
SCHOOL TRAVEL PLAN

Montgomery Middle School



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School Travel Planning in the City of Coquitlam

The purpose of this report is to 1) outline the need for sustainable active school transportation at Montgomery Middle School; 2) determine the barriers to active transportation, which is defined as walking, cycling and the use of transit for trips to and from school; and 3) develop a School Travel Plan, which includes an Action Plan describing infrastructure improvements as well as education and encouragement measures aimed at decreasing the number of car trips and increasing the number of students using active modes of transportation. Baseline and follow-up surveys were conducted, including a school walkabout, in order to learn the transportation habits of, and to assess barriers and concerns for Montgomery Middle School and its community.

Background

The City of Coquitlam initiated a partnership with TransLink and co-funded the TravelSmart program in 2014 to promote sustainable and active transportation.

As part of the 2014-2018 capital budget deliberations, Council initiated a multi-year program called Middle School Walk-Bike Ability. The goal of the program was the improvement of the walking and cycling environment around middle schools to facilitate and encourage active transportation for Coquitlam students. The promotion of active and sustainable transportation is a key goal of Coquitlam's Strategic Transportation Plan as approved by Council.

Scale

The program targets eight Middle Schools. Montgomery Middle School began the School Travel Planning process in September 2015 and completed the process in November 2016.

There are two phases to the program:

Phase 1:

Part 1: Needs Assessment - engaging students, parents and school administrators in the process of developing a School Travel Plan Action Plan to help identify potential barriers to walking, cycling and the use of transit to and from the schools, leading to

the identification of potential packages of infrastructure improvements;

Part 2: Outreach – education and promotion for students, teachers, school administrators and parents about the different travel options for getting to and from school.

Phase 2:

In 2016, representatives from the City of Coquitlam, School District, parents, TransLink’s TravelSmart program, HASTe, ICBC, Fraser Health, and HUB Cycling participated in a series of walkabouts with the purpose of identifying key travel issues and developing an action plan that includes infrastructure and traffic operational improvements.

HASTe

www.hastebc.org

National Active & Safe Routes to School

www.saferoutestoschool.ca/school-travel-planning

TransLink/TravelSmart

www.travelsmart.ca

City of Coquitlam

www.coquitlam.ca/city-services/roads-and-transportation/overview.aspx

School Travel Planning

School Travel Planning (STP) is a community-based planning process that has been used with success to date in communities across Canada to increase the number of families choosing active transportation modes to get to and from school. School Travel Planning uses a collaborative approach, working to involve all relevant stakeholders and enable communities to tackle the root causes of their school's transportation challenges and take action on realistic and attainable solutions to address these barriers.

School Travel Planning combines transportation demand management principles with school engagement activities to encourage more active and sustainable school travel. The process is designed to address both attitudinal and infrastructural barriers in an effort to improve the health and well-being of individuals, communities, and the environment while decreasing traffic congestion around schools.

Key benefits of School Travel Planning are:

- Improved health and fitness of students
- Reduction in traffic congestion
- Improved traffic safety
- Reduction in pollution
- Improved air quality

HASTe, the Hub for Active School travel, provides professional services for the implementation of the STP process in the City of Coquitlam. HASTe has been implementing School Travel Planning since 2009, and is part of the Canadian Active & Safe Routes to School Partnership.

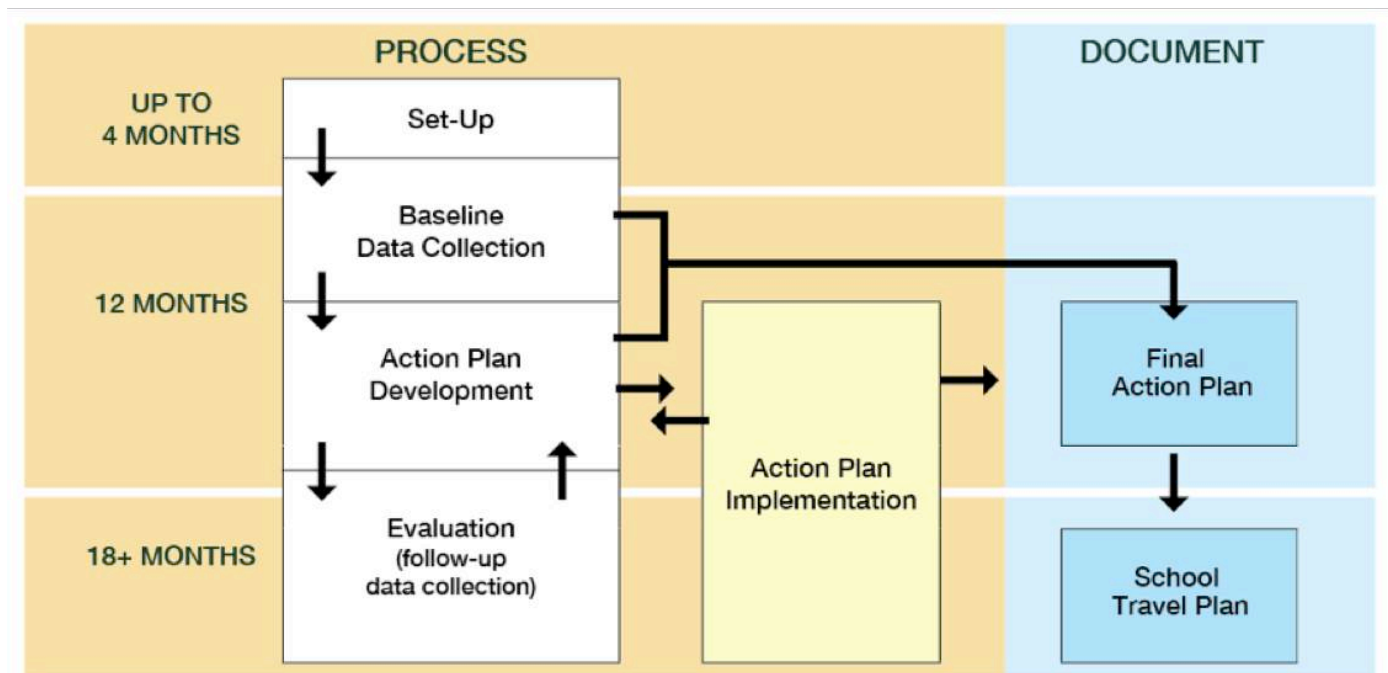
About the School Travel Plan

The School Travel Plan is the final delivery component of the School Travel Planning process. It is a living document belonging to the school. It can be revisited regularly in order to update the status of Action Plan items and/or incorporate future evaluation findings.

Recommendations

Recommendations for increasing participation in sustainable active transportation include engaging students, parents and school administrators in the process to develop a School Travel Plan and Action Plan; including the identification of potential infrastructure improvements; and educating students, teachers, school administrators and parents about the different options for getting to and from school.

▼ School Travel Planning Process



About Montgomery Middle School

Montgomery Middle School (hereinafter Montgomery) is part of School District 43 and is located at 1900 Edgewood Ave. in Coquitlam's Cape Horn neighbourhood. The school and surrounding area has a WalkScore of 28/100, a transit score of 39/100, and a bike score of 25/100. Each score is a measure of neighbourhood accessibility, and is often an indicator of community health and well-being (walkscore.com).

