

Lawrence Grassi Middle School School Travel Plan

June 2017

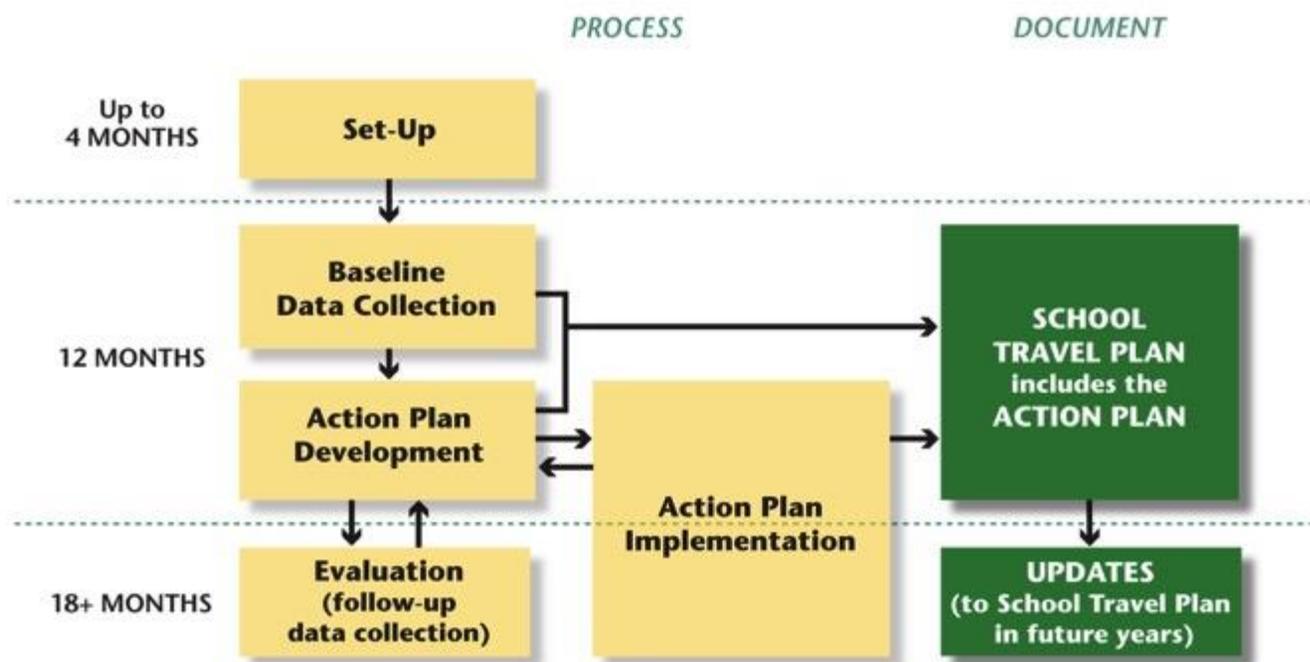


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About School Travel Planning

A School Travel Plan is a living document belonging to the school. It will be revisited regularly in order to update the status of Action Plan items and to incorporate future Evaluation findings. It is part of a complete School Travel Planning process that has been successfully developed and implemented across Canada since 2007.



The national *Children’s Health, Mobility and Happiness: A Canadian School Travel Planning Model* project completed in 2012 used Active and Safe Routes to School programming combined with Transportation Demand Management principles to encourage active and sustainable modes of school travel for students, families and staff. The project was designed to address barriers to active travel caused by attitudes and car-dominated design in school neighbourhoods in an effort to reduce the health risk to children. Even before many Action Plan items had been fully implemented, by March 2012 some provinces saw a shift towards active travel of up to 6 per cent and some individual schools saw a shift of over 20 per cent.

Results from STP work between 2014-16 demonstrate that the STP program is a cost-effective intervention.

When effectively coordinated and implemented STP can result in positive school travel behaviour change, and ultimately provide substantial economic, environmental and physical activity benefits.

Green Communities work in Ontario shows that the STP model performs well in a variety of community settings – inner city, inner and outer suburbs, and rural. When travel mode data was combined with the actual costs of delivering STP the results were very encouraging: a benefit cost ratio of 2.4 after one year of implementation.

National resources

School Travel Planning (STP) is presented by a coalition of organizations across Canada working together to enable more children to walk and cycle to school. Green Communities' Canada Walks makes coordination of efforts and knowledge transfer between and among these organizations possible. This national website provides a wealth of resources with links to international and provincial/territorial organizations and their curriculum, as well as to campaigns that can benefit and complement a school's efforts for health promotion and environmental awareness:

www.saferoutestoschool.ca

Toolkit resources and flexible templates are available to use in every phase of the STP process. Find the toolkit at:

www.saferoutestoschool.ca/school-travel-planning

About STP in Alberta and Canmore

In Alberta, SHAPE acts as a provincial resource. SHAPE's mission is to have every Albertan choose safe, healthy, active modes of transportation on a regular basis. SHAPE provides encouragement and support to school communities to encourage their students to walk or bike to school: <http://shapeab.com>

The Alberta Office of Traffic Safety is tasked with creating safer roads and safer drivers in Alberta. The office has a bold vision of zero fatalities and injuries on Alberta roads, recognizing that transportation-related deaths and serious injuries are neither acceptable nor inevitable. This project has been supported with a grant from the Alberta Office of Traffic Safety's [Traffic Safety Fund](#) to the Canmore Community Cruisers to facilitate the School Travel Planning process.

The Town of Canmore has a vision for Canmore to be Alberta's premier community for walking and cycling by 2020, as articulated in the Town's Integrated Transportation Plan. It calls for a 30% work trip mode share by sustainable modes of transportation by 2020. The Town realizes that when they build a transportation network that is safe and enjoyable for children, it will have built a transportation network that is ideal for all Canmore residents. The Town of Canmore has contracted the Canmore Community Cruisers to provide education and encouragement to residents with respect to active transportation, especially cycling, with one of those deliverables being to develop a School Travel Planning pilot at Lawrence Grassi Middle School.

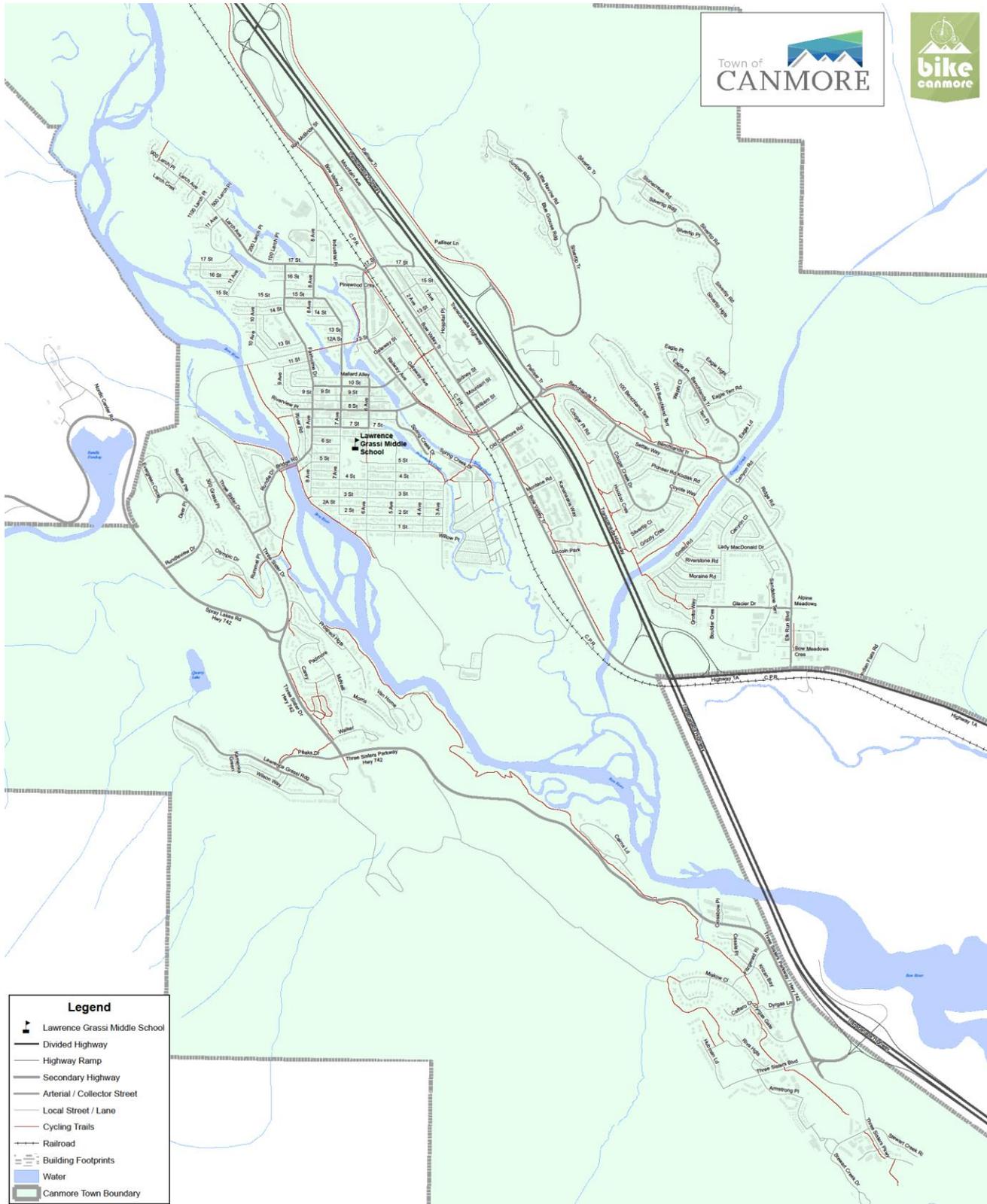
School Profile

| | |
|--|---|
| School Name | Lawrence Grassi Middle School |
| School Type, e.g. public, separate, private | Public |
| Age of School / Year Opened | 11 years ago (2004) |
| Name of School Board | Canadian Rockies Public Schools |
| Number of Students | 377 |
| Number of Families | Approximately 360 |
| Grades, e.g. K-6, K-8 | Grades 4 through 8 |
| School Bell Times | Start: 8:45 am Dismissal: 3:20 pm Early dismissal: 12:01 pm |
| Number of Parking Spaces, staff/visitor | Approximately 25 |
| Description of Location, e.g. city centre/suburban/rural | Town centre |
| Is the school in a Neighbourhood Watch or Block Parent Community? | No |
| % Bussed Students | 264 |
| Socio-Economic Description of Families | Varies between blue and white collar families |
| Any local programs e.g. French immersion, fine arts, special needs, before and after-school day care etc. | French Immersion – dual track |
| Existing Facilities At School Site, e.g. bike rack/storage, kiss 'n ride, school bus drop-off zone, adult or student crossing guards, public transit bus stops serving school, transport arrangements to after school programs | LGMS has 4 bike racks in a bike parking compound; a school bus drop-off zone, and transportation arrangements to after school programs. |
| Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs | LGMS has general school safety rules. All grade 4 students do a program called iride. We bring in instructors from cycling Canada and the high performance centre in Calgary to deliver it. The students receive 4 days of bike safety instruction in the spring. Typically, this instruction is one hour per session for 4 sessions. The program takes place on the school grounds and on the last day we ride around town demonstrating all the |



| | |
|---|---|
| | <p>safety we have learned. We also ride on the trails and promote good trail etiquette. The teachers of each class are required to take the course with the kids.</p> |
| <p>Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health</p> | <p>LGMS's two physical education specialists promote daily active living through daily early physical education, intramurals at lunchtime and team sports afterschool. The District has a committee called the School Health Advisory Committee in which the School Travel Planning goals info has been embedded. LGMS has a full time counsellor to address any mental health related issues.</p> |
| <p>Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)</p> | <p>Facebook, Twitter, monthly newsletter, weekly Week at a Glance.</p> |
| <p>Other Information (Teacher and cycling champion Andrea Quinlan on the established bike culture at LGMS)</p> | <p>"The culture that has developed around riding to school is evident across the school. There are groups of kids in each grade that are committed to riding to school every single day. There are several points around town where kids gather to meet and ride. The Eagle up in Cougar Creek is one, the underpass is another. It's fun to watch kids in all grades riding together in the morning and after school. One of the nicest parts about the ride to school culture is that it tends to continue as the kids move to high school. The kids who were committed to riding to junior high every day are the same kids who still ride to the high school. This year I took a photo of a grade 5 girl riding with her trumpet strapped to her back. In the winter we always have kids riding with their xc skis and that is an interesting look.</p> |

