



Renfrew Elementary

Year 1 Initial Report

School Active Travel Planning

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1 School Active Travel Planning

In 2017, Renfrew Elementary School (Renfrew) began the City of Vancouver's School Active Travel Planning (SATP) program. This program is a partnership between the City and the Vancouver School Board.

The SATP program encourages and promotes walking and cycling to school. The program's focus is to:

- Improve the safety and comfort of walking and cycling infrastructure around schools
- Increase education and awareness around active travel

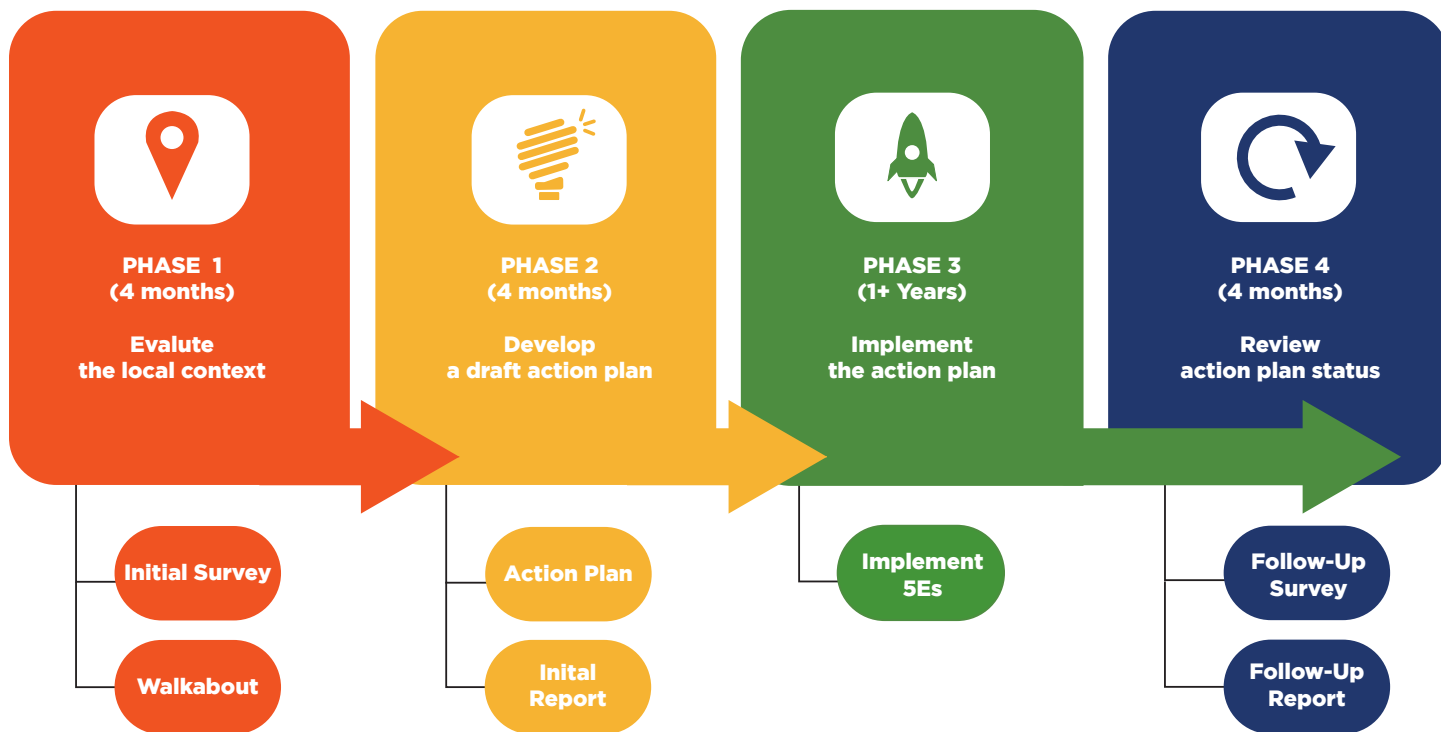
The program is supported by the City of Vancouver's long-range Transportation 2040 Plan which includes policies to support the encouragement, promotion and education of sustainable travel in school and to move towards zero traffic fatalities and serious injuries. Transportation 2040 also sets a target that at least two-thirds of all trips will be made by foot, bike, and transit.

The SATP program is a community-based model for implementing school travel planning. Known collectively as the 5E's, the program takes a comprehensive approach to support active and sustainable travel to and from school. The 5Es are:

- **Evaluation:** Collect information to understand context and monitor changes.
- **Engineering:** Improve infrastructure near the school.
- **Enforcement:** Increase compliance with traffic laws and parking regulations.
- **Education:** Change perceptions of active travel and support programs to improve safety and reduce conflicts between modes.
- **Encouragement:** Promote active travel as a fun, easy and exciting way to get to school.

The SATP process is defined by four phases of implementation over two to three years (see Figure 1).

Figure 1. School Active Travel Planning Process



The City of Vancouver, the Vancouver School Board, the Principal and the Parent Advisory Council (PAC) are the key partners in this process. Other stakeholders may be involved in the program, such as the Vancouver Police Department (VPD), Insurance Corporation of B.C. (ICBC), Translink's TravelSmart and other community organizations and agencies.

2 School Profile

Renfrew's current catchment area is bordered by Grandview Highway to the north, Boundary Road to the east, E 27th Avenue to the south and Lillooet Street to the west (see map in Appendix B). In 2017, Renfrew had 445 enrolled students including a district Montessori program and primary special remedial class. Families speak many languages at home and approximately half of the students did not learn English as their first language.

During phase 1 (October 2017 - January 2018), City staff collected information from the Renfrew community to learn about the school. Figure 2 summarizes the public engagement and data collection conducted in this phase.

Figure 2. Evaluation Summary



Feedback received through meetings and surveys helps to prepare a school transportation profile and highlights preliminary school-based travel concerns.

Walking: Most students walking to Renfrew will need to cross one of the high-volume arterial streets bordering the school on its west side (Rupert Street) or south side (E 22nd Avenue). Students who live in the subdivision to the north or east of the school do not cross an arterial, but often travel through laneways due to the street layout of the area.

In meetings and in the take-home surveys, parents and guardians were concerned with students crossing the arterial streets. They reported that vehicles speeds and quick maneuvers during school times that made walking uncomfortable for their family.

Biking and Rolling (wheelchairs, skateboards and scooters): Students cycling or rolling to Renfrew can access the school from the south and west sides. Secure bike parking is located at the school's rear. The nearest cycling route is a painted lane on Rupert Street. The hill between Grandview Highway and E 22nd Avenue may be a physical barrier for families, especially younger students. Several parents reported that they did not feel comfortable using the painted lane on Rupert Street and asked for more and better quality cycling facilities in the neighbourhood.

Taking Transit: The school is served by several bus routes which connect to SkyTrain stations nearby. Some students also arrive by bus for district programs. In observations of the school and comments from staff, there were issues with parents using the designated bus loading zone for pick-up and drop-off activity.

Driving: Parents driving are able to drop-off and pick-up students on all sides of the school. During observations, parents and guardians parked on both sides of the arterial streets and often crossed mid-block to reach the school. Some parents used the staff lot as a space for drop-off and pick-up which creates conflict between these drivers and students leaving the school via the nearby building doors.

Parents mentioned there were a limited number of spaces available near the school for parking. Programs like TravelSmart's Drive to Five program (parking five minutes away from the school and walking to the school) can encourage interested parents to model positive active travel behaviour, crossing behaviour and can create spaces for parents who need to park close to the school.

A school infrastructure map is included in the report (see Appendix B) to help students and families plan a comfortable and convenient route to school.