Montgomery serves grades 6-8 and has a student population of 326 (Fall 2016). In addition to regular programming the school is one of two middle schools that have a Montessori program; this attracts students from across the district. A large portion of the surrounding neighbourhood is made up of single-family homes on relatively large lots, with a concentration of multi-family housing closer to the commercial centre along Austin Ave. between Gatensbury St. and Blue Mountain St. (Austin Heights Neighbourhood Plan 2011). The catchment boundary is outlined in the Best Routes to School Map and found within the Implementation section.

Montgomery is located adjacent to Booth Creek, which acts as a natural barrier for families who are driving from the west. The creek is only accessible by foot or bike. Due to this, most vehicle traffic must access the school from the east and along two roads: Montgomery St. and Mundy St. Just north of the school is the Coquitlam Continuing Education Centre for SD43, which attracts additional vehicle traffic throughout the day.

At the school parking lot there are 47 parking spaces and two handicapped spaces. Bike parking is located behind the school. There are two racks where students can lock their bikes, with storage space for approximately 20 bikes.

Data Collection Methodology

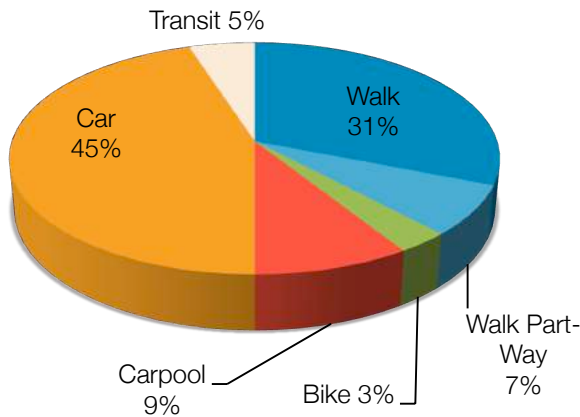
School travel data was collected using a variety of methods:

- Student hands-up baseline surveys
- Student hands-up follow-up surveys
- Family take-home baseline surveys
- Family take-home follow-up surveys
- School travel walkabout

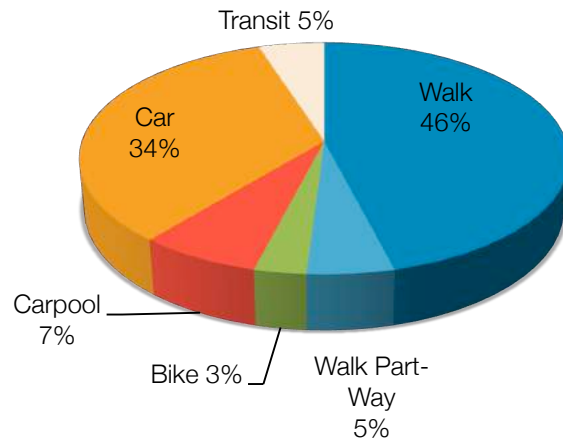
Hands-Up Baseline Data Collection

Baseline hands-up surveys and family take-home surveys were conducted during the week of October 5th 2015. Twelve divisions from grades 6-8 participated in the hands-up survey process. Classroom teachers recorded travel mode daily over a one-week period. Results of this survey can be found below.

Hands-Up Survey Results



▲ Travel mode TO school (Oct. 2015)



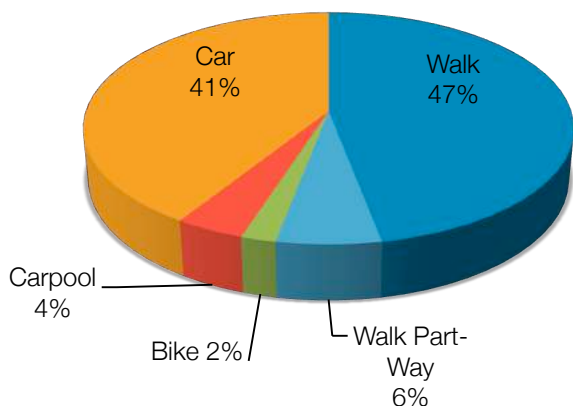
▲ Travel mode FROM school (Oct. 2015)

Family Survey Baseline Data Collection

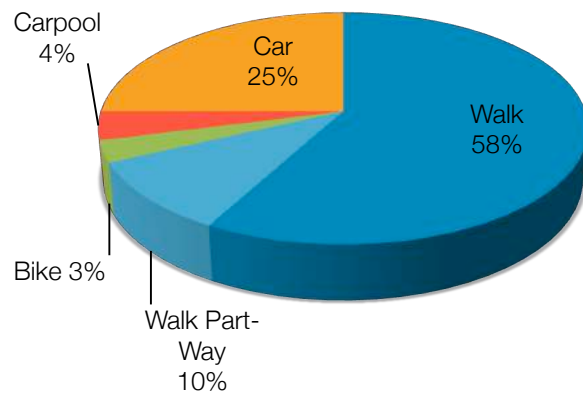
In October 2015, students were sent home with a family take-home survey. Families were to complete and return the survey to school within one week. For a copy of the baseline family survey, please see Appendix A.

At Montgomery, 85 out of 326 (Fall 2015) families (26%) completed the take-home survey. 94% of these families supported School Travel Planning efforts at the school. Other notable findings are presented below.

Family Take-Home Survey Results



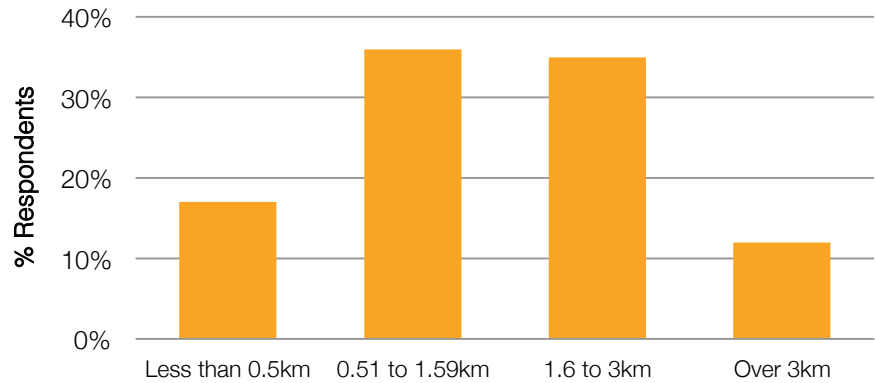
▲ Travel mode TO school (Oct. 2015)



▲ Travel mode FROM school (Oct. 2015)

Distance to School

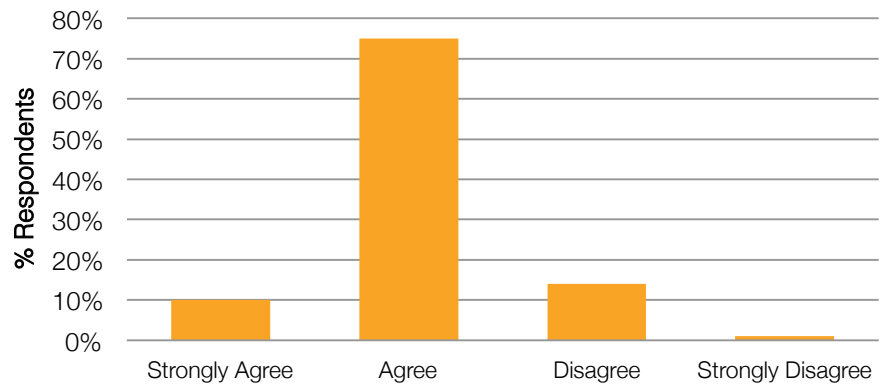
47% of families live farther than 1.6km from the school. Of the 53% of families who live within 1.6km from the school, 35% are being driven.



