

School
Travel
Planning



St. John Paul II Catholic School School Travel Plan



OSTA
Ottawa Student
Transportation
Authority



Edition Tracking

Edition #	Description	Date Finalized
1	Draft School Travel Plan Report	August 2, 2019
2	Final School Travel Plan Report	October 3, 2019

Team Members

School STP Committee

Principal
OPH Representative
Lead Parent
Lead Parent(s)

Regional STP Committee

Ottawa School Active Transportation Network Members

EnviroCentre
EnviroCentre
EnviroCentre
Ottawa Public Health
Ottawa Public Health
Ottawa Public Health
City of Ottawa – Bylaw Enforcement
City of Ottawa – School Zone Traffic Safety
City of Ottawa – Transportation Demand Management
City of Ottawa – Safer Roads Ottawa Program
City of Ottawa – Outdoor Recreation, Cycle Education
City of Ottawa – Outdoor Recreation, Cycle Education
Ottawa-Carleton District School Board - Eco-Schools
Ottawa-Carleton District School Board - Curriculum Services
Ottawa-Carleton District School Board - Curriculum Services
Ottawa Catholic School Board - Facilities & Planning
Ottawa Catholic School Board – CAA Lead
Ottawa Safety Council
Ottawa Safety Council
CAA School Safety Patrol
Consortium de transport scolaire d'Ottawa
Ottawa Student Transportation Authority
Ottawa Student Transportation Authority

The School Active Transportation program is offered at this school with the permission and support of the Ottawa Catholic School Board.



Endorsement

I endorse the contents of this School Travel Plan:

SCHOOL PRINCIPAL, ON BEHALF OF THE SCHOOL SAT COMMITTEE

Name:

Signature:

Date:

LEAD REPRESENTATIVE OF THE REGIONAL SAT COMMITTEE

Name:

Job Title:

Signature:

Date:

Program support is provided by the
Ontario Active School Travel program of Green Communities Canada.



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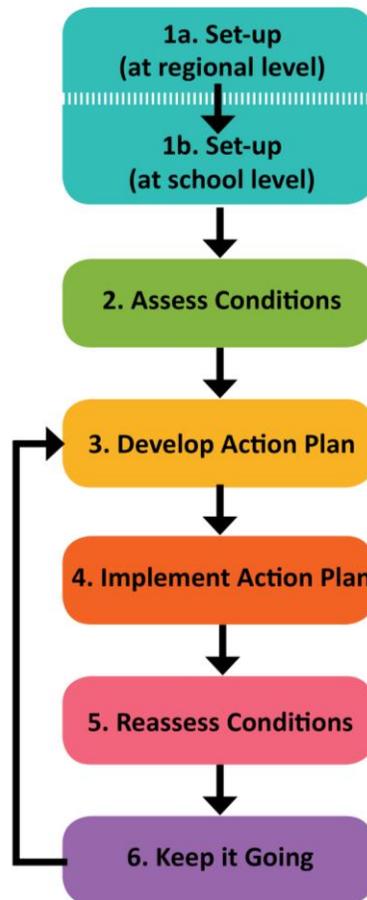
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Introduction

School Travel Planning (STP) is the process used in the School Active Transportation Program, and is a community-based approach for increasing rates of walking and wheeling to and from school. Active transportation refers to human-powered transportation modes such as walking, cycling, scooting, skateboarding and rollerblading. Staff, parents and students at our school worked with stakeholders at the regional level to create this School Travel Plan document. We are working together to:

1. increase the number of children using active modes of transportation to and from school;
2. decrease traffic congestion at the school; and
3. increase the proportion of 'bus zone' students who regularly ride the school bus.

The STP Process



Green Communities Canada maintains the STP Toolkit online at www.ontarioactiveschooltravel.ca/school-travel-planning-toolkit.

