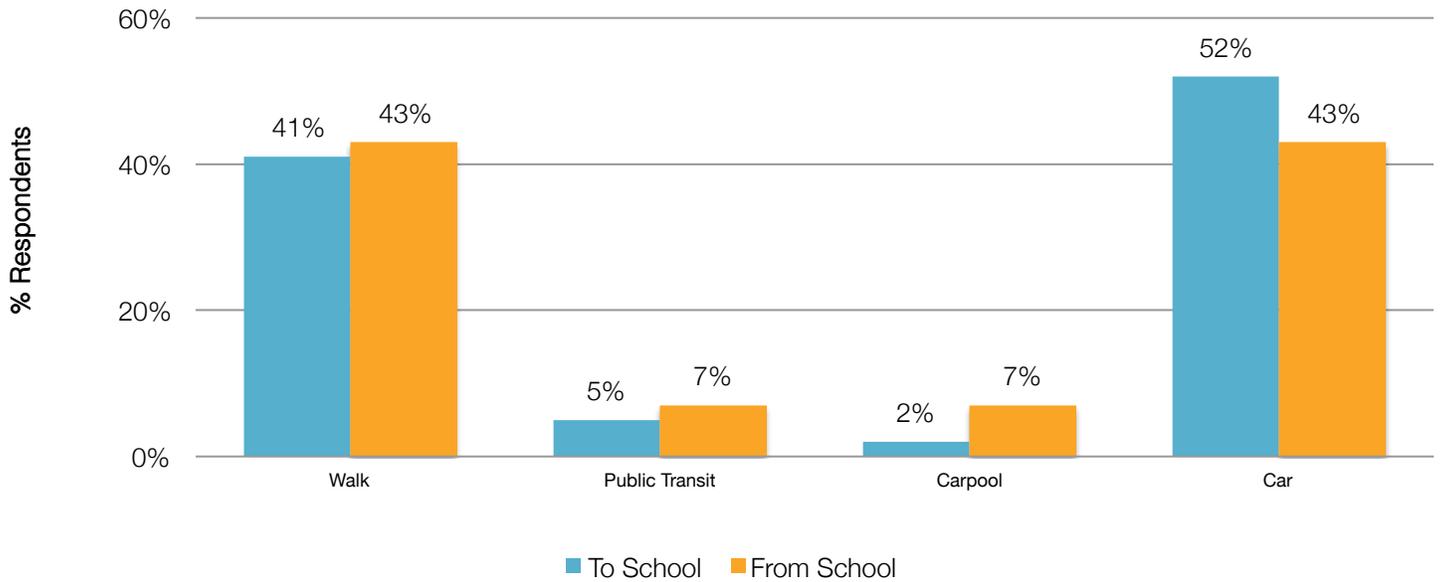
Further information regarding the school journey and family travel habits was gathered through a family online survey (Appendix 5) and a take-home route-mapping exercise in April 2016.

Survey participation

235 students were enrolled at Westview during the 2015/2016 school year. 48 parents, representing 62 students, completed the survey, for a return rate of 26%.

Mode Share

According to take-home survey results, 46% of families at Westview use active modes to travel to school (41% walk and 5% take public transit), and 50% of families use active modes to travel from school (43% walk & 7% take public transit).

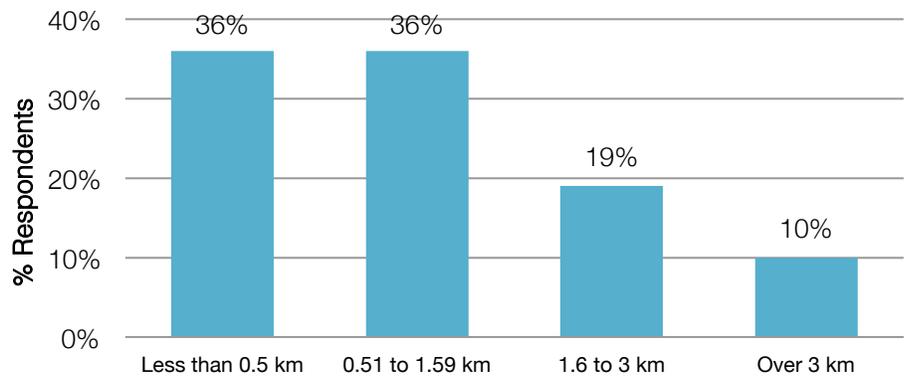


▲ Family-reported mode share data to and from school

Distance Travelled to School

Westview is a neighbourhood school; according to take-home survey results, 72% of students live within 1.59 km of the school, generally considered a walkable distance for primary and intermediate students.