Map of area covered by this School Travel Plan



Timeline of Main Tasks

| Task | Start Date | End Date | Actual End Date |
|---|-------------------|-----------------|------------------------|
| PROJECT PREPARATION AND DATA COLLECTION | | | |
| Complete School Profile | Sept 24 | Nov 26 | Nov 26 |
| Inform school and parents about project | Sept 12 | Sept 16 | Sept 16 |
| Conduct Baseline Classroom Surveys over five consecutive days | Sept 19 | Sept 23 | Sept 23 |
| Conduct Baseline Family Survey | Sept 15 | Sept 30 | Sept 30 |
| Enter and analyze data from Baseline Classroom Surveys | Oct 1 | Nov 30 | Nov 30 |
| Enter and analyze data from Baseline Family Surveys | Oct 1 | Nov 30 | Nov 30 |
| Conduct School Bike-about | Oct 25 | Oct 25 | Oct 25 |
| Conduct Traffic/Pedestrian/Cyclist Observation and Count | Oct 3 | Oct 7 | Oct 7 |
| Conduct School Walkabout | Dec 14 | Dec 14 | Dec 14 |
| Analyze baseline data and compile summary report with graphs | Oct 1 | Nov 30 | Nov 30 |
| Communicate baseline results to school community | Nov 15 | Nov 15 | Mar 23 |
| ACTION PLANNING | | | |
| Finalize Action Plan with approval by stakeholders assigned tasks | Dec 14 | Dec 14 | Dec 14 |
| Obtain signatures in School Travel Plan from School and Municipal Committee Leads | June 3 | June 3 | June 3 |
| Communicate School Travel Plan to school community | Mar 23 | Mar 23 | Mar 23 |
| IMPLEMENTATION | | | |
| Inform school community about impact of Action Plan implementation | Sept | | |
| Celebrate! (Theme Day chosen) | Sept 18 | | |
| ONGOING MONITORING | | | |
| Conduct Follow-up Classroom Surveys after one year | | | |
| Conduct Follow-up Family Surveys | | | |
| Enter and analyze data from Follow-up Classroom Surveys | | | |
| Enter and analyze data from Follow-up Family Surveys | | | |
| Prepare summary report of follow-up data | | | |
| Update Action Plan | | | |
| Endorse School Travel Plan update | | | |

Goals

School Travel Planning goals

Throughout the STP process, stakeholders have identified the following goals for Lawrence Grassi Middle School:

- Reduce congestion at the school site and increase safety and convenience of key routes to school
- Increase active school travel on the school journey

Key objectives for this school

Based on the Baseline Classroom and Family Survey findings, this community's key objectives in order to assist the health and well-being of LGMS students and families are:

1. Reduce speed limits and reduce speeding around the school and along routes to school
2. Identify and promote preferred routes to school
3. Improve student safe cycling skills
4. Improve the visibility of students walking and wheeling to school in low-light conditions
5. Improve the behavior of drivers and students at crosswalks
6. Improve infrastructure along key routes to school
7. Increase school community familiarity and support for the Town of Canmore Integrated Transportation Plan
8. Reduce number of cars dropping off students in the immediate vicinity of the school
9. Strengthen commitment of Town Council for supporting safe routes to school
10. Promote walking and wheeling to school
11. Celebrate successes

Specific action items are detailed in the Action Plan (see Appendix).

Travel Challenges Summary

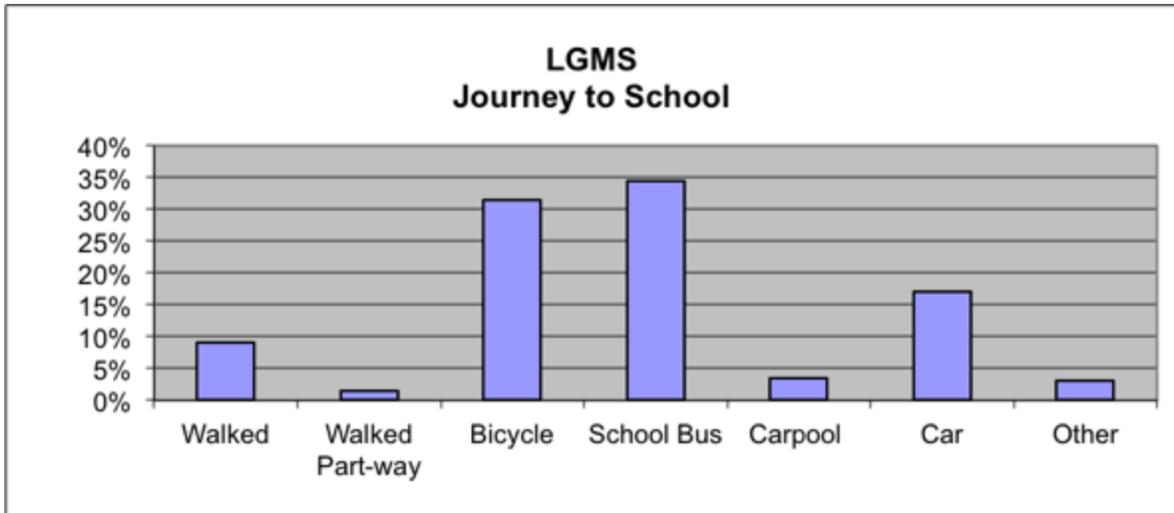
This section presents the main travel challenges at Lawrence Grassi Middle School, identified by the Walkabout and Bike-About with stakeholders, family surveys with route mapping, and traffic observations by a team of school volunteers. Please see the Action Plan in Appendix A for upcoming or existing actions intended to facilitate improvements.

1. Navigating the round-about at Spring Creek Dr. and Bow Valley Trail
2. Improving and identifying a safe route to school (year round) for students living in Teepee Town
3. Improving the intersection of 7th Ave and 6th St., right in front of the school main entrance
4. Improving the intersection of 5th Ave and 5th St. (near the Stan Rogers stage)
5. Speeding of vehicles along routes to school
6. Congestion on 5th St beside the school
7. U-turns in the vicinity of the school
8. Failure of vehicles to yield the right of way to people at crosswalks
9. Unpredictable behavior of students cycling and lack of basic safe cycling skills
10. Students being difficult to see in low light conditions due to lack of lights and reflective gear
11. 50 kph speed limits along routes to school
12. Crossing the Trans Canada Highway
13. Crossing Bow Valley Trail
14. Crossing the Bow River
15. Winter maintenance of routes to school

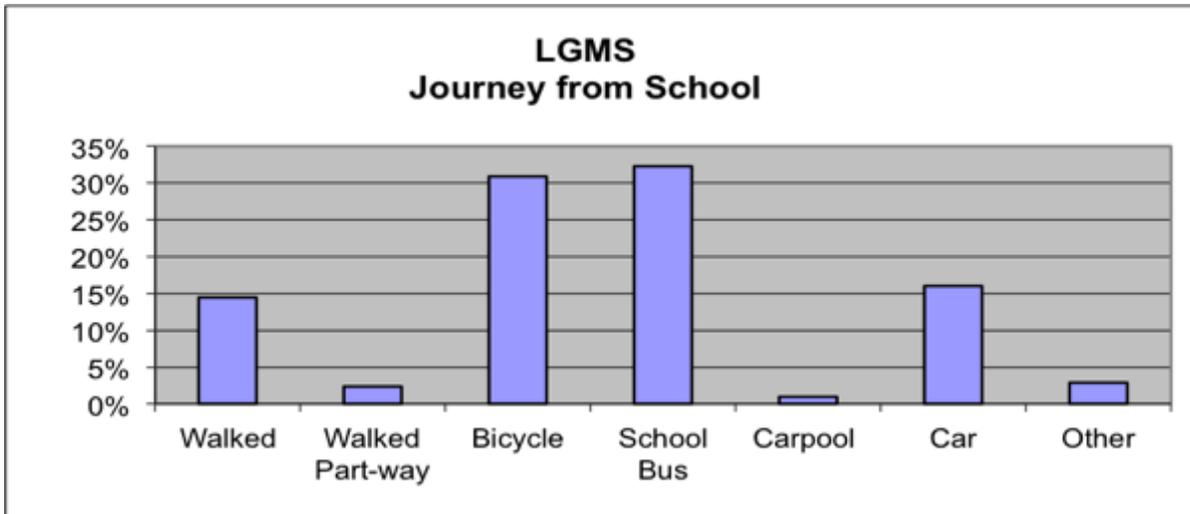
Baseline Data Collection - summary of findings

Student Classroom Survey findings

Student Survey Total Travel Mode to School Over One Week (Sept 19 – 23, 2016)

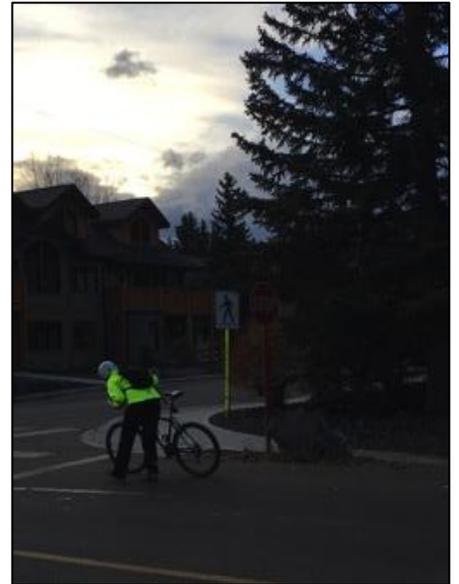


Student Survey Total Travel Mode from School Over One Week (Sept 19 – 23, 2016)



Bike-About

The LGMS bike-about took place on October 25th, from 8:00 am to 10:30 am, with representatives from the STP Stakeholder Committee. Bike-abouts inform the Travel Challenges section, Action Plan and mapping of active travel best routes. The weather was clear and cool, with the temperature around 0 degrees C. At 8:00 am, when many of the students were biking to school, it was very dark and only about 25% of the students were using lighting of any kind. There was very little evidence of reflective clothing or reflective items to make them more visible to car traffic. The route for the bike about covered 9 of the 10 major travel challenges outlined in the family surveys. Elk Run Boulevard and Benchlands Trail was omitted due to time constraints, but was visited by the STP Coordinator and will be revisited once construction is complete. The roundabout construction at this location was discussed when discussing the challenges of the Springcreek roundabout.