▲ How far away do you live from school?

Walking & Cycling Safety

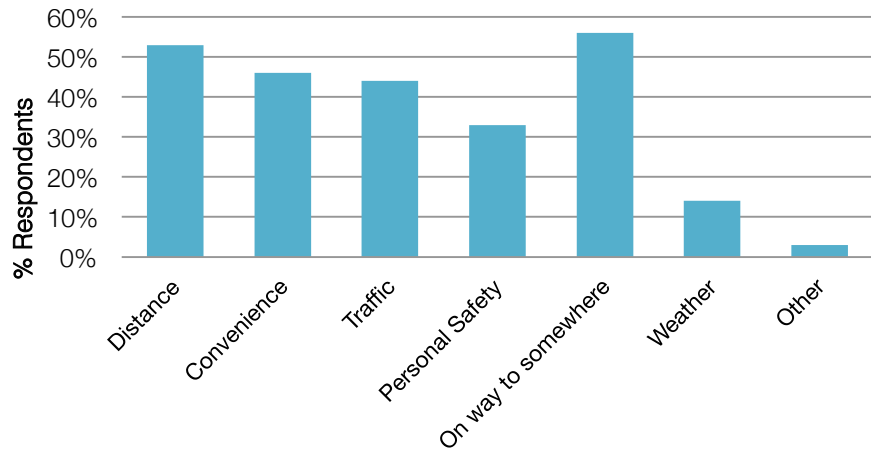
85% of families either strongly agree or agree that their neighbourhood is safe for children to walk or cycle to school. 15% of families disagree or strongly disagree.



▲ Our neighbourhood is safe for children?

Reasons for Driving

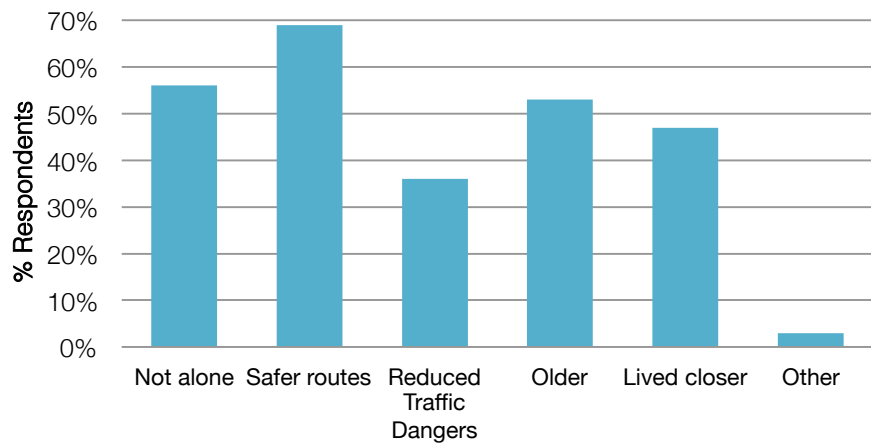
When asked why their children were usually driven to school, respondents indicated “on my way somewhere else” (56%), “distance” (53%), and “convenience” (46%) as the top three reasons.



▲ Reasons for driving to child to school

Conditions for Walking

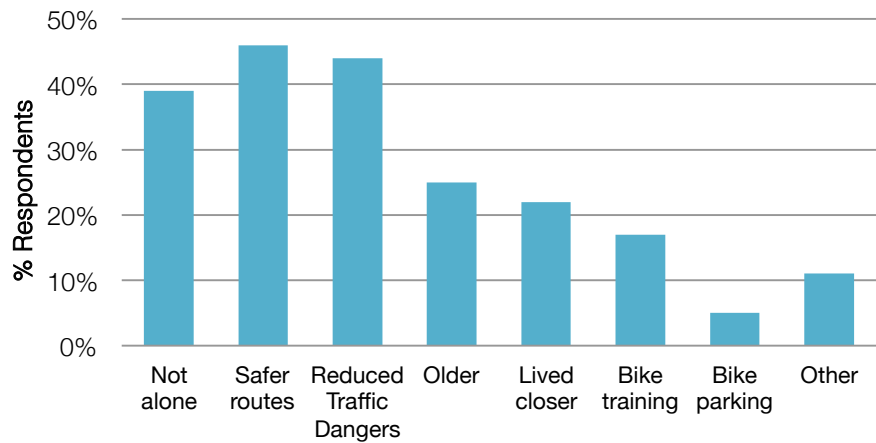
Families who drove their kids to school suggested that they would allow their child to walk to school if, “there were safer routes” (69%), “they did not walk alone” (56%), and “they were older” (53%).



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

Conditions for Cycling

Families who drove their kids to school suggested that they would allow their child to cycle to school if “there were safer routes” (46%), “there were reduced traffic dangers” (44%), and “they did not cycle alone” (39%).



▲ I would allow my child to cycle to school if...

Walkabout Baseline Data Collection

In 2016, key stakeholders from the community participated in a series of walkabouts, with the purpose of identifying issues and developing an action plan. These stakeholders included School District 43, ICBC, TransLink/TravelSmart, Fraser Health, HUB Cycling, City of Coquitlam staff, Montgomery parents and students, and the school’s principal.

The Montgomery school walkabout took place on March 9th, 2016. Observations made on the walkabout informed the Travel Challenges section, Best Routes to School Map and the Action Plan (Appendix A). For the walkabout handout see Appendix B.

Travel Challenges Summary & Walkabout Areas of Concern

This section highlights the main travel challenges as identified by Montgomery families through the take-home baseline surveys, school walkabouts and PAC meeting consultations. Based on its location within the neighbourhood and the existing street configuration, Montgomery experiences ongoing traffic-related challenges. The Action Plan found in Appendix A provides a list of all upcoming or completed actions taken to address these issues.



▲ Intersection at Austin Ave. and Montgomery St.

1.

Traffic along Austin Ave.