▼ Travel Distance to School



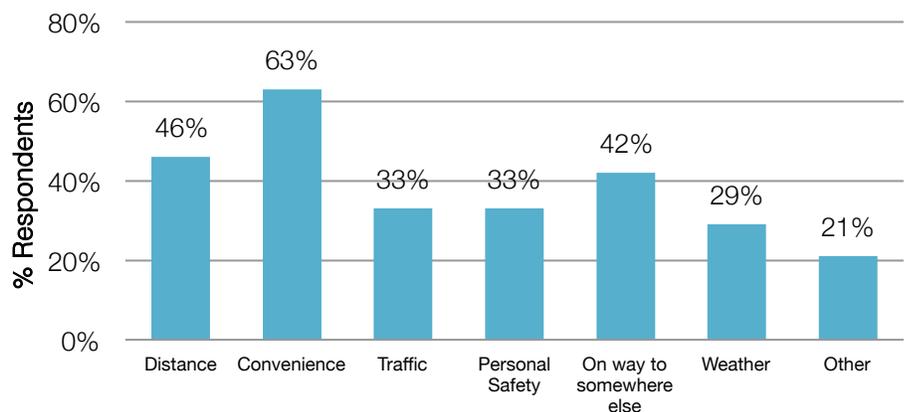
Reasons for Driving

According to take-home survey results, the most common reasons families at Westview drive to school are "convenience" (62%) and that they're "on [their] way somewhere else" (42%).

Westview has a partnership with the North Shore Neighbourhood House, a community organization that provides before- and after-school care to students on site. With over 10% of the student population enrolled, this program is very popular among Westview families, and some students arrive at school as early as 8am to get their morning snack and participate in organized activities.

According to Maria Morisseau, the Community Development Project Coordinator with the North Shore Neighbourhood House, the popularity of the program extends the period during which students arrive at and depart from school, which has the effect of reducing vehicle congestion in the school zone. However, according to Ms. Morisseau, the majority of students enrolled in the school's before- and after-school care program are driven to and from school by parents who are on their way to or from work. This observation correlates with survey data highlighting the popularity of "convenience" and dropping off children "on [their] way somewhere else" as reasons Westview parents drive, and suggests that the program may be depressing rates of active travel to and from school.

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



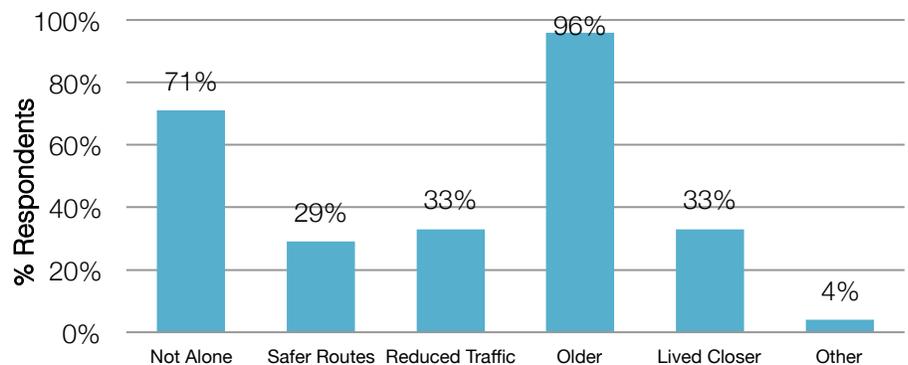
Inducements to Walk

According to take-home survey results, the most common conditions under which parents would consider allowing their child(ren) to walk to school are if they “were older” (96%) or if they were “not alone” (71%).

However, the take-home survey results show that older students at Westview are more likely to arrive at school by car than younger students (44% of students 7 to 9 years old vs. 67% of students 10 to 12 years old), and less likely to walk to school than younger students (50% of students 7 to 9 years old vs. 33% of students 10 to 12 years old).