Walkabout

The Lawrence Grassi Middle School walkabout took place on December 14, 2016 with representatives stakeholder committee and Councilor Esme Comfort and chair of the Canmore Community Cruisers, Jen Tweddell. The walkabout confirmed the items identified in the bike-about and traffic observations that have been listed in the Travel Challenges section (page 9) and in the Action Plan (Appendix A page 34)



Photo taken on walkabout at 8:15 am on Dec 14th, illustrating low light conditions of the commute to school in December. Snow obscures crosswalk and curb markings. The temperature was -23.4 degrees C.

One new idea that was generated was to cut a whole in the school fence to allow direct access across the south-east corner crossing to the new bike parking and the front entrance of the school.

Family Survey Findings (Conducted September 2016)

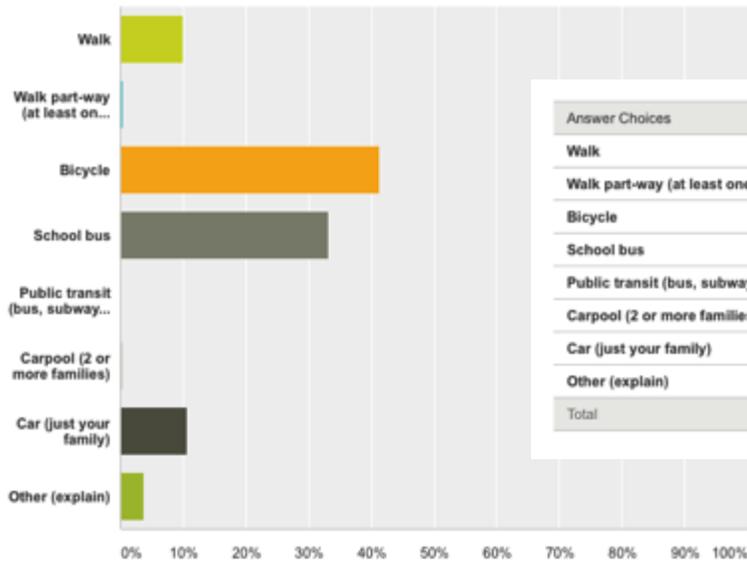
An on-line family survey was completed by 208 families, between September 15th and September 30th. As returns on family surveys are usually very low, the STP Facilitator's Guide recommends an incentive be offered to encourage a higher rate of return. The Town of Canmore was approached to see if they would be willing to supply quality bike parking for the front of Lawrence Grassi Middle School with a high return rate of close to 60%. The Town agreed and with a approximately 58% of families replying, the Town will install "U" shaped bike racks to accommodate 40 bikes in the spring of 2017. The information collected on the surveys was extremely valuable to the school travel planning process!

The responses to the questions on the family survey are summarized here:

Q: How does your child get to school?

TO school

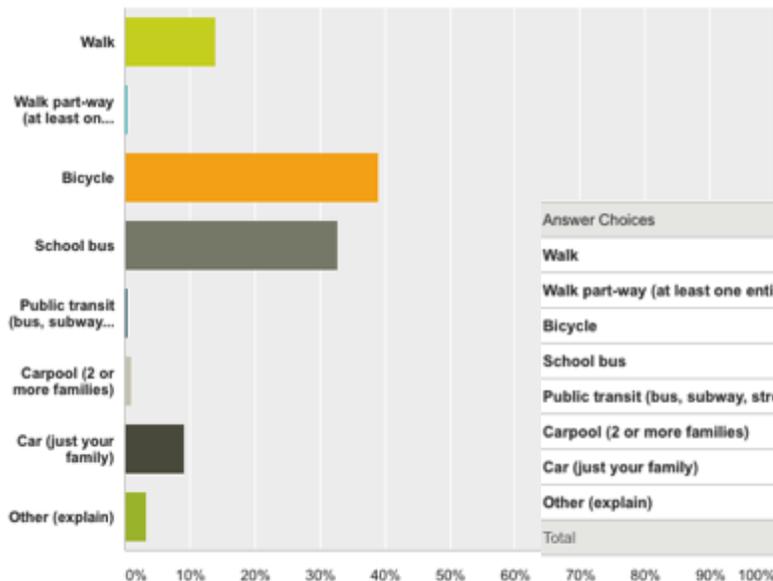
Answered: 208 Skipped: 0



| Answer Choices | Responses |
|---|------------|
| Walk | 10.10% 21 |
| Walk part-way (at least one entire block) | 0.48% 1 |
| Bicycle | 41.35% 86 |
| School bus | 33.17% 69 |
| Public transit (bus, subway, streetcar) | 0.00% 0 |
| Carpool (2 or more families) | 0.48% 1 |
| Car (just your family) | 10.58% 22 |
| Other (explain) | 3.85% 8 |
| Total | 208 |

FROM school to home or an after-school program

Answered: 208 Skipped: 0

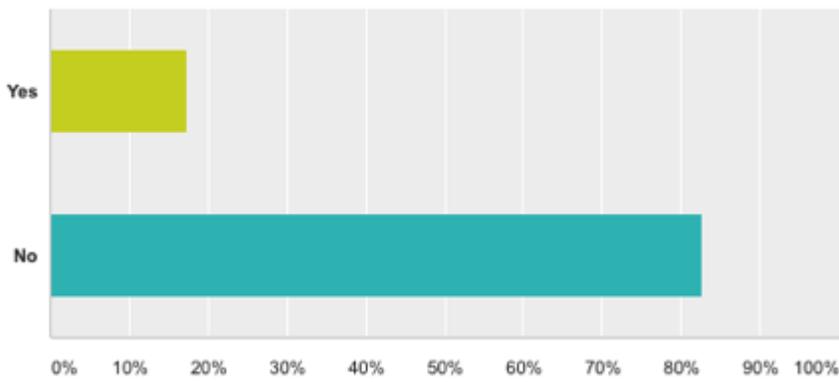


| Answer Choices | Responses |
|---|------------|
| Walk | 13.94% 29 |
| Walk part-way (at least one entire block) | 0.48% 1 |
| Bicycle | 38.94% 81 |
| School bus | 32.69% 68 |
| Public transit (bus, subway, streetcar) | 0.48% 1 |
| Carpool (2 or more families) | 0.96% 2 |
| Car (just your family) | 9.13% 19 |
| Other (explain) | 3.37% 7 |
| Total | 208 |

Q: How does your child get home from school?

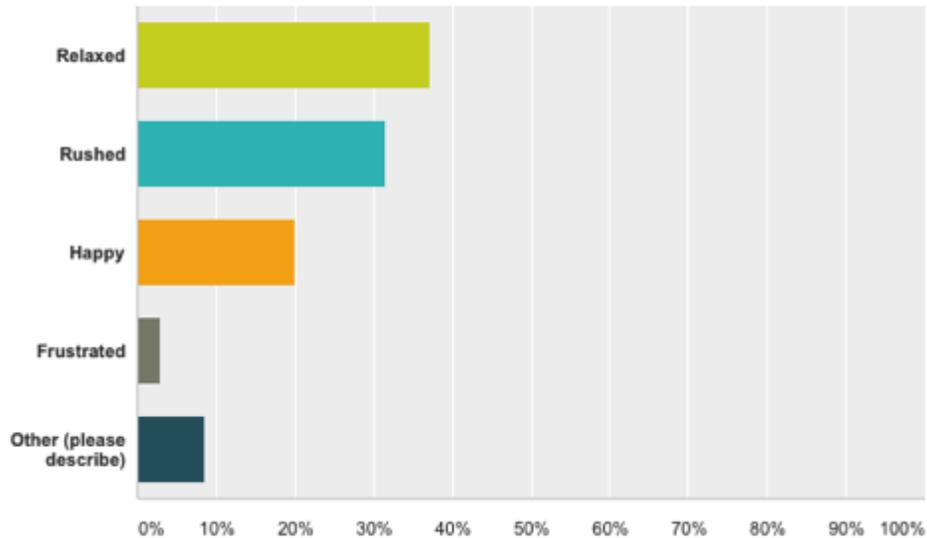
2a. Do you usually accompany your child to school?

Answered: 208 Skipped: 0

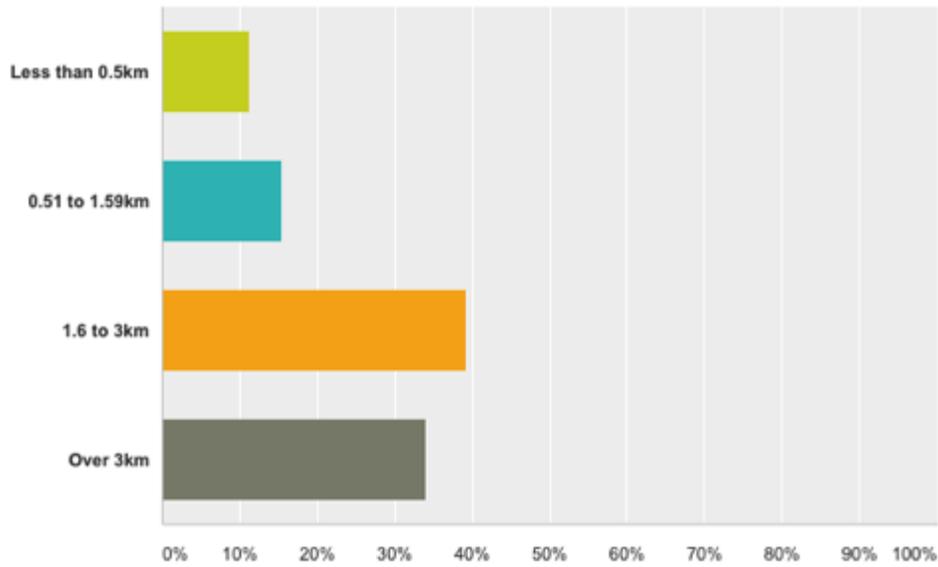


2b. How do YOU usually feel on the trip to school (one word only).

Answered: 35 Skipped: 173

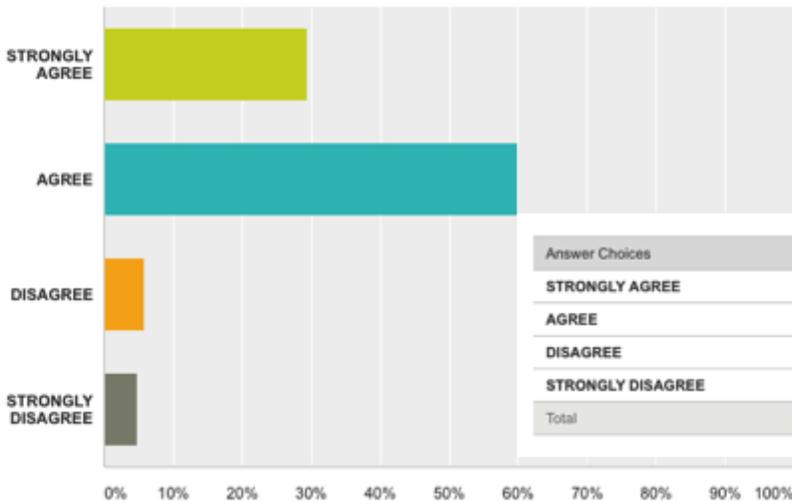


Q: How far away from the school do you live?