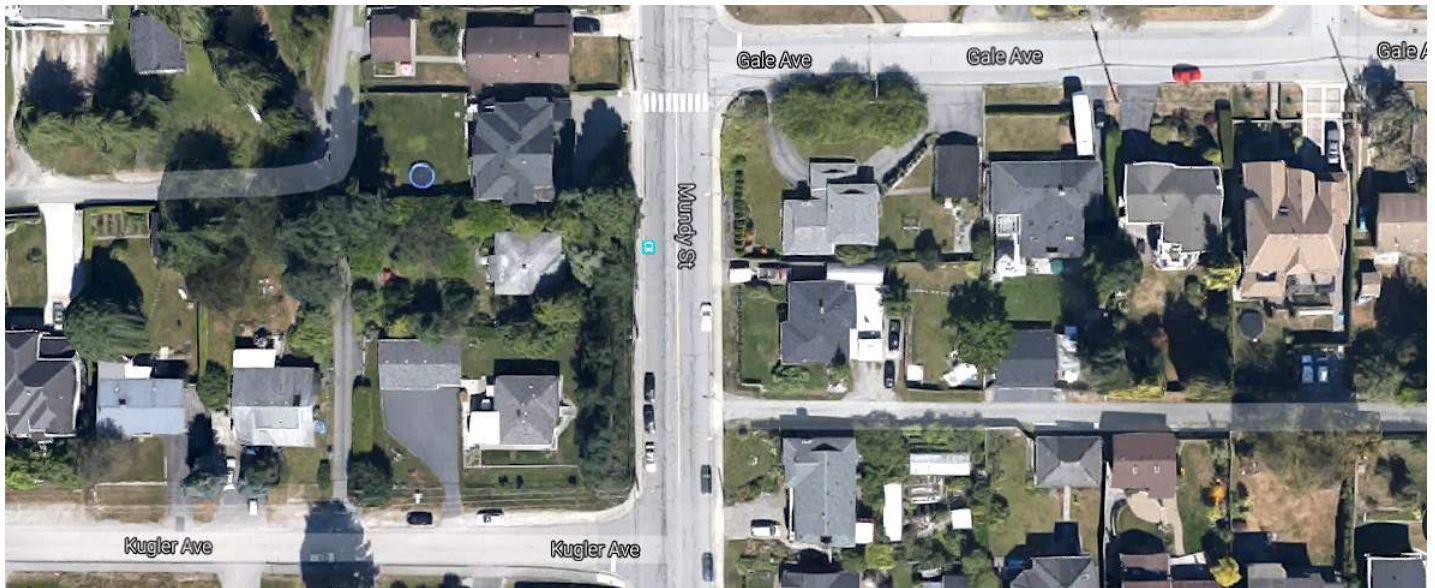
Austin Ave. is a major arterial street that lies south of Montgomery and as reported in family take-home surveys is a concern for children walking and cycling to school. Vehicle speeding and narrow sidewalks were noted as the two major issues.

Observations made during the school walkabout

noted safety problems at the intersection of Austin Ave. and Montgomery St; this is an issue for students who are walking or cycling to school. The crosswalk is at a natural slope and would also be a challenge for anyone in a wheelchair or pushing a stroller.

Eastbound drivers turning right onto Montgomery St. sometimes cut the corner and drive up onto the sidewalk. During the school walkabout it was discussed how speeds along Austin Ave. could be reduced. The City of Coquitlam is scheduled to install street name signs for westbound traffic and advance intersection warning signs in both directions. This should give drivers more preparation to make the turn at a slower speed. It was suggested that ICBC should arrange a volunteer Speed Watch along Austin Ave. between Montgomery St. and Mundy St. as a reminder for drivers to stay within the speed limit.

The walkabout also revealed a number of locations where overgrown vegetation was encroaching on the sidewalk along Austin Ave. In response, the City of Coquitlam has sent boulevard maintenance request letters to property owners along Austin Ave., Charland Ave., Gatensbury Ave., and Midvale St.



▲ **Mundy St. at Gale Ave. and Kugler Ave. – two popular crossing points for students**

2.

Improving walking and cycling along Mundy St.

Mundy St. is a collector road that connects two major arterial roads: Austin Ave. at the north end of the neighbourhood and Cape Horn Ave. at the south. As a result, Mundy St. is a popular choice for drivers moving north/south. The road is also an important crossing and a popular route to school for Montgomery students.

During the school walkabout it was noted that Mundy St. would make a good candidate for the Pedestrian Flag Pilot program. This is an initiative that was originally proposed by the Montgomery PAC as a way to improve student safety at crossings in the neighbourhood. The PAC will be responsible for the implementation and management of the program, which is scheduled

to launch in the spring of 2017.

During the walkabout it was also discussed that ICBC would arrange a volunteer Speed Watch to monitor vehicle speeds along Mundy St. between Austin Ave. and Kugler Ave. It is important to reduce vehicle speeds along this stretch of road as it is a key route for both Montgomery and Mundy Road Elementary students.



▲ School parking lot during the afternoon pick-up

3. Edgewood Ave.

Edgewood Ave. is a neighbourhood road located directly out front of the school. It attracts a significant amount of the school-related traffic. Pedestrians, cyclists, scooters, and drivers use Edgewood Ave. to access the school's entrance and during morning drop-off and afternoon pick-up there is often conflict between users. In particular, drivers who enter the school parking lot, which is open to staff only between 8:00am–9:00am and 2:45pm–3:45pm, are the major culprits in the congestion. A short pathway between parked cars (as seen in the photo) provides pedestrians with a separated route to the front entrance of the school but students still need to navigate through the traffic to reach the pathway.

Messaging has been provided to families that encourages parents to allow their children to walk or cycle, or to park away from the front entrance of the school if they need to drive. However, it is challenging to enforce these recommendations without someone delegated to manage the traffic and remind parents of the rules.

During the school walkabout it was observed that there were missing sidewalks along Edgewood Ave. leading up to the school. The City of Coquitlam has added the Edgewood Ave (south side) sidewalk segment from west of Montgomery St to the school to its 2017 Sidewalk Program. Adding these short but important segments will complete a key connection in the neighbourhood pedestrian network and provide a better route to school for Montgomery students.

Ongoing messaging for families about the benefits of active travel and the options for alternative drop-off and pick-up locations should be a priority for the school. Families should also be informed of the upgrades to the pedestrian network so that parents can feel better knowing that their children have a better option for walking to school.

School Travel Planning Action Plan

Traffic Operations Improvements

The City of Coquitlam engineering staff reviewed the school walkabout report, cross-referencing its findings with existing studies, programs and projects. The following is a list of the traffic operational improvements that supplement the improvements made as part of the Middle School Walk-Bike Ability program. These improvements to the pedestrian network are intended to promote sustainable and active transportation.

Austin Ave.

- **Complete.** Boulevard maintenance request letters have been sent to property owners along Austin Ave, Charland Ave, Gatensbury St, and Midvale St. in response to overgrown vegetation causing pedestrian obstruction.
- **Pending.** The City of Coquitlam will install additional street name signs that will be clearer for westbound traffic, as well as advance intersection warning signs in both directions. This should give drivers more preparation to slow down and make the turn, thus making it less likely for them to encroach on the sidewalk.

Edgewood Ave.

- **Pending.** In 2017, the City of Coquitlam will be constructing a sidewalk on the south side of Edgewood Ave between Montgomery St and the school property.

Education & Engagement

Best Routes to School Map

A Best Routes to School Map was developed from baseline family take-home surveys and information collected on the walkabout, as well as consultation with the PAC. Copies of the map will be distributed to families in Spring 2017, and will also be accessible online through the school's website.

▼ Montgomery Middle School - Best Routes to School Map



Cool Routes to School Program

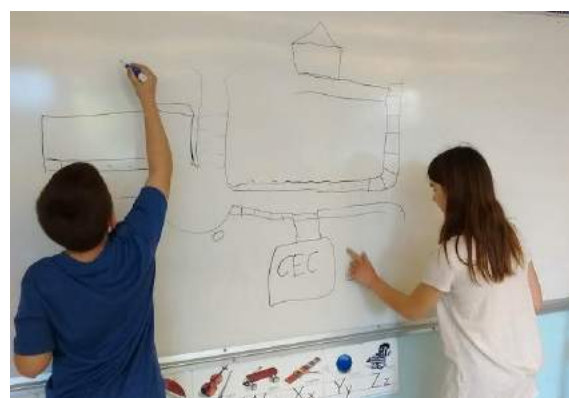
As part of the School Travel Planning initiative, the Cool Routes to School Youth Engagement Program worked with 12 leadership students from grade 6. Students learned about the benefits of active transportation.

