



School Travel Plan

2018 - 2019



Produced by



with the assistance of the
Community Stakeholder Committee
for
the Town of Banff





School Travel Plan

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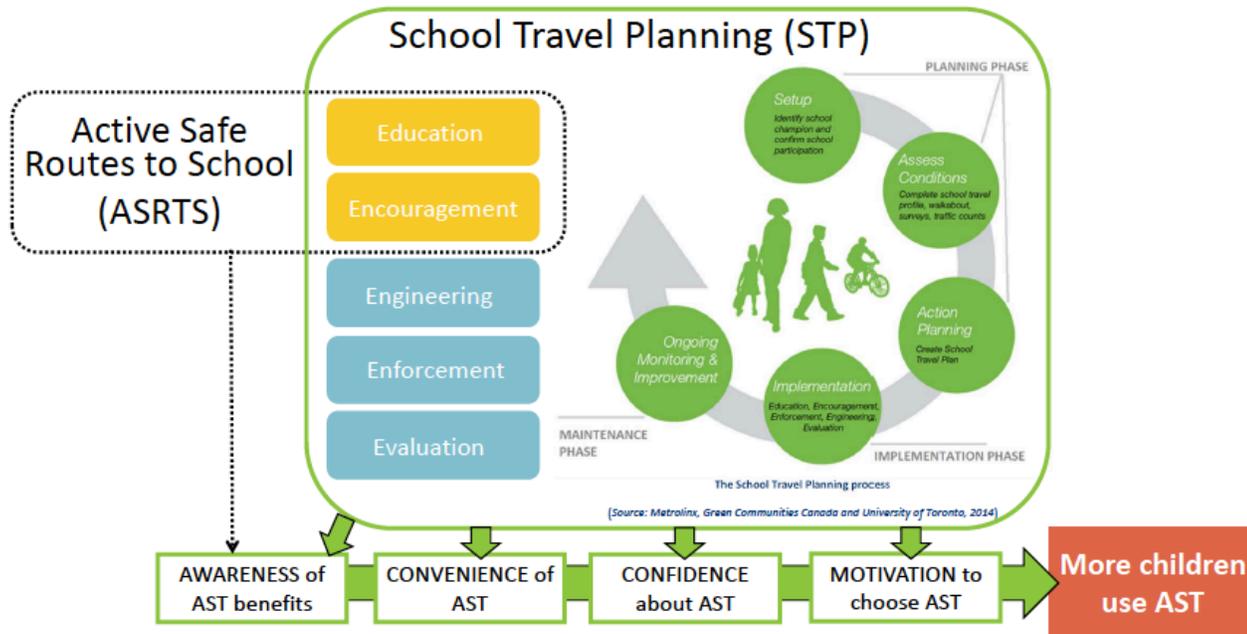
Executive Summary

In October 2017 the Community Cruisers entered into a contract with the Town of Banff to conduct a School Travel Planning project for Banff Elementary School.

Across Canada, rates of walking and cycling to school have reached all time lows, as it has become the norm for parents to drive their children to school. This contributes to low levels of physical activity for students, lack of independent mobility, poor local air quality and traffic congestion in the immediate vicinity of the school that often leads to unsafe conditions for those not in a vehicle.

Using the Canada Walks tried and tested School Travel Planning model, data was collected from classroom surveys, family surveys, traffic observations/counts and a walkabout of the school neighbourhood. The wealth of data collected allowed us to develop a detailed and extensive action plan to improve the active school journey.

Active School Travel (AST)



A Community Stakeholder Committee was formed at the outset of the project, to involve various decision makers that can work together on education, encouragement, engineering, enforcement, and evaluation activities that will address active school travel issues and improve the journey to school. The committee includes the school principal and a parent volunteer, the facilities consultant for Canadian Rockies Public School, municipal staff from the planning, recreation and bylaw departments and by-law, representatives from the Bow Valley Primary Care Network, and the RCMP. The committee is chaired by the School Travel Planning Facilitator, provided by the Community Cruisers.

The classroom survey revealed that in December 2017, 32% of students walked to school, 4% walked part way, 2% cycled, 2% took public transit, 26% were bussed and 33% were driven to school. The top three reasons cited by parents for driving their children to school were:

- Parents were on their way somewhere else (e.g. to work)
- Convenience/time pressures
- Distance from home was considered too far

Fifty-four per cent of respondents to the family survey indicated they would allow their child to walk to school if they did not walk alone.

When parents were asked what the main concerns were for allowing their children to walk or wheel to school the most pressing issues were:

- Driver behaviour – failing to stop and yield to those walking and wheeling at crosswalks, stop signs and traffic lights; speeding; distracted driving (85 comments)
- Lack of infrastructure – lack of sidewalks; lack of connectivity of sidewalks and trails connecting from neighbourhoods to the school; lack of bike lanes; challenging intersections

Based on all the data collected, the stakeholder committee created an ambitious nine-page action plan to address the barriers to active school travel. From the action plan, the following are priorities that if acted upon, could have a substantive impact on improving rates of active school travel to Banff Elementary School:

1. Complete a key walking/cycle route to school by connecting the trail that ends at the canoe docks to the school, along Wolf St. (Engineering)
2. Temporarily exclude vehicle drop-off/pick-up and car parking from street sections around the school. (Engineering)
3. Reduce speeds on roads throughout the Town of Banff to 30 kph. (Engineering/Education/Encouragement/Enforcement)
4. Walking School Bus and/or Walking Buddies program. (Encouragement)
5. On-going provision of messaging to parents and students about the benefits of active school travel. (Education)

6. Law enforcement blitz to modify driver behavior (Enforcement/Education)

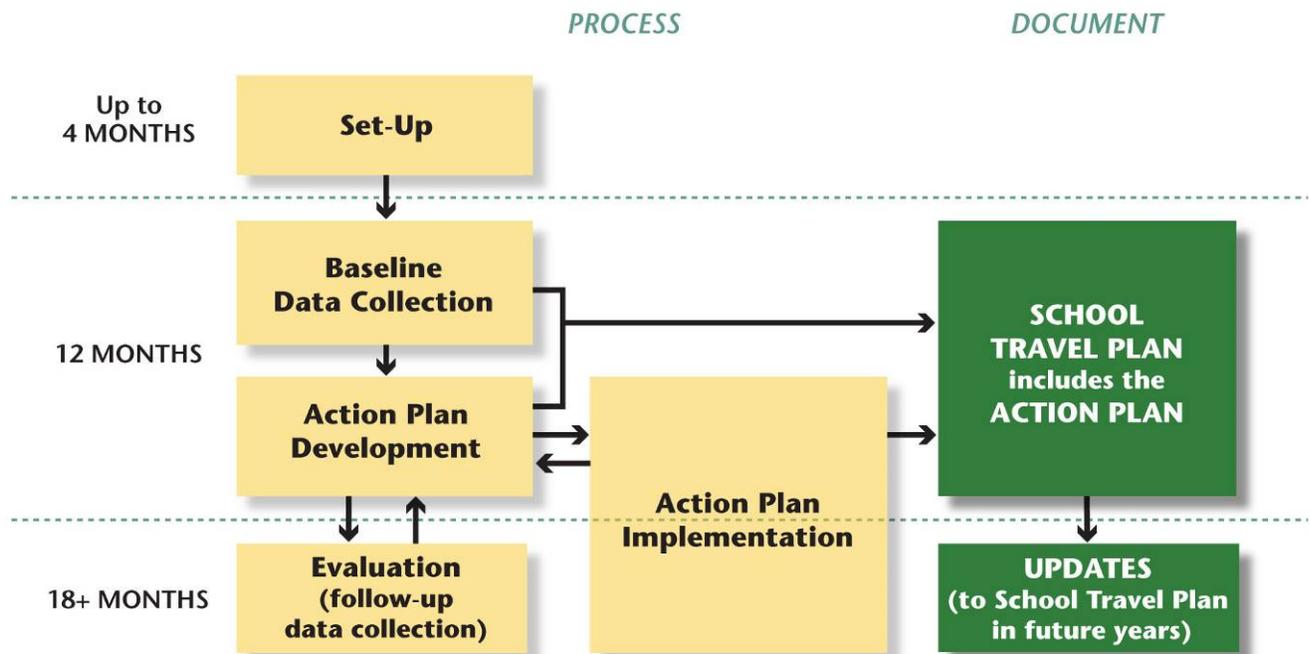
7. Use bikewalkroll.org to regularly measure how students travel to and from school. (Evaluation)

With the set-up, assessment and action planning phases of this project now complete, the next step is to begin to implementation of the action plan. Some of the action items are short-term in duration and can be implemented in the near future while others are long-term and requiring municipal approval, policy creation or changes and budget commitment. The final phase of school travel planning is the maintenance phase of on-going evaluation on a regular basis by repeating the data collection and monitoring for improvement, then modifying the action plan as necessary.

Introduction

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 Bow Valley Area

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 by the Town of Banff; with the Community Cruisers to facilitate the School Travel Planning process.

One of the goals outlined the Town of Banff's Community Plan (signed 2009) is to provide a transportation system that encourages and complements pedestrian movement and cycling. A key objective in this goal is to increase opportunities for residents and visitors to use non-vehicular modes of transportation. 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 Banff residents. The Town of Banff has contracted the 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 Plan for Banff Elementary School.