6. Our neighbourhood is safe for children to walk to and from school.

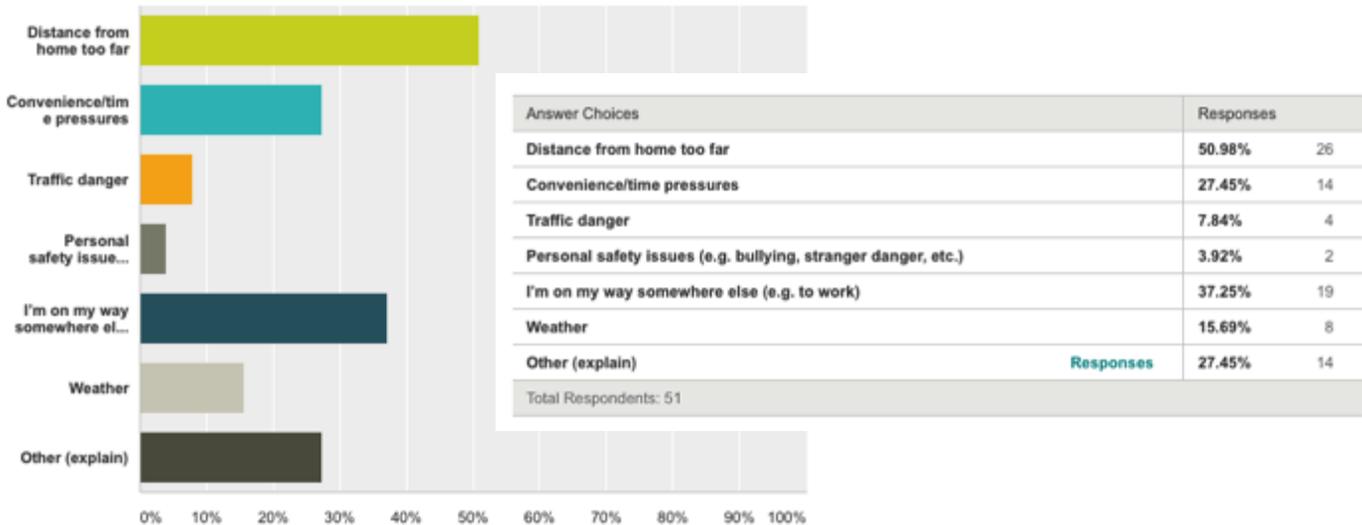
Answered: 190 Skipped: 18



| Answer Choices | Responses |
|-------------------|------------|
| STRONGLY AGREE | 29.47% 56 |
| AGREE | 60.00% 114 |
| DISAGREE | 5.79% 11 |
| STRONGLY DISAGREE | 4.74% 9 |
| Total | 190 |

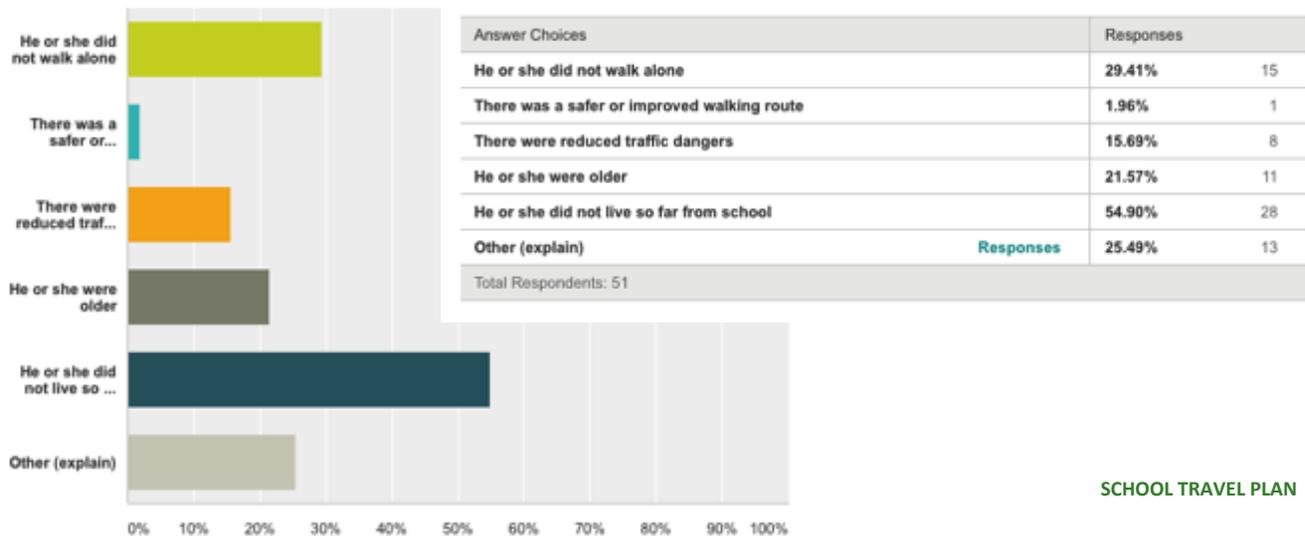
7. What are the main reasons your child is usually driven to/from school? (Choose up to three).

Answered: 51 Skipped: 157



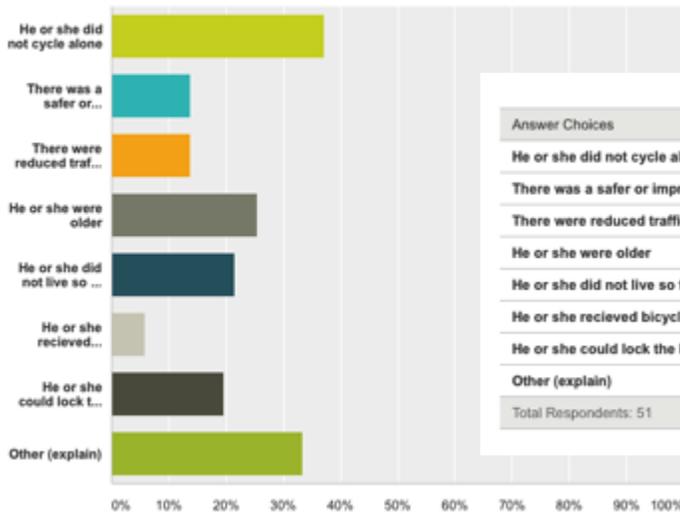
8. I would allow my child to walk to school if... (choose up to three)

Answered: 51 Skipped: 157



9. I would allow my child to cycle to school if... (choose up to three)

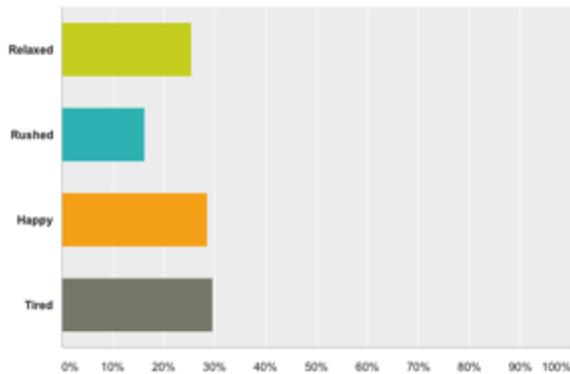
Answered: 51 Skipped: 157



| Answer Choices | Responses |
|---|-----------|
| He or she did not cycle alone | 37.25% 19 |
| There was a safer or improved cycling route | 13.73% 7 |
| There were reduced traffic dangers | 13.73% 7 |
| He or she were older | 25.49% 13 |
| He or she did not live so far from school | 21.57% 11 |
| He or she recieved bicycle riding safety training | 5.88% 3 |
| He or she could lock the bicycle in a safe place | 19.61% 10 |
| Other (explain) Responses | 33.33% 17 |
| Total Respondents: 51 | |

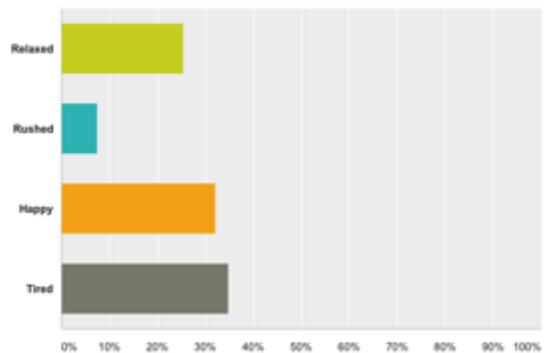
10a. What feeling do you have most of the time when you are travelling TO school?

Answered: 185 Skipped: 23



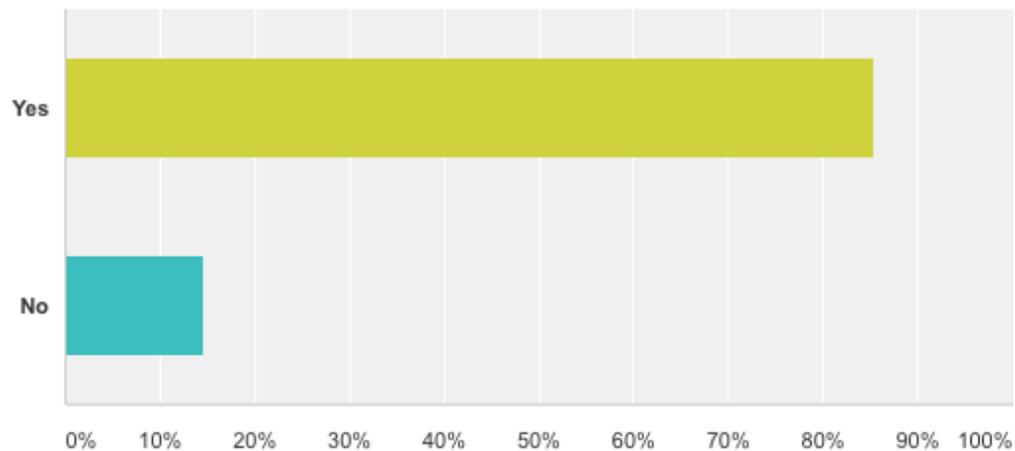
10b. What feeling do you have most of the time when you are travelling FROM school?

Answered: 184 Skipped: 24



12. Do you support ongoing School Travel Planning efforts to make the school area safer, healthier and better connected to the community, by focusing on ways to reduce the number of children travelling to and from school by car?