Westview has homegrown walking school busses currently in operation, where students and families from the same area walk to and from school together. During the School Travel Planning process, the STP facilitator often observed groups of students informally walking home together after school, unaccompanied by an adult. The school community has resources to encourage more walking and less driving—focusing on promoting and expanding these resources is likely to have a greater impact on congestion and traffic safety than persistent efforts to address driver behaviour in the school zone.

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



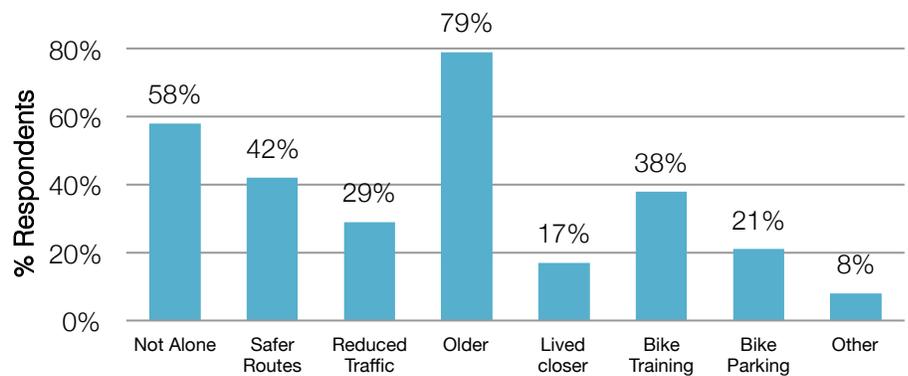
Inducements to Cycle

If “they were older” (79%) or “not alone” (58%) were the two most popular conditions under which Westview parents indicated they would consider allowing their child(ren) to ride to school.

Cycling to school is not common at Westview; neither the baseline family take-home nor the baseline hands-up surveys recorded a single trip by bicycle to or from school. During the walkabout, when asked whether cycling to school was a viable option for Westview families, school community members suggested that the topography and the volume of traffic in the area around the school make families apprehensive about cycling to school. They mentioned that, on days when bike-related events or cycling education are taking place, students often ride their bikes on the sidewalk, rather than using bike lanes or sharrow-marked roads, on their way to school.

For the past three years, the City of North Vancouver has been providing cycling education programs to grade 6 students to help them build their cycling skills, confidence, and comfort. Both follow-up surveys did register a few cycling trips during the survey periods, but the numbers were low, suggesting that the program on its own will not be sufficient to meaningfully boost cycling rates at Westview.

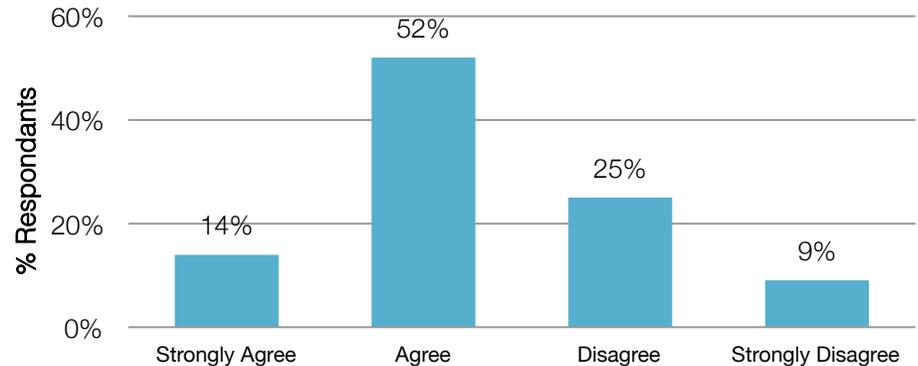
▼ **Parents would allow child to bike to/from school if...**



Neighbourhood Safety

The majority of surveyed parents agreed (52%) or strongly agreed (14%) that their neighbourhood was safe for children to walk to school. Just over a third of parents either disagree (25%) or strongly disagreed (9%) with that statement.