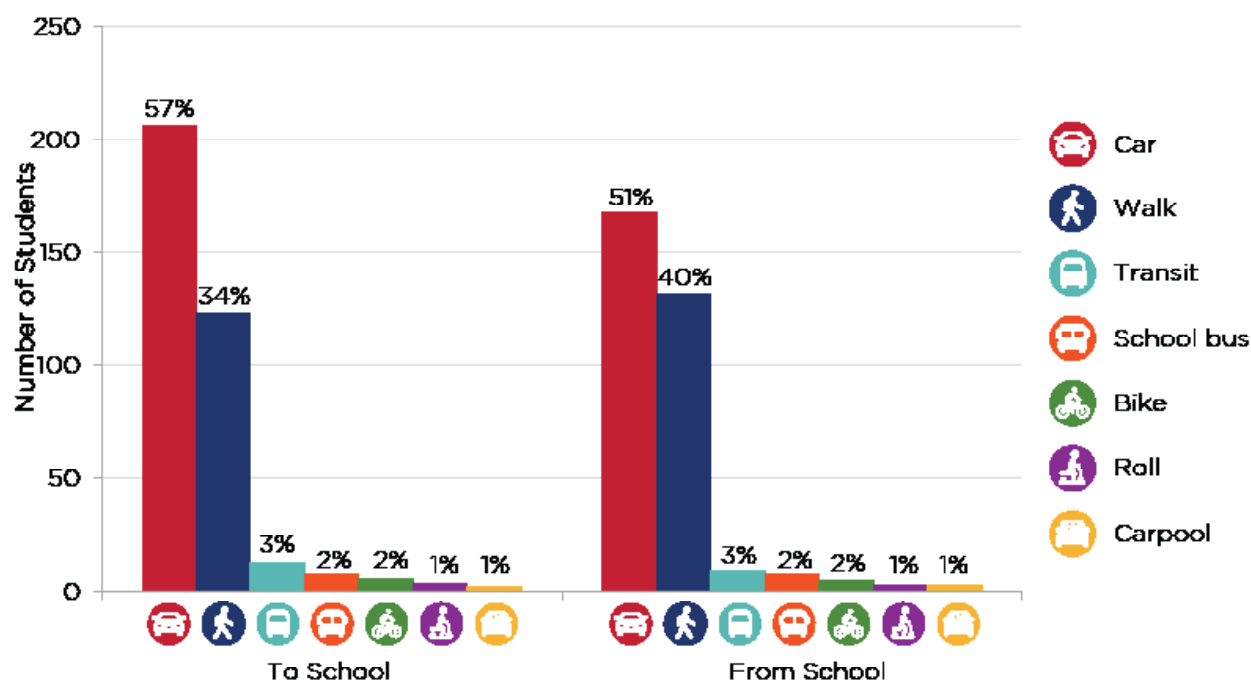
3 School Travel Patterns

During phase 1, in-class hands-up surveys and a take-home survey for parents were used to learn about how families travel to and from school. These surveys give every student and family a chance to provide feedback. The collection process is summarized below and the survey questions can be found in Appendix C.

Hands-Up Survey	
Number of Divisions (Students Represented)	18 (359)
Hands-Up Survey dates	Oct 10-13 & Oct 16, 2017
Take-Home Survey	
Approximate Response Rate (Students Enrolled)	48% (445)
Number of Families (Students Represented)	150 (213)
Take-Home Survey Dates	October 10 - 23, 2017

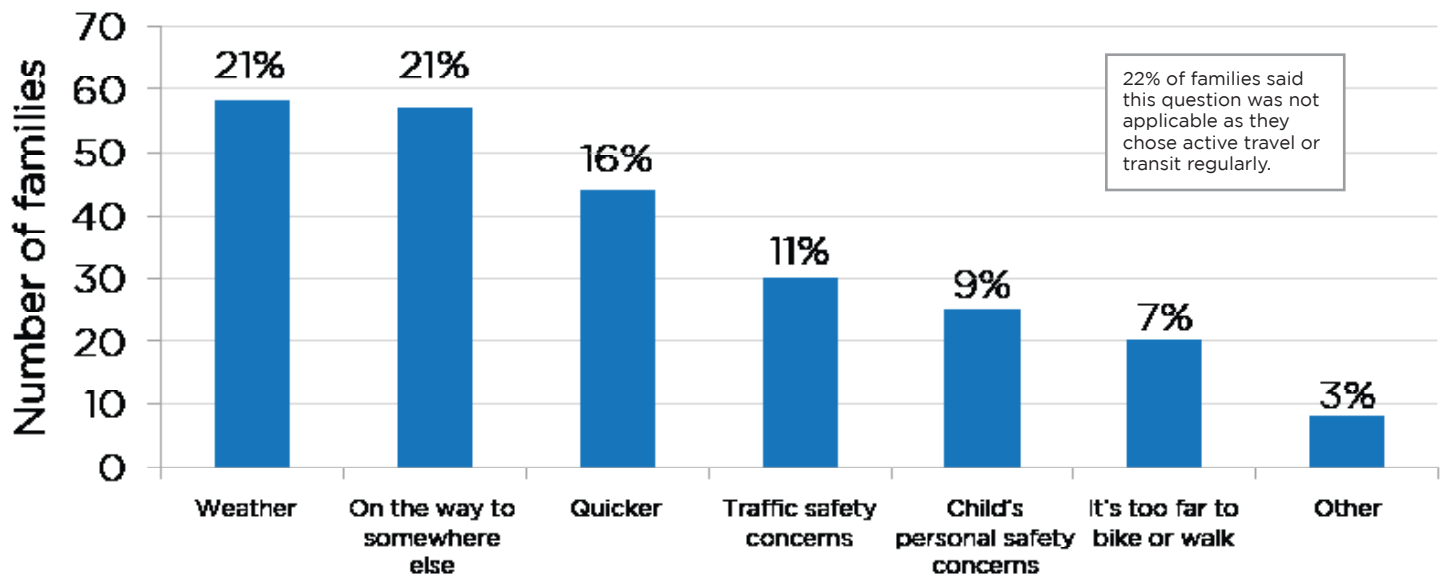
In the hands-up survey, 34% of students reported walking and 57% reported being driven to school (see Figure 3). Students also took transit (3%), took the school bus (2%) biked (2%), rolled (1%) or carpoled (1%). The percentage of students being driven is likely related to the district program which draws students from outside the school's catchment.

Figure 3. Hands-Up Survey Results



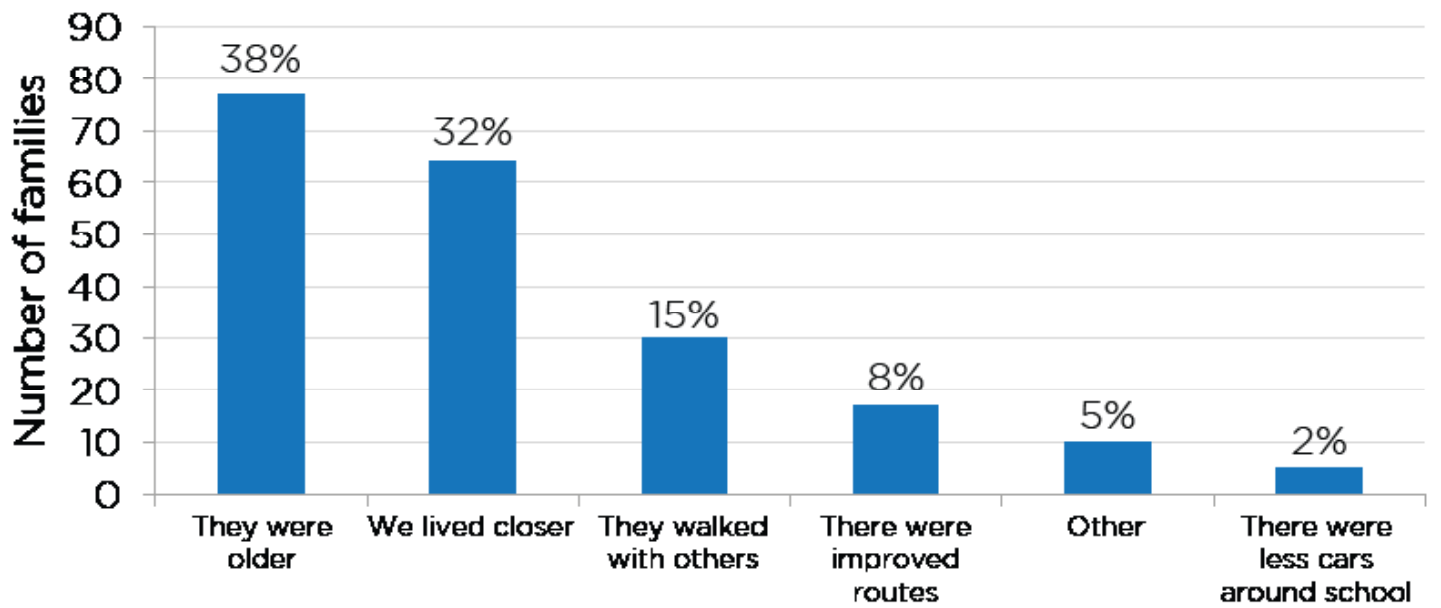
In the take-home survey, families reported on their travel patterns and barriers to active travel. Parents reported that weather and time pressure (“on the way to somewhere else” and “quicker”) were the most common reasons they drove (see Figure 4).

Figure 4. Reasons for Driving



Parents also reported on the barriers to allowing their children to walk (see Figure 5). The most common barriers were the student’s age, distance from the school and whether they would have to walk alone. Encouragement and education initiatives should work to reduce these barriers for student’s within the catchment as well as the Montessori students.

Figure 5. Parents Would Allow Youngest Child To Walk More if...