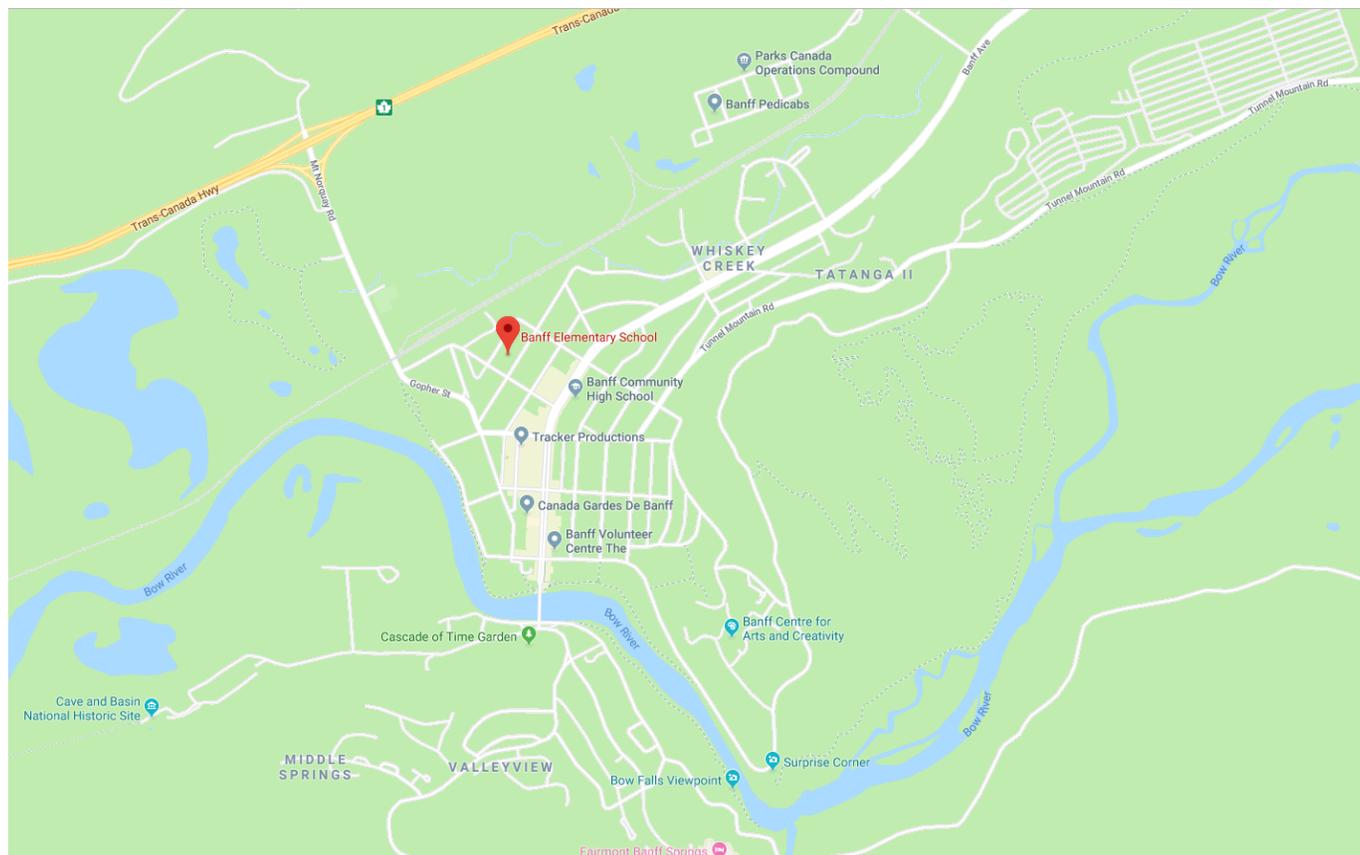
School Profile

School Name	Banff Elementary School
School Type, e.g. public, separate, private	Public.
Age of School / Year Opened	1957/2017 being rebuilt
Name of School Board	Canadian Rockies Public Schools (CRPS)
Number of Students	421
Number of Families	218
Grades, e.g. K-6, K-8	Kindergarten to Grade 7 (K-8 in Sept, 2018)
School Bell Times	<p>School hours:</p> <ul style="list-style-type: none"> • 8:30 am – 3:05 pm <ul style="list-style-type: none"> ◦ 9:45 – 10:00 am morning recess (Gr. K - 1) Play Outside ◦ 10:05 – 10:20 am morning recess (Gr. 2 - 7) Play Outside ◦ 12:01 pm – 12:54 pm lunch <ul style="list-style-type: none"> ▪ 12:01 - 12:27 - Play Outside (Gr. K - 3) / Eat Lunch in Classroom (Gr. 4 - 7) ▪ 12:27 - 12:54 - Play Outside (Gr 4 - 7) / Eat Lunch in Classroom (K - 3) • Half day Kindergarten hours 8:30 - 11:40 am
Number of Parking Spaces, staff/visitor	Under construction - Currently there are 15 spaces. There will be no parking lot once construction is complete (2019) with limited on-street parking available.
Description of Location, e.g. city centre/suburban/rural	Residential
Is the school in a Neighbourhood Watch or Block Parent Community?	No
% Bussed Students	36%
Socio-Economic Description of Families	Full range; from low to high socio-economic
Any local programs e.g. French immersion, fine arts, special needs, before and after-school day care etc.	Before school care offered (free) After School care offered by the Town of Banff Inclusive school
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	<ul style="list-style-type: none"> *Bike racks *designated school bus drop-off/pick-up zone *Public bus(Roam) stops close by *Before and After School care provided within the school *raised crosswalk in front of school *designated 5 min. parent drop-off/pick-up zone



<p>Existing Safety Policy & Education, e.g. school safety policy and rules, current safety education programs</p>	<p>*Safety month every October - includes crosswalk safety with Bylaw officer -Bus Safety with CRPS Transportation *Bike Safety for Gr. 2 & 3s *School Bus Safety *Safety reminders in weekly emails to parents</p>
<p>Programs at this school that have goals similar to STP, e.g. environmental, physical activity, mental health</p>	<p>Nature Explorers - Right from the Start - support social-emotional wellness Outdoor Pursuits (each grade explores an outdoor activity)</p>
<p>Types of school/parent committee communications used/available (i.e. newsletter, website, facebook page)</p>	<p>Facebook Twitter Weekly email to parents (“Enews”) School and District Websites</p>
<p>Other Information</p>	

Map of area covered by this School Travel Plan



NOTE: In addition to the area shown in the above map, the catchment area for this school includes the village of Lake Louise, 57 km to the north-east.

Timeline of Main Tasks

Task	Start Date	End Date	Actual End Date
PROJECT PREPARATION AND DATA COLLECTION			
Complete School Profile	Nov 2017	Nov 2017	Nov 2017
Inform school and parents about project	Nov 2017	Nov 2017	Nov 2017
Conduct Baseline Classroom Surveys over five consecutive days	Dec 2017	Dec 2017	Dec 2017
Conduct Baseline Family Survey	Dec 2017	Dec 2017	Dec 2017
Enter and analyze data from Baseline Classroom Surveys	Dec 2017	Dec 2017	Dec 2017
Enter and analyze data from Baseline Family Surveys	Dec 2017	Dec 2017	Jan 2018
Conduct School Walkabout	Jan 2018	Jan 2018	Mar 2018
Conduct Traffic/Pedestrian/Cyclist Observation	Jan 2018	Jan 2018	Mar 2018
Analyze baseline data and compile summary report with graphs	Jan 2018	Jan 2018	Apr 2018
Communicate baseline results to school community	Jan 2108	Jan 2018	
ACTION PLANNING			
Finalize Action Plan with approval by stakeholders assigned tasks	Sept 2018	Sept 2018	May 2019
Obtain signatures in School Travel Plan from School and Municipal Committee Leads	Sept 2018	Sept 2018	May 2019
Communicate School Travel Plan to school community			
IMPLEMENTATION			
Inform school community about impact of Action Plan implementation			
Celebrate! (Theme Day chosen)			
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:

1. Increasing by 15-20% the number of children using active modes of travel (walking and wheeling) by the end of 2020.
2. Reducing the number of cars dropping off students in the immediate vicinity of the school by 20% by the end of 2020.
3. Increase the safety of the school journey by implementing no less than ten (10) action items that fall into the categories of education, encouragement, engineering, enforcement and evaluation.

Travel Challenges Summary

This section presents the main travel challenges at Banff Elementary School identified by the Walkabout with stakeholders, family surveys, and school community meeting consultations collected. Please see the Action Plan in Appendix A for upcoming or existing actions intended to facilitate improvements.

1. Improper use of assigned parking for drop-off and pick-up
2. Number of vehicle infractions:
 - a. Speeding vehicles along 30km signed road
 - b. Vehicles blocking private drives during drop-off and pick-up times
 - c. Drivers performing U-turns in and around school and intersections
 - d. Drivers parking vehicles and blocking intersections along school routes
 - e. Drivers not yielding/stopping for active travelers at crosswalks, stops signs and traffic lights
3. Traffic congestion during drop-off and pick-up times along school area
4. Lack of municipal infrastructure to support active school travel
5. Lack of school infrastructure to support active school travel
 - a. Parking for people with disabilities
 - b. Bike parking limited and exposed
 - c. Scooter/skateboard parking non-existent
6. Overcoming the convenience/time pressure/"I'm on my way somewhere else parental factor

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

Baseline Data Collection - summary of findings

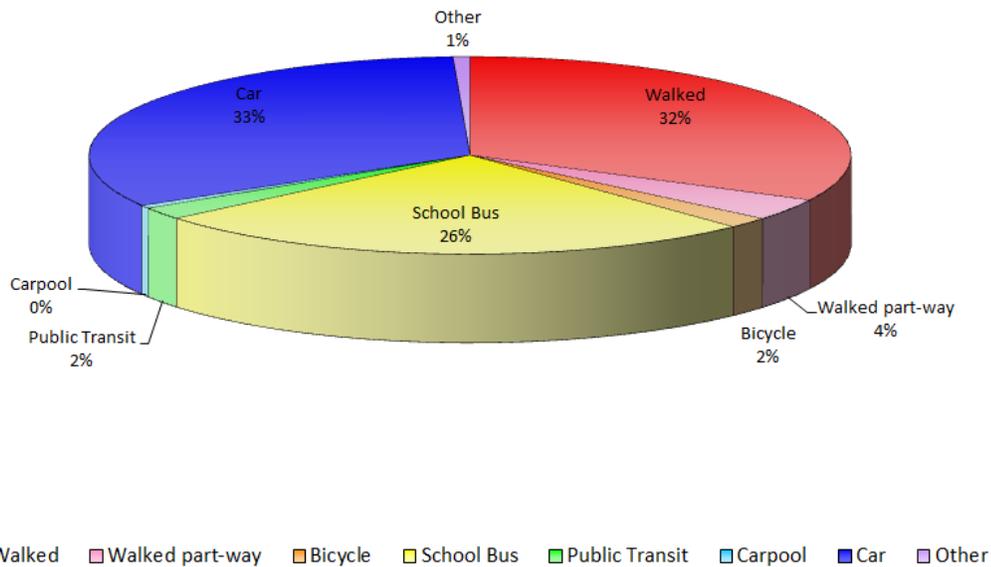
Student Classroom Survey findings

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

Data collected:



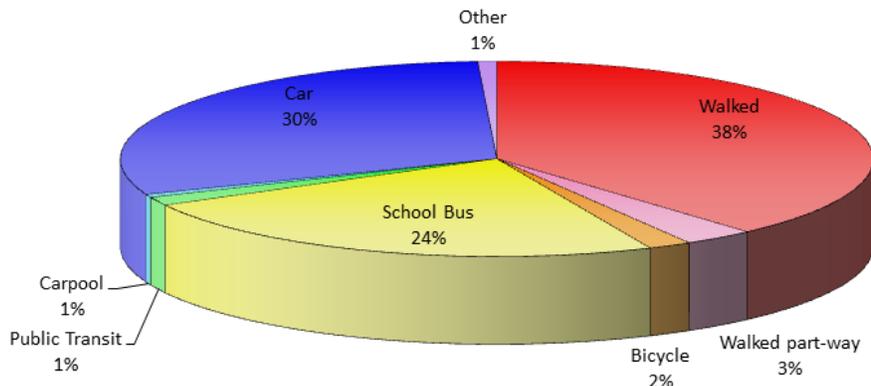
**Student Hands-Up Survey:
Total Travel Mode TO School Over a Week**