Answered: 185 Skipped: 23



Top 10 Areas for Improvement on the School Journey as Identified in the Family Surveys:

1. Roundabout at Bow Valley Trail & Spring Creek Drive (26)
 - a. Volume of cars
 - b. Cars not stopping for kids trying to cross when they are at the crosswalk
 - c. Drivers in a hurry
 - d. Drivers not signaling exiting the roundabout
 - e. In trying to make the traffic circle "pretty," vegetation has been planted. Vegetation blocks the views of every intersection in the circle. There are so many kids using this intersection.
 - f. Steep hill down to roundabout on Kananaskis drive & cars have trouble seeing cyclists crossing in the sidewalk. New big green signs a great improvement
 - g. Backlog of cars (eastbound on BVTrail, wishing to turn left here), only to get stuck in the intersection waiting for a train of a dozen kids on bikes zooming across the street.
 - i. One car even initiated the turn (onto Kan. Way) and had to stop behind another car (which was stopped for the train of kids biking) which left him blocking Westbound BVTrail.
 - ii. Frustrating for drivers. Kids arrive very quickly to the intersection in a group and don't get off their bikes. It's faster for them to bike across... it would have taken ages for them all to



- walk... backing up more traffic... but... I am torn about the issue of crossing and not getting off.
- iii. Torn about getting off bikes. Kids should be told by police to get off bikes at all intersections, because that makes them a pedestrian, officially
 - h. Near the roundabout, by Solara, too many trees and no lights in winter
2. 7th Ave. - 7th Ave & 2nd, 5th, 6th, 7th, 2nd St; 7th, 10th; 7th Ave & Civic Centre; St (12)
 - a. poorly marked crosswalk at 7th Ave & 5th St
 - b. 7th & Main: lots of pedestrians crossing against light; gets congested at end of day
 - c. no sidewalk or bike lane until 3rd street; also 7th Ave narrows considerably at this point.
 - d. 7th and 10th: cars turning thru intersection without looking for pedestrians
 - e. Very busy in laneway (5th St) beside school – numerous car drop-offs
 - f. No where to stop to drop off kids since construction began next door
 - g. Turning right onto 7th ave., then turning left down back alley that runs parallel to the east side of LGMS (often parked cars on north side of 7th ave, from Main street to 7th street, cause a bit of a blind spot for drivers proceeding west on 7th ave for approaching cyclists on 7th st.
 - h. Lots of cars in front of the school
 - i. 7th & 6th - Students using crosswalk on bike and scooters, pedestrians entering crosswalk without checking for traffic, cyclists in bike lane not stopping for pedestrians, on street parking limiting visibility of crosswalks, parents dropping off students parking in no-parking zones, obscuring crosswalk visibility, speeding motorists
 3. Bow Valley Trail – especially for students coming from Teepee Town (12)
 - a. Cross walks are not well marked
 - b. Traffic does not slow down enough
 - c. Speed of vehicles
 - d. At 13th St. and BVT, traffic does not stop for an adult let alone a child in the crosswalk
 - e. As snow is not cleared by the town along the multi-use path, kids are forced to walk, not bike, as conditions are too icy. In large snowfalls, kids have had to walk on the road (Bow Valley Trail)
 - f. The walkway in front of the Ramada Hotel does not remove snow (how is that legal with by-law?)
 - i. Last Nov, kids had to walk on the road as snow was past their thighs; not snow removal the rest of the winter on that trail
 - ii. “decommissioned” walkway next to railroad is not paved & has loose gravel so children have crashed on their bikes; no snow removal
 - g. Near Burnco Rock Products: speeding cars and no trail
 4. Intersection of Benchland’s Trail/Railway Ave & Bow Valley Trail (10)
 - a. Busy intersection
 - b. Cars turning right without noticing students
 - c. Speed of cars
 - d. Drivers not looking for pedestrians
 - e. No child should ever navigate this alone. Everything about it is unsafe
 - f. Some confusion about combined bike/walk sidewalk
 - g. Short crossing time for pedestrians
 - h. Cars not coming to a complete stop when turning right on the red light & cut directly into the pedestrian walkway area where kids & people have the "walking sign" telling them it is safe to go
 5. 8th Ave – 8th Ave & 7th, 8th Ave & Main St.; 8th Ave & Bridge Rd.; 8th Ave & 9th St.; 8th & 3rd St (10)
 - a. Cars driving too fast on 3st lane



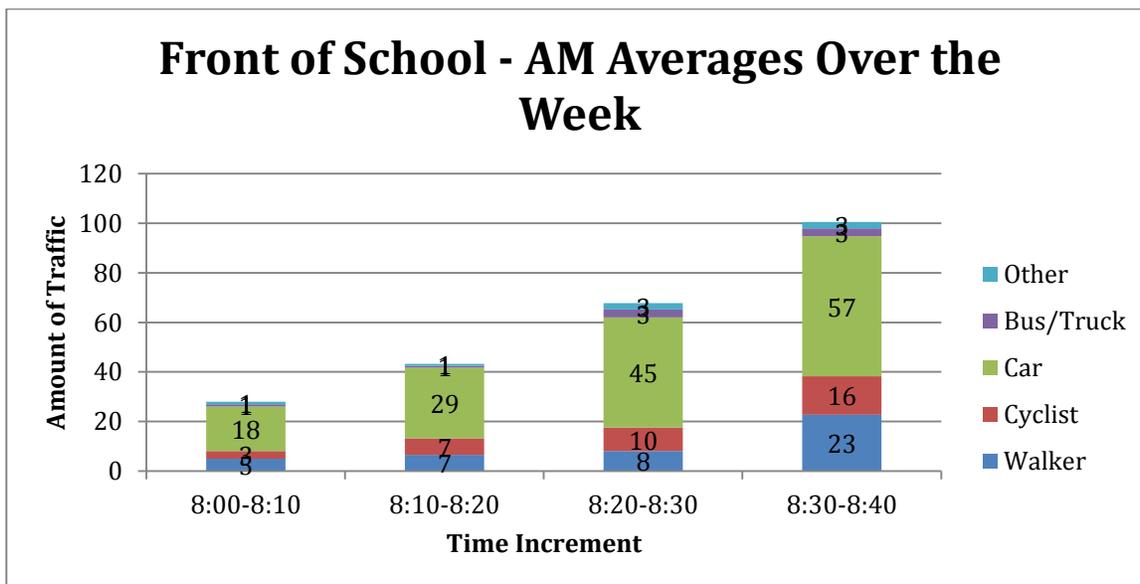
- b. Volume of traffic by Legion
 - c. No marked crosswalk across 8th Ave at 9th St. & cars park too close to the intersection which results in poor visibility
 - d. Turning left is difficult for cyclists from 8th Ave onto 6th St or 7th St.
 - e. 8th & Main – too congested before and after school
 - i. drivers lack of awareness around a 4-way intersection. Need patience while young riders learn to navigate traffic.
 - f. Frequent disregard of “no entry signs where 8th turns into Bridge St.
 - g. Convergence of 50 and 30 km zone before bridge
 - h. Impatient motorists crossing bridge behind cyclists
 - i. Poor visibility of crosswalk by Bow Bridge
 - j. Pedestrian Bridge Over the Bow River: It's definitely not safe on the car bridge for kids, but even after taking the pedestrian bridge heaving into downtown, the sidewalk and intersection crossings to LGMS are busy and awkward.
6. Crossing the Trans Canada Highway (7)
- a. Volume of traffic
 - b. My child would like to bike to school on occasion but I worry about him getting across the highway. We live in Harvie Heights.
 - c. Cars don't notice children walking and biking across the road quickly and they are watching for traffic making a left turn
 - d. Crossing on ramp to Hwy 1 eastbound from Benchlands Trail northbound, cars occasionally do not yield. It is a wide “shoulder check” for a kid on a bike
7. Spring Creek – train tracks; within Spring Creek (5)
- a. Cars exiting from underground parking cannot see cyclists
 - b. Train Tracks @ Spring Creek – we are not sure if clear when train comes – if there is a signal/beam and if they would stop. We just haven't practiced that.
 - c. Spring Creek Trail – drivers do not look for pedestrians
8. Three Sisters Drive (5)
- a. Cars speeding
 - b. Intersection of TSD & Prospect Heights: bike path is blind to cars turning onto Prospect Heights from TSD
 - c. Three Sisters Drive is busy and often cars do not stop when you are waiting at the crosswalk (pathway to Peaks/Care to cross safely. I ride my bike with my child for this reason.
9. Elk Run and Benchlands Trail (5)
- a. Construction has made for so much confusion
 - b. Poorly marked crosswalk
10. Crossing Rundle Dr. (4)
- a. Speeding cars that can't see you
 - b. Drivers not stopping for people at the cross walk
 - c. Poor visibility of crosswalks, lack of attention by motorists, lack of crossing signals, convergence of 30km/hr and 50km/hr zones.
 - d. Wild animals in the forest near pedestrian bridge
 - e. Busy street with cars turning right onto 8th St and a “pinch point” for those on bikes to share the road with cars

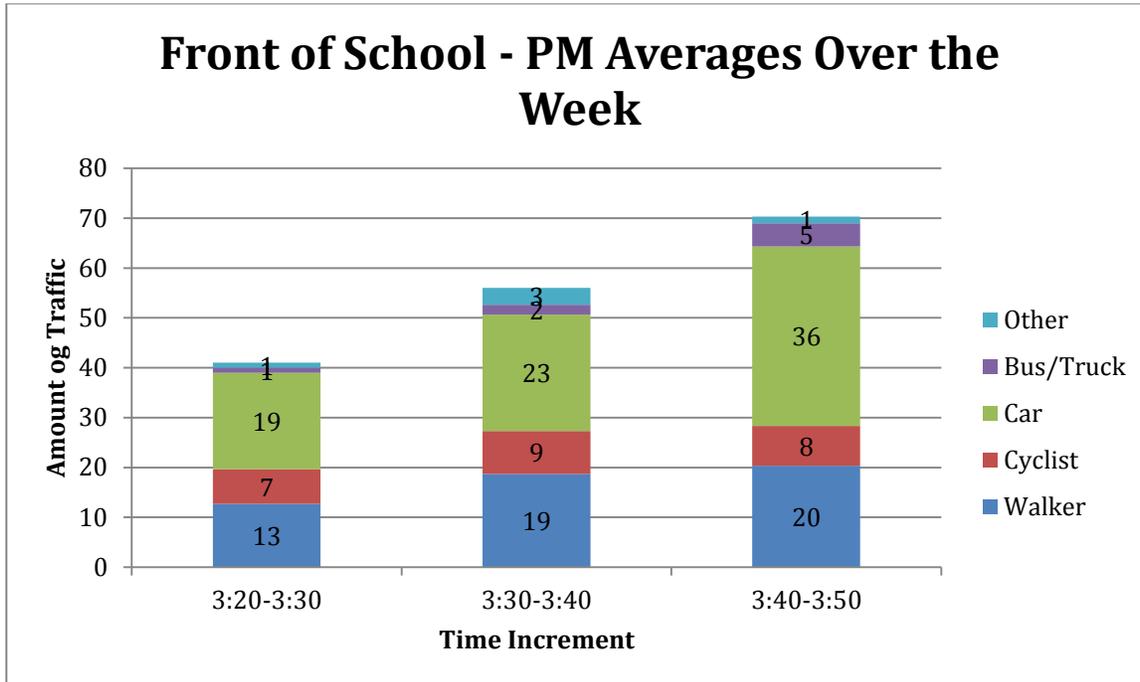
Other Mentions:

- 5th Ave and 6th - People coming out of alley dropping kids at school not seeing children on sidewalk walking to school or strangers loitering
- 5th Ave & 5th St - Hard to see the turning cars
- Alley behind Tin Box – too isolated
- Highway Underpass
 - Children are out of sight
 - Frequently stopped by senior strangers while biking up hill
- 9th St - Too much non-local traffic on a non-enforced marked locals only street. Few respect the 30 playground zone speed limit
- Silver Tip Trail: Pedestrian crosswalk leading to cemetery hill blind corner coming up and down hill
- Crosswalk at Elevation Place – 4 lanes of traffic, cars don't stop, flashing light is too high, need an island in the middle and lower lights
- Cougar Creek Drive at hoodoo: Busy during the morning with parents dropping off at ERS and others going to work. I already requested an extra crosswalk, which was put in but many cars are parked on the sides of the road making crossing the road a challenge.
- Cougar Creek Drive – cars generally speed and students need to cross it without a crosswalk
- Grotto Road – drivers are always driving VERY fast; many parked cars and cars backing out of driveways without paying attention
- Railway Ave: Elevation Place to 8th St: too many driveways

Traffic Observation/Count Findings (Oct 3 - 7)

A team of parent volunteers along with the STP Facilitator and the Town of Canmore Engineering Intern were stationed at key locations around the school from Monday, Oct 3rd to Thursday, Oct 7th to record the number of cars, buses, trucks, and people walking and wheeling and more important, to observe the behaviours of all traveling past these locations. The weather was fairly consistent over the course of the week: mostly cloudy with temperatures hovering around 0 degrees C. It was nice to see the consistent presence of the RCMP at school arrival and dismissal times throughout the week!