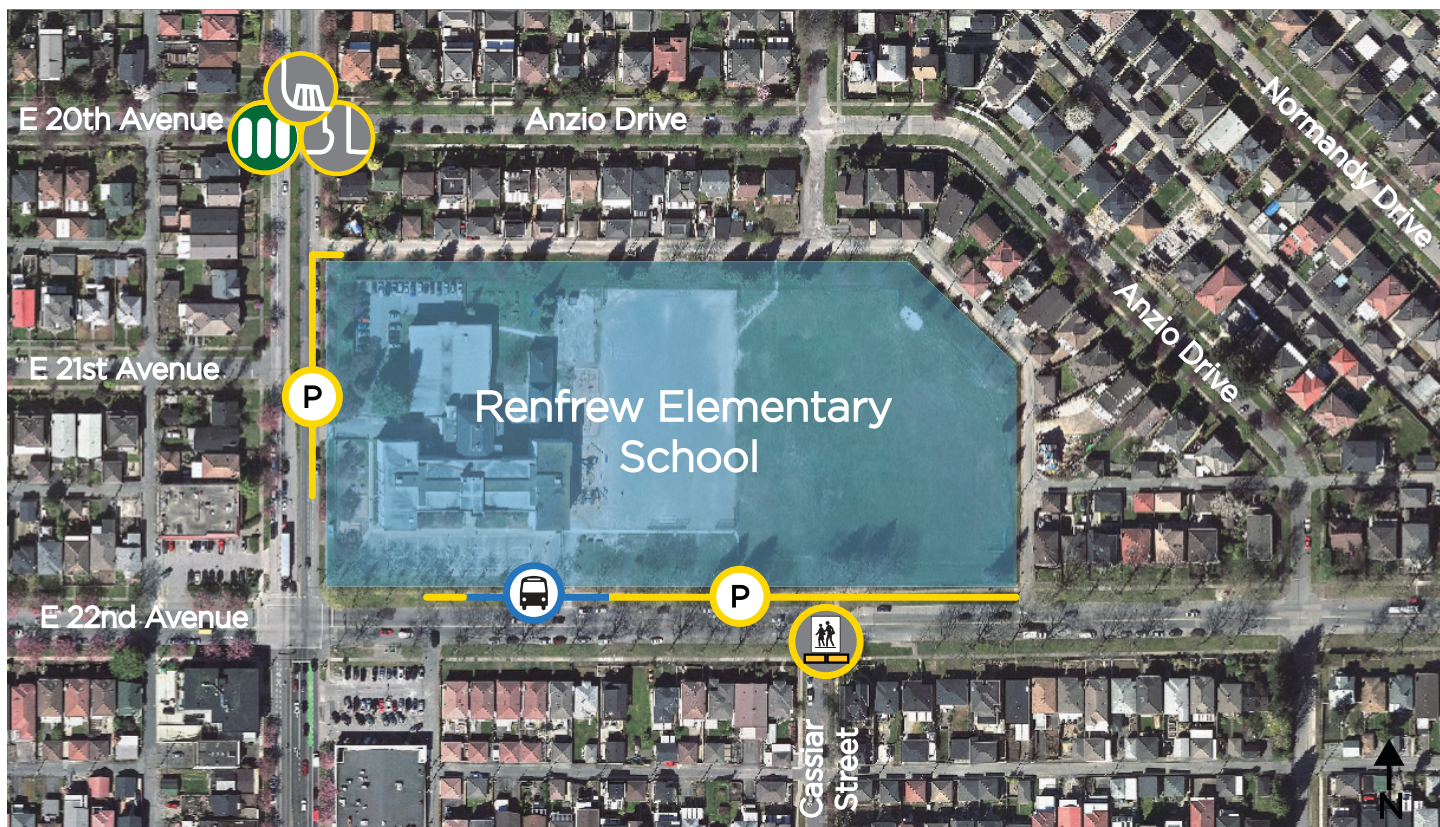


Additional survey results can be found in Appendix C.

4 Action Plan and Next Steps

An action plan for the school has been created through collaboration and consultation with the school administration, the PAC, VSB staff, City staff and other local stakeholders. This plan will guide the implementation of the 5Es in the coming years. A summary of the infrastructure improvements can be found in the map below (Figure 6) and a detailed action plan can be found in Appendix A.

Figure 6. Proposed Infrastructure Improvements



Legend:



Zebra crosswalk



Curb Bulges



Parking Changes



Flashing Beacon



Curb Ramps



**Bus Only
Parking**

These infrastructure improvements are targeted at areas where students are walking and biking. The improvements above:

- Create more comfortable facilities
- Increase the visibility of students using facilities
- Communicate clearly to students where they should cross

The City of Vancouver looks after action items related to **evaluation** and **engineering**. The City, the SATP partners and other organizations work together to provide the other 3Es.

- **Enforcement:** VPD, ICBC and City of Vancouver Parking Enforcement
- **Education & Encouragement:** The school, PAC, VPD, ICBC, Translink, City of Vancouver and community organizations

Details of these actions are also provided in the Action Plan in Appendix A. Additional resources in the appendices include:

- **A transportation infrastructure map** for families planning their active travel routes to school (Appendix B).
- **A parking map** to promote safe pick-up and drop-off behaviour around the school (Appendix B).
- **Extended survey results** for use by the school community (Appendix C).

In phase 4, the City will lead another data collection process to measure the success of the initial action plan and as a check-in point to update the plan.

Appendices

Appendix A: Action Plan

Item	Details	Complete	Comments
City of Vancouver			
School Active Travel Planning Report	Year 1 Report	Summer 2018	
	Year 2 Report	Anticipated 2020	
Hands-Up and Take-Home School Travel Surveys	Year 1 Surveys	Fall 2017	
	Year 2 Surveys	Anticipated 2019-2020	
Infrastructure Map	Map	Summer 2018	For distribution by school.
	Map Update	Anticipated 2020	
Parking Map	Map	Summer 2018	For distribution by school.
	Map Update	Anticipated 2020	
Rupert St. and E 20 th Ave. Improvements	Zebra-marked crosswalk on south leg	Fall 2017	To improve pedestrian visibility and comfort. Complete.
	Drop ramps on south side		
	Curb bulges on SW & SE corners		To reduce crossing distance for pedestrians. Complete.
	Extend protective medians		

Item	Details	Complete	Comments
Cassiar St. and E 22 th Ave. Improvements	Install Rectangular Rapid Flashing Beacon (RRFB)	Anticipated 2018-2019	An RRFB improves pedestrian visibility at a marked crossing.
Parking Improvements on E 22 nd Ave.	Install Bus Loading Zone immediately in front of school.	Anticipated Summer 2018	To allow for the safe student boarding. Complete.
	East of bus zone, change “No Parking 8am-5pm School Days” signs to “3 Min Parking 8am-5pm School Days”		Clearly marks areas for quick pick-up and drop-off. Complete.
	East of 3 Min parking zone, change “No Parking 8am-5pm School Days” signs to “2 Hour Parking 8am-5pm School Days”		Clearly marks spaces where parents can park vehicles. Complete.
Parking Improvements on Rupert St.	North of bus stop, change “No Parking 8am-5pm School Days” signs to “3 Min Parking 8am-5pm School Days” up to parking lot entrance	Anticipated Summer 2018	Clearly marks areas for quick pick-up and drop-off. Complete.
	North of parking lot entrance, install a “2 Hour Parking 8am-5pm School Days” zone.		Clearly marks spaces where parents can park vehicles. Complete.
	In lane, mark grassy median as “No Parking Anytime” area to clear 6m from Rupert St.		Vehicles parking on grass reduce pedestrian visibility. Complete.

Item	Details	Complete	Comments
Renfrew Elementary School			
Close staff parking lot during drop-off and pick-up	During first week(s) of September, have volunteer close lot with chain to non-staff vehicles.	September 2018 (and ongoing as needed)	Keeping lot chained off to parents will discourage pick-up and drop-off in this narrow lot.
Active Travel Weeks	Register for HUB's Bike to School Week and Dash BC's Walk and Wheel to School Week	Anticipated 2018 and ongoing	These annual events promote and encourage active travel.
Organize Student-Designed Sign	Students will create sign promoting Nightingale as an active travel school.	Anticipated 2018-2019	City provides dimensions and print weather-proof sign.
Renfrew Elementary Parent Advisory Council (PAC)			
Support School's Active Travel Initiatives	Support initiatives when the PAC has the capacity and interest.	2018-2019 and ongoing	
Vancouver School Board (VSB)			
Move Staff Parking Lot Entrance	Move lot entrance to the back lane or other appropriate location	Long-term	To reduce conflicts with pedestrians leaving the school building and grounds.

