



John Norquay Elementary

YEAR 2 FOLLOW-UP REPORT

SCHOOL ACTIVE TRAVEL PLANNING

1 EXECUTIVE SUMMARY

In 2013, John Norquay Elementary School (Norquay) participated in the City of Vancouver's School Active Travel Planning (SATP) program. This program is a partnership between the City and the Vancouver School Board and involves other local stakeholders including the Vancouver Police Department, Parking Enforcement, HUB, and HASTe. The SATP program directly supports the goals of the City of Vancouver's long-term transportation plan, Transportation 2040. The plan seeks a city-wide shift towards sustainable travel modes, with an overarching target of 2/3rd of all trips by 2040 to be made on foot, bike or transit. To support this, Transportation 2040 sets out a series of actions to achieve this target, including school-related actions to:

1. Provide high quality walking and cycling routes to and from school; and
2. Educate and encourage active and safe travel to school.

This report is the second document produced as part of the Norquay Elementary School Active Travel Planning (SATP) program. During Year 1 (the 2013-2014 school year), an initial report and an Action Plan (**Appendix A**) were developed to gather information and guide Norquay's SATP process. During Year 2, the documents were updated to incorporate new information and to create this supplementary follow-up report.

School Travel Patterns

- Driving is currently the main transportation mode with approximately half of students being driven to/from school. Many other families/students walk to/from school, representing approximately 38% .
- Travel patterns before and after the SATP process have changed. Driving increased 11% (from 38% to 49%) and walking decreased 9% (from 47% to 38%). Perhaps related to the increased number of students joining the Mandarin bilingual program in Norquay which attracts students from outside the school's catchment area.

Transportation Challenges

The Year 1 travel plan identified the following transportation challenges in this area:

- High vehicle speeds around the school zone
- Pedestrian safety concerns at the intersection of Earles and Horley Street
- Visibility concerns at the intersection of Duchess Street and Horley Street
- Unsafe parking in the school pick-up/drop-off zone on Duchess Street, Ward Street and Slocan Street