Background

School Travel Planning was first introduced to Ottawa in early 2010 as a pilot project at 3 schools. Since then it has grown into a program that has helped to improve safety and increase levels of active transportation at more than 30 schools across the city. The program is funded by the Ottawa Student Transportation Authority (OSTA) and the City of Ottawa, and delivered by EnviroCentre in partnership with Ottawa Public Health. Implementation of each school's travel plan occurs with the collaboration of the City of Ottawa, Ottawa Public Health, Ottawa-Carleton District School Board, Ottawa Catholic School Board, OSTA, Ottawa Police Services, the Ottawa Safety Council and other partners, and the school community.

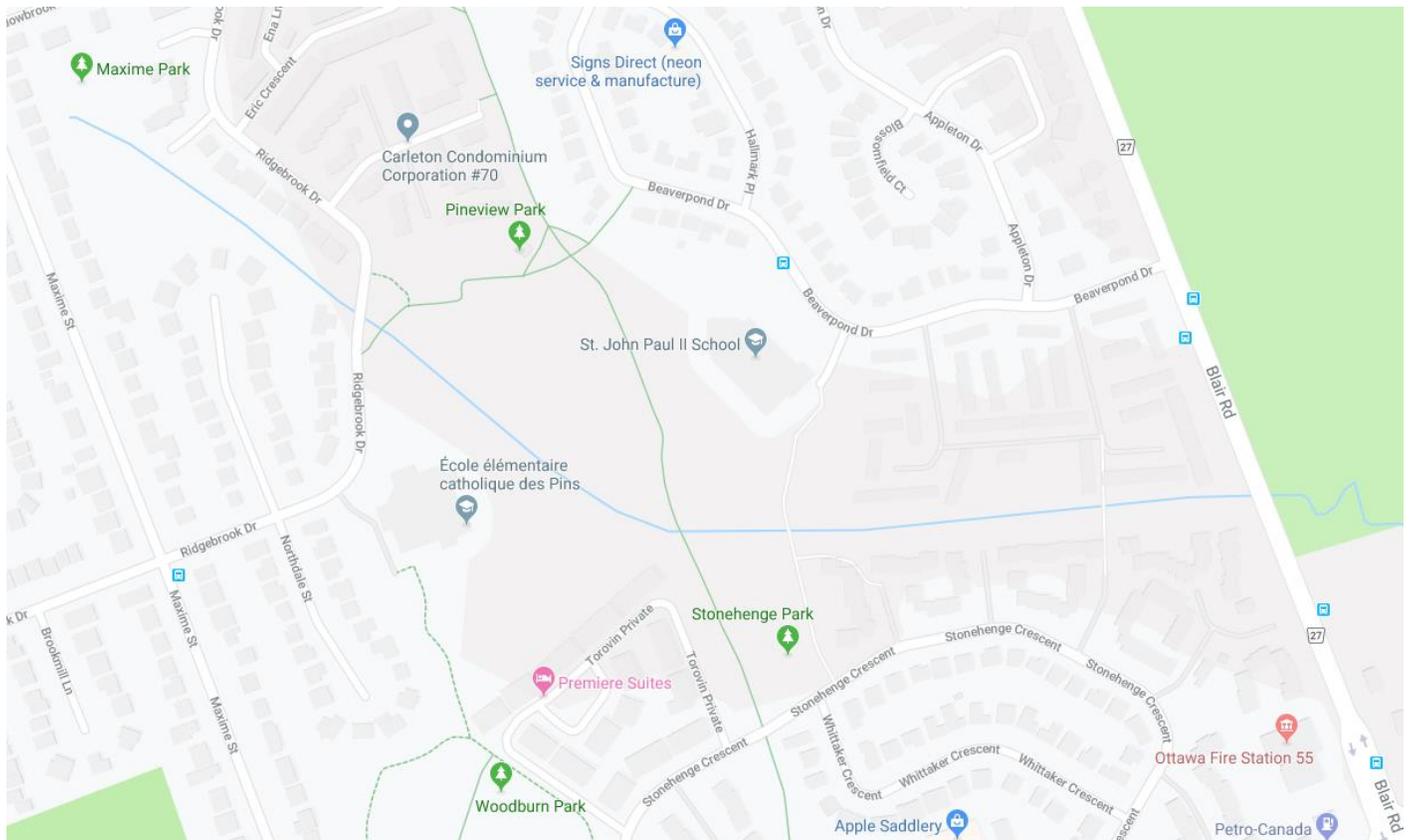
School Profile

School name	St. John Paul II Catholic School
School type	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Separate <input type="checkbox"/> Private <input type="checkbox"/> Other _____
Name of school board	Ottawa Catholic School Board
Total number of students	250
Students who live in the « bus zone »	40
Students who live in the « walk zone »	185
Grades	<input checked="" type="checkbox"/> Elementary (K-6) <input type="checkbox"/> Elementary (K-8) <input type="checkbox"/> Middle school (6-8 or 7-8) <input type="checkbox"/> Secondary (7-12 or 9-12) <input type="checkbox"/> All levels (K-12)
Bus policy	'Bus zone' definition: minimum # km between school and home for which grades? 0.8 km JK – SK 1.6 km Grades 1-6
School bell times	Morning: 8:30 am

	Afternoon: 3:00 pm
Description of location	<input type="checkbox"/> Urban (e.g., city or town centre) <input checked="" type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Other: _____
Special programs at this school that may impact choice of travel mode	<input checked="" type="checkbox"/> French immersion <input type="checkbox"/> Extended French <input type="checkbox"/> Fine arts <input checked="" type="checkbox"/> Special needs: _____ <input checked="" type="checkbox"/> Before and after school day care <input type="checkbox"/> Other: _____