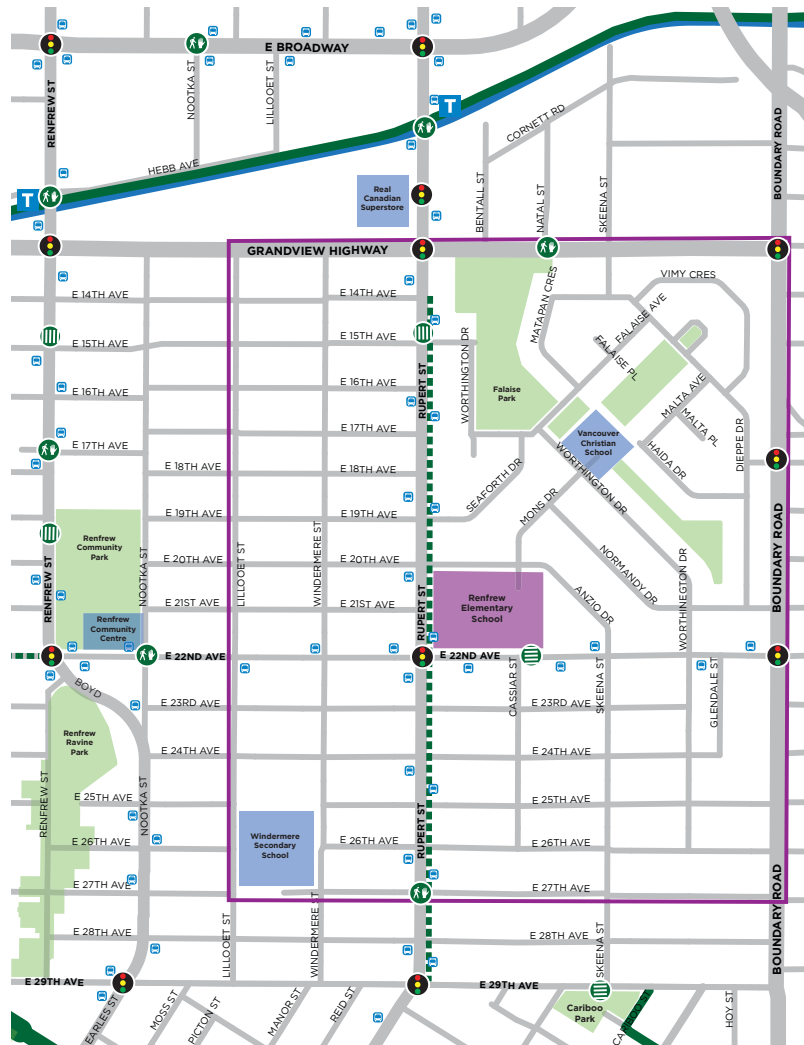
Item	Details	Complete	Comments
Improve Infrastructure For Bicycle Parking	The VSB can support costs for installation of 2 additional bike racks if desired by the school	Timing depedant on school request	Principal to use the VSB maintenance system to log the request. Connect with Sustainability department to have the cost transfer arranged.
Vancouver Police Department			
Speed Limits on E 22 nd Ave.	Monitor and enforce speed limits.	2018 and as requested	To improve behaviour and encourage slower speeds.
Pedestrian Safety Presentation	Present to students on walking safety.	Anticipated 2018-2019	To encourage safe walking behaviour.
City of Vancouver Parking Enforcement			
Enforce Parking Bylaws	Support changes to parking regulations near school with enforcement.	2018 and as requested	To improve parking behaviour.
TravelSmart			
Present Transit 101	Present to grade 6 and 7 students on sustainable travel choices	Anticipated 2018-2019	To increase student's awareness of active travel options in Vancouver.

Appendix B: Map Package














The following package is intended to provide all families at the school with the information to plan their route to school however they travel. Both maps can be sent home and posted within the school for review.

The infrastructure map (and accompanying back page) helps families make the best decision about their active travel route to school. The map of parking (and accompanying back page) near the school lays out the different types of parking available for parents.

Renfrew Elementary ~ Active Travel Infrastructure Map



Legend

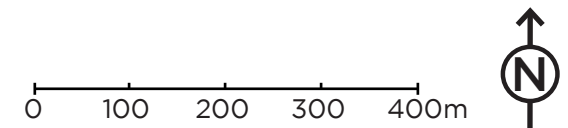
-  Traffic Signal
-  Pedestrian/Bike Signal
-  Marked Crosswalk
-  Traffic Circle
-  Bus Stop
-  Transit Station
-  School
-  Landmark/Destination
-  Arterial Street (busy)
-  Local Street (less busy)
-  Bike Route
-  SkyTrain
-  School Catchment

Safety Tips

Safe places to cross the street are at the corner of the street with a stop sign, traffic or pedestrian signals or at a marked crosswalk.

Always make eye contact with others before crossing the street.

Traffic Circles - Cars or bikes should yield to the right and stop for people walking.



Disclaimer: This map is produced as a public resource for general information purposes only. The City, it's employees, officers, directors and representatives do not guarantee the accuracy of the information contained therein nor warrant the safety of any route, highway, road, street, designated cycling route or other shown in the map information.

Active School Travel



Walking, cycling, and rolling benefits students, the community, and the environment.



Environment

Reduces car travel to school, in turn decreasing traffic congestion, greenhouse gas emissions, and air pollution.



Community

Creates opportunities to engage with neighbours and socialize on the way to and from school.



Student

Leads to healthier, happier and more alert learners through increased physical activity.



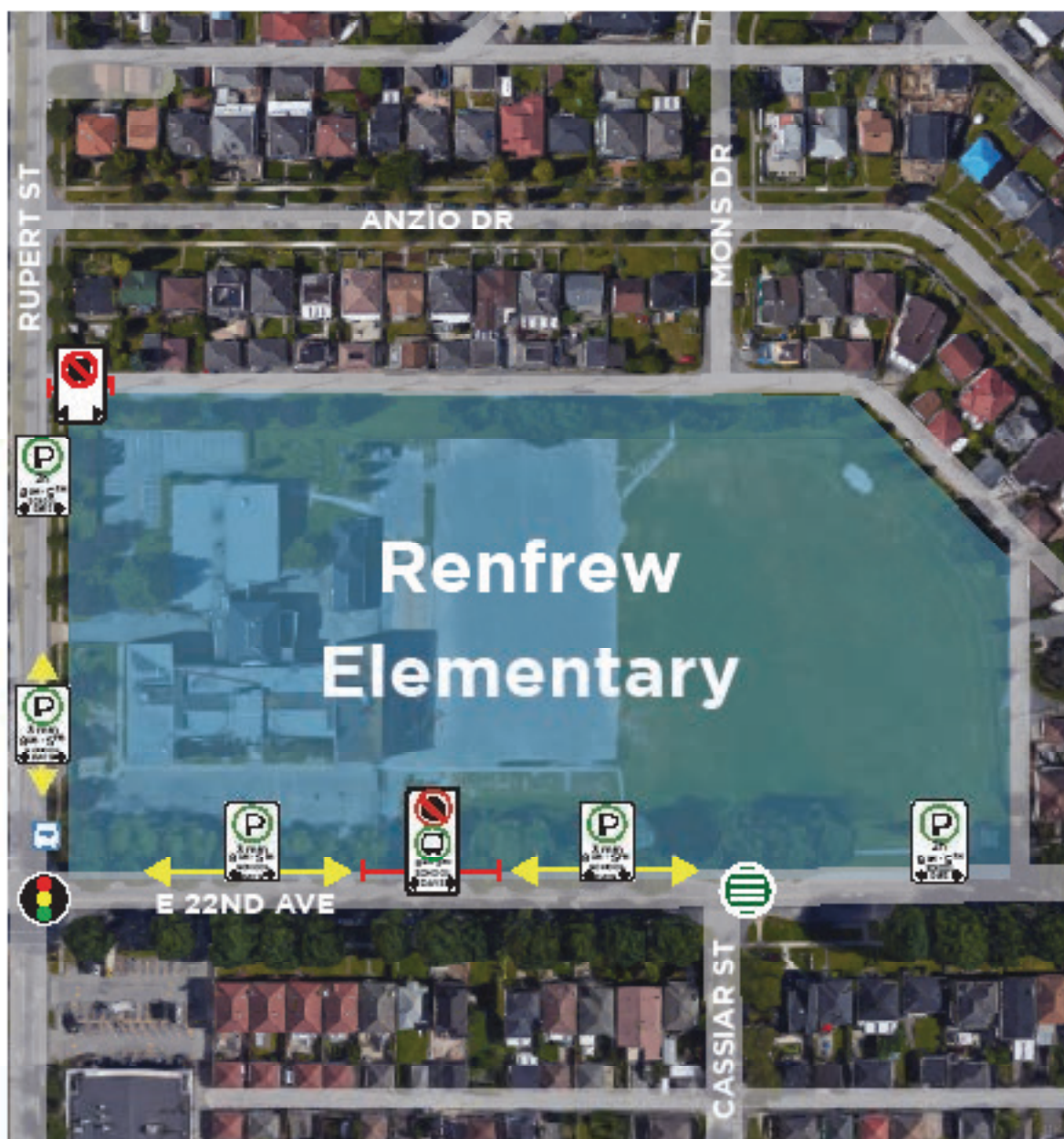
Health

Inspires active travel habits early in life that carry into adulthood.