▼ Our neighbourhood is safe for children to walk to school



Walkabout

Westview's walkabout was held after school on Wednesday January 18th, 2016. Parents, key stakeholders, students, and both the principal and vice principal participated in the event. The group met in front of the school at 2:30pm, and observed driver behaviour in the school zone until the end of the school day. At 3pm, students joined the group, which then toured areas around the school zone that had been identified as sources of concern by families and staff at Westview and explored possible best walking routes to school.

Areas and issues of concern observed during the walkabout include:

- Parking infractions on 16th and 17th St. W
- Traffic safety at the intersection of Larson Rd. & Bewicke Ave.
- Vehicle speeds on Larson Rd.
- The Mosquito Creek trail
- The trail beginning at the corner of Wolfe St. and 17th St. West
- The trails through Chris Zuehlke Park

After the walkabout, participants gathered at the school for a debrief session to provide feedback and look at possible solutions to issues that were observed. The STP facilitators' notes from the walkabout are attached to this document as Appendix 7.

Over the course of the STP process at Westview, a number of interventions were undertaken to address barriers to active school travel and encourage walking and cycling trips to school. Education and Engagement interventions inform members of the school community about active transportation; Encouragement interventions encourage students and families to travel actively; 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 Westview are detailed in the section below. Interventions identified that have yet to be undertaken can be found in Westview's School Travel Action Plan (Appendix 1).

Education and Engagement

School Communications

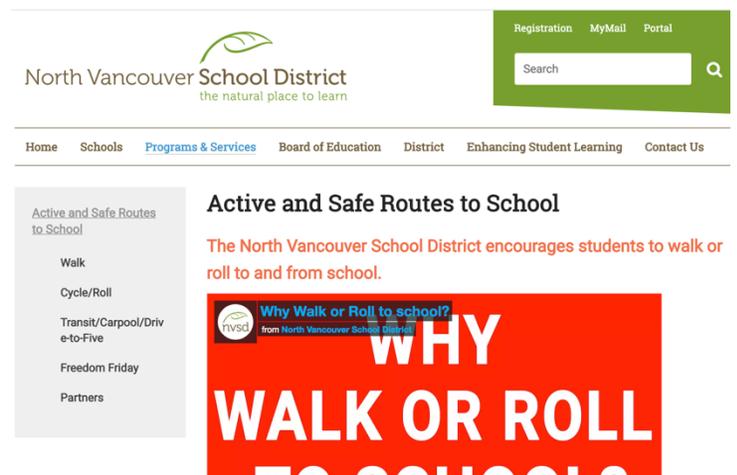
During the School Travel Planning process, Westview frequently sent messages to families about the benefits of walking or rolling to school. According to the principal, this was trying at times, as the administration's true focus was getting parents to change their driving behaviour in the school zone, including double-parking, failing stop or look for pedestrians, and parking in clearly signed no-parking zones.

School District Communications

North Vancouver School District 44 has made encouraging walking and rolling to school a focus of their communication strategy for parents:

- The District created an infographic highlighting the many benefits to walking or rolling to school, which served as the webpage header for both the District website and for individual school's websites. This infographic also appeared in every student's agenda, which was handed out to families at kindergarten information nights and included in every school's welcome package. Each school also received copies of the agenda that were to be placed in the parent resource library.

- The District created a section under the “Parents” tab on its website titled “Active & Safe Routes to School,” which highlighted benefits of walking to school and provided tips for parents on how to make the change from car travel to active transportation.
- The District produced a video highlighting the benefits for students of using sustainable transportation as a means of getting the attention of parents who may not have been interested in reading about active transportation.
- Mark Pearmain, the Superintendent of the North Vancouver School District, includes a reminder to families to consider walking and rolling to school, and the benefits of active travel, in his back-to-school message sent out to families before the beginning of each school year.



▲ SD44’s infographic about the benefits of active travel

▲ SD44’s Active and Safe Routes to School webpage

In the summer of 2017, HASTe staff reviewed the location and presentation of the District’s active travel information on its website with District staff. Together, they decided to move the District’s active travel information to the “About the School” section of the District’s website, which will also house Queen Mary’s Best Routes to School map. It is hoped that this move will generate more web traffic.

The North Vancouver School District's educational and communication support for active travel earned it a Living City Award for sustainable transportation in 2016.

