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Coquitlam

For Committee

October 9, 2015

Our File: 16-8690-20/MSTP/1

Doc #: 2069123.v2

To: City Manager

From: General Manager Engineering and Public Works

Subject: **Middle School Walk-Bike Ability Program - Status Update**

For: **Council-in-Committee**

Recommendation:

That the Committee receive the report of the General Manager Engineering and Public Works dated October 9, 2015, entitled "Middle School Walk-Bike Ability Program, Status Update" for information.

Report Purpose:

To provide a status report on the Middle School Walk-Bike Ability Work Program.

Strategic Goals:

This program supports the following strategic goals: strengthening neighbourhoods, increasing active participation, and enhancing sustainability of City services and infrastructure.

Background:

On October 21, 2014, Council received the report entitled "Middle School Walk-Bike Ability Program, Phase 1" for information. An overview of the phase one process of the Middle School Walk-Bike Ability Program is provided as Attachment 1.

The City, in partnership with TransLink's TravelSmart program, is jointly providing the phase one of the Middle School Program. With students' and parents' engagement, the intent is to provide training to students, teachers, administration, and parents about the different options of getting to and from school as well as helping to identify potential operational and infrastructure improvements for each school area. The City leads the implementation process once the infrastructure improvements are identified.

The eight middle schools participating in the City of Coquitlam Program are:

- 2014/2015 - Sir Frederick Banting Middle; Scott Creek Middle; Summit Middle; and Hillcrest Middle (Group A)
- 2015/2016 - Maillard Middle; Montgomery Middle; Como Lake Middle and Maple Creek Middle (Group B).

The schedule for the overall program is provided in the table below.

Middle School Walk-Bike Ability Program									
Group	Schools	Phase	Item	2014	2015	2016	2017	2018	
A	Banting, Hillcrest, Scott Creek, Summit								
		1	Needs Assessment (School Travel Planning including Initial Surveys, Walkabouts)	x	x				
		1	Out Reach Activities (School Leadership Program, Cycling Training, Celebration Event, Follow up Surveys)		x				
		1	School Travel Planning Documentation (maps and reports)		x				
		2	Traffic Operational Reviews/Improvements (City)		x	x			
B	Maillard, Montgomery, Como Lake, Maple Creek	2	Capital Infrastructure Improvements (City)			x	x		
		1	Needs Assessment (School Travel Planning including Initial Surveys, Walkabouts)		x	x			
		1	Out Reach Activities (Leadership Program, Cycling Training, Celebration Event, Follow up surveys)			x			
		1	School Travel Plan Documentation (maps and reports)			x			
		2	Traffic Operational Reviews/Improvements (City)			x	x		
		2	Capital Infrastructure Improvements (City)				x	x	

Discussion:

Due to the school strike that occurred in 2014, the process for the first four schools started in late fall 2014. Baseline travel mode surveys were done at each Group A school and from February to April 2015 walkabouts were conducted. Participants in the school walkabouts included representatives from the school, parents, plus staff from Engineering, TravelSmart, ICBC, Fraser Health Authority and HUB Cycling. Each walkabout, led by HASTE, collectively identified for each school a variety of actions including infrastructure needs. The City items have been categorized into (i) traffic operational reviews/improvements; and (ii) infrastructure improvements.

Attachment 2 provides an overview and status of the traffic operational requests received as well as a list of capital improvements identified for each of the four schools in Group A evaluated during 2014/2015 period.

The outreach elements of the Middle School Program include the TravelSmart Leadership Program, the Ride the Road cycle training and the multi-modal Celebration Event. The Group A school outreach activities were completed late last spring. The one exception is the Ride the Road cycle training for Summit Middle – this component will be completed by mid-October 2015; the delay is due to on-site construction that occurred at the school in the spring of 2015 and was at the request of the school. In addition follow-up travel mode surveys are being conducted this fall at each of the Group A schools to assess impact of the outreach program.

At this time the Group A - School Travel Plan Reports, including TravelSmart Route maps, are being prepared. Once the follow-up surveys and reports are complete, this information will be posted to the City's web site and will be made available to the school Principals through the School District web portals. Principals will be responsible for distributing the maps and coordinating with PAC groups. Group A schools traffic operational reviews and improvements are either underway or completed; while capital items, which are the responsibility of the City, are scheduled for implementation in 2016/2017.