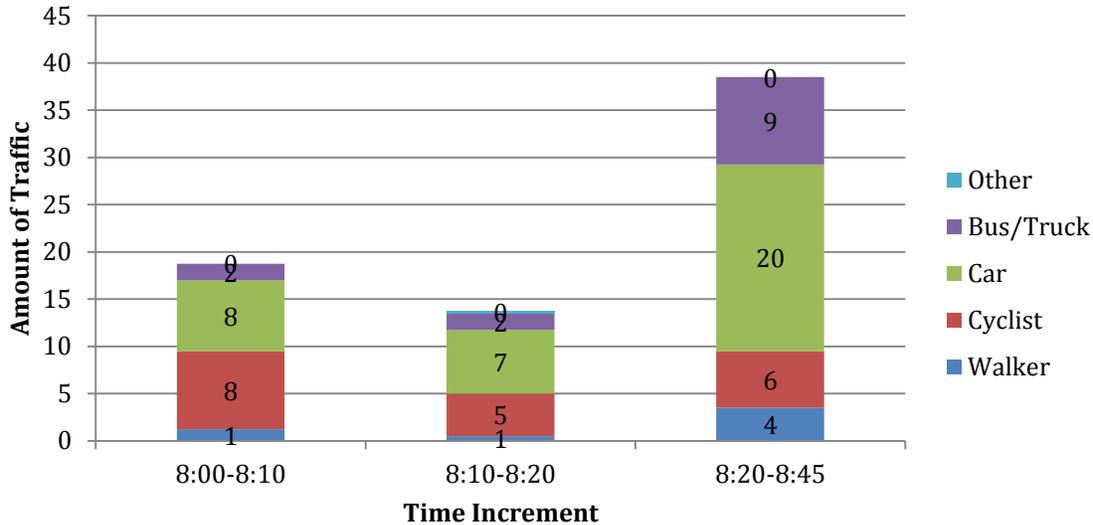




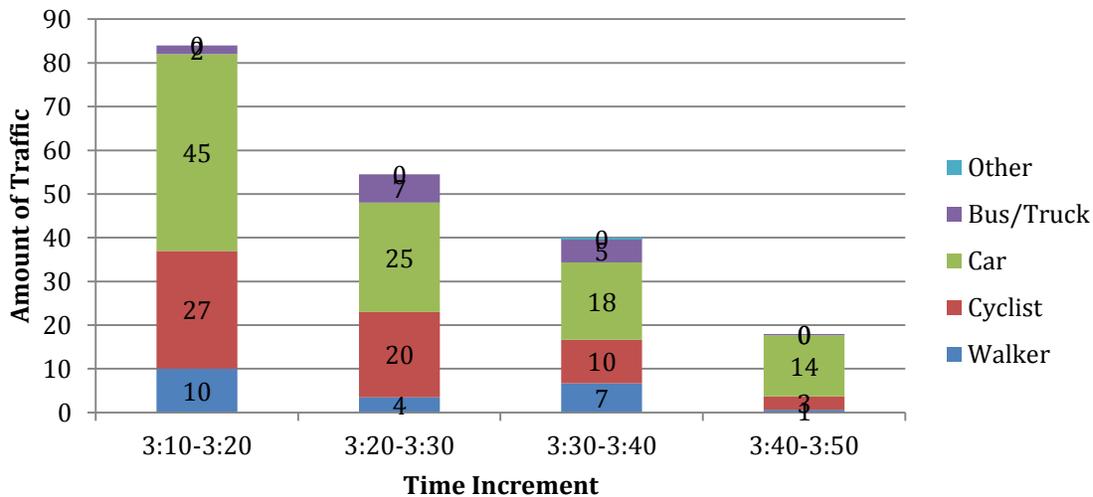
Common Observations for the Front of the School:

- Vehicles making U-Turns at the intersection of 7th Ave and 6th St., right in front of the school
- Speeding vehicles
- Vehicles not stopping for pedestrians at the crosswalk
- Students cycling towards the school on 6th St. cycling diagonally just before the intersection to use the crosswalk on the north side of the intersection
- Students behavior not predictable: not using hand signals, not shoulder checking before turning
- Students on bikes not dismounting at crosswalk

Stan Rogers - AM Averages Over the Week



Stan Rogers - PM Averages Over the Week

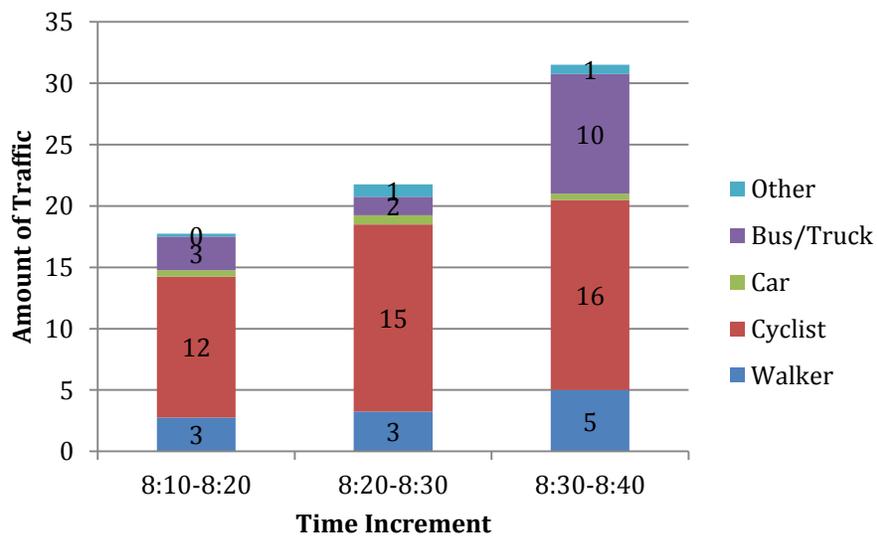


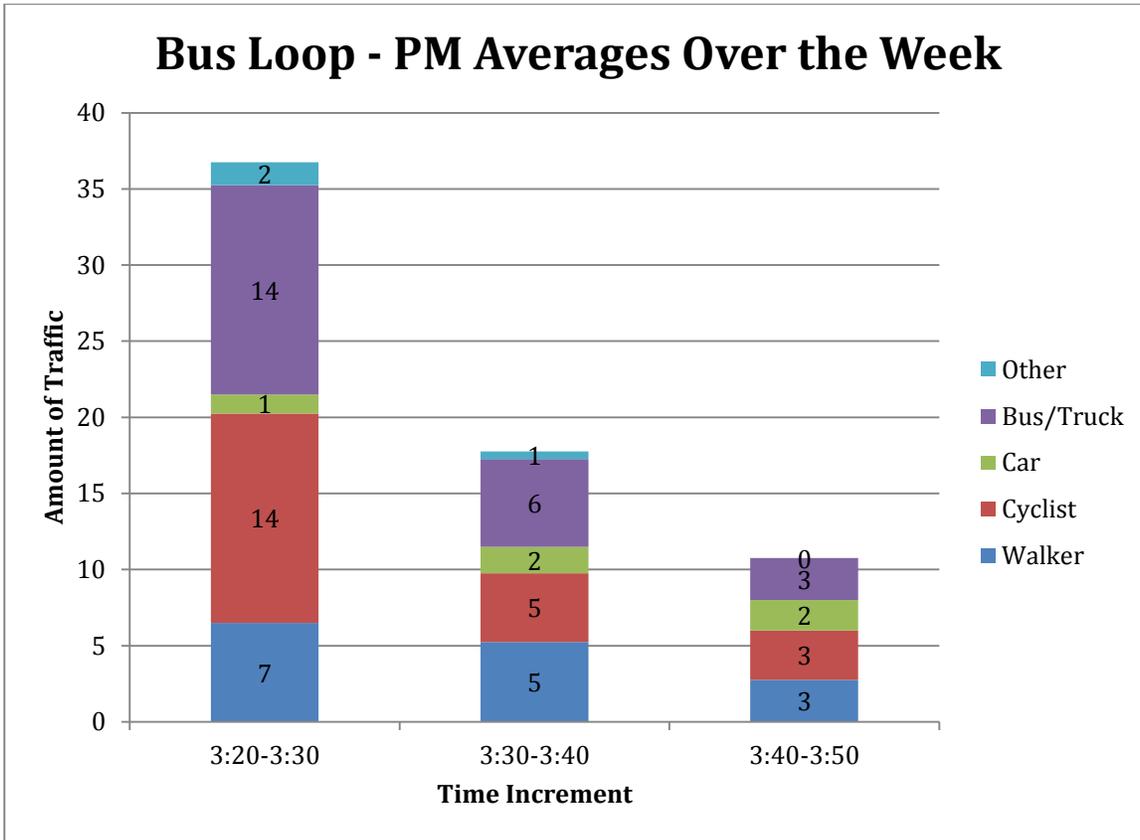
Common Observations for Stan Rogers Location

- Cars speeding
- Cars and cyclists not stopping at stop signs
- Student behavior not predictable: not shoulder checking; not signaling, cycling diagonally across the intersection; cutting corners at intersection; cycling down the centre or wrong side of the road; cycling 2 or 3 abreast
- Overgrown vegetation on SE corner obstructing sightlines