Local Media

The North Shore News covered School Travel Planning efforts at Queen Mary and throughout the City of North Vancouver. Their coverage helped spread the message about the benefits of active school travel to the community through articles, event coverage and great pictures of students socially connecting while walking to school.

north shore news ≡ MENU

North Vancouver school district parents asked to consider walking or rolling

Deneka Michaud / Contributing writer
AUGUST 23, 2016 02:50 PM



North Vancouver school district is encouraging parents to consider walking or rolling to school. photo supplied

▲ North Shore News article about the STP program

Look Think Go Campaign

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, Look Think Go-branded reflectors and stickers were given out at the City of North Vancouver's Bike to Work Week celebration station.



▲ **Communications material for the Look Think Go campaign**

Best Routes to School Map Pamphlet

The Best Routes to School map pamphlet provides families with the best routes to walk or bike to and from school. This pamphlet was launched in the spring of 2017 at the safety blitz. The school was provided a large format map for their lobby.

The pamphlets will be added to every welcome package for the 2017-2018 school year. The information will also be posted on the school's website under "About the School" – "Getting to School" by August 2018.



▲ Westview’s Best Routes to School map

A copy of Westview’s Best Routes to School map is attached to this document as Appendix 2.

Enforcement

Safety Blitz

The City of North Vancouver partnered with the RCMP, bylaw officers, the fire department, ICBC, and the community police to hold a series of events aimed at educating members of the school community about the importance of traffic safety and recognizing those using active transportation.

These events were held during the first week of school in September and the week after winter break in January. They were promoted to the school community in order to bring awareness to school zone safety and provide a teaching opportunity regarding the rules of the road and the benefits of active school travel.

Key stakeholders distributed information and stickers. An opportunity to check out the fire truck and receive City of North Vancouver swag were used to draw parents and students into conversations about the importance of sharing the road in ensuring safety for all road users.



▲ **RCMP officers chat with students during the safety blitz**

The spring 2017 safety event focused on distracted driving, with police and bylaw officers distributing prevention postcards to drivers in the school zone. This focus was in response to parents reporting an increasing number of students and parents using cell phones while navigating the school zone by car and on foot. From a pop-up booth, City of North Vancouver staff promoted the idea of a "Meeting Spot": using the Best Routes to School map, driving families could establish a meeting spot outside of the school zone at which parents could park, and to which students could walk, after school.



▲ **Westview students gather at a "Meeting Spot" before heading to school**

Enforcement Blitz

City of North Vancouver staff coordinated a traffic-safety enforcement blitz from February until April 2017 in partnership with City bylaw officers and the North Vancouver RCMP.

This was a targeted enforcement and outreach campaign held at five public elementary schools (Queen Mary, Ridgeway, Larson, Queensbury, and Westview). Participants focused on positive, solutions-based messaging to engage residents and parents and bring about awareness of the impact a congested and unsafe school zone has on safety, health, and the environment.

Some warnings and infraction tickets were also handed out. The overall feedback was positive: officers enjoyed the experience and parents appreciated the intense focus on student safety.

Encouragement

Walk & Wheel Events

As part of the STP process, Westview participated in Walk and Wheel Week during the second week of October and Bike to School Week during the last week of May. Specials guests were invited to attend events at the school during both weeks, including Elmer the Safety Elephant; members of the City's Bike Police; staff from the City of North Vancouver and the local recreation centre; and officers from the Police, Bylaw, and Fire departments. At these events, students played games and participated in bike rodeos while learning about the benefits of walking and wheeling to school.

Youth Engagement

In the spring of 2016, Westview students participated in Cool Routes 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 Westview was provided by TransLink's TravelSmart program.

The group of grade 5 to 7 students met at lunch every Tuesday between April and June 2016. The students voted to name their group the Environmental Squad, and worked on promoting Bike to

School Week, their own active transportation campaign, and producing a video.

The students organizing the active transportation campaign planned to create an online game through which students could log their trips to earn points, which could then be cashed in for prizes.

The video team had the idea of creating a movie, *The Active Times*, which would show a newspaper. As the pages turned, headlines would explain the impacts vehicle emissions have on the environment, and how students' overall well-being is impacted by the lifestyle choices they make.

The Bike to School week crew created posters and planned the May event.