Walk+Bike+Roll
Getting Around the
Vancouver Way

Renfrew Elementary Parking Map



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LEGEND



2 Hours Parking (School Days)

For longer school visits please park your vehicle in this zone for no more than 2 hours.



3 mins Parking (School Days)

These spots are for quick pick-ups and drop-offs. Park and collect your child quickly to create a spot for another vehicle.



School Bus Stop

Only buses may park here.



No Stopping (Anytime)

Vehicles cannot stop in a No Stopping zone for any reason, or any length of time. No Stopping signs without time limits are in effect at all times.



School Drop Off/Pick Up Zone



Public Bus Stop

Vehicles must yield to buses.



Marked Crosswalk

Crosswalks are vulnerable areas where students are crossing. Drivers should not stop or park on crosswalks. Clearance signs (no stopping) mark the areas near crosswalks where stopping is prohibited.



Traffic Signal

Support Active Transportation

Keep the area around your school a safe place to walk, cycle and roll by following the posted signs. If you are driving, consider the "Drive to Five" initiative. Park five minutes away and walk to school. It is an activeway to start and end the day.

August 2018

0 10 20 30 40m



Walk+Bike+Roll Safety Tips

Keep the area around your school a safe place to walk, cycle and roll by following the posted signs. If you are driving, consider parking several blocks away and walking to the school. It's an active way to start and end the day.



School Crosswalk

Drivers must yield to pedestrians and remain stopped at every marked and unmarked intersection until they reach the other curb.



School Zone

This sign reminds drivers they are entering a school zone and they should be alert.



Speed Humps

Speed humps are installed to reduce the speed of traffic and calm the street. Slow down around the school.



School Zone Speed Limit

On local streets in the school zone, drivers need to slow down to 30 km/hr between 8 AM to 5 PM.



No Stopping (School days)

No vehicles are allowed here between 8 AM - 5 PM. This keeps sightlines clear and gives emergency vehicles somewhere to park.



Bus Zone

Only buses may park here.



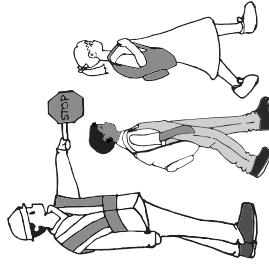
No Parking (School days)

Drivers may stop for no more than five minutes to drop-off and pick-up. A legal parking spot should be found to wait longer or enter the school.



3 Minute Parking (School days)

These spots are for quick pick-ups and drop-offs. Park and collect your child quickly to create a spot for another vehicle.



Safety Patrols

Patrols direct and help students at intersections near the school. Please respect all safety patrols around schools in Vancouver. Children are still learning the rules of the road and may not do as directed or expected. Be prepared to react.

Be mindful about how you travel on our city streets, sidewalks, paths and bike facilities.

Learn more: vancouver.ca/streets-transportation/school-active-travel-planning.aspx

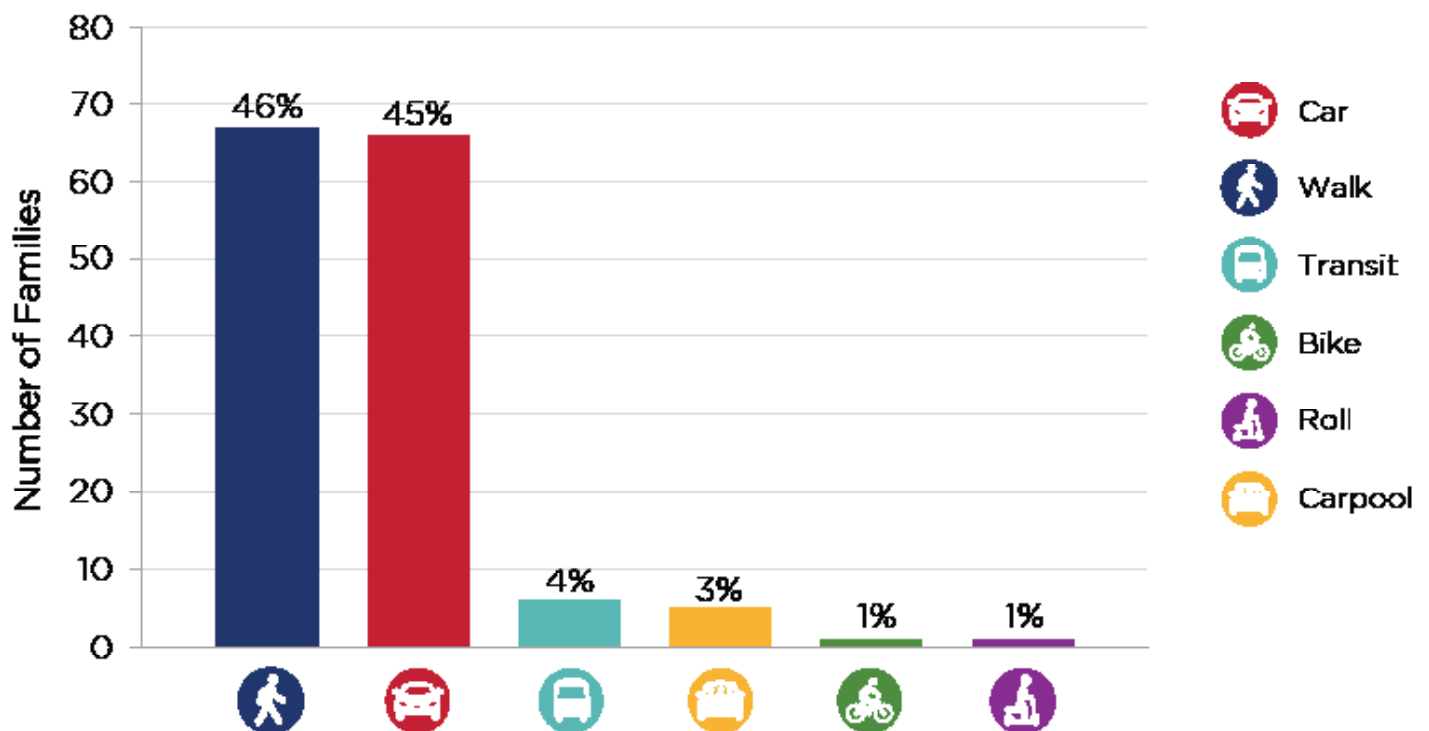
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Appendix C: Surveys

Appendix C contains additional surveys results as well as the hands-up survey form distributed to classrooms and take-home survey distributed to families.

The results in the figures below are a continuation of those in Chapter 3. The surveys asked parents how their youngest child travels to school and their relationship with active travel. Comparing the hands-up survey on mode share (Figure 3 on page 7) and the take-home survey (Figure 7 below), active travel mode share is greater in the take-home survey result. This may be related to the difference in questions (“how did you travel to school” vs. “how does your youngest child *usually* travel to school”) however it is likely related to self selection for the survey. Families that choose active travel may be more likely to fill out a survey on active travel.

Figure 7. Take-Home Survey Mode Share Results



Families also answered questions about their trips to school for their youngest child and any barriers to active travel (Figure 8 to Figure 11). Likely due to the number of families travelling for the Montessori district program, approximately 30% of students never walked and lived a more than 20 min walk or bike ride from the school. However, many students did walk everyday (44%) and a number of students walked or bike occasionally. Encouraging and celebrating students who walk and bike regularly will likely encourage those who travel occasionally to do so more often. It can also encourage the families that drive to incorporate active travel for a multi-modal commute.