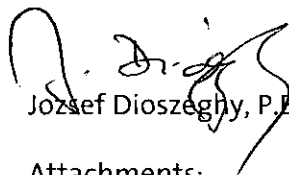
The program for the remaining four schools (i.e. Group B - Como Lake, Maillard, Montgomery and Maple Creek) is scheduled for the 2015/2016 school year, with the needs assessment process underway. Outreach activities are being scheduled for spring 2016. Staff will report back to Council next year when the Phase 1 process for the Group B schools is complete and results from the needs assessment process are known.

Financial Implications:

Funding for the Middle School Program (i.e. needs assessment, outreach and infrastructure implementation costs) is provided for in the five-year capital program and was phased over a five-year period until 2018. The costs of the needs assessment and outreach components have been jointly cost-shared with TransLink's TravelSmart Program (60%) and the City (40%); while the costs for the traffic operational reviews/improvements and capital infrastructure program are funded by the City.

Conclusion:

The Middle School Walk-Bike Ability Program is underway and is in its second year of a five year program. Outreach activities for the first four schools (Group A) are in the final stages of completion while the outreach process for the second four schools (Group B) has been initiated. Group A schools traffic operational reviews and improvements are either underway or completed; while capital items, which are the responsibility of the City, are scheduled for review and/or implementation in 2016/2017. Once implemented the improvement of the walking and cycling environment around middle schools will facilitate and encourage active transportation for Coquitlam students which is a key goal of the Strategic Transportation Plan as approved by Council.



Jozsef Dioszeghy, P.Eng.

Attachments:

1. City of Coquitlam / TravelSmart Middle School Work Program
2. City Components: Traffic Operational and Capital Infrastructure Improvements (for Group A schools)

This report was prepared by Catherine Mohoruk, Manager Transportation Planning and reviewed by Michelle Hunt, Director Parks Planning and Business Systems, plus Roads and Traffic Operations staff.

City of Coquitlam/TravelSmart Middle School Walk-Bike Program

The City, in partnership with TransLink's TravelSmart, is providing a program for middle schools. With students' and parents' engagement, the intent is to help identify potential infrastructure improvements, and provide training to students, teachers, administration, and parents about the different options of getting to and from school. The eight middle schools participating in the City of Coquitlam are:

1. Sir Frederick Banting Middle (2014/2015)
2. Scott Creek Middle (2014/2015)*
3. Summit Middle (2014/2015)
4. Hillcrest Middle (2014/2015)
5. Maillard Middle (2015/2016)
6. Montgomery Middle (2015/2016)
7. Como Lake Middle (2015/2016)*
8. Maple Creek Middle (2015/2016)

* originally Como Lake Middle was scheduled for 2014/2015; however, at the request of the school, they were moved to 2015/2016 and Scott Creek Middle was moved to 2014/2015.

Description of Elements (Phase 1):

School Travel Planning (HASTe organization with City staff)

School Travel Planning (STP) uses a collaborative approach involving all relevant stakeholders to enable communities to tackle the root causes of their schools' transportation issues. School Travel Planning services include:

- Formation of a municipal steering committee
- Formation of an STP school committee
- A HASTe STP facilitator
- Family household survey
- Development of an STP action plan (in consultation with City staff)
- Action plan implementation (projects might include but not exclusive to introduction of school infrastructure (bike rack etc.), education, community mobilization, and encouragement.
- Follow up data collection

Leadership Program (TravelSmart)

Working with a group of student leaders, a TravelSmart facilitator will facilitate five sessions with these student leaders to develop an outreach strategy to promote sustainable transportation at their school. Component of the program include:

- School map
- Student hands up survey
- TravelSmart facilitator to work with student leaders
- School pledge

- \$200 to spend on events and promotions
- Swag and prizes
- Marketing materials (posters and banners)

Ride the Road (HUB organization)

An intermediate course for grades 6 – 10, HUB Ride the Road introduces middle school students to the freedom and responsibilities of cycling in an urban setting. In this course, a fun and positive approach to cycling goes hand in hand with more formal instruction on how to cycle safely within neighbourhoods and on city streets, and basics on bike maintenance. The Ride the Road curriculum is provided to schools in a 5-unit Physical Education Program and includes in-class traffic theory and on-road training. The program provides:

- Course information and advice sent to parents and school staff prior to course date
- Experienced cycling instructors trained and certified by HUB in course instruction, and student engagement and facilitation (encouraging, friendly and helpful!)
- All necessary equipment, including loaner bikes and helmets
- Liability coverage

Bike Celebration (HUB/TravelSmart)

A one-hour fun and engaging event featuring cycling games, safety review, bike decorating, parade, and giveaways! HUB will come to each school to set up, but the students are required to bring their own bikes.