Existing transportation facilities at school site	<input checked="" type="checkbox"/> Bike racks/storage <input checked="" type="checkbox"/> Car parking lot <input checked="" type="checkbox"/> Kiss n ride <input checked="" type="checkbox"/> School bus drop-off zone <input checked="" type="checkbox"/> School crossing guards <input type="checkbox"/> Adult or student safety patrol <input checked="" type="checkbox"/> Public transit bus stops serving school <input type="checkbox"/> Transportation arrangements to after school programs <input checked="" type="checkbox"/> Crosswalks <input checked="" type="checkbox"/> Sidewalks
Programs at this school that have goals similar to STP	<input type="checkbox"/> Ontario EcoSchools certification (level: _____) <input checked="" type="checkbox"/> Environmental program (specify: Green Team, " <input type="checkbox"/> Physical activity program (specify: _____) <input type="checkbox"/> Mental health program (specify: _____) <input type="checkbox"/> Other:
Types of school/parent committee communications used/available	<input checked="" type="checkbox"/> School newsletter (electronic or paper)

(e.g., newsletter, website, Facebook page)	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> School Council updates (on school website) <input checked="" type="checkbox"/> Automated mass voicemail <input checked="" type="checkbox"/> Website <input checked="" type="checkbox"/> Twitter <input type="checkbox"/> Facebook <input type="checkbox"/> Other
Languages used in school communications	English / French
Languages that would aid communication with parents (if resources permit)	English / French
Is the school in a Neighbourhood Watch or Block Parent community?	<ul style="list-style-type: none"> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Other information	

