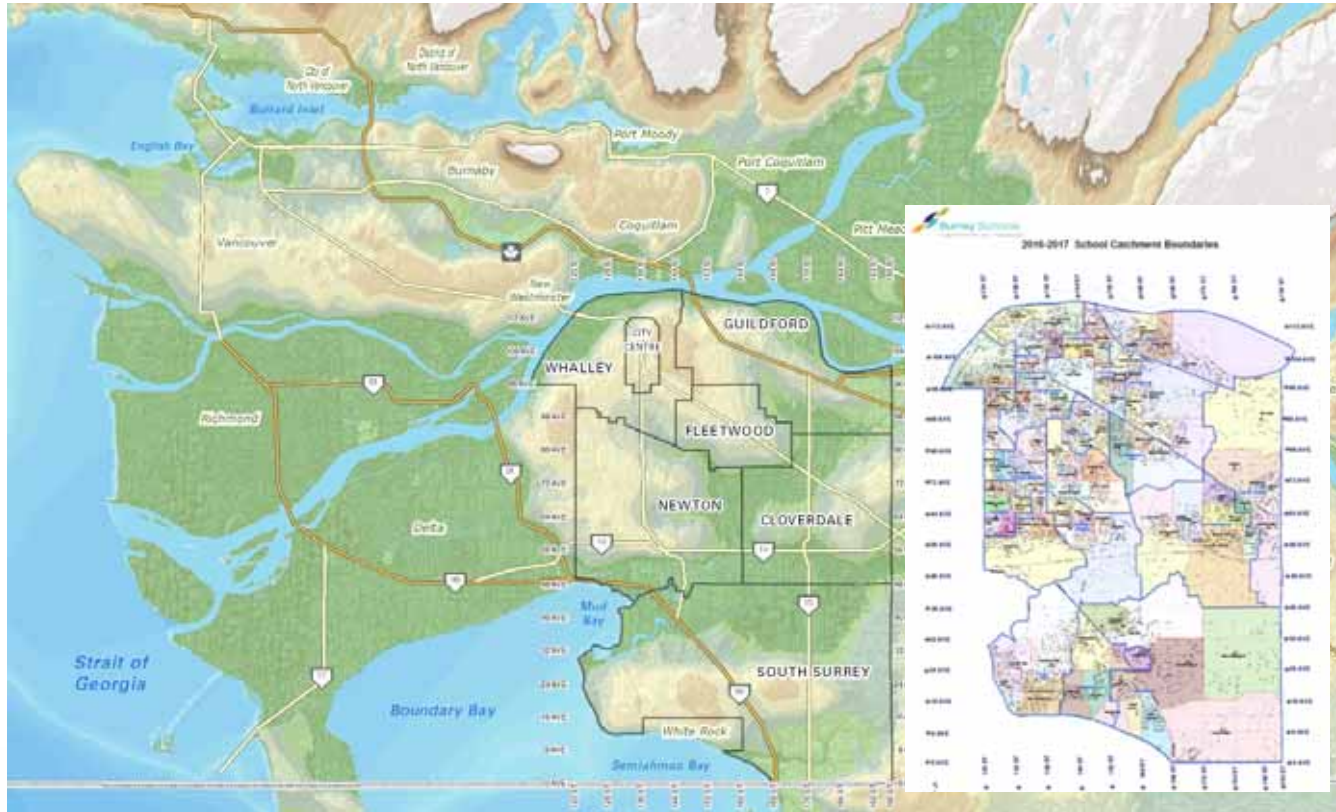




The Evolution of Surrey's Safe & Active Schools Program

Megan Fitzgerald, MA ▪ Kristen Tiede, P.Eng.
2016 CITE Conference

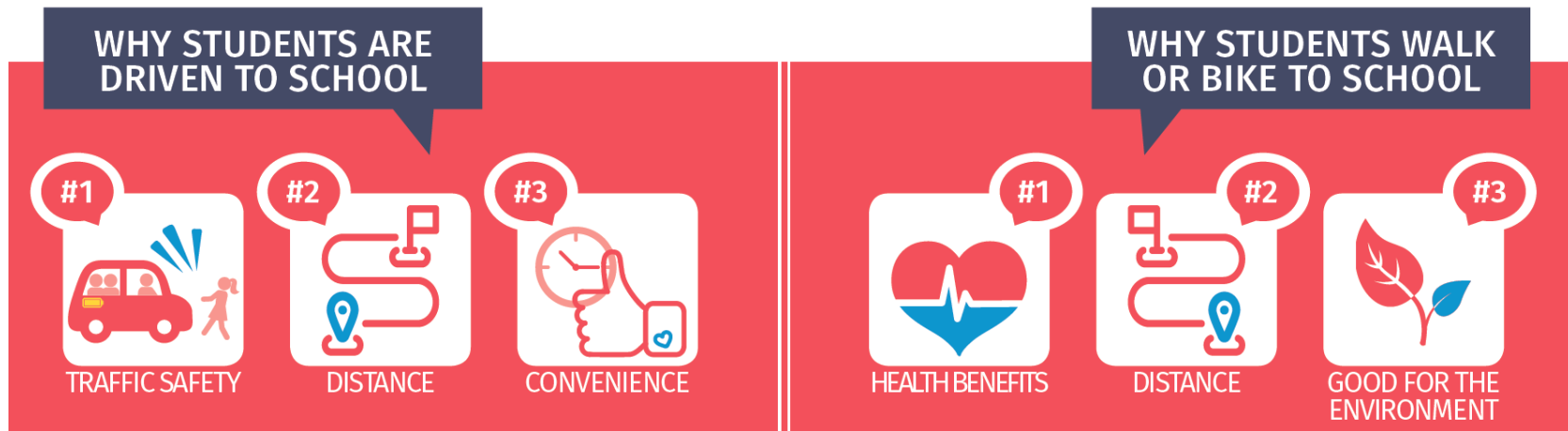
City of Surrey





Program Objectives

- Create a safe and friendly environment for children and teenagers to walk or cycle to school



School Safety & Operational Reviews



K.B. Woodward Elementary School
School Safety and Operation Review

Address:	13130 - 06 th Avenue Surrey, BC, V3T 2C3	Site Visit:	May 28, 2010
Principal:	Heather McAllister	Report Date:	November 16, 2010
Phone:	(604) 566-5918		
Email:	McAllister_H@sd36.bc.ca		

The following report is one in a series of reviews undertaken by D.C. Dean Associates Inc. on behalf of the City of Surrey on the schools within School District 26. The purpose of the review is to identify the road safety issues both on the school site and on the adjacent roads, identify short and long term mitigation measures for consideration, and recommend further study if deemed necessary. The report will be provided to both the City and the School District for their consideration of implementing the recommendations as funding permits. The School District is encouraged to discuss the recommendations with the City to foster a coordinated effort to improve safety around the school.