Middle School Program Deliverables:

- TravelSmart Leadership Program
- School Travel Planning - Survey Results from Family Take Home Surveys
- School Travel Planning Report on Walkabout Findings
- TravelSmart School Map
- TravelSmart Final Report
- Cycle Training
- Cycling Celebration Event

TravelSmart – an arm of TransLink assisting people in working toward sustainable travel choices made by walking, carpooling, cycling and taking transit across Metro Vancouver

HASTE – a Vancouver-based resource centre specialized in reducing school transportation emissions in British Columbia

HUB – a charitable organization providing bicycle education across Metro Vancouver

**Walk-Bike Ability Middle School Program
City Components: Traffic Operational Reviews/Improvements and
Capital Infrastructure Improvements for Group A - Hillcrest, Summit,
Scott Creek & Sir Frederick Banting Middle Schools**

In 2015 representatives from the City, school, parents, Translink's TravelSmart , HASTE, ICBC, Fraser Health, and HUB Cycling participated in a series of walkabouts with the purpose of identifying issues and developing an action plan that includes infrastructure improvements.

Staff have categorized them into traffic operation reviews/improvements and capital infrastructure improvements. Traffic operational items are either already completed or underway while capital infrastructure items are scheduled for implementation starting in 2016.

1. Hillcrest Middle School

(Walkabout date: Tuesday, February 17, 2015)

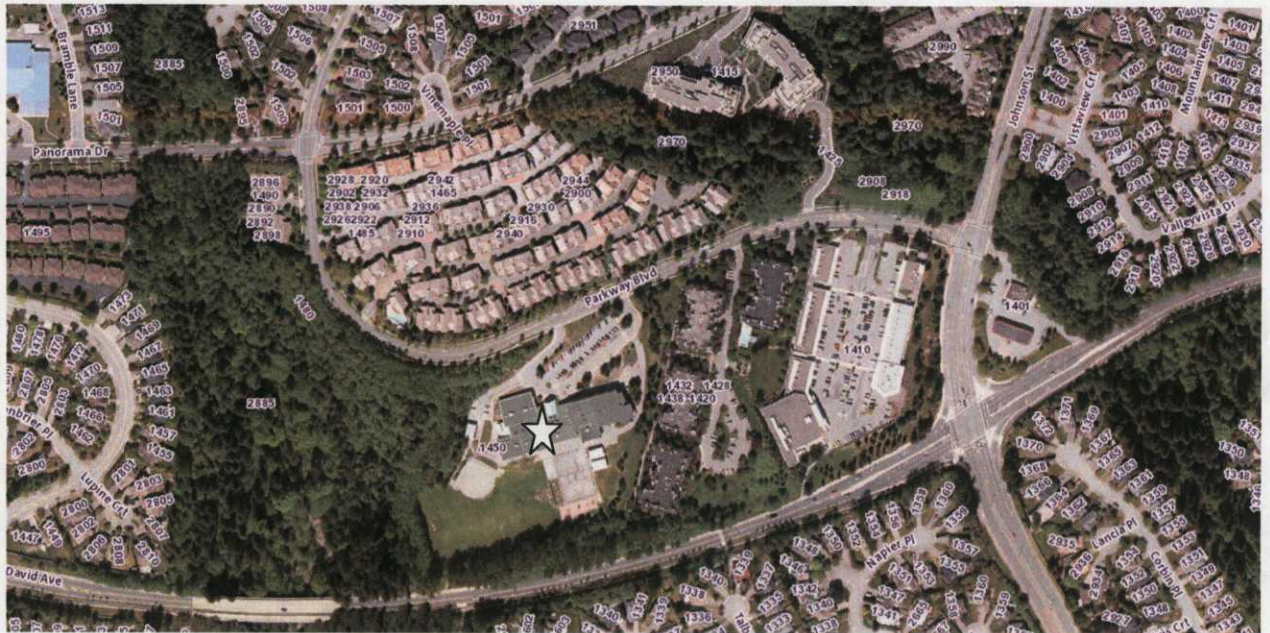


Hillcrest Middle School is located at the signalized intersection of Como Lake Avenue at Thermal Drive. The school has full access from Como Lake Avenue and Regan Street. Bus service is provided on Como Lake Avenue, and on Linton Street (a short walk from the school). There is one existing east-west bike route serving the school.