Map of school area



Overview of Timeline

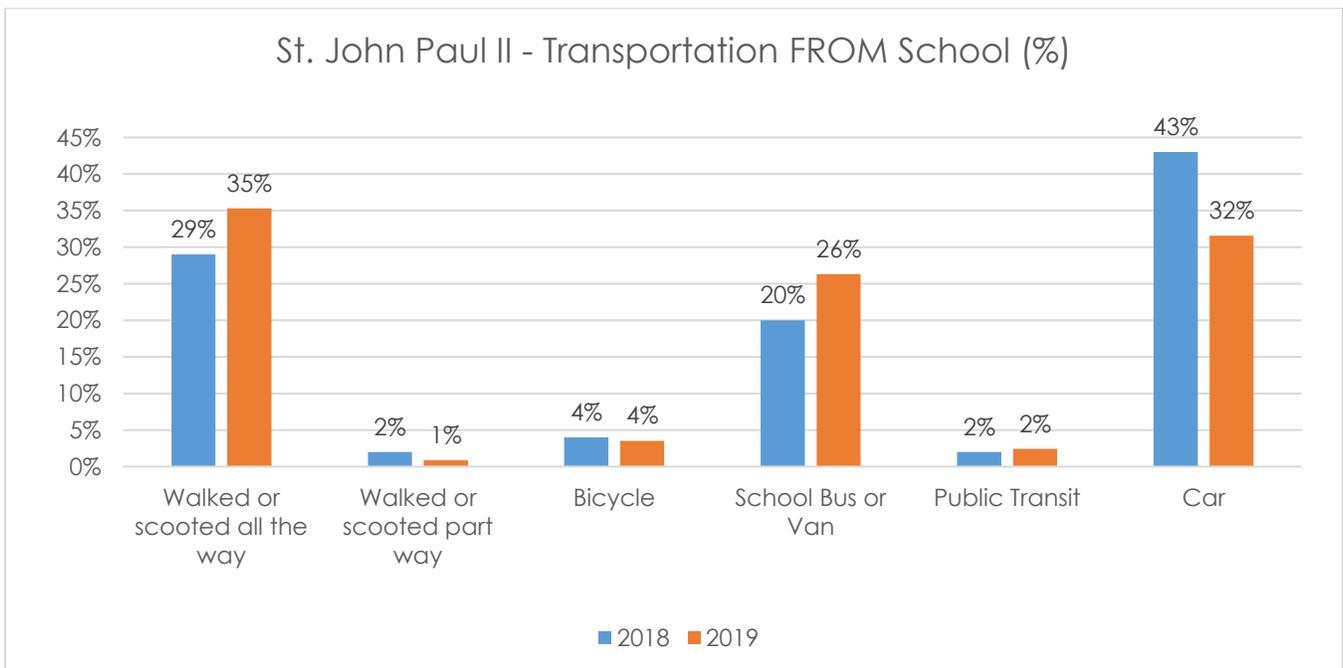
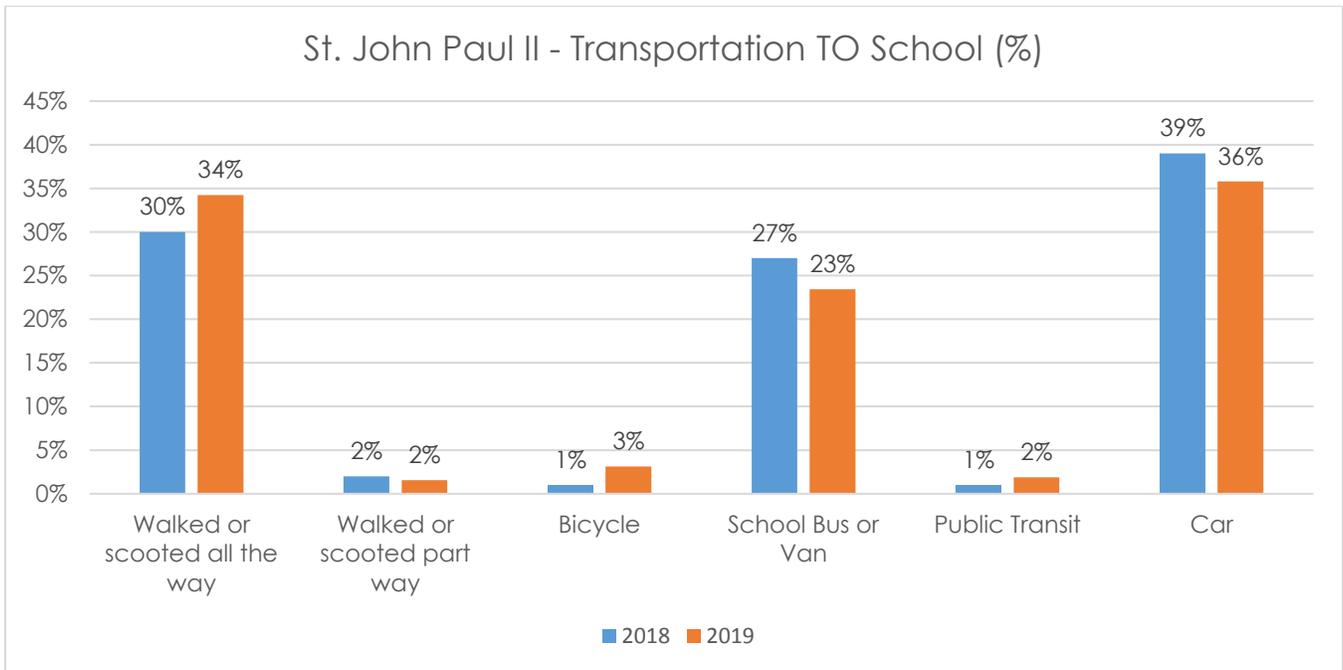
Task	Plan
Task	Date
Phase 1b: Set-up at school level	December 2017
Phase 2: Assess conditions	May 2018
Phase 3: Action planning	May 2018
Phase 4: Implementation	Spring 2018 – Spring 2019
Phase 5: Reassess conditions	May 2019
Phase 6: Keep it going	Fall 2019