- Students discussed the role of Cool Routes to School within the larger STP process.
- Students participated in a walkabout of the Montgomery school neighbourhood.
- Students used maps and online tools to consider their journeys to and from school.
- Students met with City Councillor Teri Towner and learned about the role of municipalities in supporting active travel.

The Cool Routes to School group at Montgomery was small but extremely motivated. Students participated in a self-guided neighbourhood walkabout, which informed the mapping of transportation-related issues for the school. They also coordinated Montgomery's Bike to School Week and organized an active travel information table for Maillard's Bike Carnival on June 2nd, 2016.



▲ The leadership group accepts the Young Travel Ambassador award from TravelSmart



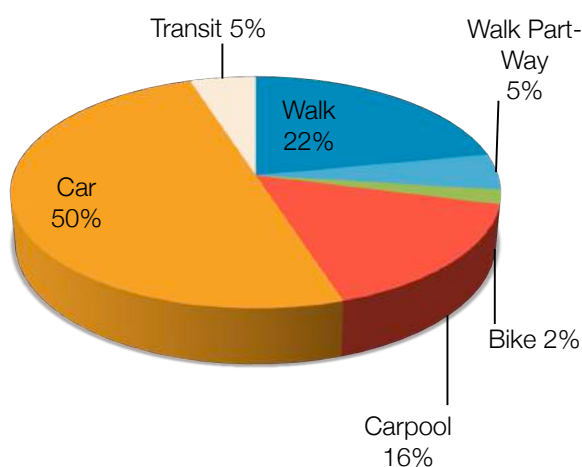
▲ Students participate in a school neighbourhood mapping exercise

Hands-Up Follow-Up Data Collection

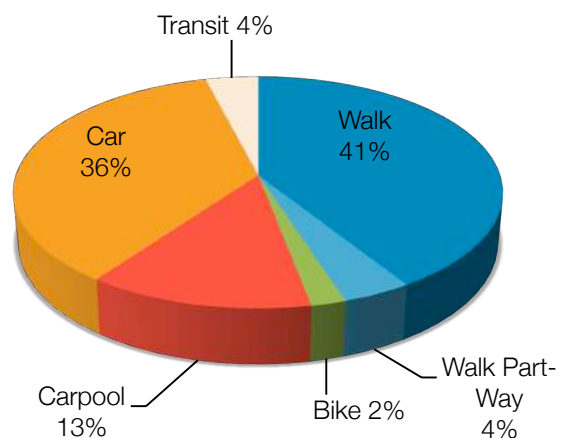
School travel follow-up data was collected through two methods: student hands-up surveys and family take-home surveys both of which were collected approximately one year after baseline data collection. Ideally, follow-up data collection occurs after 1.5 to 2 years, allowing time for interventions and programming developed during the STP process to have a greater impact on travel behaviour at the school.

Twelve divisions from grades 6-8 participated in hands-up surveys during the week of October 31st, 2016. Results were compared with baseline data, and indicated an increase of 5% in the number of families driving to-school and an increase of 2% in families driving from-school. Walking rates decreased 9% to school and 5% from school. Cycling rates remained at 2-3%.

Hands-Up Follow-Up Survey Results

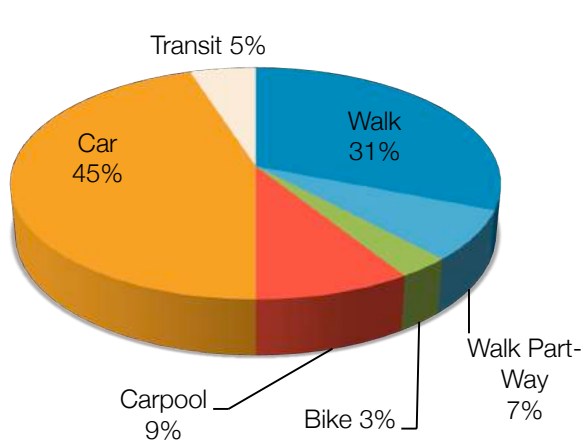


▲ Travel mode TO school (Oct. 2016)

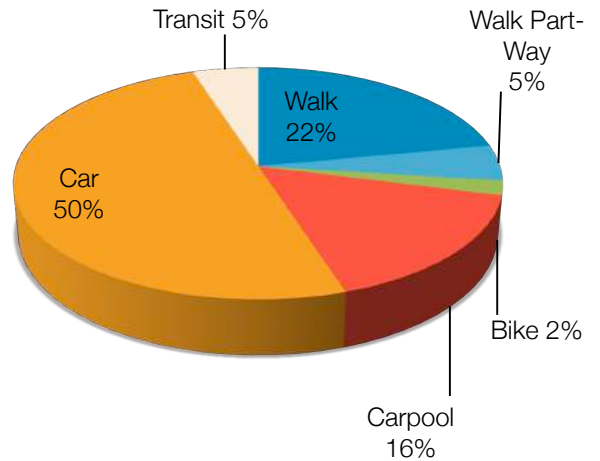


▲ Travel mode FROM school (Oct. 2016)

Hands-Up Survey Results: Baseline Vs. Follow-Up

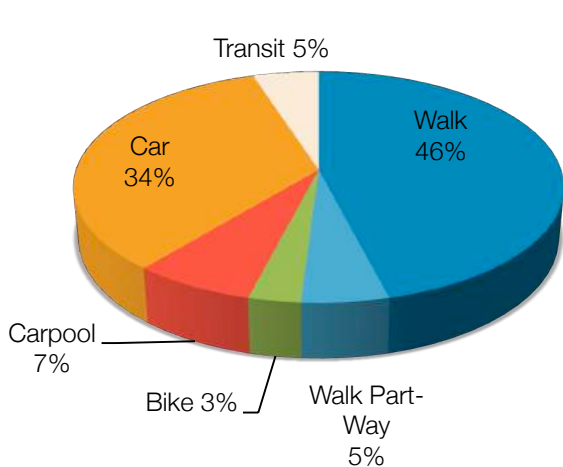


▲ Travel mode TO school (Oct. 2015)

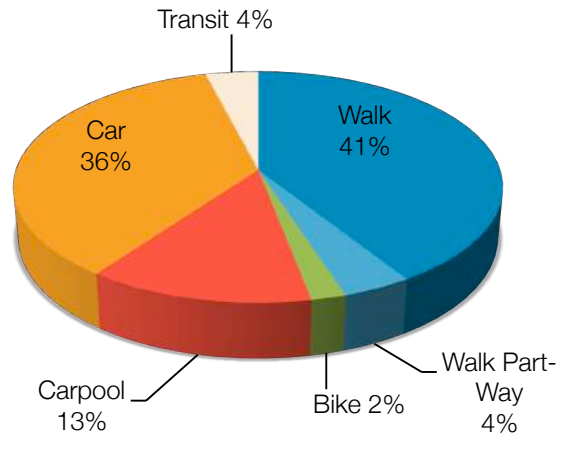


▲ Travel mode TO school (Oct. 2016)

Hands-Up Survey Results: Baseline Vs. Follow-Up



▲ Travel mode FROM school (Oct. 2015)



▲ Travel mode FROM school (Oct. 2016)

It is rare to see such negative trends in the data particularly after a school has been so engaged with the school travel planning process. During the week of hands up follow-up data there was a reported 97mm of rain, which is a significant amount (40mm more than in 2015). This was likely a significant factor as to why the driving rates increased as they did and why the walking rates decreased so significantly between the baseline and follow-up surveys.