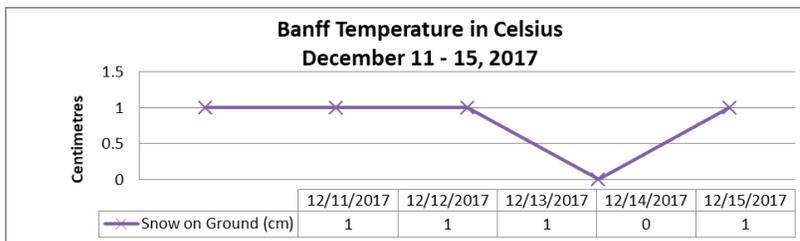
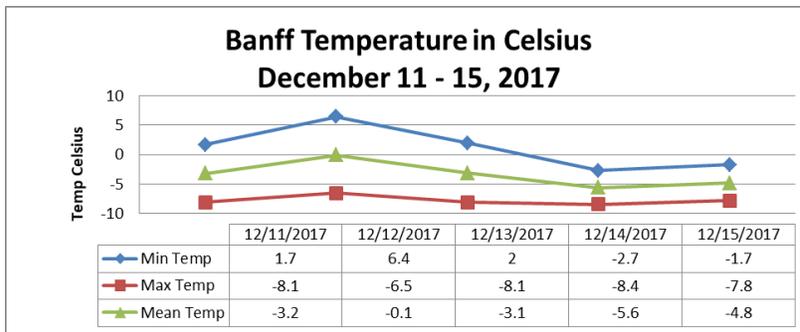
All classrooms: Student Survey Total Travel Mode from School Over One Week



**Student Hands-Up Survey:
Total Travel Mode FROM School Over a Week**

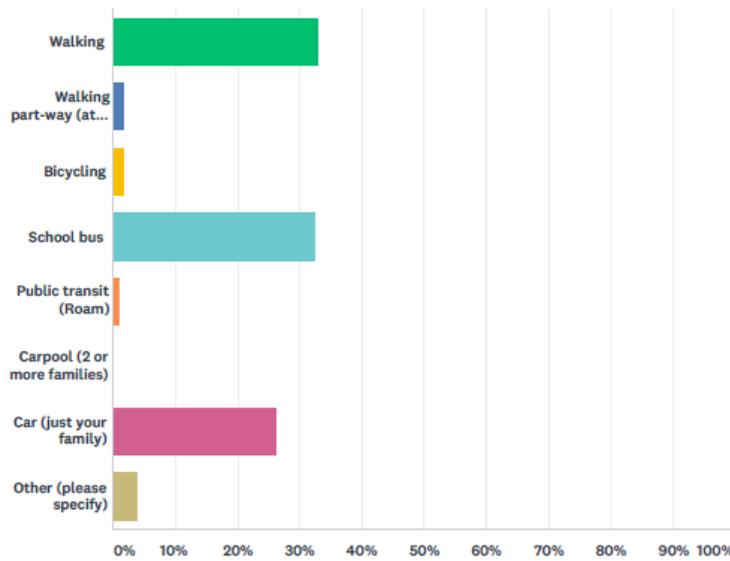


■ Walked
 ■ Walked part-way
 ■ Bicycle
 ■ School Bus
 ■ Public Transit
 ■ Carpool
 ■ Car
 ■ Other



Family Survey Findings

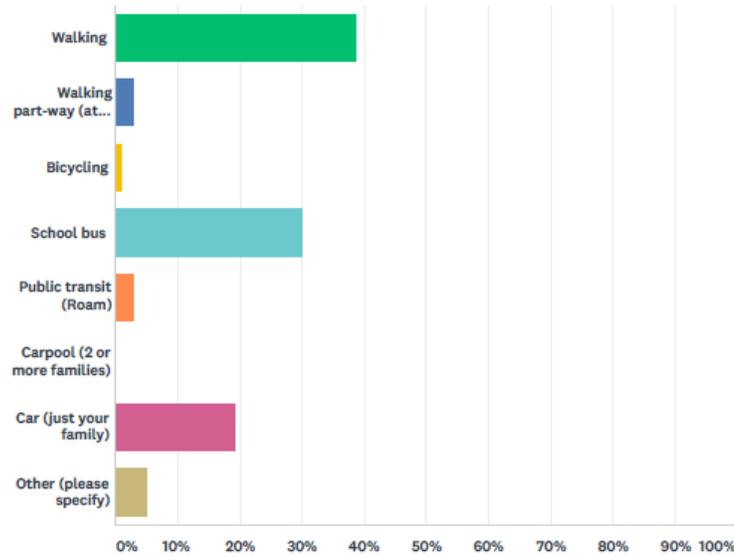
Mode of Travel to School:



ANSWER CHOICES	RESPONSES
Walking	32.95%
Walking part-way (at least one entire block)	1.70%
Bicycling	1.70%
School bus	32.39%
Public transit (Roam)	1.14%
Carpool (2 or more families)	0.00%
Car (just your family)	26.14%
Other (please specify)	3.98%
TOTAL	

#	OTHER (PLEASE SPECIFY)
1	Scooter
2	Walks with a parent.
3	Summer is bicycling ,winter is walking
4	Scooter / walking when snow
5	Schoolbus, car, bike, skateboard
6	Bus in the winter and bike in the fall/spring
7	Scooter/bike

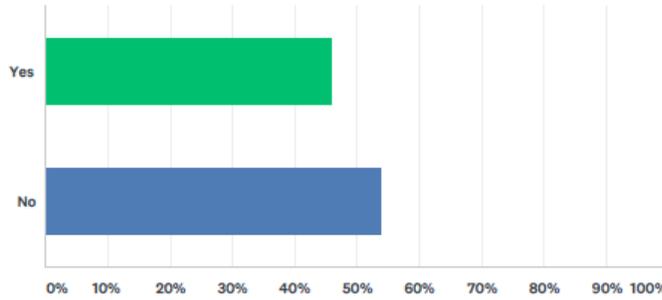
Mode of Travel from School:



ANSWER CHOICES	RESPONSES
Walking	38.64%
Walking part-way (at least one entire block)	2.84%
Bicycling	1.14%
School bus	30.11%
Public transit (Roam)	2.84%
Carpool (2 or more families)	0.00%
Car (just your family)	19.32%
Other (please specify)	5.11%
TOTAL	

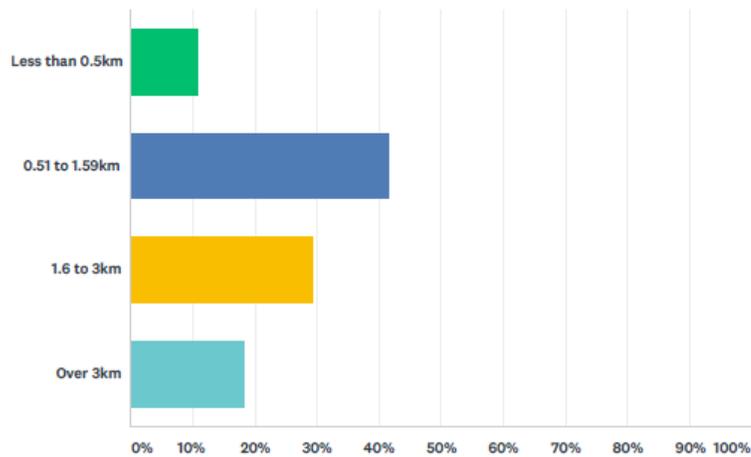
#	OTHER (PLEASE SPECIFY)
1	Walking and sometimes pickup
2	Scooter
3	Walks with a parent after attending out of school club.
4	Summer is bicycling ,winter is walking
5	Scooter/walking when snow
6	He goes to OSC, so we pick him up
7	All of the above
8	Bus in the winter and bike in the fall/spring
9	Scooter/bike

Do you usually accompany your child to school?



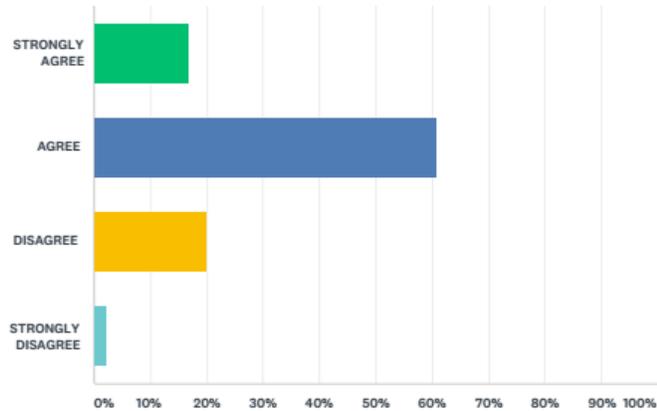
ANSWER CHOICES	RESPONSES
Yes	46.02%
No	53.98%
TOTAL	

How far away from the school do you live?



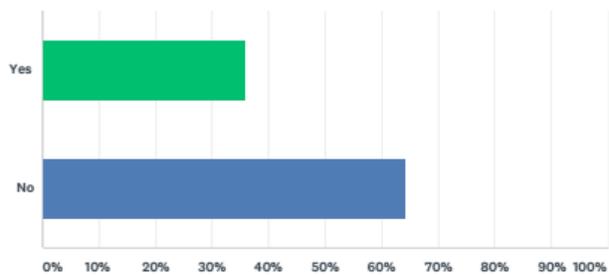
ANSWER CHOICES	RESPONSES
Less than 0.5km	10.95%
0.51 to 1.59km	41.61%
1.6 to 3km	29.20%
Over 3km	18.25%
TOTAL	

Our neighbourhood is safe for children to walk to and from school?