Traffic Operational Improvements	
Task (Transportation issues found/raised)	Status
City to conduct assessment of the intersection at Como Lake Ave. & Thermal Dr. <ul style="list-style-type: none"> Assess need for an advanced left-hand turn light for westbound drivers turning from Como Lake Ave. into the school entrance, exclusive during morning drop-off (8am - 9am) and afternoon pick-up (2:45pm - 3:15pm). Monday to Friday. 	City's assessment complete - a protective-permissive left-turn signal on Como Lake WB into the school driveway is not recommended as the existing traffic signal operation regulates flow of traffic into the school, giving preference to pedestrians.

<p>Linton at Regan Avenue: City to assess need for additional pedestrian crosswalk signage to increase visibility to cars traveling in both directions (i.e. move them closer to the street, so they can be seen from a further distance away).</p>	<p>In progress - City in process of installing additional pedestrian signage at the existing temporary curb extensions.</p>
<p>City to assess need for School Zone Ahead sign located for eastbound traffic along Reagan Ave. (between Linton St. & Mars St.).</p>	<p>City's assessment complete - the implementation of School Zone signage is done in accordance with national guidelines to ensure consistency, installing a sign in the location requested would place the signage too far away from the school so is not recommended.</p>
<p>City to assess need for parking along northside of Regan St. east of Wilmont St. (near school entrance). Removing parking would free up space for a safer arrival to school by improving visibility for drivers and pedestrians.</p>	<p>City's assessment complete - no further changes to on-street parking are recommended for Regan east of Wilmont Street.</p>
<p>City to assess neighbourhood truck traffic related to the Como Lake Village Shopping Centre.</p>	<p>City's assessment complete - Traffic and truck volume data was collected in spring of 2015, truck volumes on Regan Avenue and Montrose were reviewed and were found to be very low, only one or two truck trips occurring during the morning period which is well within acceptable limits.</p>
<p>City to assess Park n' Walk location.</p>	<p>Pending PRC feasibility assessment of park impacts, the potential for a joint use agreement with School District 43 for use of Mundy Park - Spani Pool parking lot for Park n' Walk location..</p>
<p>Capital Improvements (2016/2017)</p>	
<p>Task (Transportation issues found/raised)</p>	<p>Status</p>
<p>City to assess intersection of Linton Street and Regan Ave: <ul style="list-style-type: none"> • Add crosswalk bulge to increase visibility of both drivers and pedestrians and accommodate a safer and shorter walking path across the intersection. </p>	<p>The existing temporary curb bulges will be converted into a permanent configuration and will be done in coordination with the City's repaving program which is currently scheduled for 2017. In addition temporary curb bulges will also be installed in the other two corners of the intersection. The pedestrian signs on Linton will be relocated after the curb bulges are converted as part of the permanent installation.</p>

2. Summit Middle School
(Walkabout date: Thursday, March 5, 2015)



Summit Middle School is located on Parkway Boulevard west of Johnson Street. The school has full access from Parkway Boulevard and a pedestrian access from David Avenue. Transit services are provided on Parkway Boulevard and Johnson Street. An existing bike route is located on David Avenue.

Traffic Operational Improvements	
Task (Transportation issues found/raised)	Status
<p>City to conduct assessment of the intersection at Johnson St. and Parkway Blvd.</p> <p>Problem: Johnson St. (between Parkway Blvd. & David Ave.) often becomes clogged mainly from cars turning right from David Ave. and trying to cross two lanes of traffic to reach the left-hand turn lane.</p> <ul style="list-style-type: none"> Assess need for a longer advanced left-hand turn light along Johnson St. for cars turning onto Parkway Blvd. This could be exclusive for school morning drop-off (8am - 9am) and afternoon pick-up (2:45pm - 3:15pm). Monday to Friday. 	<p>In progress - the City is assessing the intersection to see if changes in the signal timing can improve the traffic flow along Parkway Blvd. in front of the school and at the intersection of Johnson Street.</p>