Family Survey Follow-Up

Family take-home surveys were conducted online during the week of October 31st, 2016. The response rate was very low after the first week and the survey was sent home again giving parents another week to fill it out. Only a few parents replied to the second round of surveying. In total only nine families responded to the follow-up survey.

This was surprising as the PAC and school administration had shown continuous support throughout the STP process. Montgomery's baseline survey response rate was calculated from 85 responses (25% of families). Unfortunately, the follow-up data is insufficient for any meaningful analysis. When this occurs, the hands-up survey results are used for baseline and follow-up comparisons.

Summary of Main Findings

The School Travel Planning process at Montgomery was able to highlight a number of travel challenges at the school. It also found a number of travel champions who were keen to encourage more families to walk and bike to school and ensure a sustained level of active travel for the future.

Booth Creek, located just west of the school and adjacent to school property, is only accessible to those on foot or bike and acts as a natural barrier for families who are driving. This results in the majority of vehicles accessing the school from the east, and the major traffic issues were reported by families coming from this portion of the neighbourhood.

Montgomery's PAC was active throughout the STP process. They are keen to initiate the Pedestrian Flag Pilot Program, which will be located along Mundy Rd. and will likely be launched in the spring of 2017.

The Cool Routes to School engagement program was an effective component to the overall STP project and was able to focus on educating students about the benefits of active and sustainable transportation. Montgomery students were able to celebrate their newfound knowledge and skills by competing in Bike to School Week 2016 with other schools in Coquitlam and across BC.

The idea of cycling to school for middle school-aged kids (11-13 years old) is more feasible for families than it was at the elementary school level based on our data findings from both age groups. The idea of targeting cycling instruction (i.e. HUB's Ride the Road program) at this demographic has had strong support from school administration, parents, and the City, and would be a welcome addition to regular school programming in the future.

School Travel Planning Members

The School Travel Planning process for Montgomery Middle School 2015/2016 worked with a School Travel Planning School Committee and a School Travel Planning Stakeholder Committee. Key members of each committee are listed below.

School Committee

- Rob McFaul: Principal

Parent Advisory Committee

- Irene Barlas-Rimar, PAC Chair

Stakeholder Committee

- Devon Ross: School District 43
- Mariee Devereux: TravelSmart, TransLink
- Staff from the City of Coquitlam Transportation Planning, Traffic Operations and Bylaw
- Kathleen Nadalin: ICBC
- Scout Gray: HUB Cycling
- Alex Kwan: Fraser Health
- Terry MacDonald: RCMP



Appendix A

1. Action Plan for Montgomery Middle School
2. Baseline & Follow-Up Surveys: Hands-Up and Family Take-Home

Appendix B

1. Montgomery Walkabout Handout

Appendix A: Action Plan for Montgomery Middle School



Action/Initiative	Task	Start Date	End Date	Status
HASTe BC				
School Travel Planning Facilitator Actions				
Baseline Data Collection	Conduct Baseline Family Survey and Classroom Survey.	Oct 2015	Oct 2015	
Walkabout	Conduct a School Community Walkabout with STP Municipal, School and Parent Stakeholders.	Mar 2016	Mar 2016	
PAC Engagement	Attend Spring PAC Meeting. Provide updates based on the school walkabout and request feedback about draft Best Routes to School Maps.	Apr 2016	May 2016	
Principal Engagement	Work with principal to provide and develop pedestrian and cycling safety resources, contest and prizes for students and parents throughout the year.	Sep 2015	Dec 2016	
Complete DRAFT Action Plan	Complete draft action plan, solicit feedback from school planning committee and steering committee.	Mar 2016	Mar 2016	
Complete "Best Route	Develop Best Walking and Cycling Route to School Map using community input. To be distributed to	Mar 2016	May/Sep 2016	

Action/Initiative	Task	Start Date	End Date	Status
to School” Maps	families in the Spring or early next Fall.			
In-class youth education and engagement	Deliver Cool Routes to School program to leadership group of students (in-class education and engagement curriculum).	Jan 2016	May 2016	
School Event	Work with Youth Engagement Program, PAC & Principal to host a community event, e.g. Bike to School Week.	Mar 2016	May/Jun 2016	
Collect Follow-up Surveys	Conduct follow-up Family Survey and Classroom Survey.	Oct 2016	Nov 2016	
Report on implementation of STP and initiatives	Oversee the implementation of Action Plan items and track the actual versus planned timing and cost of initiatives.	Mar 2016	Jan 2017	
Analyze and report on survey findings	Enter data, produce result graphs.	Mar 2016	May 2016	
Complete School Travel Plan	Track progress, collect all relevant STP information and develop School Travel Plan document. Copies provided to Montgomery Middle School, City of Coquitlam, and TravelSmart.		Jan 2017	
Municipal Steering Committee Actions				
Coquitlam School District Actions				
Facilitation & Support	Devon Ross to act as liaison between HASTe and STP schools		2-3 years	
Bike Racks	Assess relocation of bike rack closer to back entrance of school as to be more visible by people inside the building.	Mar 2016	Jun 2016	Contact Rob McFaul (principal) to discuss details of relocation.

Action/Initiative	Task	Start Date	End Date	Status
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City of Coquitlam Actions

Vegetation	City to assess Austin Ave. between Laurentian Cres. and Mundy Rd. for overgrown vegetation causing sidewalk obstruction for pedestrians.	Mar 2016	Dec 2016	Complete. Boulevard maintenance request letters have been sent to the property owners at 1320 Austin Ave, 1322 Austin Ave, 1390 Austin Ave, 1167 Charland Ave, 511 Gatensbury St, 510 Midvale St. and 512 Midvale St.
Infrastructure and Signage	City to assess intersection at Montgomery St. and Austin Ave. to improve safety for all users. Currently, crosswalk and curbs along Austin Ave. are susceptible to cars coming up onto the curb as they turn right off Austin Ave. resulting in a potentially dangerous situation for pedestrians.	Mar 2016	Dec 2016	Pending. The City of Coquitlam will install additional street name signs that would be clearer for westbound traffic and advance intersection warning signs in both directions. This should give drivers more preparation to slow down and make the turn, thus making it less likely for them to encroach onto the sidewalk.
	City to assess adding sidewalks along Edgewood Ave. from Montgomery St. to the school. This would complete an important connection from Montgomery St. to the entrance of the school creating a safer option for pedestrians (students)	Apr 2016	Dec 2016	Pending. The City of Coquitlam will be constructing a sidewalk on the south side of Edgewood Ave between