Figure 8. How Often Youngest Child Walks to School

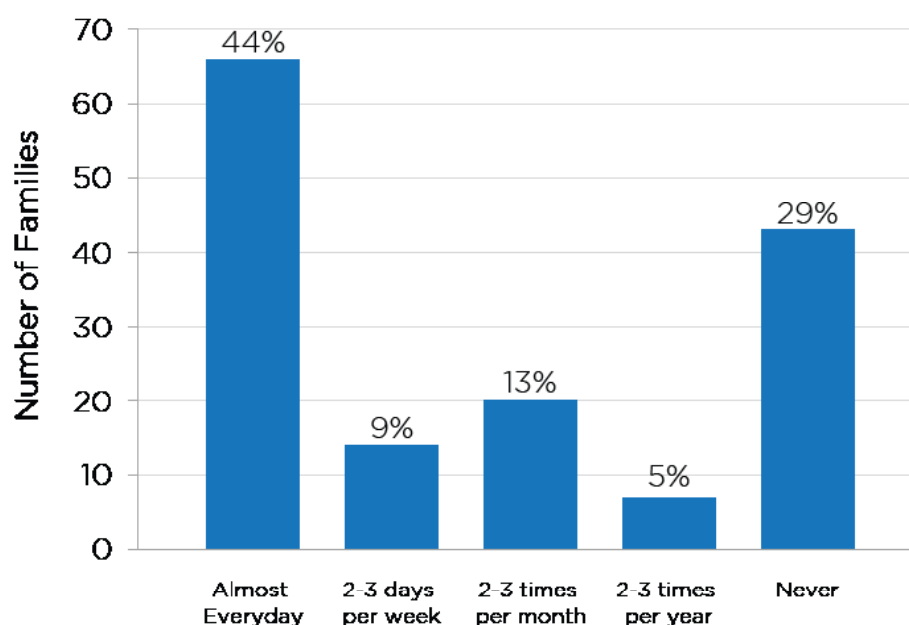
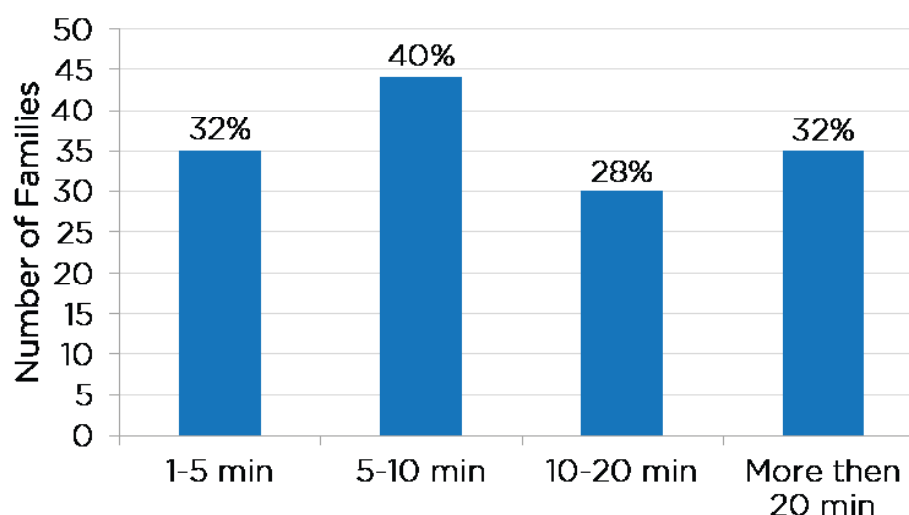


Figure 9. Length of Time for Youngest Child to Walk to School



Around 11% of families also reported that their youngest child at the school usually travels alone (Figure 12). Initiatives that celebrate these students as active travel leaders by matching them with other students interested in active travel may make the trip safer and more fun for both groups. Group travel or paired travel groups could also support students cycling. The student’s age, the student travelling alone and vehicle congestion around the school were the top barriers to allow their child to cycle to school (Figure 13).

Although the school has high quality bike racks at the building’s rear, “secure bike racks” was one of the top three barriers to cycling for parents. Further consultation should consider whether moving racks to the front of the school or advertising bike cage to parents might mitigate secure bike parking concerns.