<p>City to assess intersection at Johnson St. and Parkway Blvd.</p> <ul style="list-style-type: none"> • Drivers are using the Petro-Can Station as a shortcut between David Ave. and Parkway Blvd. and disobeying the 'right turn only' sign once exiting onto Johnson St., instead going straight through on Parkway Blvd. 	<p>In progress - the City is conducting an evaluation of intersection and Petro-Can Station access operations.</p>
<p>City to assess drop-off situation at front entrance of Summit Middle School. Investigate alternative scenarios for a safer drop-off and a smoother traffic flow. Major congestion occurs along Parkway Blvd.</p>	<p>City has provided information for alternatives such as providing transit routing information to school administrators to distribute to parents to encourage use of transit.</p>
<p>Capital Improvements (2016/2017)</p>	
<p>Task (Transportation issues found/raised)</p>	<p>Status</p>
<p>City to review transit provisions on Parkway and Johnson.</p>	<p>Pending – Engineering staff to review transit bus stops on Parkway for potential bench and shelter provisions.</p>
<p>City to review cycle routing in area.</p>	<p>Completed – existing Class 1 bike route exists on David Avenue south edge of school.</p>

3. Scott Creek Middle School
(Walkabout date: Wednesday, April 8, 2015)

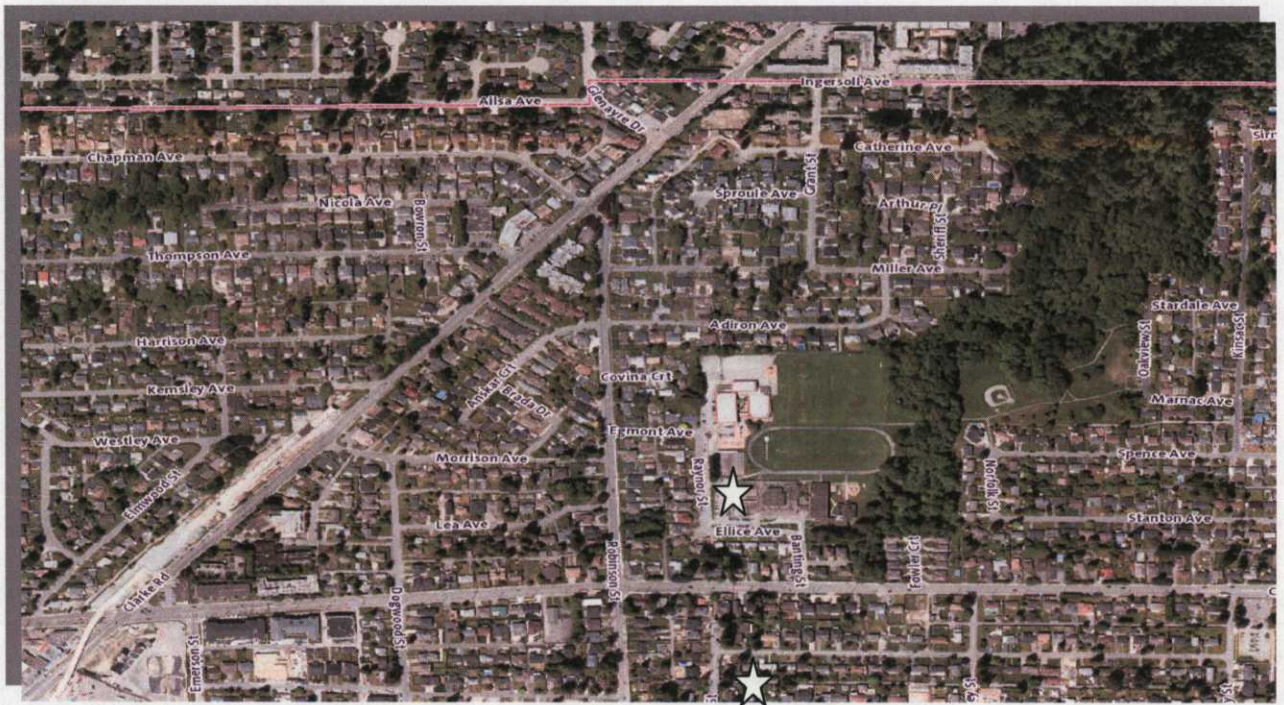


Scott Creek Middle School is located on Lansdowne at Charter Hill Drive. The school has full access off of Lansdowne and a pedestrian access from Guilford Way. The school is served by the frequent transit service and an existing bike route on Guildford Way.

Traffic Operational Improvements	
Task (Transportation issues found/raised)	Status
City to conduct assessment of the intersection at Guildford Way & Lansdowne Dr. • Consideration for extending cycle of advanced left-turn signal for vehicles heading eastbound onto Guildford Way from Lansdowne Dr. Exclusive during morning drop-off (8am - 9am) and afternoon pick-up (2:45pm - 3:15pm), Monday to Friday. This would alleviate vehicle backup along Lansdowne Dr. and into school parking lot during the times indicated above.	In progress – Traffic Operations staff to assess the intersection to see if changes in the signal timing will improve the traffic flow along Lansdowne Dr. in front of the school and at the intersection.