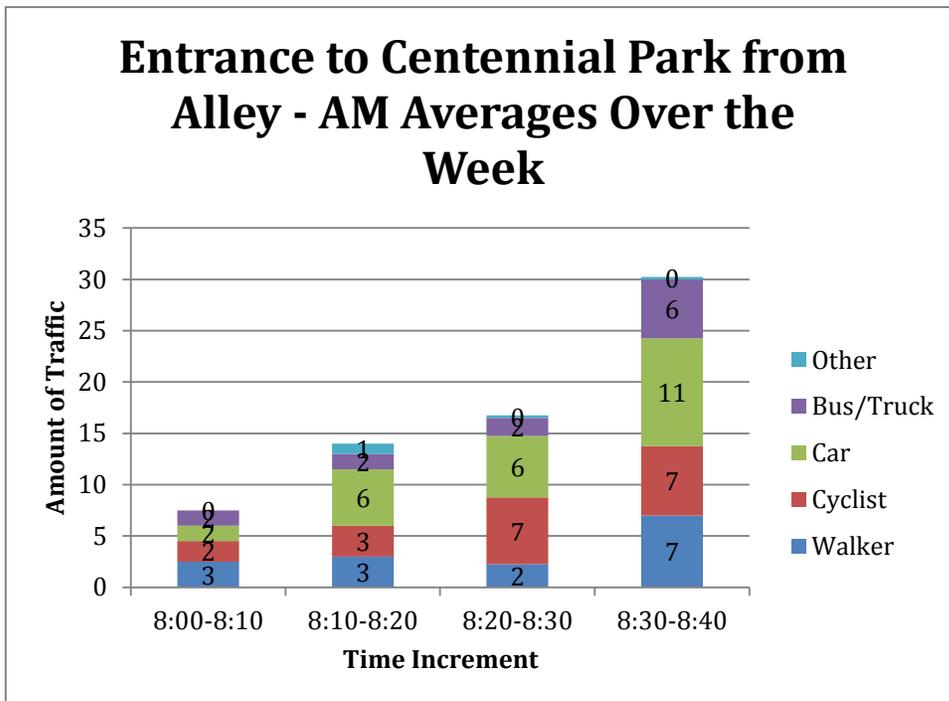
Bus Loop - AM Averages Over the Week

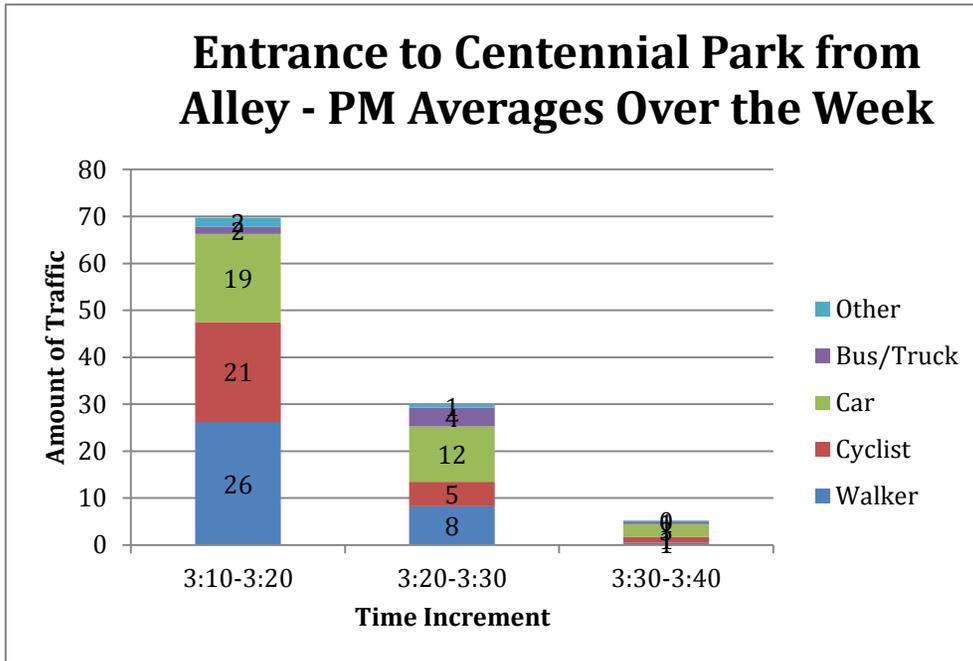




Common Observations for this Location:

- Students cycling on the wrong side of 5th St.
- Students cycling 2 or 3 abreast
- Cars making U Turns at intersection of 6th Ave and 5th St.





Common Observations for this Location:

- Vehicles not stopping at stop sign
- Vehicles parked in no parking zone, reducing sightlines for drivers, cyclists and pedestrians in the intersection
- Vehicles not giving right of way to students at the crosswalk
- Vehicles speeding
- Vehicles making U-turns in the alley
- Parking jam in the alley, especially when weather was worse
- Students cycling unpredictably: not shoulder checking; not signaling; cycling diagonally across the intersection; riding across the crosswalk
- Students not looking before crossing

On Thurs., Oct 6th, with the temperature at zero degrees C, there were 90 bikes on the school property. This is a remarkable accomplishment!



Evaluation - summary of follow-up survey findings

Student Classroom Travel Survey follow-up findings

All classrooms: Student Follow-up Survey Total Travel Mode to School Over One Week

<Insert follow-up graph>

All classrooms: Student Follow-up Survey Total Travel Mode from School Over One Week

<Insert follow-up graph>

Family Survey Follow-up Findings

<Insert follow-up graphs. Use those that illustrate the most important findings from your school.>

Completed Action Plan Items

<Name>

<description and photos>

<Name>

<description and photos>

<Name>

<description and photos>

Further updates on other action plan items can be found in the Appendix.



Team and Endorsement

Committee members

Members of the STP Stakeholder Committee

- Principal: Nadine Trottier
- Teacher Representative: Andrea Quinlan
- Parents: Lisa Roberts
- Students: Heidi
- STP Facilitator: Mandy Johnson
- Engineering Department Representative: Andy Esarte, Manager of Engineering
- Engineering Department Representative: Colleen Manion, Engineering Intern
- By-Law Department Representative: Michael Orr
- RCMP Representatives: John Enas; Brian Shewfelt
- Health Representative: Yvette Penman, Executive Director, Bow Valley Primary Care Network
- Environmental Representative: Melanie Watt, Executive Director, Biosphere Institute of the Bow Valley
- Alberta Traffic Safety Fund Representative: Mike O'Connor

Endorsement

The School Travel Plan for Lawrence Grassi Middle School has been endorsed by Principal Trottier on behalf of the school, and by Andy Esarte as the municipal representative on the Stakeholder Committee.

School Principal:

Nadine Trottier

Signature:

M. Trottier

Date:

May 31, 2017

Municipal representative of the
Stakeholder Committee:

**Andy Esarte, P. Eng
Engineering Manager**

Signature:

Andy Esarte

Date:

June 3, 2017



School Travel Plan

Annual Update

Principal

Municipal Lead

End of **Second** Year <Insert date> _____

End of **Third** Year <Insert date> _____

End of **Fourth** Year <Insert date> _____

End of **Fifth** Year <Insert date> _____

[Note: More dates can be added]



School Travel Plan

Support Documents

International Charter for Walking: http://media.wix.com/ugd/b7e520_5a53010be03b40b9a150044ca2daa8fb.pdf

Sustainable Happiness Teacher Resource: http://sustainablehappiness.ca/wp-content/uploads/2013/11/SH-Teachers-Guide_AB.pdf

SHAPE: <http://shapeab.com>

Active and Safe Routes to School: <http://www.saferoutestoschool.ca>



School Travel Plan Appendix: ACTION PLAN

How an Action Plan works

This Action Plan should include short, medium and long-term measures. Every row should be completed with the most accurate information possible. Short-term measures must identify who will be responsible for the tasks and target completion dates. Long-term measures should list a specific person but could alternately assign a department or organization. Where possible, collect current cost estimates so that everyone is working with realistic budget figures.

Action Plan for Lawrence Grassi Middle School

| Action/Initiative | Tasks | Responsibility | Start Date | Completion date | Estimated Cost and Source of Funds, or No Cost |
|--|--|--|---------------------|-----------------|--|
| Objective 1: Reduce speed limits and reduce speeding in the school zone and along identified routes to school | | | | | |
| Make 6 th St a bike/ped priority street | Defining areas & improvements; discuss with committee proposed changes; community engagement; change by-law; purchase & install signage; educate community | Andy Esarte, Town of Canmore Engineering | Spring 2017 | | Town of Canmore 2017 Capital Budget for safe routes to school improvements (\$100,000) |
| Make 5 th St. a bike/ped priority street | Defining areas & improvements; discuss with committee proposed changes; community engagement; change by-law; purchase & install signage; educate community | Andy Esarte, Town of Canmore Engineering | Spring 2017 | | Town of Canmore 2017 Capital Budget for safe routes to school improvements (\$100,000) |
| Make 2 nd Ave. a bike/ped priority street | Defining areas & improvements; discuss with committee proposed changes; community engagement; change by-law; purchase & install signage; educate community | Andy Esarte, Town of Canmore Engineering | Spring 2017 | | Town of Canmore 2016 Capital Budget for safe routes to school improvements (\$100,000) |
| Construction of crosswalk improvements - both crossings to Rundle Cr. From Bridge Rd. | Defining areas & improvements; discuss with committee proposed changes; community engagement; change by-law; purchase & install signage; educate community | Andy Esarte, Town of Canmore Engineering | Spring 2017 | | Town of Canmore 2017 Capital Budget for safe routes to school improvements (\$100,000) |
| Place Speed Feedback Board on 7 th Ave in front of school | Michael Orr to discuss with Greg. Schedule speed trailer for 7 th Ave. Place speed trailer on 7 th Ave. in front of school | Michael Orr | Week of Jan 2, 2017 | May 2017 | No cost |

School Travel Plan

| Action/Initiative | Tasks | Responsibility | Start Date | Completion date | Estimated Cost and Source of Funds, or No Cost |
|--|---|---|-------------------------|--------------------------------------|--|
| Address vehicular speeding issue on 5 th St. & 7 th Ave | Defining areas impacted; Community engagement; construct infrastructure improvements | Andy Esarte, Town of Canmore Engineering | Summer 2017 | | Town of Canmore 2017 Capital Budget for safe routes to school improvements (\$100,000) |
| Objective 2: Identify and Promote Preferred Routes to School | | | | | |
| Review routes to school identified by students | Visit each classroom to have students mark walking/wheeling routes they currently take | Andrea Quinlan & Heidi | January 2017 | May 2017 COMPLETED & provided to ToC | No cost |
| Map out preferred routes for walking and wheeling to school | Referring to student identified routes, mark out on map preferred routes to LGMS Produce maps with safety messaging | Andy Esarte, Town of Canmore Engineering | Sept 2017 | | Small cost from Town of Canmore operating budget |
| Promote preferred routes for walking and wheeling to school | Distribute maps of preferred routes including safe cycling messages | Andrea Quinlan & Heidi | Sept 2017 | | No cost |
| Ensure priority winter maintenance of preferred routes to school | Town of Canmore Engineering to discuss with Public Works | Andy Esarte, Town of Canmore Engineering | February 2017 & ongoing | | Town of Canmore Public Works operating budget |
| Cougar Commuter | Pave path alongside Cougar Creek | Andy Esarte, Town of Canmore Engineering | Spring 2017 | | |
| Objective 3: Improve cycling skills of students & parents | | | | | |
| Provide monthly key messaging for school announcements; TV, newsletter; social media | Provide cycling safety tips monthly | Mandy Johnson to provide to Nadine Trottier | January 2017 | May 2017 COMPLETED | Small cost from Alberta Traffic Safety Fund |
| iRide Cycling program for Grade 4 Students | Program met with success last two years at LGMS provided by Cycle Canada staff from WinSport. Request 2017 program delivery | Andrea Quinlan | January 2017 | | iRide not available in 2017; LGMS teachers to provide Grade 4 bike safety training |
| Provide bike safety info & preferred routes to school to LGMS to Elizabeth | Discuss with ERPS Prepare Materials Deliver program | Andrea Quinlan | February 2017 | | Small printing cost – Town of Canmore Engineering operating budget |



School Travel Plan

| Action/Initiative | Tasks | Responsibility | Start Date | Completion date | Estimated Cost and Source of Funds, or No Cost |
|---|--|---|--------------------|---|--|
| Rummel students in Grade 3 | | | | | |
| Objective 4: Improve Visibility of Students Walking & Wheeling to School in Low-Light Conditions | | | | | |
| Visibility campaign | Handouts of bike lights and reflective gear at school; “Bike All Winter Workshop”, “Light My Ride Workshop”, Solstice Group Night Ride, media & social media messaging | Canmore Community Cruisers | Dec 4, 2016 | Dec 21, 2016 COMPLETED | \$2,000 Town of Canmore \$3100 Alberta Traffic Safety Fund |
| | | | | | |
| Objective 5: Improve Crosswalk Safety | | | | | |
| Investigate an AMA School Safety Patrol Program | Connect with AMA to discuss details; identify a teacher champion | Mandy Johnson Nadine Trottier | Jan 2017 | Jan 2017 | Decided not to implement at this time |
| Consider adding no U Turn sign on 6 th St. | | Michael Orr | Jan 2017 | Postponed to determine if necessary after infrastructure improvements completed | Small Town of Canmore operating budget cost |
| Colourfully paint the intersection of 7 th Ave and 6 th St. | Urban Systems designed concept; LGMS to design artwork; Town of Canmore to coordinate installation | LGMS Parent Council Nadine Trottier Danika Medinski | Mar 2017 | | Town of Canmore operating budget |
| Infrastructure modifications to crosswalk at 7 th Ave and 6 th St. | Defining areas impacted; Community engagement; construct infrastructure improvements | Andy Esarte, Town of Canmore Engineering | Spring 2017 | | Town of Canmore 2017 Capital Budget for safe routes to school improvements (\$100,000) |
| Enhance the painting of other key crosswalks | Re-paint faded crosswalks | Don Staple, Town of Canmore, Public Works | Jun 2017 & ongoing | | Town of Canmore, Public Works operating budget |
| Crosswalk improvements: Bow Valley Trail at hospital | Defining areas impacted; Community engagement; construct infrastructure improvements | Andy Esarte, Town of Canmore Engineering | Spring 2017 | | Town of Canmore 2017 Capital Budget for safe routes to school improvements (\$100,000) |