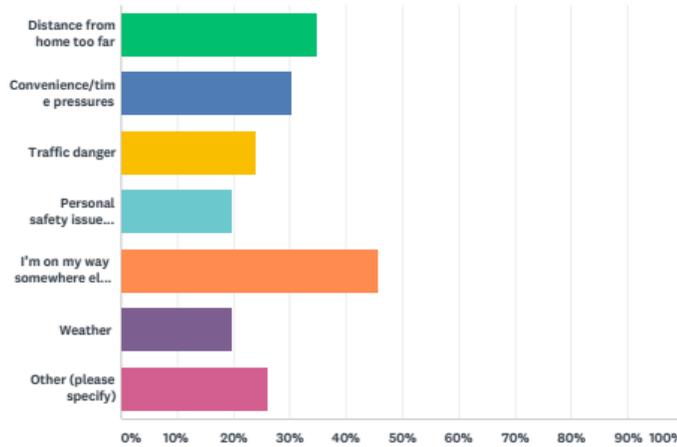
ANSWER CHOICES	RESPONSES
STRONGLY AGREE	17.04%
AGREE	60.74%
DISAGREE	20.00%
STRONGLY DISAGREE	2.22%
TOTAL	

Is your child usually driven to or from school?



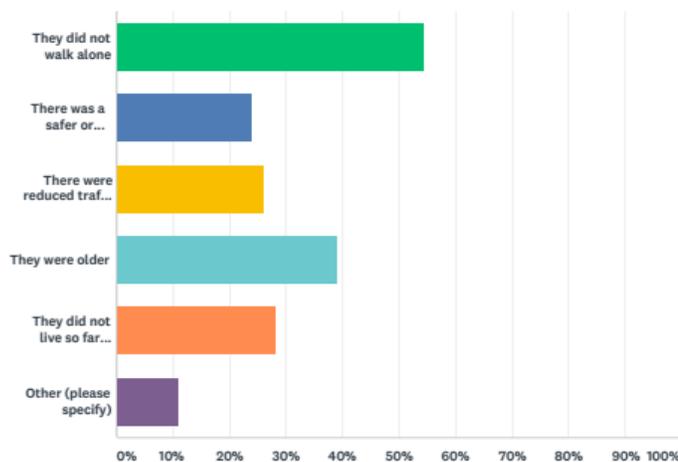
ANSWER CHOICES	RESPONSES
Yes	35.77%
No	64.23%
TOTAL	

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



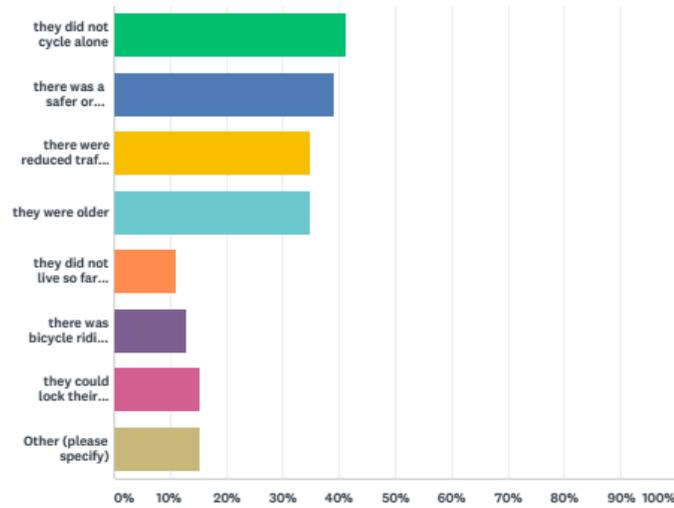
ANSWER CHOICES	RESPONSES
Distance from home too far	34.78%
Convenience/time pressures	30.43%
Traffic danger	23.91%
Personal safety issues (e.g. bullying, stranger danger, etc.)	19.57%
I'm on my way somewhere else (e.g. to work)	45.65%
Weather	19.57%
Other (please specify)	26.09%
Total Respondents: 46	

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



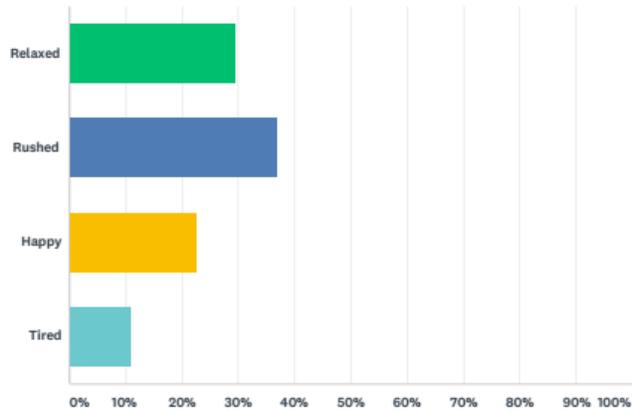
ANSWER CHOICES	RESPONSES
They did not walk alone	54.35%
There was a safer or improved walking route	23.91%
There were reduced traffic dangers	26.09%
They were older	39.13%
They did not live so far from school	28.26%
Other (please specify)	10.87%
Total Respondents: 46	

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



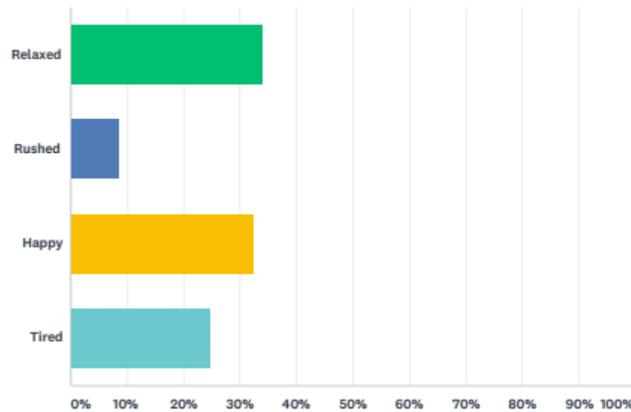
ANSWER CHOICES	RESPONSES
they did not cycle alone	41.30%
there was a safer or improved cycling route	39.13%
there were reduced traffic dangers	34.78%
they were older	34.78%
they did not live so far from school	10.87%
there was bicycle riding safety training for my child	13.04%
they could lock their bicycle in a safe place	15.22%
Other (please specify)	15.22%
Total Respondents: 46	

What feeling do you have most of the time when travelling TO School?



ANSWER CHOICES	RESPONSES
Relaxed	29.41%
Rushed	36.97%
Happy	22.69%
Tired	10.92%
TOTAL	

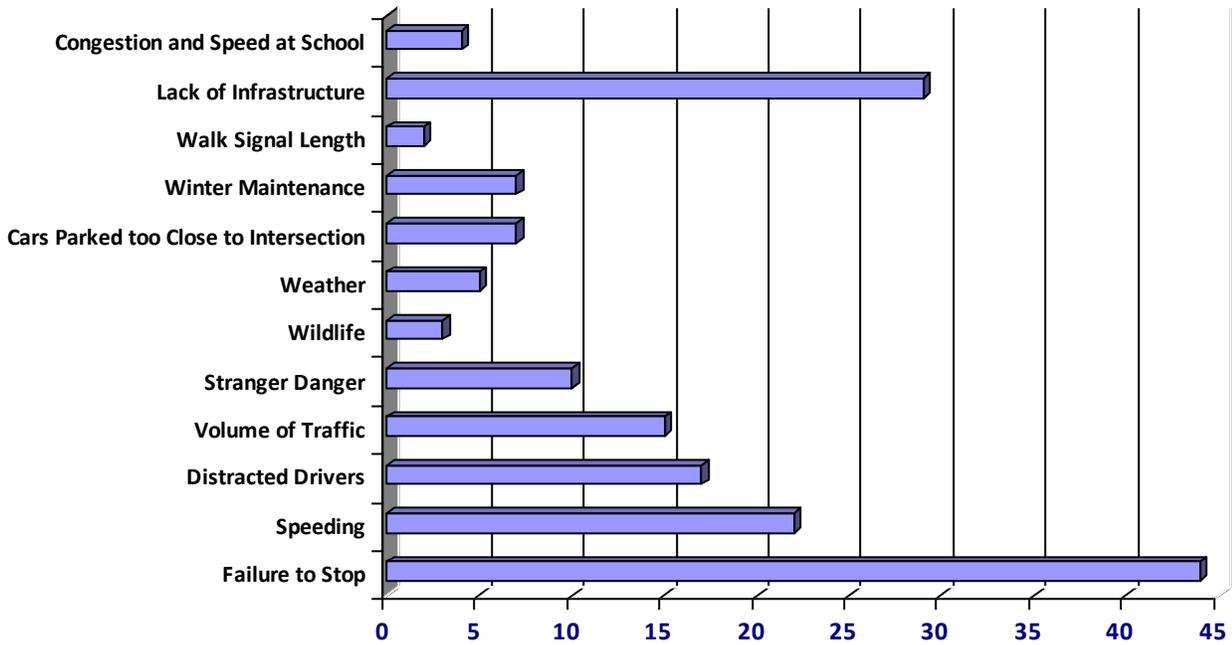
What feeling do you have most of the time when travelling FROM school?



ANSWER CHOICES	RESPONSES
Relaxed	34.19%
Rushed	8.55%
Happy	32.48%
Tired	24.79%
TOTAL	

Family Survey Location and Additional Comments Synopses:

Below is a grouping count of the main concerns and additional comments from the Family Survey. The detailed Family Survey Location Concerns and Additional Comments are located in Appendix B.



Walkabout / Observation:

The Banff Elementary School Walkabout and Observation events took place on March 2018, with representatives from:

- School Principal, Debbie McKibbin
- School Travel Planner, Lucy Taylor
- Members from the Community Stakeholder Committee
- Members from the School Parent Council

Walkabouts/Observations inform the Travel Challenges section, Action Plan <Appendix A>.

Improper use of assigned parking during drop-off and pickup times:



Personal vehicles parked in bus loading zone during pickup time during observation event; between clearly signed posts.



Vehicles performing U-Turns in front of school during drop-off and pickup.

Vehicles parked, blocking intersections. (This was in the same intersection, Squirrel Street and Moose Street).





Improper use of curb ramp (Elk and Squirrel); bike hopping from curb onto road.

Lack of bike parking design.



Lack of proper scooter parking stalls.