Action/Initiative	Task	Start Date	End Date	Status
	using that stretch of road (to access the school).			Montgomery St and the school property in 2017.
RCMP & ICBC Actions				
Road safety/personal safety	Kathleen Nadalin to arrange Speed Watch at two potential locations: <ul style="list-style-type: none"> • Mundy Rd. between Austin Ave. and Kugler Ave. • Austin Ave. between Mundy St. and Linton St. 	Apr 2016	Dec 2016	Discuss with Rob McFaul (principal) and/or PAC for information regarding neighbours who might be able to volunteer their driveway (particularly along Austin Ave).
Fraser Health Actions				
Environmental Health	Continue providing information pertaining to health and built environment specific to Tri-Cities and school travel.	Apr 2016	Jun 2016	
HUB Actions				
Bike Safety training	Bike education training for 8 grade 6/7 classes.	Spring 2016		Funded jointly by City of Coquitlam and TravelSmart
Bike to School Event	Support Bike to School Event (May 30 – June 3, 2016)	Mar 2016	May 2016	
TransLink - TravelSmart				

Action/Initiative	Task	Start Date	End Date	Status
Resources for school education and engagement	Continue to support School Travel Planning and Cool Routes to School programs.	April 2016	Dec 2016	
Principal Actions				
Register for Bike to School Week	Register and participate in Bike to School week. Visit bikehub.ca/bike-to-school/bike-to-school-week for details.	Apr/May 2016	Jun 2016	
STP meeting	Principal to attend annual School Travel Planning meeting to update school progress and/or identify new concerns.	Apr 2016	Dec 2016	
Newsletter and Announcement promotion	Continue to promote Newsletter and announcements to support safe and active travel and behaviour change. Informed by the next steps of the School Travel Planning process and the student engagement with the Cool Routes to School program.	On-going	On-going	
Resources, Contests & Campaigns	Provide pedestrian and cycling safety information to students throughout the year, including Best Routes to School maps. Support contests, prizes and incentives to encourage parent & student engagement.	Spring/Fall 2016	On-going	
PAC Actions				
Newsletter	<ul style="list-style-type: none"> • Best Routes to School maps delivered to families in May/June or September 2016 • Separate item in the newsletter stating new 	Apr 2016	On-going	

Action/Initiative	Task	Start Date	End Date	Status
	location of park n' walk locations and meeting places. <ul style="list-style-type: none"> Educate PAC & parents with STP updates (includes: resources, infrastructure change updates & upcoming events) 			
Pedestrian Crosswalk Flag Pilot	Pilot Pedestrian Flag Program: City to assess pedestrian crossings along Mundy Rd @ Gale Ave and @ Kugler Ave. to install pedestrian crosswalk flags. Materials include 30 flags and 2 crosswalk flag buckets, which can be purchased from Crosswalksafety.ca at a cost of \$200 (http://crosswalkflags.ca/program-materials.php)	Mar 2016	Fall 2016	Suggested crossings have been: Mundy Rd. & Kugler Ave. or Mundy Rd. & Gale Ave. Both crossings could be used to pilot the flag program, if desired.
Best Routes Map	Contribute to editing the Best Routes to School Map.	Apr 2016	Jun 2016	
New Actions				

Walkabout date: 9 March 2016

Walkabout Participants

Rob McFaul, Principal

Jannette Guarin, City of Coquitlam

Mumtaz Ambro, City of Coquitlam

Mariee Devereaux, TravelSmart/TransLink

Kathleen Nadalin, ICBC

Alyshia Burak, HUB Cycling

Anna Kirkpatrick, HASTe

Mike Smith, HASTe



School Travel Planning

Classroom Survey

Montgomery Middle School

Please complete this survey using hands-up, for the week of: **Monday October 5 - Friday October 9 2015**

Grade: _____ Room/Class #: _____ # Students: _____

Teacher: _____ Dates: Mon. _____ to Fri. _____

Ask students: "How did you travel to school this morning?"

	Weather	Walked	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Mon	Example: Rainy/6C									
Tues										
Wed										
Thurs										
Fri										
Total										
Daily Avg=Total/5										

*Walked at least one entire block.

Ask students: "How will you travel from school today?"

	Weather	Walked	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Mon	Example: Sunny/25C									
Tues										
Wed										
Thurs										
Fri										
Total										
Daily Avg=Total/5										

*Walked at least one entire block.



Montgomery Middle School

School Travel Planning Baseline Survey

October 5, 2015

Dear Parent (Guardian):

Montgomery Middle School is working together with the City of Coquitlam's School Travel Planning program to help reduce school traffic congestion and encourage more students to walk, scooter, skate or cycle on their journey to and from school.

The benefits of active school travel include:

- Increased safety
- Improved health
- Arriving alert and ready to learn
- Less stress, greater happiness
- Reduced traffic congestion near the school
- Less air pollution

The School Travel Planning survey will help to better understand the travel choices made by families at Montgomery with the purpose of improving the safety and health of the school community.

2 Step Survey

This survey has two parts: (1) an online questionnaire and; (2) a paper mapping exercise. **To complete the online section please visit: www.hastebc.org/coquitlam and follow the detailed instructions for your school.**

You'll find the mapping exercise on the following pages. Once complete, **please have your child return it to their classroom teacher by Friday October 9th, 2015.**

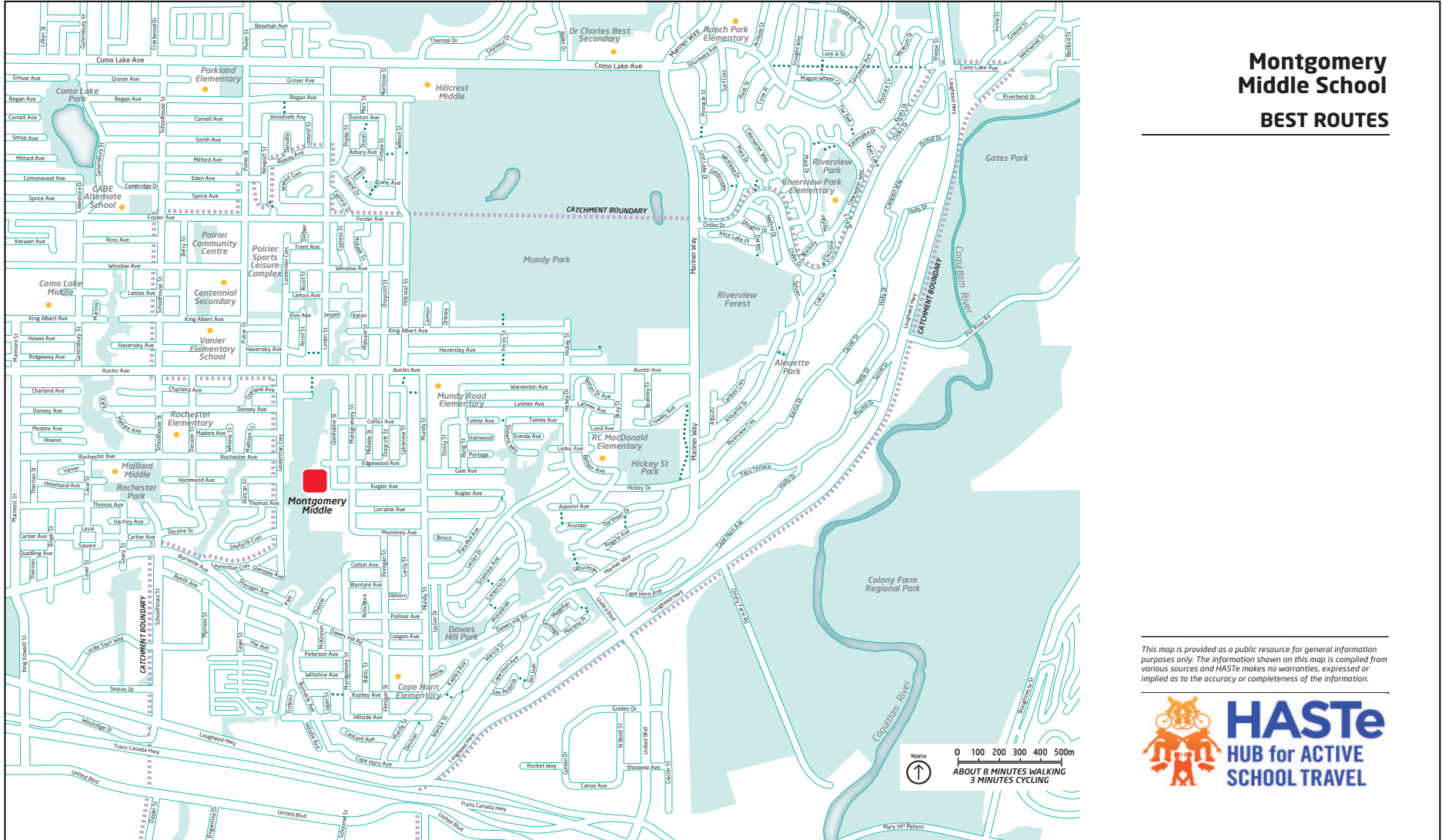
If you have any questions about the survey or the School Travel Planning process, please contact: Mike Smith, School Programs Manager. mike@hastebc.org