School Travel Plan

| Action/Initiative | Tasks | Responsibility | Start Date | Completion date | Estimated Cost and Source of Funds, or No Cost |
|---|---|---|--------------------|-----------------|--|
| Objective 6: Improve Infrastructure along preferred routes to school | | | | | |
| Improvements to Spring Creek Roundabout | Workshop in Jan to determine options & priorities; implement improvements | Andy Esarte, Town of Canmore Engineering | Summer 2017 | | Town of Canmore 2017 Capital Budget for safe routes to school improvements (\$100,000) |
| Ensure good visibility across the new roundabout on Eagle Terrace/Benchlands | Two design options being developed. Review with committee | Andy Esarte, Town of Canmore Engineering | May 2017 | | Already in Town Capital Budget |
| Improve route from Teepee Town | Construct road improvements. Promote as preferred route to LGMS | Andy Esarte, Town of Canmore Engineering | Spring 2017 | | Town of Canmore 2017 Capital Budget for safe routes to school improvements (\$100,000) |
| Separated bike lane along Spring Creek Drive | Construct as part of re-paving of Spring Creek Dr. | Andy Esarte, Town of Canmore Engineering | Spring 2017 | | Already in Town Capital Budget |
| Separated bike lane along Three Sisters Drive | Add to 5 year capital plan | Andy Esarte, Town of Canmore Engineering | Nov 2022 | | |
| Improve connectivity from Bow Bridge to 6 th St Bike/Ped priority St | | Andy Esarte, Town of Canmore Engineering | May 2018 | | Town of Canmore 2018 Capital Budget for safe routes to school improvements (\$100,000) |
| Repaint bike lanes around town | | Don Staples, Town of Canmore, Public Works | Spring 2017 | | Town of Canmore operating budget |
| Add signage to bow ped bridge to signify it is multi-use | | Colleen Manion, Town of Canmore Engineering | Spring/Summer 2017 | | Town of Canmore operating budget |
| Remove shrub from intersection of 5 th St. and 5 th Ave. | | Colleen Manion, Town of Canmore Engineering | Summer 2017 | | No cost |
| Provide bike parking for the front of LGMS | Determine timing & location of installation; install bike racks; ribbon cutting | Andy Esarte in conjunction with Ken Riordon | Spring/Summer 2017 | | Town of Canmore operating budget |
| Consider opening gates at | Discussion with committee | Andy Esarte | Spring/Summer | | No cost |



School Travel Plan

| Action/Initiative | Tasks | Responsibility | Start Date | Completion date | Estimated Cost and Source of Funds, or No Cost |
|--|-------|----------------|------------|-----------------|--|
| entrance to walkway across Centennial Park at bus loop | | | 2017 | | |

Objective 7: Improve School Community Familiarity With and Support of the Town of Canmore Integrated Transportation Plan

| | | | | | |
|--------------------------------|--|-----------------------------|----------|-------------|--------------------|
| Presentation to parent council | Prepare presentation; deliver presentation | Mandy Johnson & Andy Esarte | Mar 2017 | Mar 23 2017 | Current ATSF Grant |
|--------------------------------|--|-----------------------------|----------|-------------|--------------------|

Objective 8: Reduce # of Cars Dropping Off Students in Front of School & Along 5th Ave.

| | | | | | |
|--|--|--------|-----------|--|---------|
| Designate alternate drop-off zones at a distance from the school | This could be done in conjunction with iWALK day/week/month; LGMS to determine location in consultation with Town of Canmore | Nadine | July 2017 | | No cost |
| Walk a block or two days | Consider involving the school buses? | Nadine | July 2017 | | No cost |

Objective 9: Strengthen Commitment of Council and Senior Management to School Travel Planning

| | | | | | |
|--|---|---------------|------------|--|--------------------|
| Presentation to Council about STP | Introduction to International Charter for Walking | Mandy Johnson | April 2017 | | Current ATSF Grant |
| Municipal Endorsement of the International Charter for Walking | http://media.wix.com/ugd/b7e520_5a53010be03b40b9a150044ca2daa8fb.pdf | Mandy Johnson | June 2017 | | Current ATSF Grant |

Objective 10: Promote Walking & Wheeling to School

| | | | | | |
|--|---|---|----------|-----------|--|
| Participate in Winter WalkDay (Wed; Feb 1) | Mandy to provide info to Nadine Register for Winter Walk Day with SHAPE & order materials Plan event Promote to school community | Nadine Trottier Andrea Quinlan Heidi? | Jan 2017 | COMPLETED | |
|--|---|---|----------|-----------|--|



School Travel Plan

| | | | | | |
|--|--|---|----------|--|---------|
| Commuter Challenge | June 4 – 10, 2017 https://commuterchallenge.ca | Bruce Gleig | Jan 2017 | | |
| Participate in iWALK day/week/month | Identify teacher/parent champions to lead | Nadine Trottier | Mar 2017 | | No cost |
| Benefits messaging in school newsletters | Provide health messaging on benefits of AT Provide environmental messaging of benefits of AT | Bow Valley PCN? Biosphere Institute? | Jan 2017 | | No cost |
| Some students who walk/bike alone would like to find buddies | Facilitate walking & biking meet-ups | Andrea Quinlan? Heidi? | Mar 2017 | | No cost |
| Students struggle with transporting musical instruments by walking/biking | Provide info on how to transport musical instruments Construct trailers for hauling musical instruments | Andrea Quinlan? Community Cruisers? CCHS? | | | |
| Video of kids biking to school in winter | Encourage LGMS grads to do a short 2 min video to promote #bikeallwinter | Andrea Quinlan | Jan 2017 | | No cost |
| Video of bike culture at LGMS | Encourage LGMS students to create a short 2 min video promoting bike culture at LGMS | Andrea Quinlan | Mar 2017 | | No cost |
| Objective 11: Celebrate Successes | | | | | |
| Walk21 presentation at school: ribbon cutting for intersection of 6 th St and 7 th Ave; signing of Charter; street closure | Coordinate with Walk21 Plan event Invite Mayor & Council, CRPS, Media | Mandy Johnson Andy Esarte Nadine Trottier | Sept 18 | | No cost |
| | | | | | |

Appendix B

Sample of Additional Comments from the Family Survey, Sept 2016

A Sample of Comments

We are very grateful for the Cougar Creek underpass and trail system. Our children usually cross at the roundabout, and travel through Spring Creek to get to school. Any formalized trail system with intentional destinations (i.e. from Cougar Creek to schools) are welcome from our family. I wish more parents in our society were more willing to let their children be more independent and travel to school on their own. Ours is a great community to do this in, and the better the trail systems, I hope the more willing parents will be to let their kids commute on their own.

My grade 8 daughter will not ride her bike to school as she has no friends who ride and she feels unsafe going alone (road danger and stranger danger). Would be great to have a bike 'school bus' or several meet up points/times in neighbourhoods so kids could travel in groups.

I think its great that the school encourages kids to ride their bikes or walk to school.

I am so pleased to see this survey as other parents and myself have discussed some of the issues our neighborhood has had to face for our kids. We feel our neighborhood has been strongly neglected by the town and conversations have been ignored.

My child often rides too fast to/from school. This bothers me because he is sharing the path with pedestrians and there could always be a person around a corner, unexpectedly, and he needs to be prepared to stop. He is not running late. I am trying to get him to go slower. Going downhill doesn't help, and riding in a group doesn't help :) I would appreciate the police and school to strongly remind them of their responsibility and consequences as a biker on both paths (go slower) and the road (get off bikes at crosswalks). But ultimately, I know I have to teach him and that is why we ride with him and have not been sending him in a group. Thank you for doing this. More biking around town in Canmore is a good thing. Public awareness of this issue will help.

We live in cougar creek and mostly my child goes on a bike path all the way to school. It's excellent. I worry a small amount about animals early in the morning, so organized group rides would be great that leave from a specific spot. We often try to get kids to ride together in case there is a wipe out or they need support.

My child has a goal to bike everyday until the end of grade 8 and we think its awesome. We feel very lucky to live in a place where this is possible. There are a couple areas of concern and I will admit that the kids travelling in their groups and hitting all the "tricks" along the way can add to this. The route taken goes down creeks, trails, underpasses, over bridges. On the hot spring days the kids jump in the creeks on the way home. These bike routes are not just a method of travel - they create great memories.

I would not let my child travel from Cougar Creek to school on foot or by bike. Nor would I let him travel to or from Peaks of Grassi. Encouraging small children to walk or bike to school across Bow Valley Trail is stupid and dangerous. I hope no one takes this survey and feels pressured to send their kids on bikes through dangerous intersections. If my child comes home and feels pressure from the school to bike or walk, I will have words with whoever put that into his head. This questionnaire only makes sense for kids who live close enough to walk without adding more burden to working parents. You already manipulate the schedules of working parents mercilessly. We have to fight with our employers and routinely lose money by having to be absent from work or hire extra childcare to accommodate your ludicrous holiday schedules. Lastly question 12 cannot be answered yes or no, and it is worded so that all parents have to answer yes. Therefore my answer is no.

Overall, my child's journey to school is a safe and pleasant experience. Crosswalks and shared roadways are a well managed risk as long as all parties obey the rules. Being on a commuting corridor exposes both drivers and pedestrians to each other and an awareness grows quickly to maintain a relatively safe trip to an from school. The familiarity of routine can also lead to complacency and lack of attention by both drivers and pedestrians.

She loves to ride her bike to school. Last year she rode every single day except the one blizzard day in Nov when she used XC skis.

No matter what has happened in the house in the rush to get out the door all stress seems to dissolve on the way to school when we get outside :) Such a wonderful way to start/re-start the day!

It is hard to walk or bike to school when you have an instrument to carry.

I'm really unsure of why this survey is going out and some of the questions are redundant. My child requires bussing due to the distance from school, prevalent wildlife in our area, and traffic on the roadways. Even going to the bus stop, which is close to our house (kitty-corner) we have to be on the lookout for elk, bear, coyote, and cougar.

A request from my child: "more biking lanes, please." I'd like to see an overall increase in awareness on drivers' part to support biking as a mode of commuting. My kids have ridden to school everyday (rain or shine or snow) since grade four (three years for one child, five years for the other) - they are confident riders and are aware of their surroundings, yet I get frustrated when drivers do not give cyclists the time of day. Push more bike-friendly awareness. Aside from safe travel, some kind of covered bike rack would go a long way too - for kids who ride daily, their bikes are rusting out from the elements.

It is one of our favourite times of the day, the walk to school. We can chat about the day, discuss any issues/challenges in the school/classroom, then catch-up on the news of the day after school is over.