Key Action Plan Priorities:

As a result of the extensive data collection for this project, an ambitious list of action items was created (Appendix A) under five broad categories:

1. Education
2. Encouragement
3. Engineering
4. Enforcement
5. Evaluation

From the action plan, the following are priorities that if acted upon, could have a substantive impact on improving rates of active school travel to Banff Elementary School:

- 1. Complete a key walking/cycle route to school by connecting the trail that ends at the canoe docks to the school, along Wolf St. (Engineering)**
 - a. The Bow River Trail is an excellent route for active commuting. But it ends at the canoe docks, with no bike-friendly infrastructure to support the rest of the journey to school. Completing this missing link should be a top priority. The crossing of Lynx St. at Wolf was identified by several comments as particularly troublesome. Solutions could include:
 - i. Consider a protected bike lane along Wolf St. from canoe docks to Lynx St.
 - ii. Consider a scramble crossing at Wolf St. & Lynx St.
 - iii. Consider a bike lane along Squirrel St. to the school
 - iv. Alternatively, with the current redesign of Railway Ave. underway, consider a physically separated bike lane connecting the Bow River Trail to Squirrel or Big Horn St. that includes a safe crossing of Norquay Rd.
 - v. Please note, it is recommended to consult with a professional engineer on the above possible solutions as this is not an area of expertise for the Community Cruisers

- 2. Temporarily exclude vehicle drop-off/pick-up and car parking from street sections around the school. (Engineering)**
 - a. Traffic congestion, including many parents, confused tourists and RV's on roads near the school creates an unhealthy, less safe and less enjoyable environment for walking and biking. This in turn can easily lead to a negative feedback loop where less and less people choose to let their children walk or bike.
 - b. Pilot a one-block closure of vehicle traffic on Squirrel St. during peak times (8:15-8:45 am and 2:45-3:15 pm) to give priority to the front entrance of BES to parents and students walking and wheeling
 - c. Consider expanding street closure to vehicle traffic during peak times in 2020-2021 to include Big Horn and Moose.
 - d. This can be accomplished manually by means of setting in place temporary barricades that are monitored by volunteers or with a more permanent solution of swing gates/ bollards/parking gate arms.

**3. Reduce speeds on roads within the Town of Banff to 30 kph
(Engineering/Education/Encouragement/Enforcement)**

- a. There is a growing world-wide movement to reduce speeds to 30 kph on residential streets. Not only does this reduce significantly the probability of death or serious injury when autos collide with people on foot or on a bike, but it makes for a much more enjoyable walking or wheeling journey. It gives people the confidence to ride a bike sharing the road with autos. It reduces car crashes as well while taking only fractionally longer for drivers to reach their destination
 - i. The Community Cruisers is planning to implement a Love30 Education/Encouragement program to inform Bow Valley residents & visitors of the reason to support slower speeds and encourage compliance.
 - ii. This campaign would support the Town of Banff's consideration of reducing speeds to 30 kph.
 - iii. We recommend the implementation of 30 kph speed limits on roads throughout the Town of Banff.
 - iv. An enforcement campaign with emphasis on education (speed feedback signs, warnings) over fines would complement this strategy.

4. Walking School Bus and/or Walking Buddies program (Encouragement)

- a. 54% of respondents to the family survey stated they would allow their child to walk to school if they did not walk alone. Walking School Busses (WSB) use parent volunteers to walk designated routes, collecting children who have been signed up for the WSB along the route. A WSB program is most successful when a community group or groups team up with the school to provide volunteers and assist with administration.
- b. "Walking buddies" is a less structured program using older students to be walking experts leading informal groups of children to and from school or pairs students to walk together.

**5. On-going provision of messaging to parents and students about the benefits of active school travel
(Education)**

- a. The main reasons that children are driven to school are convenience and the fact that the parents are on their way somewhere else. If parents and children can be made aware of the many benefits of active school travel, then we can impact this behavior, perhaps even encouraging more parents to cycle to work instead of drive.
- b. Messaging can be provided to Banff Elementary School and the greater community by the Town of Banff, the Bow Valley Primary Care Network, the Community Cruisers.
- c. Messaging can be delivered via school announcements and assemblies, newsletters, displays during parent/teacher nights, via school TVs, directly by teachers and via social media channels.

6. Law enforcement blitz to modify driver behavior (Enforcement/Education)

- a. Over 85 comments were made in the family survey that was conducted about poor driver behavior that was witnessed on a regular basis. The documented behaviours included failing to stop or failing to completely stop at stop signs and red lights, failure to yield to people walking and



wheeling at crosswalks and intersections, turning right on red without looking for or yielding to people on foot, general inattentiveness, etc.

- b. This could be addressed with an enforcement blitz combined with educational messaging to alert people to the start of the blitz, the reason enforcement action is required, the results of the blitz.

7. Use bikewalkroll.org to regularly measure how students travel to school (Evaluation)

- a. Evaluating progress is an important element of a comprehensive school travel plan. The Bike Walk Roll tool provided on the Bike Walk Roll website makes it easy to record and track progress. The survey is completed by teachers in 30 seconds and is entered immediately on-line. Results for the school are tallied and mode shift percentages produced and saved for comparison with future measurements to track progress.



Team and Endorsement

Committee members

Members of the School STP Committee

Principal: Debbie McKibbin
Teacher Representative:
Parent Representative: Samantha Frey

Members of the Community Stakeholder Committee, and advisory persons

Town of Banff, Planning Department Representative: Chad Townsend, Manager, Environmental Services
Town of Banff, Bylaw Services Representative: Tony Clark, Supervisor, Bylaw Services
CRPS Representative: Ken Riordan, Facilities Consultant
CRPS Representative: Cindy Mueller, Transportation Manager
RCMP Representative: Phil Viers, Sgt & Mike Buxton-Carr, Sgt
Public Health Representative: Randi Rinaldi, Bow Valley Private Care Network (PCN)
Elected Mayor or Councillor: Corrie DiManno, Councillor
Town of Banff Liaison: Colin Harris, Children & Youth Program Coordinator
STP Facilitators: Mandy Johnson & Lucy Taylor

Endorsement

The School Travel Plan for Banff Elementary School has been endorsed by Principal Debbie McKibbin on behalf of the school, and by key representatives of the Community Stakeholder Committee.

School Principal: _____

Signature: _____

Date: _____

Lead representative of the
Municipal Stakeholder Committee: _____

Signature: _____

Date: _____



Appendix A: Detailed 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.

The cornerstone of Safe Routes to School is the acknowledgement that safer walking and biking routes can best be accomplished through a combination of infrastructure and non-infrastructure projects and programs. These are known collectively as the "**5 Es**": **Education, Encouragement, Engineering, Enforcement, and Evaluation.**

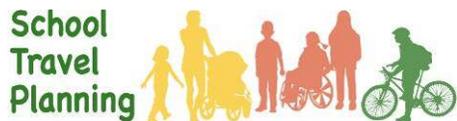
Education: Teach students and community members about walking and biking safely. Education can happen through in-school curriculum, bike/ped safety assemblies, newsletter blurbs, tips sheets, and send-home flyers.

Encouragement: Get students and parents excited about walking and biking by hosting special events, walking school buses and bike trains, holding schoolwide competitions, or celebrating walking and biking with student art or other projects.

Enforcement: Reduce negative behaviors such as speeding, double parking, or disobeying traffic signals by working with local law enforcement. Officers can attend walking events to monitor speeding activity or to build relationships with school children and neighbors.

Evaluation: Check to see if your strategies are working! Schools and local governments can record walking and biking rates, parent concerns, and traffic data to evaluate the success of a SRTS program. Evaluation activities can help set goals and establish baseline data for planning projects.

Engineering: Improve the physical walking and biking environment. Schools can work with local government agencies to determine if infrastructure improvements are needed to encourage students to walk or bike to school safely.



School Travel Plan

Action Plan for Banff Elementary School

ST = Short Term

Key priorities: shaded green

LT = Long Term

Action/Initiative	Tasks	Goal LT/ST	Responsibility	Start Date	Comments
Education (Students/Residents/Visitors)					
Partners connect on social media	Review attached list of social media accounts & connect, monitor & repost relevant content related to Active School Travel, paying particular attention to Community Cruisers social media	ALL	All	April 2019	Partners connect on social media
Road safety lessons for students wheeling to school	Connect with Community Safety Committee regarding road safety lessons; Bike Rodeo scheduled for Jun 5	ST	Town of Banff, Bylaw	Jun 5 2019	
Road safety lessons for students wheeling to school	Consider adapting program Community Cruisers developed for Elizabeth Rummel School	ST	Community Cruisers to discuss with Town of Banff, Recreation	May 2019	
Road safety/personal safety presentation for students	Contact Community Safety Committee to present to an assembly on crosswalk safety. Include such programs as: <u>"Point-Pause-Proceed"</u>	ST	School	Oct 2019 (Safety Month)	
Wildlife safety training for students	Contact Settlement Services to deliver wildlife safety training	ST	School	May 2019	
Driver behavior education for <u>residents</u> of Banff	Provide public awareness via local media to spread word of proper driver behaviour; Love30 campaign	LT/ST	ST: Community Cruisers LT: RCMP	June 2019	
Driver behavior education for <u>visitors</u> to Banff	Provide visitor awareness on proper drive behaviour to Parks Canada Visitor Centres	LT/ST	RCMP	June 2019	
Have active school travel benefits messaging (aimed at students/parents/residents) in newsletters, on school website, via social media	Refer to SHAPE (Safe Healthy Active People Everywhere), HASTE BC (Hub for Active School Travel), Ontario Active School Travel websites	ST	Bow Valley Primary Care Network and School Staff	May 2019	
Attend Winter Cycling	Invite key staff and municipal politicians to attend the	ST	Town of Banff &	Feb 2019	Feb 2019

School Travel Plan

Congress in Calgary	Winter Cycling Congress (WCC) Feb 6-8, 2019		Community Cruisers/WSP attended		
Run a “Love30 campaign”	Create & produce program materials. Set up webpage. Promote campaign – traditional & social media Distribute promotional materials	ST	Community Cruisers	June 2019	\$500
Encouragement					
Drop & Go / Walk a Block or Two Reference: HASTE BC “ Drive to Five ” program	Identify Drop & Go Zones & provide signage Encourage the use of Drop & Go Zones thru a targeted incentive program (daily counts; chart)	ST	Identify Zones & signage – Town of Banff Recreation Drop & Go program – School Volunteers	Jun 2019 (Environment Week?)	
“25 or less” campaign	Set reduction target and reward for meeting target; establish student committee to count the number of cars dropping off children in front of school every day	ST	School (student committee?)	Jun 2019 (Environment Week?)	
Implement Active School Travel Programs	Have School register for annual Active Travel events: Winter Walk Day, Walk ‘n Roll to School Days /Environment Week (Jun 3)/ Clean Air Day (Jun 6)/Winter Bike Day/Bike Month (Jun)/ IWALK (International Walk to School Month – October)	ST	School volunteers Town of Banff (Bike Month)	Jun 2019	
Best Bike Routes Map	Create map showing best routes (that have been tested by families) and distribute to families along with bike safety information	ST	Town of Banff, (production) School for distribution	Sept 2019	
Buddy System or Trailblazers program	Set up Buddy System to encourage students to walk and cycle with others. Walking Buddies is supported by SHAPE. https://shapeab.com/programs/ Example of successful Trailblazers program: http://www.stswr.ca/walkzone/programs/trailblazers/	ST	School Volunteers	Sept 2019	
Neighbourhood Walking School Bus	Identify a WSB organizing committee & recruit community organization(s) to assist (ie: seniors club) Identify a route from a suitable neighbourhood to school.	ST	School Volunteers	May 2019	