Data Collection—Summary of Findings

Student Transportation Survey

A hands-up survey was conducted at the school every day for one week in May 2018 and May 2019. The survey aimed to measure the proportion of the student population traveling by various transportation modes both to and from school.

While research studies support the validity and reliability of this tool for use with elementary school students, other factors can impact the travel of the outcome of the survey such as weather and classrooms not reporting.



Data Collection – Summary of Findings

Student Travel Survey

Generally, 54% - 62% of the students participated in the survey.

Classroom Survey Response rates

2018	54%
2019	62%

The School Active Transportation program encourages students to walk, walk part-way (i.e. Walk a Block), or cycle to and from school. The graph below combines the percentages for these active forms of transportation.

Percentage of children walking, walking part-way, and cycling to and from school

	2018	2019
TO School	33%	39%
FROM School	35%	40%

Conclusions

From 2018 to 2019 the school saw a 6% **increase** in active transportation use TO school and a 5% **increase** in active transportation FROM school.

Walking/scooting all the way **increased** 4% for trips TO school and 6% for trips FROM school.

Bus ridership FROM school **increased** 6%.

Car use TO school **decreased** 3% and car use FROM school **decreased** an impressive 11%.

Family Survey

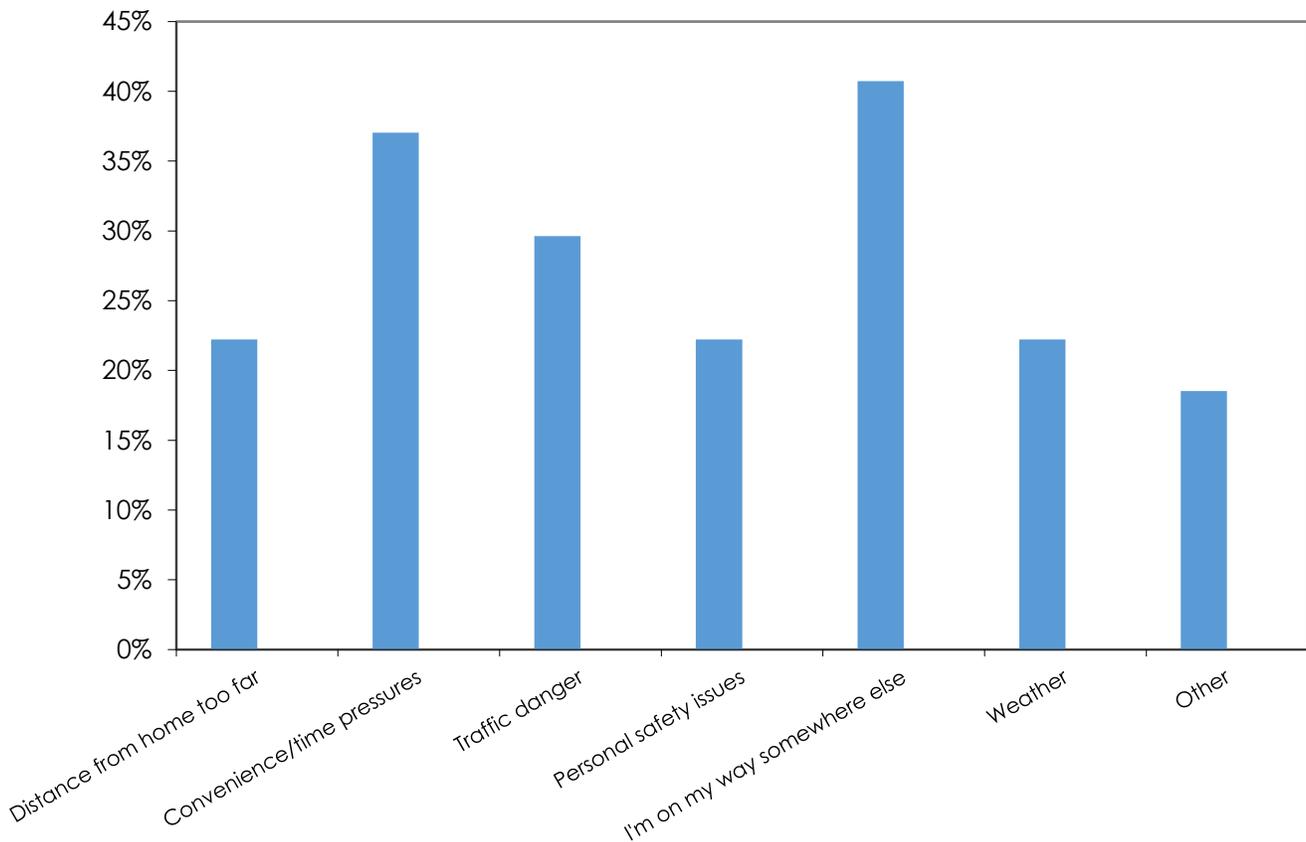
The Baseline Family Survey was collected in the spring of 2018 with 62 responses. The average age of family's eldest child was 7.5 years.

The highlights of the Baseline Family Survey include:

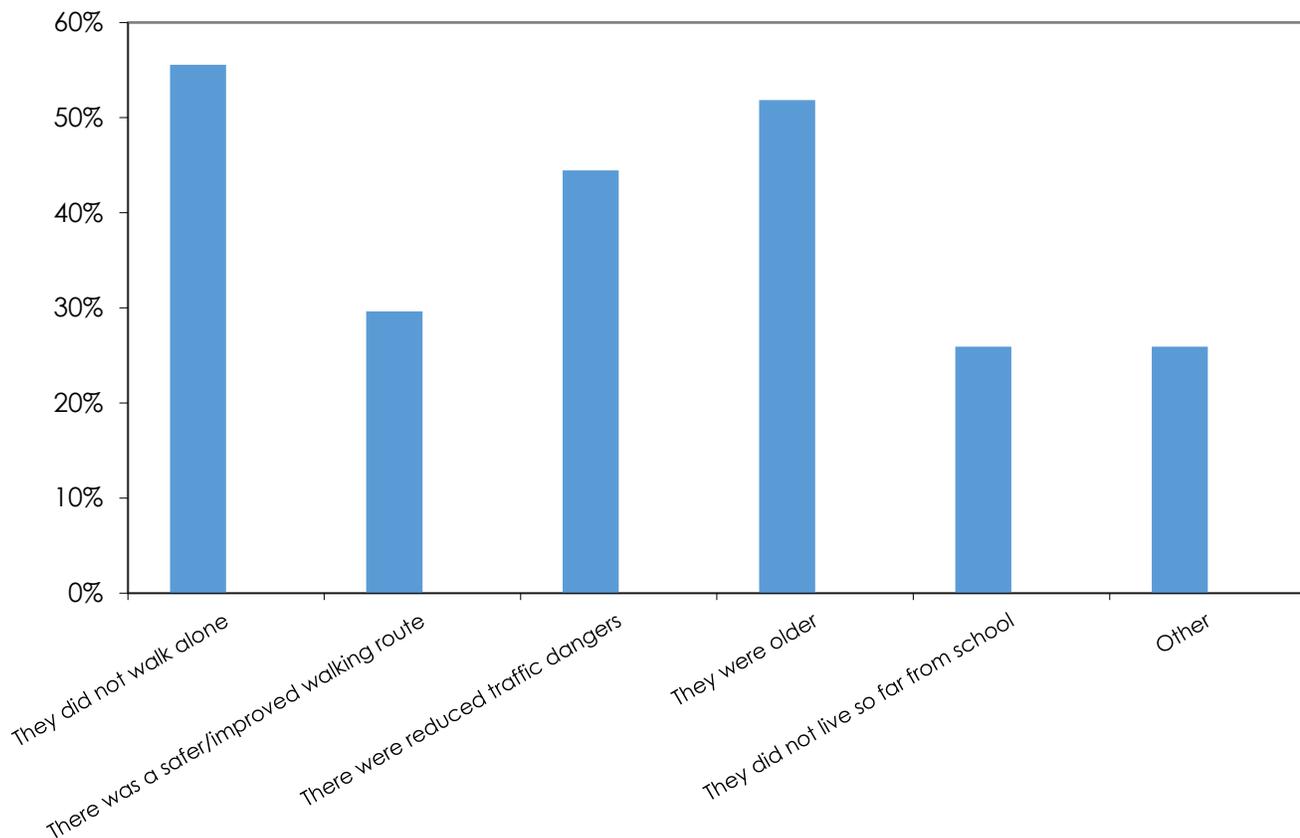
- 69% agree or strongly agree that the neighbourhood is safe for children to walk to and from school
- 61% accompany their child to school
- 81% of survey respondents live 1.6 km or less from the school
- 100% indicated that they support ongoing School Travel Planning efforts