Figure 10. How Often Youngest Child Bikes to School

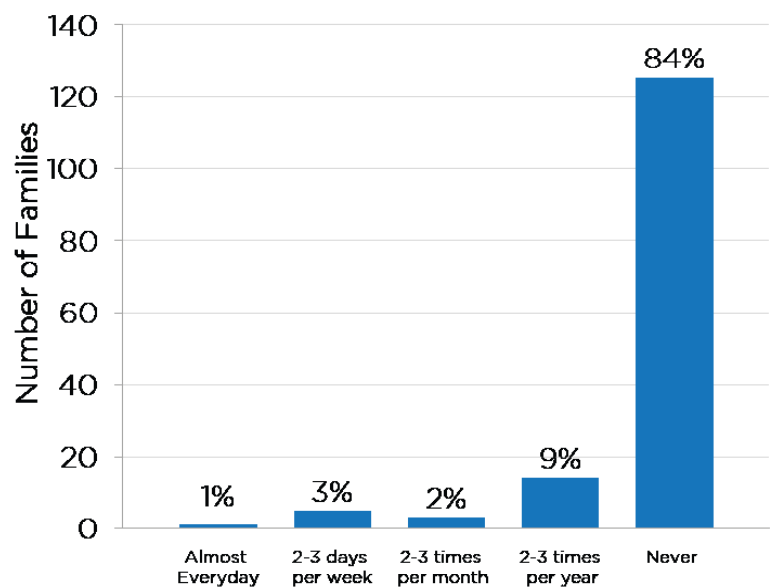


Figure 11. Length of Time for Youngest Child to Bike to School

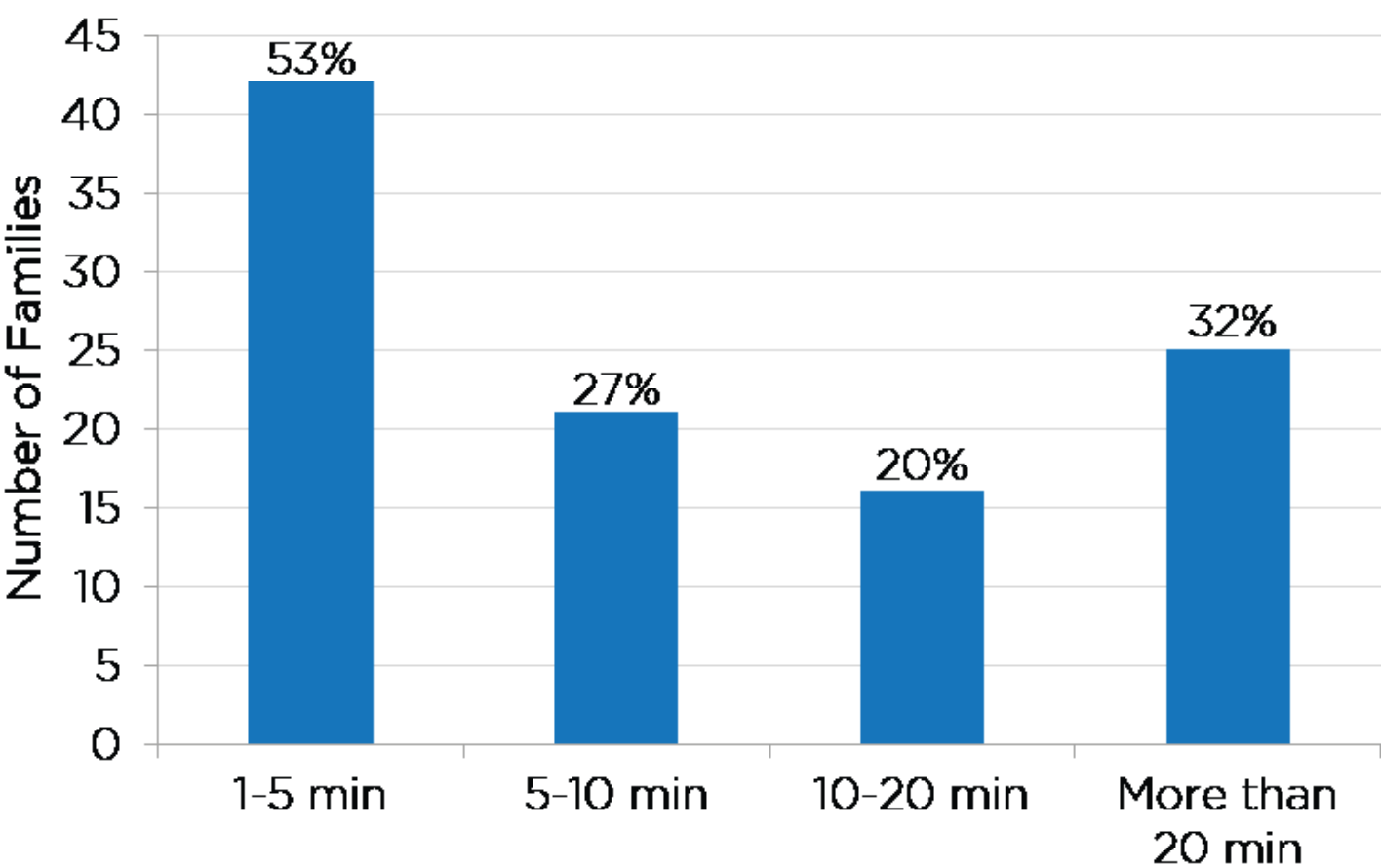


Figure 12. Who Youngest Student Travels to School With

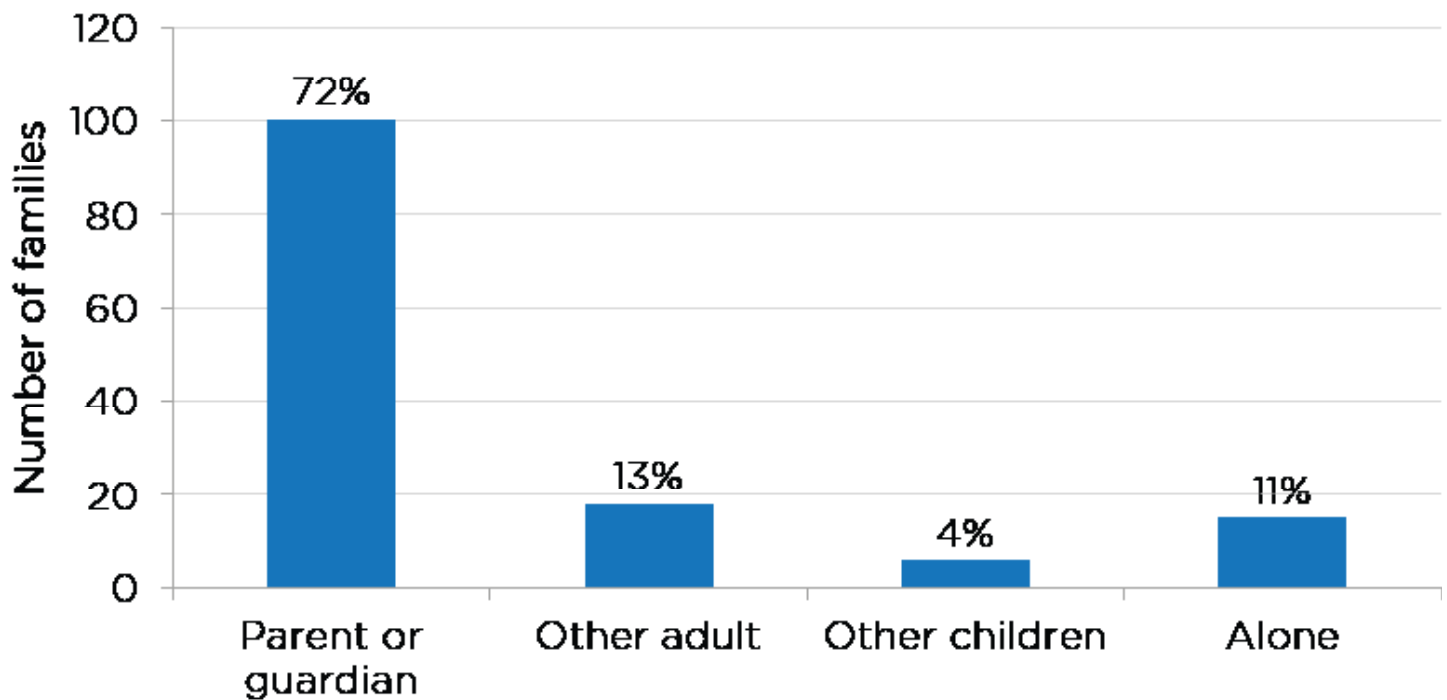
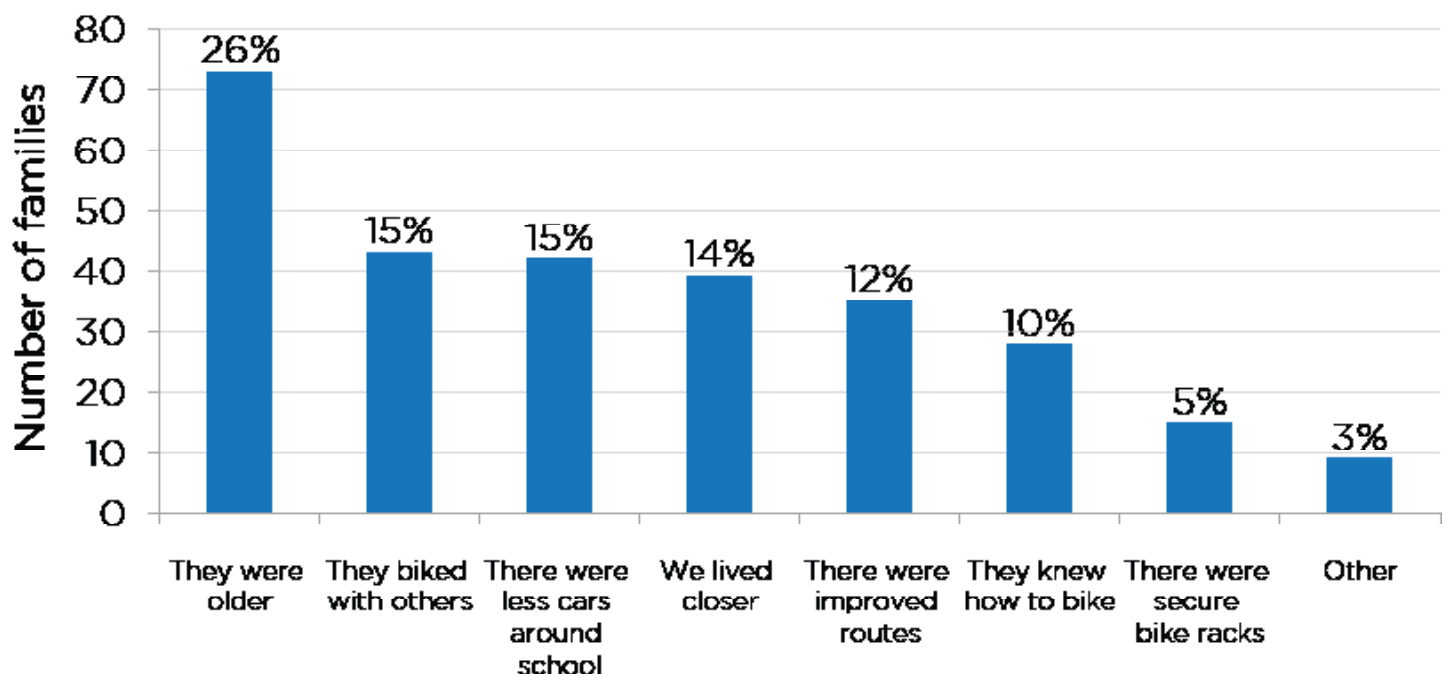


Figure 13. Parents Would Allow Youngest Child to Bike More if...



Renfrew Elementary School Classroom Transportation Survey



Please complete this survey by asking students to raise their hands for the week of:

Tuesday, October 10, 2017 to Monday, October 16, 2017

Teacher: _____ Grade _____ Division #: _____ # of Students: _____

"How did you travel to school this morning?"



	Walk	Bike	Roll	Transit	Car	Car-pool	School Bus	Other	Total
Mon									
Tues									
Wed									
Thurs									
Fri									
Total									

"How will you travel from school today?"



	Walk	Bike	Roll	Transit	Car	Car-pool	School Bus	Other	Total
Mon									
Tues									
Wed									
Thurs									
Fri									
Total									

Additional instructions:

- Ask students to report how they arrived and left the school grounds.
- The "Roll" category includes children who skateboard, scooter, rollerblade, etc.
- The "Carpool" category refers to a student who travels in a private vehicle with multiple children from different homes (i.e. not siblings).

If you or your students have any questions, please email: schoolactivetravel@vancouver.ca

Dear Renfrew Parent:

Renfrew Elementary is participating in the City of Vancouver's School Active Travel Planning program to encourage and promote walking and cycling to school. The program takes place over two years and includes several types of projects to address barriers to active travel including:

- Gathering information from students and families about their travel choices
- Conducting a walkabout with City staff and the school community to identify school travel challenges and opportunities
- Consulting with stakeholders such as the Vancouver Police, Translink and HUB
- Creating a school travel action plan
- Upgrading transportation infrastructure near the school
- Promoting active travel education and awareness

Studies have shown that active travel has many benefits for students, the community, and the environment, including:

- Increasing physical activity among students, leading to healthier, happier, and more alert learners
- Creating opportunities to engage and socialize on the way to school
- Reducing car travel to school, in turn decreasing traffic congestion, greenhouse gas emissions, and air pollution
- Inspiring active travel habits early in life to carry into adulthood

To learn more about the program, please visit

<http://vancouver.ca/streets-transportation/school-active-travel-planning.aspx>

Every family's feedback is important to the success of the program. Take 10 minutes to complete the attached survey and tell us about your family's travel choices. This information will help us create a school travel plan that considers the needs of the school's students and families. If you have any questions about the survey or the School Active Travel Planning program, please contact our team at schoolactivetravel@vancouver.ca.

Please return ONE survey per family with your youngest child by Monday, October 23, 2017.