School Travel Plan

	Organize WSB. Reference: https://walkingschoolbus.cancer.ca/starting-a-trotibus/ WSB guide: https://walkingschoolbus.cancer.ca/wp-content/uploads/ON-WSB_Guide_8.5x11.pdf SHAPE WSB guide: https://shapeab.com/programs/				
Walk to School Days	Detail a challenge and advertise Walking or Wheeling Wednesdays	ST	School Volunteers	Oct 2019	
Appropriate dress	Organize a fashion show for Be Seen, Be Warm ...	ST	School Volunteers	Oct 2019	
Celebration	Organize a community walk to school with local dignitaries - invite Mayor Sorensen. iWALK Day would be ideal for this: Wed Oct 2, 2019	ST	Town of Banff, Recreation / School volunteers	Oct 2019	
Take part in Community Bike to Work/School challenge	Canadian Environment Week (June 2-8, 2019) & Banff Bike Month overlap Wheel Week is first week of June: https://shapeab.com/wheel-week/	ST	Town of Banff, Recreation School	Jun 2019	
Implement the Intelligent Health (UK) program “Beat the Street”	Investigate grant opportunities, in conjunction with the Town of Canmore https://www.youtube.com/watch?v=xBdO4S7QyWU&t=28s http://www.intelligenthealth.co.uk/evidence/active-travel/	LT	Town of Banff, Recreation	Jun 2019	\$114,000/2
Engineering (Infrastructure improvements; signage; policy changes)					
Utilize a “complete streets” approach to roadway re-design	Create wider sidewalks, separated bike lanes, narrower auto traffic lanes, tighter turning radii at intersections, shorter roadway crossings for pedestrians using curb extensions whenever re-designing roadways. These modifications are likely to be included in the approved Banff Streetscape Design Guidelines that will be coming to council for approval.	LT (ongoing)	Town of Banff, Planning	Sept 2019	
Review 4-way Stop sign placement	Engage an engineering consultant to study impact of proposed 4-way stop placements on Muskrat/Caribou, Muskrat/Wolf and Muskrat/Moose intersections on car & bike traffic, with bike traffic being prioritized – Muskrat is defined as a bike route but signage allows through traffic across Muskrat and making Muskrat St traffic stop. Alternatively, consider switching stop signs to Muskrat cross-streets vs Muskrat St. Consider adding stop signs at	ST	Town of Banff, Planning	Jun 2019	



School Travel Plan

	Big Horn & Elk/Big Horn & Moose.				
Idaho Stop	Town staff to contact City of Calgary regarding adopting Idaho Stop policy for Banff and discuss with RCMP to allow cyclists to treat stop signs as yield signs. http://shifter.info/will-cyclists-ever-get-the-rolling-stops-they-want/ Town of Banff to consider implementing the Idaho Stop	LT	Town of Banff, Planning RCMP	May 2019	
Pilot secured road closure during drop-off and pick-up times in front of school, in conjunction with "Drive for Five" program	Communicate pilot "School Streets" road closure to affected residents during school drop off/pick up on Organize volunteers & equipment for trial school streets program https://www.sustrans.org.uk/SustransSchoolStreets Review feasibility to incorporate operable bollards & swing gates	ST	Town of Banff, Planning School volunteers RCMP	Sept 2019	
Recycle/garbage pick-up	Reschedule Recycle/Refuge time pickups to not coincide with school drop-off and pick-up schedule.	ST	Town of Banff, Recreation	May 2019	
Enhance road signage.	Enhance signage along critical locations around school (no U-Turn, do not block private drives ...). Concentrating along direct roads/intersections in School area.	LT	Town of Banff, Planning	Sept 2019	
Cycle Storage	Reassess plans for installation of quality bike racks on school property	ST	CRPS; Town of Banff, Recreation	May 2019	
Scooter / Skateboard Storage	Provide adequate scooter / skateboard racks in secure location on school site. Work with school design on best location	ST	CRPS; Town of Banff, Recreation	May 2019	
Lower default speed limit	Lower speed limits throughout the Town of Banff to 30 kph	LT	Town of Banff, Planning	Sept 2019	
Place driver speed feedback signs around school	Determine priority locations and schedule for frequent placement of feedback signs in the school area	LT	Town of Banff, Bylaw		
Reduce crossing distance at key locations/intersections	Use of temporary or permanent curb extensions/bump outs (these will also restrict how close vehicles can park to an intersection): -Squirrel Street and Elk Street -Squirrel Street and Moose Street	LT	Town of Banff, Planning	Ongoing	
Complete the missing connection on a vitally important active transportation route from	Design the missing connection to include improvements along Wolf St., a possible scramble intersection at Wolf & Lynx, improvements along Lynx to Squirrel, and improvements along Squirrel to the school	LT	Town of Banff, Planning	Sept 2019	

School Travel Plan

the end of the Bow River Trail at the canoe docks, to the school via Wolf St.					
Provide safe access for active travel along Bow River Trail	Build a second pedestrian bridge to connect up to Bow River Trail to benefit following areas: Cave Avenue, Valleyview and Middle Springs	LT	Town of Banff, Planning	Sept 2019	
Bike lane on Cougar St.	Investigate potential of installing bike lane on Cougar St. Budget Install separated bike lane	LT	Town of Banff, Planning	Sept 2019	
Enforcement					
Discourage improper driver behaviour adjacent to school and surrounding area... (as this is a common concern throughout Banff area)	Local police/bylaw increase routine patrols at specific intersections during drop-off and pick-up times: Squirrel Street & Elk Street Squirrel Street & Moose Street Elk Street & Big Horn Street	ST	RCMP/Bylaw	May 2019	
Discourage improper behavior throughout area surrounding school	Local police/bylaw increase patrols over areas deemed as concerns to parents (from Appendix B) <ul style="list-style-type: none"> • Failure to stop • Speeding • Distracted Drivers 	ST	RCMP/Bylaw	May 2019	
Amend By-Law to prohibit parking within 5 m of a crosswalk, stop light, stop sign	Presentation to council, amend by-law, paint curbs/install signage, educate residents & visitors	ST	Town of Banff, Planning	Sept 2019	
Evaluation					
Establish baseline additional (seasonal) baseline data	Perform in-class survey on Travel To/From School to obtain baseline of data for spring conditions	ST	School teachers, Student volunteers	May 2019	
Evaluate effectiveness of STP action plan	Re-do observation days and obtain data and review with previously collected data	ST	Parent volunteers	May 2019	
Re-collect travel mode data on a regular basis	Perform in-class survey on Travel To/From School using BikeWalkRoll.org tool	ST	School teachers, Student volunteers	May 2019	
Evaluate progress on “25 or less” campaign in reducing	Set up schedule for times to re-evaluate; provide reward for meeting target	ST	Parent volunteers,	Oct 2019	

**School
Travel
Planning**



School Travel Plan

car congestion in front of school			Student volunteers		

Appendix B: Additional Survey Comments

Location Concerns:

Location	What do you think is unsafe in this location?
Trail in Cave Avenue	It's a little isolated
Mountain Ave and Spray Ave intersection	Walk signal should be automatic; no push button required
Spray Ave and Banff Ave	Walk signal should be automatic; no push button required
All intersections	The majority of drivers do not stop at stop signs or red light. Enforcement is required.
Big Horn Street and Elk Street intersection	There is no stop sign there and cars drive fast
Muskrat St and Wolf St	Cars park too near sidewalk
Banff Ave	Oblivious drivers on Banff Ave
Marten St and Elk St	Four way stop and oblivious drivers
Banff Ave. Elk St.	Lots of cars along Banff Ave.
Bear St.	Lots of cars turning left to Wolf St.
Elk Street	Crossing the street
We bike the path behind the hospital and take it around to the pedestrian bridge. Crossing by the train tracks can be sketchy	Super-fast cars
Spray Ave and Rundle Ave	Cars drive fast; don't always see light as they come around the corner. In winter, slippery corner and cars can't always stop
Main Street	I worry about tourists and strangers approaching children
Cave Avenue	Wildlife (elk, carnivores) - my children are 7 and 9 years old, so not old enough to handle bear spray yet.
Main intersections along Banff Avenue	Vehicle traffic (not paying attention so not seeing smaller children especially, or not understanding traffic controls).
Mountain Ave and Spray Ave	Unsafe driving, running red lights, not looking for pedestrians
Caribou Street and Muskrat Street crossing	It's a 2 way stop sign, and sometimes cars just zoom by
Elk Street to Banff Avenue crossing	Again main crossing intersection
Intersection, Moose St & Banff Ave	Cars turning right/left not minding the pedestrian. walk lights sometimes do not work even when pressed.
Intersection, Moose St & Marten St	Some cars don't stop or just rolling stop which makes kids confuse to cross or to stop.
Moose St & Muskrat St	Vehicles travel fast and don't often stop for anyone trying to use the crosswalk. There are often cars parked too close to the intersection as well so it's hard to see smaller people trying to cross the road.
Moose St/Squirrel St	The odd car (tourist) not yielding for children coming

	from Banff Ave on Moose St
Elk St/Squirrel St	Speed and failing to stop appropriately for students
During the winter, slippery sidewalks down Mountain Ave. Including slippery roadways...we almost once were hit by a vehicle that went off the road due to icy conditions	Icy roads and sidewalks or sometimes not clear before school.
Pedestrian Bridge, slippery when the weather starts to get colder.	Very slippery on a bike
Crossing Banff Avenue	Extremely busy traffic
Crossing our street on Cougar	WE do not have a sidewalk on the side of the street our house is on.
She would have to cross 6 intersections; in my opinion the worst one would be the one by the Shell, Petro and Hospital intersection because it's a 2 part cross.	I feel the tourist driving are unfamiliar with our town and are too busy looking at the sights and not paying attention to the road. I find the whole walk from our house to the school dangerous.
Banff Ave Buffalo St intersection	Cars don't look in summer
At the end of Fairholme Place (Middle Springs area) the Trail on the left hand side of the street	Is extremely steep and could benefit from stairs in this location
Paths in Middle Springs	They are unlit and not maintained in winter so they are unsafe. They are icy and very dangerous. The most astounding part is that the town maintains 2 little pieces but they are trails into a disaster zone because Parks doesn't maintain the rest.
Jasper Way/ Glacier Drive	I don't know the proper name of this street but why on earth is there no sidewalk on this street? We are forced to walk down the middle of (a very icy) street. If this town wants to encourage people to walk to school and work they need to make a serious effort to make the route accessible.
Otter Street and Wolf Street Intersection	"Lost campers" not paying attention and no clearly marked cross walks or Stop Signs. Also, cars can often come flying down the hill from St. Julien.
Wolf St and Beaver St	People sometimes don't stop at the stop sign
Elk St and Squirrel St	Speed of traffic and amount of traffic.
Elk St and Marten St	Cars not stopping at stop sign.
Under the car bridge	Used by transient population to smoke and drink...
Park (when Elk are in rut)	Wildlife and transients... Both of which can be a positive influence or questionable...
Intersection of Wolf/Otter/Muskrat Street	Drivers not seeing pedestrian crossing
Traffic lights on Banff Ave by IGA	Cars turning left without stopping for pedestrians
Intersection of Squirrel and Elk Street	Unfamiliar drivers not stopping at Stop signs
Cougar Street	Where cougar street ends and turn into Squirrel Street seems to have less people, car traffic and no front facing houses.
Woods next to the RCMP accommodations on Squirrel St.	A woman was raped in that woods a long time ago.
Corner of Cougar St. and Squirrel St.	There's a stop sign there, but not many cars make full