Families that usually drive to/from school were queried about their reasons for driving. A follow-up question inquired about the conditions under which they would allow their child to walk to or from school.

If your child is usually driven to/from school, what are the main reasons why?



I would allow my child to walk to school if...



Travel Challenges Summary

Locations of concern

Prior to their official participation in the School Active Transportation Program, St. John Paul II participated in a Walkability Assessment conducted by Ottawa Public Health (May 18, 2017). Representatives from OSTA and City of Ottawa staff, parent volunteers, the Councillor, Trustee, and Principal attended to observe common locations of concern and to develop recommendations at the time of assessment.

In the 2018 Baseline Family Survey, respondents identified locations of concern, such as busy intersections or over-grown pathways. Locations that were identified by 5 are listed below:

1. Appleton and Beaverpond (identified by 7 families)

- Busy intersection
- Drivers perform unsafe turns and do not look for pedestrians
- No safe crossing for children

2. Meadowbrook and Ridgebrook (identified by 6 families)

- Busy intersection

- High vehicle speed and volume
- Drivers do not stop at stop sign or they perform rolling stops

3. Stonehenge and pathway (identified by 6 families)

- High vehicle speed
- Drivers do not stop for pedestrians at crossing
- Pathway connects to school but not winter maintained

4. Beaverpond at school

- No safe crossing for pedestrians
- No parking restrictions on Beaverpond, vehicles stop and park at pick up/drop off creating poor sightlines and congestion

Action Register

This Action Register below summaries the actions and activities that were undertaken over the course of the School Active Transportation program.

St. John Paul II CS – Action Register

Objective	What	How	Who	When	Implementation status	Site/Outcome
Education	Bike Rodeo 2018	School to set date with City or Ottawa	School City of Ottawa	6/7/2018	Complete	
Encouragement	Winter Walk Day 2018	Set date and activities	School EnviroCentre Ottawa Public Health	2/1/2018	Complete	
Engineering	Improve safety of kiss and ride	School to remind families of rules for kiss/ride, staff to ensure rules are followed	Principal, School	9/3/2019	Complete	
Engineering	Request temporary traffic calming	Submit request to City	City, EC	Summer 2018	Complete	Beaverpond Dr TTC: École/School & MAX 40 KM/H pavement markings
Engineering	Request speed board	Submit request to City	City, EC	Summer 2018	Complete	Beaverpond Dr Speed board implemented
Engineering	Request PXO on Beaverpond at School	Submit request to City	EC, City	December 2018	Complete	Beaverpond at School Beaverpond at School