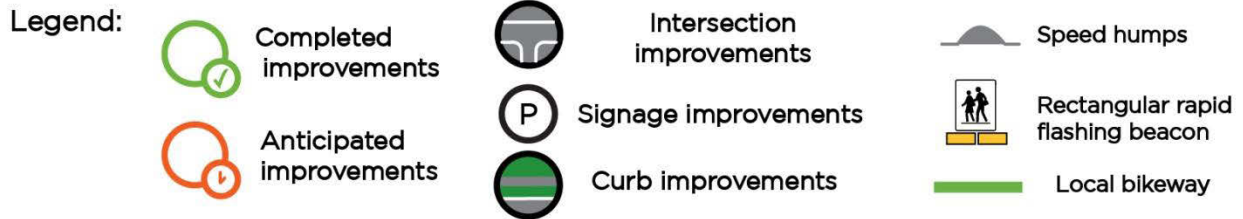
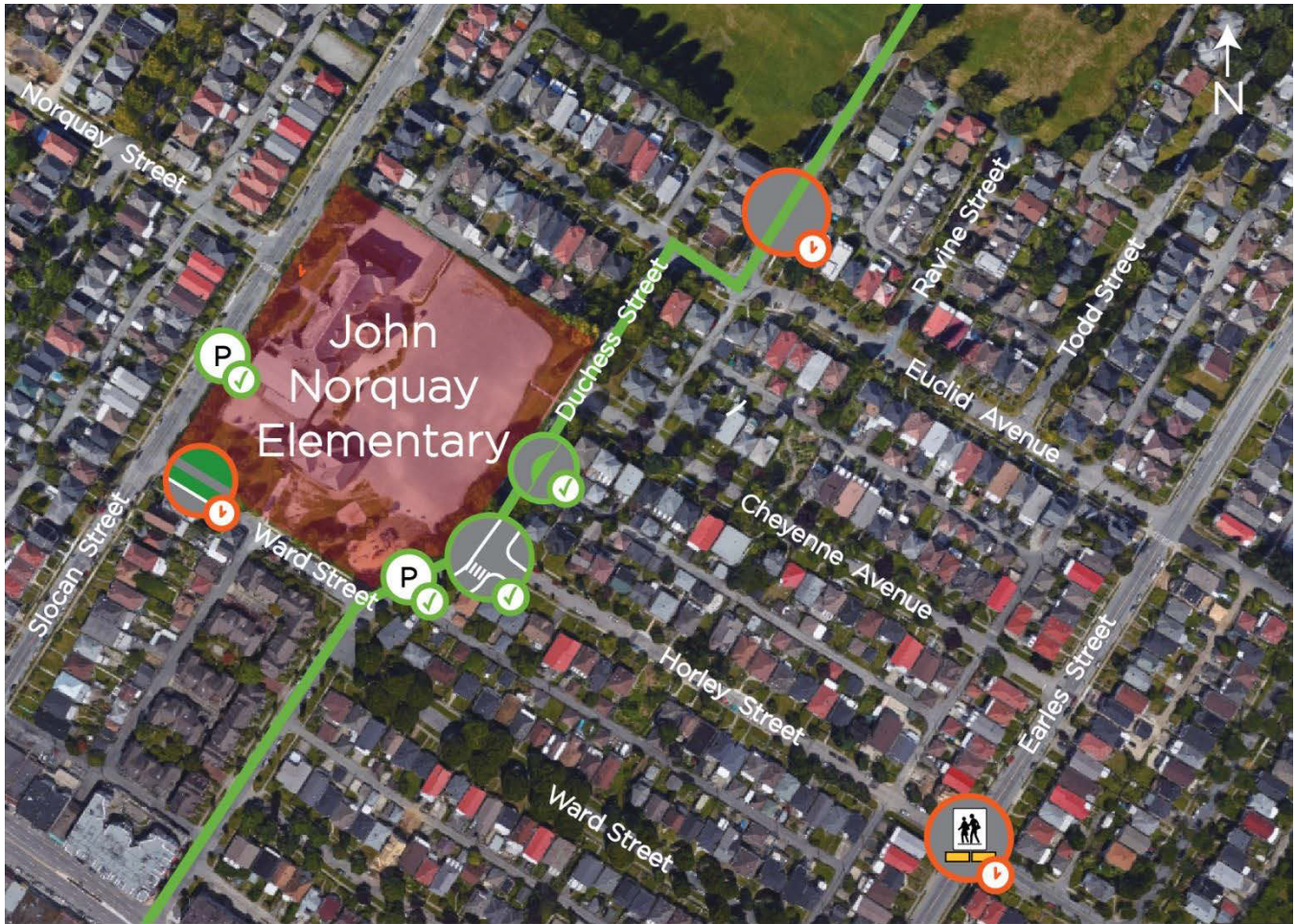
- The need for a dedicated school bus zone
- Lack of cycling infrastructure close to the school

Key Action Items

To address the identified challenges and achieve the SATP goals, the City of Vancouver has completed or is planning the following infrastructure improvements around the school (to be complemented by ongoing education and monitoring programs) (see **Figure ES1**):

- Change crosswalk markings at Duchess Street at Horley Street from parallel lines to zebra markings (Completed)
- Install crosswalk and corner clearance signs at Duchess Street at Horley Street to improve sightlines (Completed)
- Install speed humps on Duchess Street between Ward Street and Euclid Avenue (Completed)
- Review, change or add "No Parking", "3 min Parking" and "No Stopping" on Duchess Street, Ward Street and Slocan Street around the school (Completed).
- Install flashing beacons at the crosswalk on Earles St and Horley St (Anticipated)
- Complete the curb on the north Side of Ward Street east of Slocan Street (Anticipated).
- Add Duchess Street to the city's local bikeway network (Anticipated).
- Install a dedicated "Bus zone" parking sign on Ward Street (Anticipated).

Figure ES1 - Map of Infrastructure Improvements



Parents Comments

- We live half a block away from school. It takes 3-5 min to walk” - Parent of a 6 year-old
- “Walking is a healthier choice, physically, and environmentally” - Parent of a 8 year-old boy
- “My husband walks my child to and from the school every day” - Parent of a 5 year-old boy
- “We enjoy walking to and from school every day” - Parent of a 6 year-old