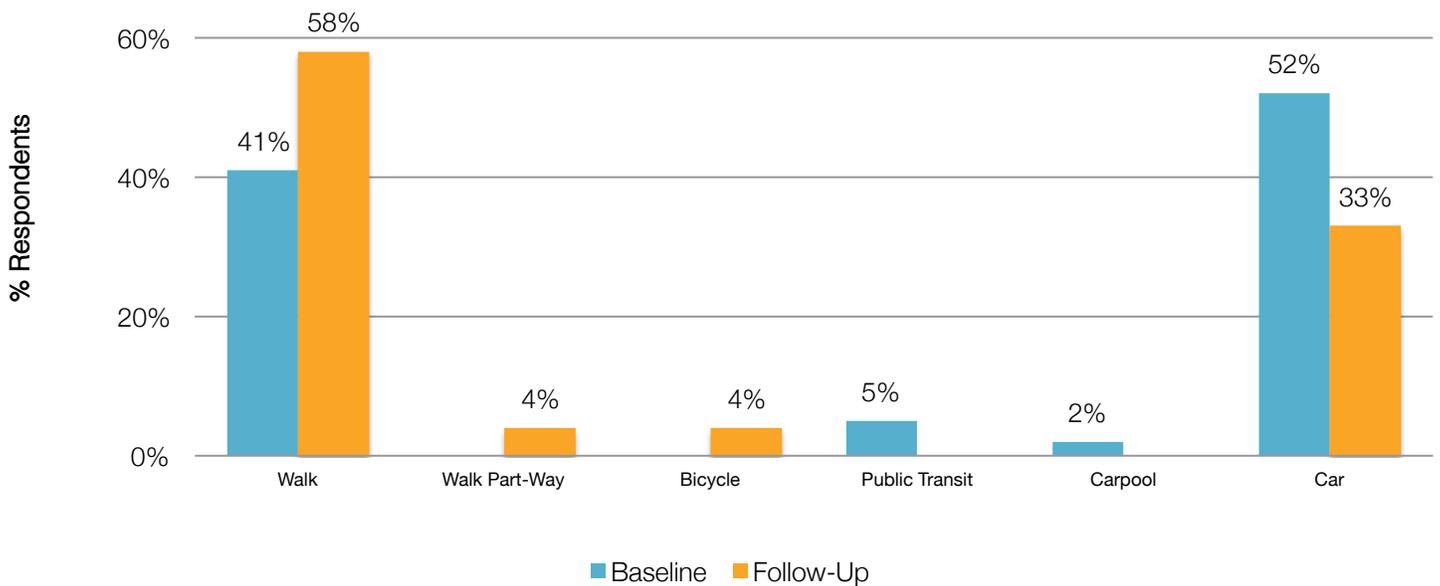
All the groups worked very hard and had great ideas. However, many students had multiple, competing commitments, including the track and field team, music programs, and the grade 7 grad committee. As a result, key students often missed lunchtime planning sessions, and the video and active transportation campaigns were not completed. However, the Bike to School crew did a great job, and, moving forward, their poster will be used by all North Vancouver Schools for Bike to School Week promotions.

Follow-up Surveys

The follow-up take-home family survey (Appendix 6) was conducted in May 2017. Three separate attempts were made to promote the survey to Westview parents and collect data, including providing the principal with an online survey and printing and sending home paper versions of the survey. In the end, only 25 families responded to the follow-up family survey (23 fewer than responded to the baseline family surveys), representing 35 students and accounting for only 15% of the school population.

Follow-up Data

The low return rate for the follow-up family survey at Westview means that its data must be taken with a grain of salt. However, comparisons between baseline and follow-up data in several key areas suggest positive changes.