	stops there as I walk by every day.
Caribou St and Muskrat St	No stop signs on Caribou and cars parked right up to the intersection. Kids need to creep to close to see if cars are coming. It's dangerous. A 4 way stop would be safer.
Lynx Street and Wolf Street	Weird intersection between Petro-Can and Shell stations. The island in the middle is hard for kids with bikes and parents with strollers to manage.
Hospital crosswalk	No one stops
Bridge	Too many people and cars on one bridge
School	The kids get off onto the street and there is very little fencing, they essentially just play along the street
Front of BES, by new crosswalk.	The front of the school is congested at drop off and pick-up. Cars all trying to stop but some don't pull over to drop off. Some vehicles stop in the middle of road to drop off kids, other drivers don't yield to kids in crosswalk directly in front of school.
Squirrel to Rabbit	No cross walk, from sidewalk on squirrel to rabbit where they often cross the road
Four way stop at Squirrel and Martin	Occasionally I've witnessed that cars don't yield to pedestrians here.
Drop off zone in front of school	Parents stopping to let their children out without pulling over, causes congestion and lack of visibility
Lynx and Buffalo by post office	Cars routinely do incomplete stops at the stop sign, intersection is deadly slippery in winter and dark
Lynx and Wolf by Hospital, petro can, shell	Right turning traffic from wolf onto lynx heading out of town yield only, many cars don't even slow down or look for pedestrians. Same area crossing from petro can to catholic church side on squirrel street, lots of traffic
Bow River "car" bridge	No barrier at all between cars and sidewalk, no shoulder, kids easily fall off into traffic.
4way stop at Wolf and Beaver Street	Cars not always stopping at 4 way stop.
Crossing at lights at Banff Avenue and Marten Street.	Cars making left hand turn from Banff Ave onto Marten not stopping.
Crossing at Marten and Squirrel Street.	It is very busy in the morning I worry cars won't see him crossing at 4way stop and will hit him.
Moose and marten	Some cars Miss 4way sign and Lots of Cyclists ignore 4way sign and don't stop
Lights bottom of Mountain Ave	Cars not looking for pedestrians as they use the small cross walk to get to lights
Mountain Avenue	Kids have to ride bike on sidewalk (as the road is unsafe) and there is blind corner half-way up the hill at the intersection of spray avenue
Muskrat Street from pedestrian bridge to school	At intersections; it is difficult to see oncoming traffic as there are packed cars on all roads.
Hospital intersection Lynx Street	Exactly that - the give way sign to the right coming from Wolf street. Too many streets Squirrel/wolf/Lynx etc If

	Biking we usually come from the path along the river and cross through the Hospital grounds. Crosswalk is good with flashing lights.
Crossing over Banff Ave - IGA intersection (Elk St)	Too much traffic on Banff Ave
Post Office corner	No lines to show a pedestrian crossing. Cars often don't stop.
Wolf St and Muskrat St	Cars do not stop at stop sign.
Banff Ave and Elk Street, by IGA lights	Cars run the red light on Banff Ave by the high school. It happens often.
Banff Ave	Main intersection to downtown lots of company cars from industrial compound in the rush to get to downtown
Muskrat Street	No stop sign
Moose and squirrel street	Roads are in bad conditions needs to be repaired.
Squirrel St and Big Horn St	Cars turning and not waiting for kids to cross the crosswalk
Buffalo and Muskrat	Cars coming down Buffalo too fast
Muskrat at Caribou and Wolf	With cars parking close to corners, you have to move into the intersections before oncoming cars can even see bikes and pedestrians
Moose Street with Beaver St and Muskrat St	One of the sides of the road has no walkway
Moose Hotel	Big trucks loading and unloading. Blocking the walkway and half of the road... mess for cars and pedestrians..
Corner of Wolf St and Muskrat St	Maybe a crosswalk here would be good. Many kids cross for school here. Cars rarely stop
Banff Ave and Elk St, lights by Safeway	That turning light.. Right on red. All the kids running to get to school and cars are turning right on red not looking for kids
Cave Ave and Banff Ave	It's had coming out of the Park Grounds, opening the gate, carrying bikes, having to walk across the bridge. Wish there was an easier way to get to the ped bridge but it's out of the way
Wolf and Muskrat intersection	No 4 way stop and cars don't always stop at Wolf crossing
The Mountain Ave and Spray Ave	Crossing is busy and WALK only illuminates when the button is pushed. The WALK should Always light as the cars are very aggressive here!
Spray Ave and Banff Ave	The same is true at Spray and Banff Ave when crossing to the Admin. Bldg. this WALK signal should be a priority
Every STOP sign and TRAFFIC light in town	STOP and YIELD and RED signals need to be enforced as the majority of drivers don't obey
Intersection at Muskrat and Moose	This would be safer as a four-way stop instead of two-way (stop signs are only along Muskrat). No sidewalk along North side of Moose so you have to cross.
Intersection at Muskrat and Wolf	This would be safer as a four-way stop instead of two-way (stop signs are only along Muskrat).

The 4 way stop by the old school office	The roads around the school. The 4 way stop by the old front entrance. I have only dropped him off a few times, but it is cert dangerous. He has almost been hit twice because of people not paying attention
Cougar Street	Speed of vehicles
Squirrel Street	Speed of vehicles and parents stopping wherever they want to drop off their kids, a lot not paying attention at crosswalks
Spray Ave to Mountain Ave/- Yield area	Cars don't yield properly (right turn without pausing, or looking)
Elk St and Big Horn St	No stop sign on Elk
Mountain Ave at Spray Ave	tourists blowing red lights constantly
Banff Ave & Fox Street	cars not stopping when red lights flashing
Silver Dragon (Mountain Ave and Spray Ave)	Cross light is too short cars start before you are over
CIBC (Banff Ave and Buffalo Street)	Good cross location lots of time
Squirrel Street	Gas station cars backing in and out
Elk St, from Banff Ave to Squirrel St	Many buses, cars from out of Banff passing in the morning(same time that kids go to school)
Post Office crosswalk (Buffalo St and Bear Street)	Cars often ignore pedestrians. Had several near misses despite using care (as a result we encourage kids to cross at lights on Banff Ave instead).
Lynx/Wolf intersection by PetroCanada	Cars turning right from wolf into lynx at PetroCanada don't always stop and miss pedestrians. Sometimes kids forget this section isn't governed by the crosswalk lights.
Cave Ave to school generally, especially Banff Ave bridge	Cycling options are really unsafe everywhere. No designated lanes. Kids don't like pushing their bikes on Banff Ave bridge but riding on street is too dangerous. Need more safe routes for bikes.
Otter St and Wolf St	Yes Wolf St and Otter St intersection at top of hill where they meet. Blind corner no flashing crosswalk sign. Parked cars to edge of corner make it difficult to see pedestrians especially children and well as crossing other street. Alley entrance to Grizzly alley off of Wolf. No mirror to see cars flying up wolf street 12 kids live in that alley. Cars park too close and there is a garbage can that limits the view therefore pedestrians on side walk do not get seen due to parked cars as well you can't see if cars are coming if you are driving. No flashing side walk signs on Moose St and Muskrat St and sides walk only on opposite sides therefore people have to cross both sides in order to stay on sidewalks.
Muskrat and Wolf	Crossing due to parking so closely to corners can't see pedestrians; needs flashing lights.
Crossing Spray Avenue	Tourists driving rental cars and not knowing the rules of the road regarding pedestrians; icy, slippery road conditions; traffic volumes

Crossing Buffalo Street	Tourists driving rental cars and not knowing the rules of the road regarding pedestrians; icy, slippery road conditions; traffic volumes
Crossing Bear Street outside of Bear St parkade	Obstructed vision from parked cars along Lynx Street; tourists driving rental cars and not knowing the rules of road regarding pedestrians;
Elk Street and Big Horn Street	No cross walk sign, cars parked right up to intersections so that on coming vehicles cannot see children waiting to cross
Elk Street and Squirrel Street	no crossing guard, cars parked right up to intersections so oncoming vehicles cannot see children waiting to cross
Travelling Banff Ave (from Middle Springs)	Too many road crossings with tourist drivers.
Library/Canada Post corner(Buffalo and Bear)	Too much going on at this corner, drivers and pedestrians.
Elk Street	Having the Greyhound bus clients walking past the school scares me. Not always the best people using that service. Transient traffic.
Banff Ave & Fox St	Cars not stopping at FLASHING LIGHTS crosswalk
Intersection of Spray Ave and Mountain Ave	Drivers are often confused at this location, often changing lanes/direction at the last minute, not paying attention to the crosswalk. Drivers in the turning lane often exceed the speed limit when bearing right.
Administration grounds	Ongoing construction here has made this route a mess.
Intersection of Kootenay Ave and Mountain Ave.	Blind corner, dangerous to cross for both pedestrians and cars alike..
Deer St and Fox St, Crossing Banff Avenue	My biggest concern in Banff are transient people potentially interacting with my child while they walk to or from school
Valleyview Area (East of Middle Springs Area) /Mountain Ave	SPEEDING. No sidewalk on right hand side. Curvy downhill road. Super slippery in winter. Super busy in summer. Tourists think it's still the highway and drive 60+ km/hr. No crosswalks to where the sidewalk is. Crossing the bridge. Intersections with idiot drivers all the way to the school. And many more hazards.
Moose St and Squirrel St	High traffic intersection, both vehicle and pedestrian.
Elk St and Squirrel St	Very high traffic intersection. At times, closer to summer and with the increase in tourist traffic at warmer times of year, many vehicles run the stop signs.
Opposite of School	Cars coming on to driveway.
Intersection of Moose St and Marten St.	4 way stop, too many cars waiting to go in the morning. No one knows if they will wait for pedestrians or not as some are impatient to get to work/ school. After school many vehicles don't stop at all, or only slow down
Marten Street corner Fox Street	Some of the cars don't stop properly especially during rush hour.
Corner of Moose and Squirrel	Not too concerned but lots of traffic here in the