<p>City to assess Park n' Walk location.</p>	<p>Pending PRC feasibility assessment and review of park and pool impact, staff will explore the potential for joint use agreement with School District 43 for use of Eagle Ridge Pool parking lot for Park n' Walk location.</p>
<p>Capital Improvements</p>	
<p>Task (Transportation issues found/raised)</p>	<p>Status</p>
<p>Consideration for installing bike racks at the entrance of the Crunch next to the proposed community garden, which is situated between Eagle Ridge Elementary and Scott Creek Middle.</p>	<p>Pending PRC feasibility assessment of any impacts to trail and community garden, the potential for bike rack installation will be included in the business plan initiative Coquitlam Crunch Plan & Upgrade which is currently included in the Draft 2016 Business Plan Priorities.</p>
<p>City to assess feasibility of installing lighting along portions of the Crunch specific to popular routes for students. Darker winter months deter families and kids from using the Crunch as access points before and after school. Proper lighting would increase visibility and safety for all users all year round.</p>	<p>Pending PRC assessment of impacts to trail use, the potential for lighting will be included as part of the of the Coquitlam Crunch Plan & Upgrade which is currently included in the Draft 2016 Business Plan Priorities.</p>

4. (Sir Frederic) Banting Middle School
(Walkabout date: Wednesday, April 15, 2015)



Sir Frederick Banting Middle School is located on Banting Street at Ellice Avenue. The school has full access off of Banting Street and Raynor Street and two pedestrian accesses through Spence Avenue and Oakview Street. There is existing frequent transit services provided along Como Lake Avenue. There are no existing bicycle routes currently serving this school.

Traffic Operational Improvements	
Task (Transportation issues found/raised)	Status
City to assess need for 50km/h sign along Como Lake Ave. near Banting St. Vehicle speed is a major concern along this stretch of Como Lake Ave. Significant number of students use intersection to reach Banting Middle School and Miller Park Elementary.	Engineering assessment complete - Installation of School Ahead Signs with 50 km/h tab on Como Lake Ave. was reviewed in accordance with national guidelines and is not recommended.
City to assess relocating hydro pole cable as to not obstruct safe use of the sidewalk for pedestrians at northeast corner of Banting St. and Como Lake Ave.	In progress – Engineering has contacted BC Hydro and now waiting for BC Hydro to review and advise costs and timing of relocation of pole cable.

City to assess intersection of Como Lake Ave. & Robinson St. Northeast crosswalk was noted as needing paint refresh.	Complete – Engineering has refreshed pavement markings at Como Lake Ave. and Robinson St.
City to conduct parking inventory near school with a focus on the area north of Banting Middle School near Miller Park to assess optimal Park n' Walk locations for families.	Complete – adjacent street parking is preferred location for additional parking inventory.
City to assess intersection of Robinson St. at Egmont Avenue to see if existing “special crosswalk” should be up graded to a pedestrian signal.	Engineering assessment complete - based on assessment, an upgrade from special crosswalk to a pedestrian signal is not warranted.
City to assess intersection of Glenayre Drive at Clarke Rd.	Clark Rd and Glenayre Drive: completed vegetation trimming on the east side of Clarke Rd. and refreshed pavement markings at intersection; Pending EGL work – shifting the south crosswalk for better visibility of pedestrians; relocation of the pedestrian push button on the southwest corner; installation of countdown timers; additional street lighting.
Capital Improvements	
Task (Transportation issues found/raised)	Status
City to assess intersection of Robinson St. at Lea Ave., and Lea Ave. which lacks proper sidewalk infrastructure.	Pending - new sidewalk on Lea Ave. (north side) proposed for implementation in 2016 by Engineering.
Guiltner St. from Smith Ave. to Regan Ave. - lack of sidewalk	Pending – Engineering staff to implement sidewalk on Guiltner from Smith to Regan in 2016.
No bike routes in area to serve school.	Pending – Engineering staff to address as part of Burquitlam – Lougheed NP update and assess feasibility of bike route implementation on: - Robinson St., Morrison to Clarke Rd. - Millar Ave., east of Robinson - Grant St., Miller Ave. to Ingersoll Ave.