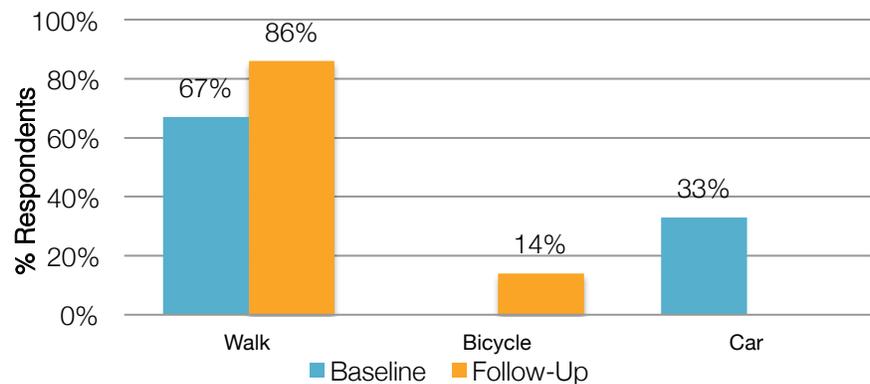


▲ Family-reported mode share data to school

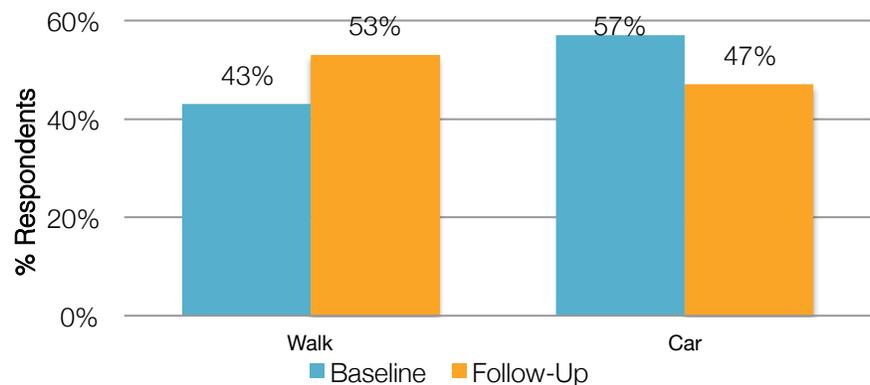
Data from the follow-up family survey showed a 41% increase in walking to school (from 41% to 58% mode share) when compared

with data from the baseline survey. The data showed a corresponding 37% decrease in single-family car mode share, down from 52% in the baseline survey to 33% in the follow-up survey. These changes carried through to the afternoon as well: walking rates increased from 43% to 60%, and driving rates dropped from 43% to 32%, for travel from school.

▼ **Mode share less than 500 m from school**



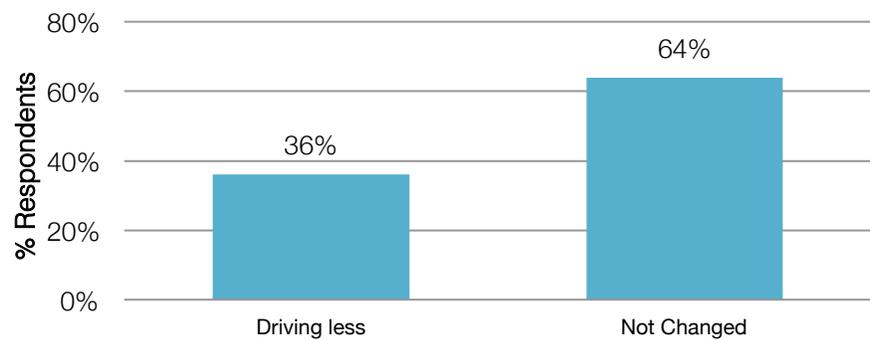
▼ **Mode share between 500 m and 1.49 km of the school**



Since families who live closer to school are more likely to walk than families who live further away, it is worth noting that the proportion of families who responded to the follow-up survey who live within 1.59 km of the school was higher than the proportion in the baseline survey: 88% vs. 72%. However, the rates of walking within this zone increased in the follow-up survey when compared