	morning
Intersection of Mountain Ave and Spray Ave	Cars merge right up Mountain Ave and often don't stop for pedestrians at the crossing.
Pedestrian crossing just before the railway crossing near Fenlands	Fast vehicle traffic that often doesn't stop for pedestrians. This crossing is dangerous and needs lights. I wouldn't let my children cross here, on their own, for at least a few years.
Muskrat and Wolf St intersection crosswalks	Cars do not stop at the crosswalks. I can easily count 5-10 cars not stopping while we wait very visibly, even gently advancing, at the crosswalk. Direction of concern is from Beaver Street to Otter Street and vice versa. From the pedestrian bridge to school this is my biggest concern.
Bow Falls Rd and Spray Ave intersection lights	Cars (mostly tourists) make turns from Spray Avenue to Bow Falls, no regard for people or children in the crosswalk. I have had cars drive between us while using the crosswalk. Cars also run the red light from town towards the Banff Springs Hotel and vice versa.
Elk Street/Beaver Street crosswalk by Banff Community High School	Cars rarely ever stop or even slow down here
St. Julien Road	Sight lines make it hard to see traffic on the hill/around corners, poor street lighting, busy traffic
Intersection at Squirrel St and Moose St	Cars not waiting until we have completely reached the other side of the road before advancing.
By bike: Crossing Mountain Ave from Middle Springs. Can't use a bike on a sidewalk, begins as a path but at the bottom of Mountain Ave it's a sidewalk to the lights. So by bike we cross at Mountain Ave like a car and turn left and hope that's buses and cars don't come close to my kids cycling down Mountain Avenue!! Fear for their lives every time.	Issue is more with pedestrians not looking!! All of it! By bike: once kids are down from Mountain Avenue, then kids take pedestrian's bridge, brings them to bike path, bike path brings along Bow River and then cross at lights by gas stations and BPL like a car or take sidewalk in front of Hospital and cross at church, cross street again and go up Squirrel Street to 4 way stop
Moose Street (west side) between Marten Street and Squirrel Street	It seems to be a darker stretch and the sidewalks are inconsistent (i.e. it jumps to a different side of the road and not along the school side yet. When walking to the morning program at the back it is dark, with trees and parked cars which equals poor visibility and walkability for students.
Under the car bridge (Banff Ave)	They are scared of creepy people under the bridge
Crossing the street by the Catholic Church (St Mary's Parish) and the Hospital	Cars are going fast and don't stop for this crosswalk
Elk St/Marten St	Too much traffic, drivers not paying attention as they try to find a place to park or in a rush getting to IGA parking lot
Banff Ave / Elk St	Drivers rushing pedestrians, crowding crosswalk
Banff Avenue and Wolf Street	Cars, traffic, my child not critically thinking about lights and checking that cars have actually stopped.
Banff Ave and Elk Street	Traffic, crossing the street, cars turning left
Elk St and Marten St	Very busy intersection in the morning, cars coming out

	of or going into IGA
Marten St and Elk St	Busy intersection with bus traffic. People are often in a hurry and don't see kids crossing.
Marten St	Just worry about my child walking alone on that street, esp. after what happened in Jasper this fall (attempted abduction)
Marten St & Banff Ave	Speeding cars, not stopping at crosswalk
Along Mountain Ave near Valley View are and Kootenay Ave	No walk way on South/East side. We have to walk on shoveled snow or else cross without a cross walk, or else walk up hill out of our way 100 metres. FAST drivers, slippery. Even when we cross to the sidewalk (North/West) side it is slippery with fast moving traffic around the turn. When biking or scootering my son 7 years old is in a DEATH situation collision with oncoming tour bus traffic even when on the sidewalk side if he loses control for a second going downhill due to gravel or sidewalk crack.
Intersection Mountain Ave/Spray Ave	Too many things to list. Drivers not stopping for crossers, left hand turning traffic everywhere, short light, traffic crossing to and from street that does down to pedestrian bridge there, I could go on.
Downtown intersections - all	Cars and trucks go straight through pedestrian intersections legally and cut right in front of pedestrians. I tell my son 'watch the traffic' not the lights, but we walk everywhere and the scary examples are too numerous to list here. MORE SAFE PEDESTRIAN SIDEWALKS PLEASE!!!!!!
Crossing Banff Avenue	Speed and volume of traffic - cars running the red light and turning without looking for pedestrians. Walk light does not always come on if button pushed too late.

Additional Comments from Survey:

<p>My one observation: many times I saw the lights of the school bus are flashing but the cars on the opposite side still keep going. We are in a tourist town, maybe tourists don't know the rule that they should stop when the school bus lights is flashing (this could be one of the reasons). This can be dangerous for the kids.</p>
<p>We do ride our bikes a lot in the warmer months. We use the path along the river to get to and from school. It's easy and the kids love it. We live by the pedestrian bridge and our kids go to Banff elementary as well as summer fun</p>
<p>She usually gets a ride to a friend's place then walks with friends to school (winter). When the weather permits and it is warmer weather, she bikes every day.</p>
<p>We live in Lake Louise. This makes actively getting to school impossible.</p>
<p>My kids are teens going to the high school and don't have to cross Banff Avenue. When they were going to BES, I was concerned about crossing Banff Avenue, even with lights at the corner of Banff Ave and Moose Street.</p>
<p>Some of the houses on our route to school don't shovel their walkways (Wolf and Beaver location)</p>
<p>Motivated by friends walking or biking with them!</p>
<p>I am fine with my kids walking or cycling on their own to school. We drive more often because we sleep in and need to hurry or because someone has an activity before school</p>
<p>I feel nervous about my child on the receiving end at the school. It always seems so chaotic and I'm nervous about the kids playing right next to the street. Or getting lost in the chaotic mix of kids getting off school buses.</p>
<p>I would love to see a continuous safe bike route from the pedestrian bridge to school. It is a lot for a child to negotiate from the path by canoe docks across 1 street, hotel driveway with 2 entrances, alley, hotel garage, and 2 light crossings at a crappy intersection.</p>
<p>As he is only 6 he always walks with one of his parents. I am not sure what a suitable age is to have a child walk on their own but because of having to cross 3 intersections that concern me we will probably walk with him for quite some time.</p>
<p>My biggest fear is people (tourists) not stopping at stop signs. In my experience it happens frequently</p>
<p>I don't like the drop-off at school as there is too much traffic and no parking. For this reason, I signed my kids up to take the school bus even though we technically live too close to the school on Cave Ave. I walk them through the forest to the stop on Jasper way in the morning and I feel that it's safer for my kids taking the bus than me dropping them off with all the traffic around the school. I think there should be more bus options for kids - especially young ones who need supervision as it's too hard for parents to drop off.</p>
<p>Love that we live in a town where we are able walk to school. Great sense of community. Frustrates me to see all the cars dropping kids off at the elementary school when many of them live within walking distance. Set your alarm 15 min earlier people??</p>
<p>I would love a program for him to walk, skateboard or bike to school. It would need to be flexible as in the weather. But a fair weather program would be nice.</p>
<p>We take the car in the morning when weather is bad/too cold in preference to walking. Kids would rather take school bus than walk/be driven but the school bus pick up for those of us on Cave Ave is at 7.50am. (Kids then have to pick up BCHS kids, drop them off, and then return on bus to get Middle springs BES kids). This is ridiculous! Alternatively, kids have to walk through forest from Cave Ave to get 8.15am bus on jasper way. But walking up at dawn alone for small kids is not safe and feels scary. There are often bear/elk/cougar warnings and closures. Why can't Cave Ave pick up time be moved for the school bus? Biking - wish there could be a dedicated bike lane. Even from glen Ave, across pedestrian bridge, along bow river path. BUT, there would have to be a safe crossing on lynx to get up to school, with dedicated kids bike lane safely to BES. The lynx crossing near the bus station is too dangerous and the road from there to school not safe for young bikers.</p>
<p>Bullying as they get older and can walk to school on their own. Training for meeting people they don't know. How to deal with people they don't want to talk to.</p>

sometimes we walk with other parents/kids to school which is always fun, there is also a difference between winter and summer travel to and from school, we like both seasons much
They like to walk, scooter or bike to school. Just have to ensure they stick together or someone is with the younger one. Sometimes it's just easier in poor weather to drop them off and then get groceries before the busy mob arrives in Banff. I am nervous about all the folks that pass through Banff; it's not your typical small town in this way.
My youngest is 11 and my oldest is 15. There have been numerous challenges over the years in getting kids to BES. Would be happy to discuss what I consider to be the biggest challenges to date. First and foremost, is the number of parents that drive their kids to school every day. There is no need to have that many vehicles around the school everyday day.
No way will I let my kids go to school by themselves. I do let my older child (9) walk home from school sometimes. It's a long walk but she likes the exercise, and that's good. It is also safer than walking to school (oncoming traffic can see her, and there is a sidewalk). I do have concerns about wildlife. Elk tend to hang out by the Parks Admin building, and she has to walk by that. But she knows what to if she encounters them. I also worry about bad drivers and creepy people. I'm 45 and encounter scary situations when I walk home.
Drivers in Banff are very erratic (mainly the tourists) and I am not comfortable with my children biking on the roads even though I bike with them. We always use the trail system to get around which is ideal but Banff is seriously lacking in bike trails. Hopefully this will be improved with the trails master plan. Children are often shouted at when biking on sidewalks (which is legal and much safer). Perhaps a designated bike trail directly from the school by the train station and across to the river would get a number of children safely away from school, particularly those living towards or over the river. The pedestrian bridge is a big help in this regard.
Snow removal in front of the school needs to be a greater priority.
I am impressed with the number of people in bright jackets assisting with arrivals to school in the morning. Everyone is always very friendly and helpful.
You asked if the neighborhood is safe, yes but connecting a path to path to school from middle springs by bike is not safe.
Younger child bikes or scooters most of the time and walks some. Doesn't take bus unless cold, rainy, etc. Has a group of friends to go with. Older child bikes when possible and occasionally walks. Takes bus more than younger child. Doesn't have peers in same neighborhood who want to walk/bike Peers to go with make a difference
I think walking is relatively safe but I don't trust my child yet due to age to watch and wait for traffic