Thank you,

Liliana Quintero
Transportation Engineer
Engineering Services, City of Vancouver
schoolactivetravel@vancouver.ca



This notice contains important information that may affect you. Please ask someone to translate it for you.

此通告刊載有可能影響閣下的重要資料。請找人為你翻譯。

ਇਸ ਨੋਟਿਸ ਵਿਚ ਮਹੱਤਵਪੂਰਨ ਜਾਣਕਾਰੀ ਹੈ ਜੋ ਕਿ ਤੁਹਾਡੇ ਲਈ ਜ਼ਰੂਰੀ ਹੋ ਸਕਦੀ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਇਸ ਦਾ ਉਲੱਥਾ ਕਰਨ ਲਈ ਆਖੋ।

Thông báo này có tin tức quan trọng có thể ảnh hưởng đến quý vị. Xin nhờ người phiên dịch hộ.

Este aviso contiene información importante que puede afectarle personalmente. Pídale a alguien que se lo traduzca.

Ce document contient des renseignements importants qui pourraient vous concerner. Veuillez demander à quelqu'un de vous le traduire.

Renfrew Elementary School Transportation Survey



This survey is part of the City of Vancouver's School Active Travel Planning program which seeks to improve the safety and comfort of walking and cycling to school. **Your input is vital** to the success of this program.

Div: _____

Please fill out **ONE survey per family** and return it with your youngest child by **Oct 23, 2017**

Tell us about your family...

1. How old are your children attending Renfrew?

Child	Age
1	
2	
3	

2. What is your postal code?

3. Are any of your children part of the Montessori program?

☐ Yes ☐ No

Tell us about how your family travels...

4. How does your **youngest** child usually get **TO** school? (Choose one)

- ☐ Walk
☐ Bike
☐ Roll (e.g. skateboard, scooter)
☐ Bus or Skytrain
☐ Carpool (Your children & other children)
☐ Car (Your children only)
☐ Other: _____

5. How do you usually get to your daily activities?

- ☐ Walk
☐ Bike
☐ Roll (e.g. skateboard, scooter)
☐ Bus or Skytrain
☐ Carpool (Traveling with others to work)
☐ Car
☐ Other: _____

6. Who usually travels with your **youngest** child **TO** school?

- ☐ Parent/Guardian
☐ Other adult (e.g. grandparent, childcare worker)
☐ Other children (e.g. sibling, friends)
☐ Child travels alone

7. If you usually drive your **youngest** child to school, what are the **3 most** important reasons why?

- ☐ Weather
☐ It's on my way to somewhere else
☐ It's quicker
☐ I'm worried about traffic safety
☐ I'm worried about my child's personal safety (e.g. bullying, stranger danger)
☐ It's too far for my child to bike or walk
☐ Not applicable (We walk/bike/roll/transit regularly)
☐ Other: _____



8. How often does your **youngest** child walk **TO** school?

- ☐ Almost everyday
- ☐ 2-3 days per week
- ☐ 2-3 times per month
- ☐ 2-3 times per year
- ☐ Never

9. How long does it take your youngest child **to walk** to or from school?

- ☐ 1-5 minutes
- ☐ 6-10 minutes
- ☐ 11-20 minutes
- ☐ +20 minutes

10. I would allow my youngest child **to walk** to and from school more if:
(check the **3 most** important reasons)

- ☐ We lived closer
- ☐ They were older
- ☐ They walked with others
- ☐ There was an improved walking route (e.g. crosswalk improvements)
- ☐ There were less cars around the school during pick-up & drop-up
- ☐ Not applicable (we walk regularly)
- ☐ Other: _____



11. How often does your **youngest** child bike **TO** school?

- ☐ Almost everyday
- ☐ 2-3 days per week
- ☐ 2-3 times per month
- ☐ 2-3 times per year
- ☐ Never

12. How long does it take your youngest child **to bike** to or from school?

- ☐ 1-5 minutes
- ☐ 6-10 minutes
- ☐ 11-20 minutes
- ☐ +20 minutes

13. I would allow my youngest child **to bike** to and from school more if:
(check the **3 most** important reasons)

- ☐ We lived closer
- ☐ They were older
- ☐ They biked with others
- ☐ There was an improved biking route (e.g. bike lanes)
- ☐ There were less cars around the school during pick-up & drop-up
- ☐ There were secure bike racks
- ☐ They knew how to bike
- ☐ Not applicable (we bike regularly)
- ☐ Other: _____

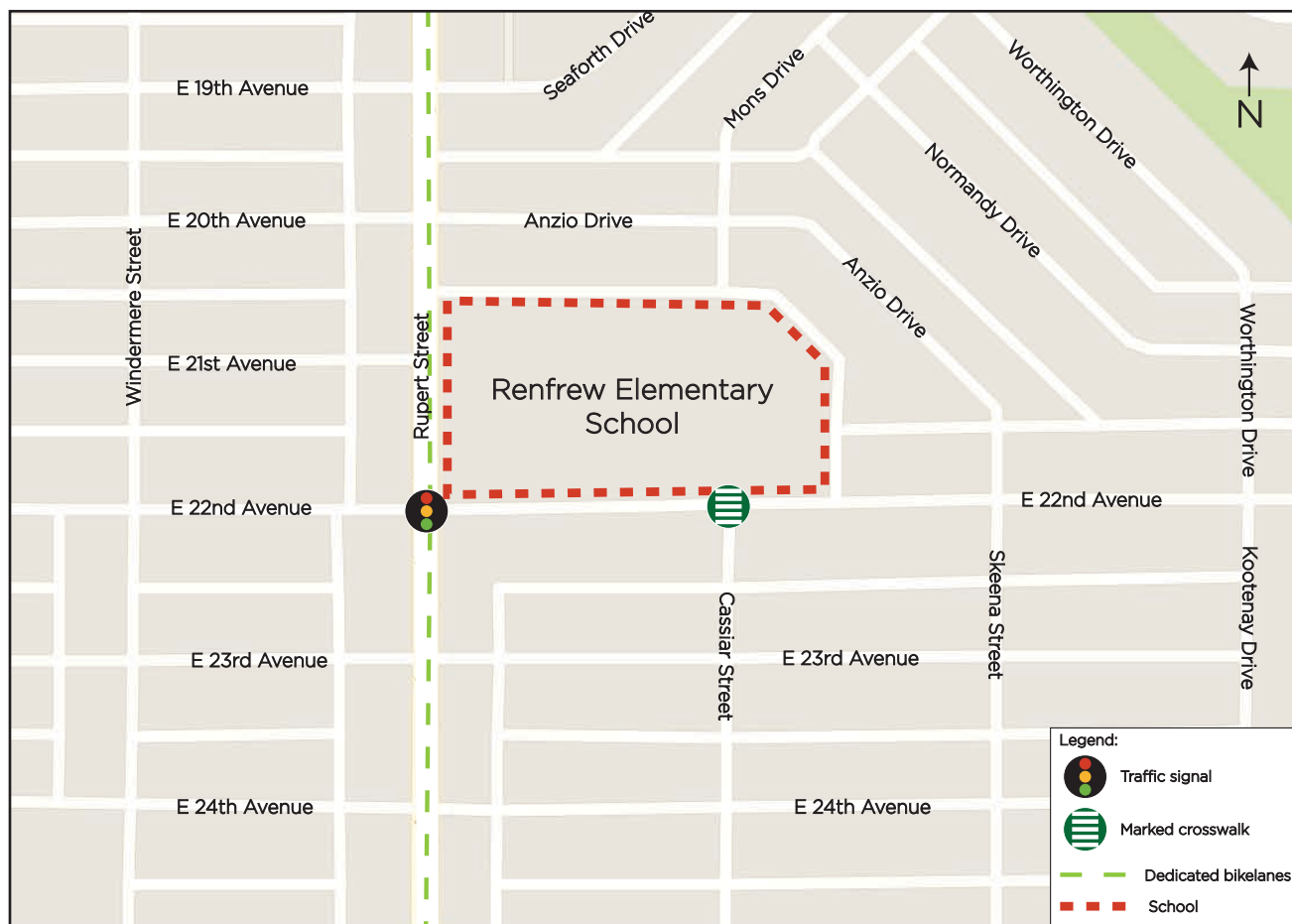
14. Do you have any other comments about your child's journey to school?

15. Please mark your usual walking or biking route to school on the map.

Circle whether this is a walking route or biking route



OR



16. If applicable, **circle and number up to two areas of concern** on the map. Describe these concerns below.

Concern	Description
1	
2	

More information about the City of Vancouver's School Active Travel program is available at <http://vancouver.ca/streets-transportation/school-active-travel-planning.aspx>.

Your personal data and responses will remain confidential. Any personal information is collected in accordance to BC's Freedom of Information and Protection of Privacy Act.