						Type D PXO to be installed Summer/Fall 2019
Engineering	Replace faded "NO PARKING/BUS ZONE" sign	Request through board	OCSB	Summer 2018	Complete	School site
Engineering	Repaint line at driveway entrance	Request through board	OCSB	Summer 2018	Complete	School site
Engineering	Add "BUS ZONE" pavement marking	Request through board	OCSB	Summer 2018	Complete	School site
Engineering	No parking signs	Request through board	OCSB	Summer 2018	Complete	School site
Engineering	Repaint pavement lines/markings	Request through board	OCSB	Summer 2018	Complete	School site
Enforcement	Traffic reporting awareness	EnviroCentre to revise information and provide to school School to distribute	School EnviroCentre	Fall 2018	Complete	
Engineering	Consider requesting presentation from City specialist	Request traffic specialist present to school council on warrant systems and engineering change processes	EnviroCentre City: Area Traffic Specialist	Spring 2018	Complete	

Encouragement	Share OSTA walk maps	School to share OSTA walk maps in comms	School	Ongoing	Complete	
Encouragement	Newsletter/Email/Social Media	Principal to share updates/relevant AT related materials in newsletter	School EnviroCentre City of Ottawa	Ongoing	Complete	
Enforcement	Review vehicle speed/volume data	EnviroCentre to contact City for speed data	City traffic specialist EnviroCentre School	Fall 2018	Complete	Received vehicle speed/volume data to share with committee to understand existing conditions and warrant systems
Enforcement	Traffic safety blitz	Contact 3-1-1 for bylaw enforcement	School to contact 3-1-1 as needed for enforcement	Ongoing	Complete	Beaverpond
Enforcement	Request enforcement for cars not stopping for ACG	Submit traffic violations to OPS	School	Ongoing	Complete	
Enforcement	Request enforcement for cars not stopping	Submit traffic violations to OPS	School	Ongoing	Complete	
Enforcement	Request enforcement for speeding/not stopping	Submit traffic violations to OPS	School	Ongoing	Complete	

Engineering	Request pathway winter maintenance	School to monitor	EnviroCentre	2/7/2019	Complete	Pathway behind school
Engineering	Request speed limit reduction to 30km/hr	EnviroCentre to research process and guidelines for such a change	City EnviroCentre School Council	7/11/2018	Not achievable at this time	Beaverpond Not feasible based on criteria & current vehicle speed/volume.
Engineering	Adult Crossing Guard	Submit 311 request	School zone safety coordinator		Not achievable at this time	Did not meet warrant
Engineering	Pedestrian Crossover	Submit 311 request	EnviroCentre		Not achievable at this time	Did not meet warrant
Engineering	Flashing "School Zone" beacons	Submit 311 request	School zone safety coordinator		Not achievable at this time	Not warranted for this type of location
Engineering	Relocate snow pile	Submit request to Board	School, Board		Not achievable at this time	Not possible at this time, monitor going forward

Implementation Highlights

- Good engagement with local Councillor and OCSB Trustee.
- Good collaboration between school and Ottawa Public Health representatives (school health nurse, HEAL program, Strategic Support Branch, Active Transportation for schools).
- PXO to be installed on Beaverpond Dr outside school.
- Successfully implemented a number of traffic calming measures near the school including speed boards and pavement markings on Beaverpond.
- School saw a 3% decrease in car use TO school and an 11% decrease in car use FROM school.
- Active transportation overall increased 5% - 6%.

Next Steps

Refer to the [Keeping it Going Check-list](#). Here are some items that are specific to St. John Paul II.

Continue to promote Active Transportation through school messaging

- Purpose: encourage students and families to incorporate physical activity into their daily lives and promote active transportation for getting around both to/from school and within their communities.

Book pedestrian and cycling safety workshops

- School to book pedestrian and cycling safety workshops for the 2019/2020 school year to educate students on safety skills and encourage walking/cycling.



Maps