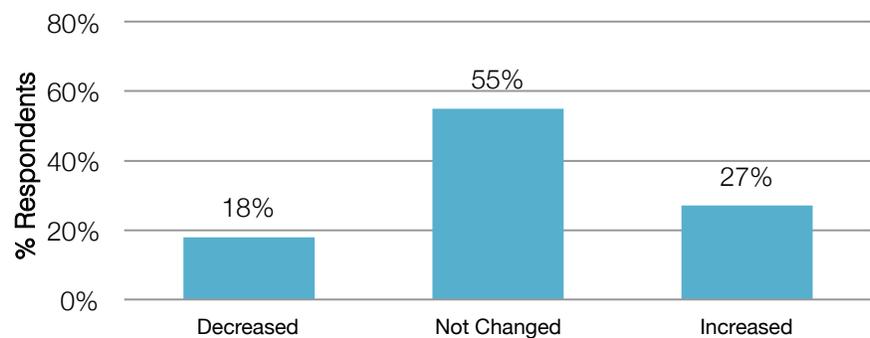
to baseline survey results: in the follow-up survey, 86% of families who live less than 500 m from the school reported that they usually walked to school, compared to 67% in the same zone who reported that they did so in the baseline survey; and 53% of families who live between 500 m and 1.49 km of the school reported that they usually walk to school in the follow-up survey, compared to 43% in the same zone who reported that they did so in the baseline survey.

▼ **Changes in driving frequency**



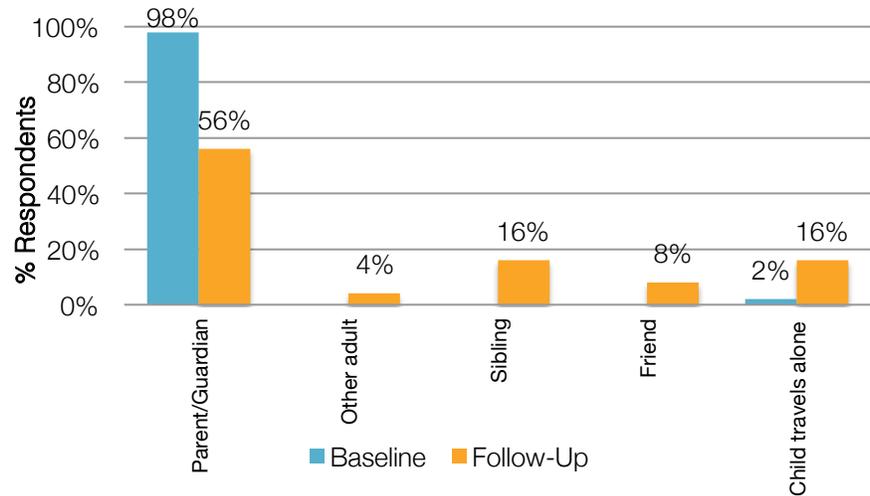
36% of families who responded to the follow-up family survey indicated that they were driving to school less since the STP process began, compared with 64% of families who indicated that their level of driving had remained unchanged. These numbers correspond closely with the shift in driving and active travel mode share seen between the baseline and follow-up family surveys.

▼ **Perceived changes in traffic near the school**



27% of families who responded to the follow-up family survey reported that they felt traffic levels near the school had increased, compared with 18% who reported that they felt it had decreased, and 55% who reported that they felt it was unchanged.

▼ **Child travels to school with...**



Only 56% of families who responded to the follow-up family survey reported that their child usually travels to school with an adult—a decrease of 75% compared to data from the baseline survey, in which 98% of parents reported that their child usually travels to school with an adult.

The enforcement and safety blitzes were appreciated by the Westview school community, with 64% of parents choosing them as the School Travel Planning activity they felt was most effective for their family. 20% of parents selected infrastructure improvements as the most effective activity, while 16% selected bike education.

School Travel Planning Members

The School Travel Planning process at Westview 2015-2017 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: Carla Oro / Barbara Leigh

PAC Chair: Sara Green

Parent Coordinator: Pamela Westerman

Children and Youth Safe and Active Travel Working

City of North Vancouver Transportation Planner: Iona Bonamis

City of North Vancouver Transportation Demand Management Coordinator: Natalie Corbo

City of North Vancouver Bylaw: Guy Gusdal

NVSD Trustee: Christie Sacré

SD44 Communications Manager: Deneka Michaud / Nevasha Naidoo

RCMP: Officer Carlos Rockhill and Cpl. Marlies Dick

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

Appendix 1: School Travel Action Plan

Appendix 2: Best Route to School Map Pamphlet

Appendix 3: Heat Map

Appendix 4: Base Map

Appendix 5: Baseline Take-Home Survey

Appendix 6: Follow-Up Take-Home Survey

Appendix 7: Walkabout Notes