Figure 1 - School Catchment Boundary

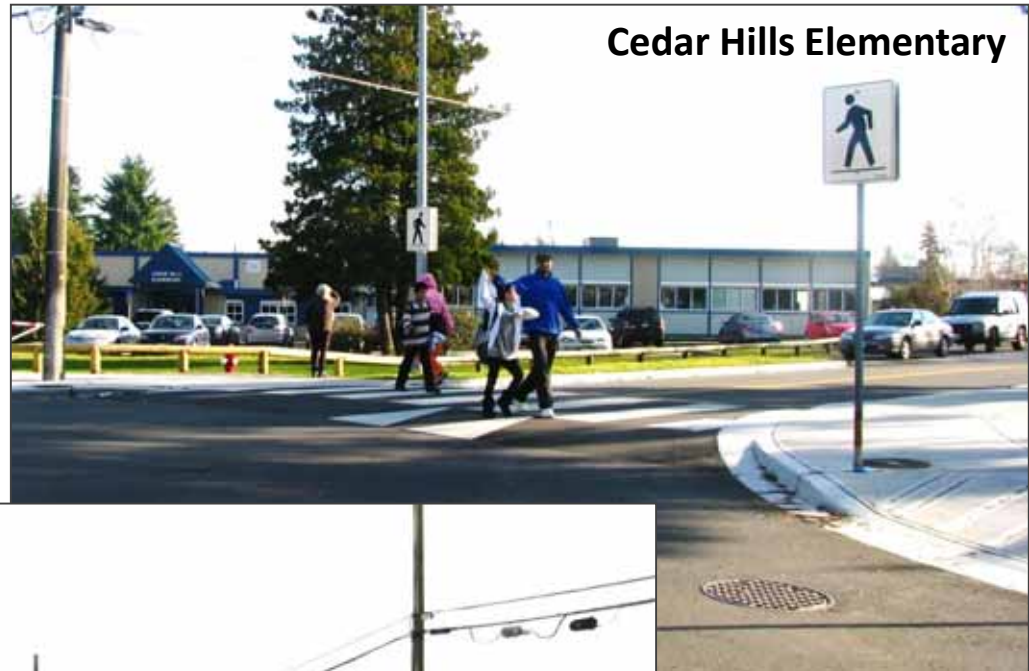
Issue	Observation
<p>#1. Pick-Up / Drop-off on 106th Ave</p> <p>Pick-up and drop-off activity occurs along both sides of 106th Ave in front of the school even though stopping is only allowed on the south side. Parents also ignore the posted "No U-Turn" sign and the "No Stopping" signs in proximity to the school parking lot driveway and bus zone on the south side of the road. As a result, congestion, illegal parking, unsafe turning movements and jaywalking occur in front of the school.</p>	
<p>#2. Speeding traffic along 106th Ave in the 30km/hr school speed zone</p> <p>106th Ave is a straight local road that provides east-west access between 128th & 132nd St. Speeding, especially during non-peak hours, is a concern due to the presence of the school and adjacent parkland to the west, as well as the limited visibility caused by hedging along the school boundary.</p>	
<p>#3. Visibility of the 30km/hr School Speed Sign on 106th Ave for westbound traffic</p> <p>The existing speed sign is obstructed due to overhanging foliage.</p>	

Implementation

- Increased priority given to schools but no new funding
- 645 projects since 2010 (\$15 million)
 - 240 signage projects
 - 220 crosswalks and/or curb bulges
 - 50 sidewalks
 - 80 traffic calming projects
 - 55 other projects



Traffic Calming



Cedar Hills Elementary



Forsyth Road Elementary

Parking

Cambridge Elementary



Fraser Wood Elementary



Newton Elementary

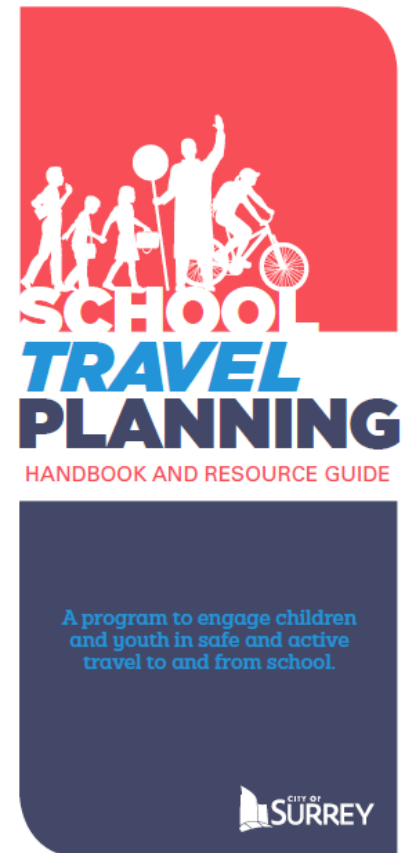


Pick-Up/Drop-off Areas



School Travel Planning

City works with 3-5 schools per year to:



How Does STP Work?



1. Create Your Team

Assemble a team of people who are passionate about walking, cycling and traffic



2. Assess the Situation

Understand existing behaviours & attitudes (e.g. surveys, walkabout)



3. Determine Your Vision and Goals

Describe what your school will look like once you've achieved success



4. Identify and Implement Your Action Plan

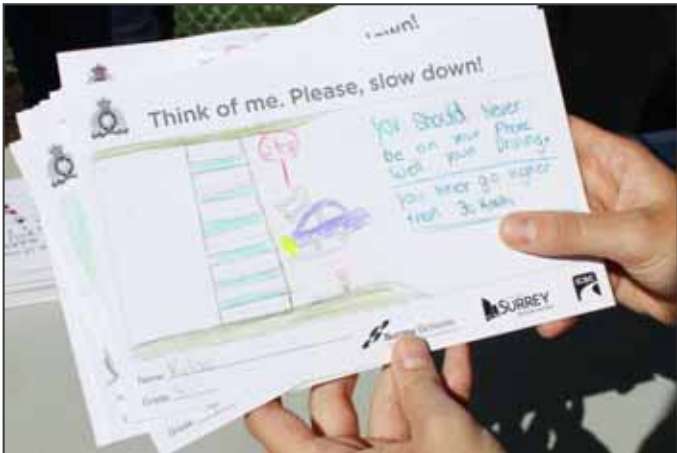
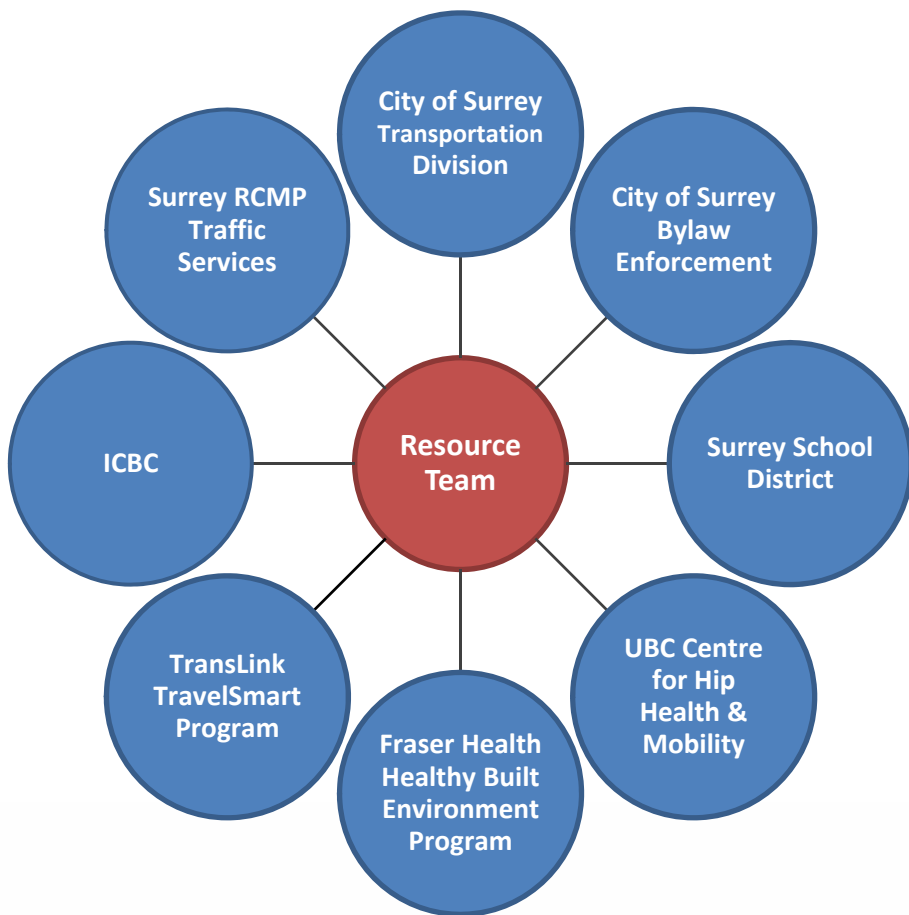
Identify and implement actions that will help you achieve your goals (5 E's)



5. Track Your Progress

Compile quantitative and qualitative information, measuring goals and actions

Who Is Involved?



Bike Education

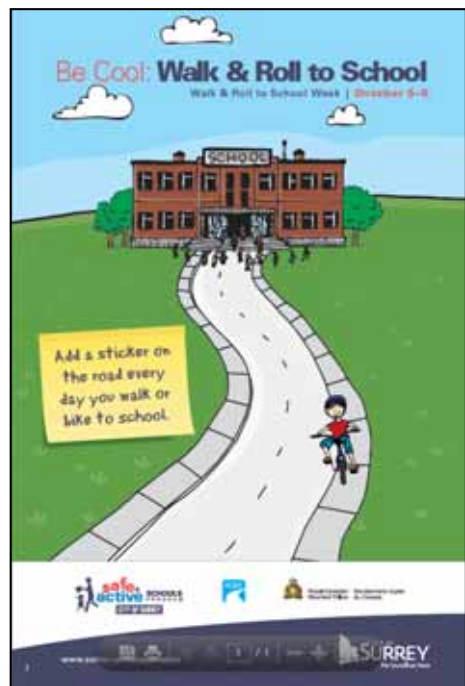


All gr. 4/5 students with classroom and on-bike sessions

Walk & Roll Week



Celebrates & encourages active travel

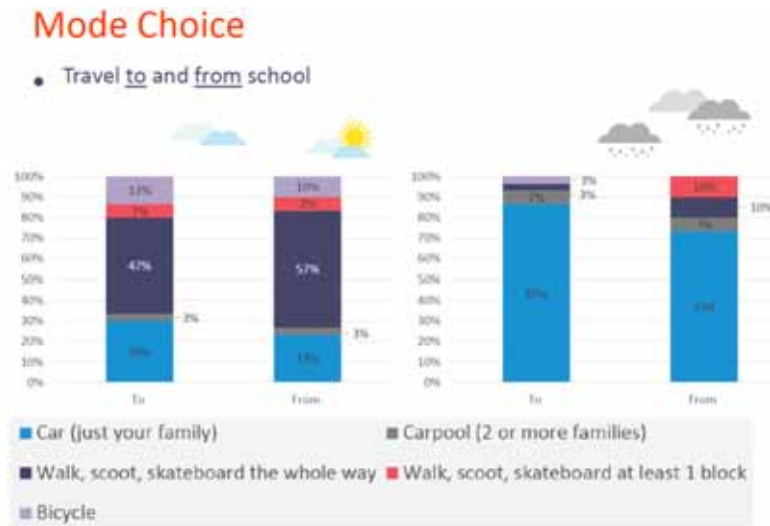


Elementary



30+ schools participated in 2015

Measuring the Impact of SASP



“As a parent in the neighbourhood, it’s great to see such a positive impact resulting from our efforts to make our community safer for our children” – Surrey parent

- Multiple methods
 - STP surveys
 - Bike education surveys
 - Stakeholder feedback
 - Anecdotal stories
- More than mode share
 - Sense of community
 - Student attentiveness
 - Population health

Centre for Hip Health & Mobility

- Study evaluating influence of SASP models on:
 - Transportation choices
 - Children's fitness
- School travel → up to 30% daily physical activity

ACTIVE STREETS, ACTIVE PEOPLE - JUNIOR



“AN INTEGRATED COMMUNITY PARTNERSHIP TO ENHANCE PHYSICAL ACTIVITY AND ACTIVE TRANSPORTATION IN CHILDREN AND YOUTH”

ASAP
active streets // active people

CENTRE
for **HI** Health
and **Mobility**



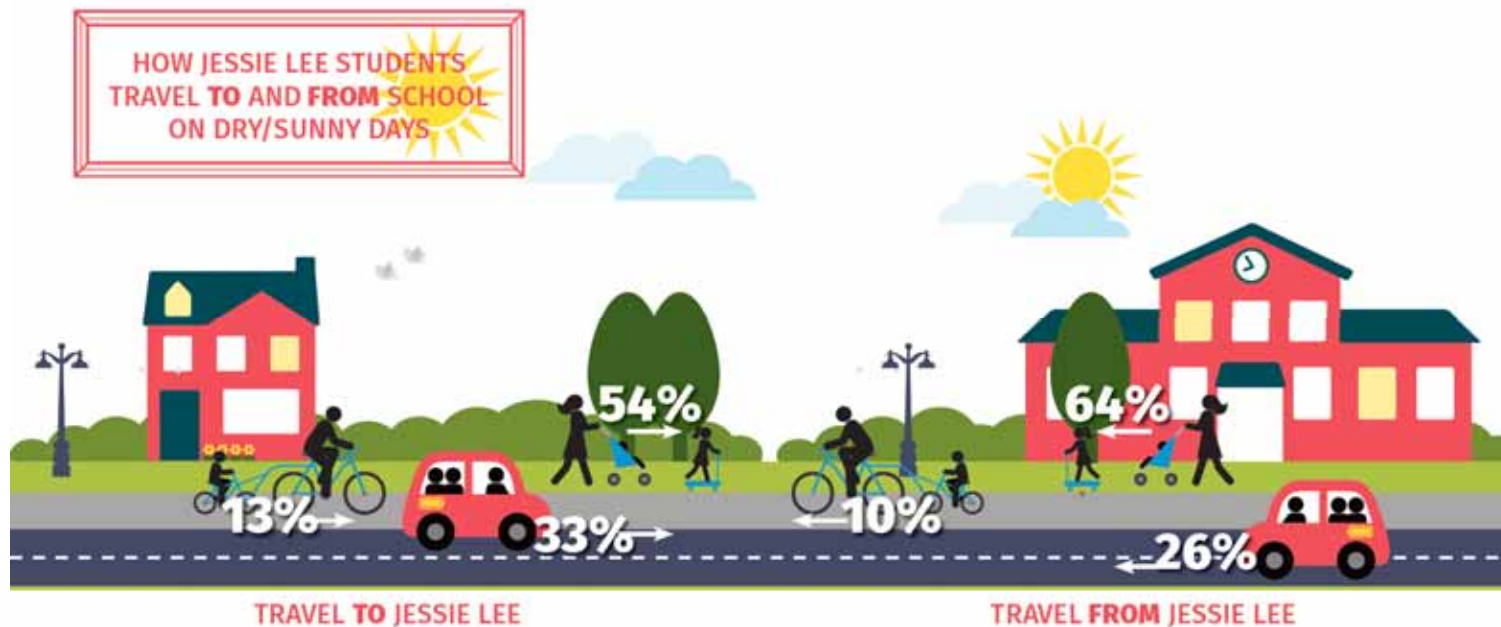
Successes

- Broad reach leading to change in culture
- More than “just transportation”
- Improved understanding



Modal shift doesn't happen overnight

- Multi-year programs more successful



Conclusions

- Different culture at each school
- Custom approach more effective than one-size fits all



Thank You

- www.surrey.ca/transportation
- transportation@surrey.ca