Thank you,

Rob McFaul, Principal



See back page for mapping instructions



Montgomery Middle School BEST ROUTES

This map is provided as a public resource for general information purposes only. The information shown on this map is compiled from various sources and HASTe makes no warranties, expressed or implied as to the accuracy or completeness of the information.



MAPPING EXERCISE: FOR PARENTS & STUDENTS TO ANSWER AS A FAMILY

Please complete the following map with the **WALKING** or **CYCLING** route your child/children take to get to and from School. If you usually drive please indicate the route **you would** walk or cycle. Identify any locations that are of concern to you with a number (e.g. 1, 2, 3) and describe these in the table below.

What do you think is unsafe in this area? ..
e.g. Austin Ave & Montgomery St. Cars turn right without looking for pedestrians.

PLEASE HAVE THIS MAPPING EXERCISE COMPLETED AND RETURNED TO THE SCHOOL BY FRIDAY OCTOBER 9, 2015. AND DON'T FORGET TO FILL OUT THE ON-LINE SURVEY, TOO. THANKS SO MUCH!

*HASTe BC (The Hub for Active School Travel) is the provincial lead for School Travel Planning in British Columbia.
For more information please visit our website: www.hastebc.org*

School Travel Planning Coquitlam is funded by the City of the Coquitlam and TravelSmart.





School Travel Planning

Follow-Up Classroom Survey

Montgomery Middle School

Please complete this survey using hands-up, for the week of:
Monday October 31 - Friday November 4, 2016

Grade: _____ Room/Class #: _____ # Students: _____

Teacher: _____ Dates: Mon. _____ to Fri. _____

Ask students: "How did you travel to school this morning?"

	Weather	Walked	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Mon	Example: Rainy/6C									
Tues										
Wed										
Thurs										
Fri										
Total										
Daily Avg=Total/5										

*Walked at least one entire block.

Ask students: "How will you travel from school today?"

	Weather	Walked	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Mon	Example: Sunny/25C									
Tues										
Wed										
Thurs										
Fri										
Total										
Daily Avg=Total/5										

*Walked at least one entire block.



Montgomery Middle School

School Travel Planning Follow Up Survey

31 October 2016

Dear Parent (Guardian):

Montgomery Middle has been working together with the City of Coquitlam's School Travel Planning program to help reduce school traffic congestion and encourage more students to walk, scooter, skate or cycle on their journey to and from school.

Montgomery Middle took part in this program to:

- Improve safety in our community
- Increase the health and well-being of our students
- Increase the amount of students arriving alert and ready to learn
- Reduce pollution where our students play; and
- Reduce traffic congestion at and around our school

Some highlights from the last year include: Crosswalk assessments and upgrades, TravelSmart Youth Leadership program, and HUB Cycling training.

This follow-up survey is to help us understand the impact that School Travel Planning has had on travel behaviour at Montgomery.

Please access the on-line survey by visiting this link and follow the instructions hastebc.org/coquitlamsurvey. The survey will take about 7 minutes to complete.

The deadline to submit the survey is: MONDAY NOVEMBER 7TH 2016.

If you have any questions about the survey or the School Travel Planning process, please contact: Mike Smith-Cairns, HASTe, msmith@hastebc.org

Thank you,

Rob McFaul, Principal



To protect your privacy this survey does not require you to provide your name. All information will be kept strictly confidential.

Appendix B: Walkabout Handout

Montgomery School Traffic Walkabout March 9, 2016 – 2:30pm

Background Information:

- grades 6-8
- 350 students
- Leadership class currently enrolled in the Cool Routes to School Program



Bell: morning (8:30am); afternoon (3pm)

Key Survey Findings

Mode	TO SCHOOL	FROM SCHOOL
	BL (%)	BL (%)
Walk / Scooter / Skate	31%	46%
Walk part-way (at least one entire block)	7%	5%
Bicycle	3%	3%
School bus	0%	0%
Public Transit (TransLink)	4%	4%
Carpool (2 or more families)	9%	7%
Car (just your family)	45%	34%
Other	1%	1%
TOTAL	100%	100%

Distance to school	BL (#)	BL (%)
Less than 0.5km	14	17%
0.51 to 1.59km	30	36%
1.6 to 3km	29	35%
Over 3km	10	12%
TOTAL	83	100%

Reasons for Driving	BL (#)	BL (%)
Distance	19	53%
Convenience	16	44%
Traffic	16	44%
Personal Safety	12	33%
On way to somewhere else	20	56%
Weather	5	14%
TOTAL	59	100%

I would allow my child to cycle if...	BL (#)	BL (%)
Not alone	21	36%
Safer Routes	28	47%
Reduction in traffic	25	42%
Older	8	14%
Lived closer	14	24%
Bike training	9	15%
Bike parking	13	22%
Other	11	19%
TOTAL Drivers	36	100%

I would allow my child to walk to school if...	BL (#)	BL (%)
Not alone	14	39%
Safer routes	16	44%
Reduction in traffic	16	44%
Older	9	25%
Lived closer	8	22%
Other	6	17%
TOTAL Drivers	36	100%

Additional points:

- 5% more girls walk to school at Montgomery than boys. And boys are 9% more likely to be driven to school. All the other middle schools in Coquitlam besides Montgomery and Maillard are the opposite.
- We plan to pilot a pedestrian crosswalk flag program at near Montgomery. We are discussing Mundy Rd. as a potential location. We will discuss this on the walkabout.

Notes: