

A child wearing a teal jacket and blue sneakers is riding a blue bicycle on a paved path. The bicycle has 'KENDATIRE.COM' written on the tires. In the background, other children are visible, including one in a white shirt and purple skirt. The scene is outdoors with greenery in the distance.

SUPPORTING ACTIVE SCHOOL TRAVEL AT NORMA ROSE POINT

February 2022



WHO ARE WE?

- Community Programs and Outreach, a team within C+CP's Community Development and Engagement unit.
- Support C+CP's community building mandates through creating engaging community programs, events, placemaking initiatives and more.
- Together with other campus partners, including the UNA, we help deliver programming that supports and encourages safe, active, and sustainable transportation to, from, and around our campuses.
- Community-capacity building approach.



OVERVIEW

- Active transportation supports UBC priorities around health, wellbeing, sustainability and climate change—and can help minimize congestion and roadway conflicts.
- Many families concerned about safety when allowing children to commute
- In summer 2021, C+CP and the PAC's partnered on a survey to identify barriers to active transportation.
 - **Intent:** Inform programs and initiatives, identify challenges and barriers, and support the creation of education and awareness materials to promote safe and sustainable transportation.
 - **Scope of initiatives:** Targeted programming, cohesive communication, and community capacity-building to support active modes of transportation.
 - **Out of scope:** Infrastructure change would be considered through other planning processes where applicable—in reference to UBC managed land.



SURVEY FINDINGS

- Over 300 families from NRP and University Hill Elementary took the survey
 - 65% from Norma Rose Point
 - 35% from University Hill Elementary
- **Key findings:**
 - Many families are already walking and rolling to and from school
 - Children primarily travel with an adult from the household, or other children.
 - Approximately 22% always or almost always drive.
 - ***Barriers included:*** insufficient walking/cycling routes, fear of unsafe driving behaviours, traffic speeds along routes, weather, convenience, bike theft.
 - ***Concerns:*** W. 16 at Wesbrook Mall (roundabout), Binning Road crossing, Thunderbird Boulevard.



PROGRAMMING APPROACHES TO ACTIVE SCHOOL TRAVEL BARRIERS

Barrier	Opportunity	Notes
Lack of cycling skills/ability	<ul style="list-style-type: none">• Provide skills training programs• Community Bike Clinics at schools	<ul style="list-style-type: none">• In progress through C+CP and UNA program funding
Bike Theft	<ul style="list-style-type: none">• Host free on-site registration for Project 529	<ul style="list-style-type: none">• C+CP can explore options for secure bike parking nearby (Acadia) in collaboration with SHCS
Unsafe driving behaviour	<ul style="list-style-type: none">• Coordinated approach to communication materials• Slow down signage created by students, facilitated through C+CP/UNA Walk 'n Roll program.	<ul style="list-style-type: none">• Education and awareness materials directed towards drivers within the school community should be disseminated through the PAC's or the schools for maximum reach. C+CP will push through their on-campus channels



PROGRAMMING APPROACHES TO ACTIVE SCHOOL TRAVEL BARRIERS

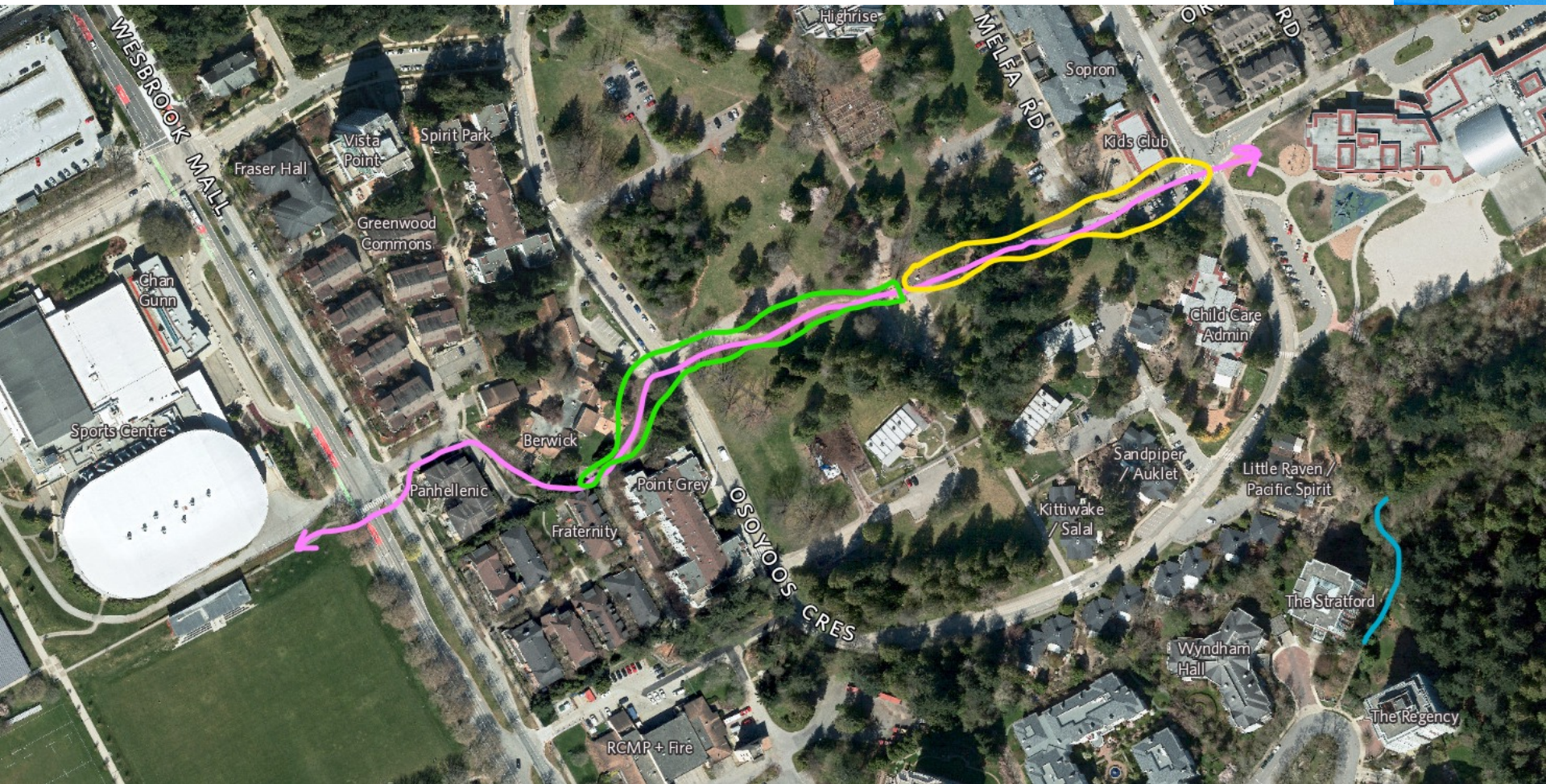
Barrier	Opportunity	Notes
Poor visibility of kids commuting due to weather	<ul style="list-style-type: none"> • Walk 'n Roll reflective gear for students • Implementing walking school buses and bike trains for increased presence on campus 	<ul style="list-style-type: none"> • In progress through C+CP and UNA program funding
Safety of walking/cycling routes	<ul style="list-style-type: none"> • Implement walking school buses and bike trains year-round, staffed by community volunteers. • Plot safe routes to school that limit exposure to busy roadways and unsafe cycling infrastructure 	<ul style="list-style-type: none"> • Current routes are outdated. CPO staff working with transportation planning team to identify routes that minimize pedestrian and roadway conflicts. Currently upgrades being made along proposed routes.
Dangerous intersections for crossing	<ul style="list-style-type: none"> • Implementation of a crossing-guard program at peak hours in the morning and evening at key crossings near the schools. 	<ul style="list-style-type: none"> • Generally facilitated through school boards and PAC's. C+CP policy team could connect with appropriate VSB staff.



PATHWAY IMPROVEMENTS UNDERWAY (UBC)

- To support walking and rolling to the daycares in Acadia as well as NRP, UBC is making improvements within Acadia Park:
 - Creation of a wide gravel path to walk on and improved green space in the centre of Acadia Park walkway to replace a previously unfinished, muddy path.
 - Better connection to Melfa Road
 - Transition of Melfa Road to a pedestrian and cyclist green street.
 - Tactical urbanism interventions for space being scoped by student research groups to give everyone a safe space to travel the last short distance to school.
 - Improved walking connection from Wesbrook Mall through to Norma Rose Point School.





PROGRAMS IN PROGRESS

- **Kids On Wheels, March 5**
 - Balancing bike workshop for young kids. Basic road safety skills will be included.
- **Bike Skills and Road Safety, April 2**
 - Workshop with HUB, with 1 hour instruction in the Community Centre and 1.5 hours of bike practice.
- **Walk 'n Roll Thursdays**
 - Starting in April, walking school bus Thursdays from Acadia to UHill (pending PHO)
- **Piloting a walking school bus from Wesbrook to NRP**
 - Walk 'n Roll programming pending next phase of pandemic restrictions being lifted.
 - Exploring various training models for volunteers through DASH.
- **Acadia Park Bike Festival, May 28th**
 - Piloting event in Acadia Park, with intent to expand.



WORKING TOGETHER

- CPO has taken a similar approach to active school travel as many municipalities, treating it as a community-driven collaboration.
- Scope will primarily be through program planning and capacity-building with UNA partners through:
 - Safe + Connected Community Coordinator
 - Working with the PAC's on identifying and supporting opportunities to build parent participation programs that ensure long-term sustained success.
 - Identifying programming and communication initiatives to move forward with.
 - Supporting advocacy.



WORKING TOGETHER

- C + CP has been advised that VSB planners can be engaged through their school active travel programming. They typically take a similar approach with a focus on:
 - Encouraging more children and their families to walk, cycle, and roll to school
 - Improving walking and cycling infrastructure around schools
 - Increasing education and awareness around active transportation
- PAC's can advocate to VSB for small-scale traffic circulation and safety initiatives:
 - school crosswalk markings and signage,
 - school zone signage,
 - parking signage and changes to school drop-off and pick up zones.
- Connect to appropriate VSB staff



WORKING TOGETHER

- Survey findings have been shared with the UEL, who is in charge of the land and streets on which the schools are located.
 - West 16th is a provincially-maintained roadway.
- Key areas of concern have been noted and the Safe + Connected Community Coordinator has discussed avenues to share these concerns.
- UBC recognizes the need for more coordinated approach to transportation management and is forming a multi-stakeholder transportation advisory group
 - ToR's are currently being scoped, but we imagine many opportunities for engagement with PAC's



QUESTIONS?

- Contact gabriella.scali@ubc.ca

