Improving the Walking and Cycling environment for children travelling to and from Ecole St. Avila

Summary of Parent Consultation

Report prepared for the City of Winnipeg by Green Action Centre
March 10, 2014
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Ecole St. Avila is located in the heart of Fort Richmond and is an important community destination for many residents in the neighbourhood. It is located beside the Fort Richmond Kings Community Centre and has one of Canada’s top 10 environmentally responsible school grounds. It is two blocks from Kings Park, and the 2014 school gym expansion attracts after-hours use by community sports teams, and activities by residents of all ages.

Many of today’s older suburbs were built in an era strongly shaped by the use of vehicles as a primary means of transportation. This is clearly reflected in Fort Richmond by the transportation design of roadways and minimal sidewalks / active transportation infrastructure. Today, this provides a challenge for people of all ages and abilities that are embracing active transportation – walking and cycling - as a means of travel.

Since 2009, Ecole St. Avila Home and School Association (SAHASA) has been working on a regular basis with multiple partners to improve the safety of walking and cycling around Ecole St. Avila including a host of area residents and community-based organizations, the City of Winnipeg, Province of Manitoba, the Winnipeg Regional Health Authority, Pembina Trails School Division Trustees and Administration, the University of Manitoba, CAA, and MPI.

Ecole St. Avila participated in a two year national study seeking to identify barriers preventing children from walking and biking to school. Between 2009 and 2011, key barriers were identified resulting in a list of activities and infrastructure improvements that would increase safety for pedestrians and cyclists. Details of this study can be found in the Ecole St. Avila Travel Plan.

In November of 2014, the City of Winnipeg announced $500,000 towards “Active Transportation corridors for elementary schools in south Winnipeg to improve safe cycling and pedestrian access.” Specifically, the City announced plans for a sidewalk on Patricia Ave.

SAHASA responded to this funding and proposed sidewalk announcement by conducting an online survey developed by the School Zone Safety Committee, and by hosting a consultation workshop facilitated by Green Action Centre.

The feedback from both the consultations supported the city’s recommendation to install a sidewalk on Patricia Ave. which would enable safe access for students walking to school. In addition to the sidewalk, a variety of other infrastructure and non infrastructure related initiatives were discussed and will be brought forward to both the City and Pembina Trails School Division to consider implementing.

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3 See Appendix 9 or [http://winnipeg.ca/cao/media/news/nr_2013/nr_20131121.stm#1](http://winnipeg.ca/cao/media/news/nr_2013/nr_20131121.stm#1)
4 See Appendix 6 or [https://www.surveymonkey.com/s/D63YMP9](https://www.surveymonkey.com/s/D63YMP9)
5 See Appendix 5
Green Action Centre has been working with the Pembina Trails School Division and the Ecole St. Avila Community since 2009, providing leadership, facilitation, guidance and advice on improving the safety of children walking and cycling to and from the school. Green Action Centre worked with Ecole St. Avila to research and write their School Travel Plan and was involved with the Bike Walk Roll Fort Richmond project which resulted in the development of the Fort Richmond/University Heights/University of Manitoba walking and cycling map; the first community-focused map of its kind in the City of Winnipeg.

**Ecole St. Avila School Travel Plan Development (2009 – 2012):**

Ecole St. Avila is a French Immersion School in the Pembina Trails School Division (PTSD), located in the Fort Richmond neighbourhood of Winnipeg, Manitoba, Canada.

Between 2009 and 2012 the school developed a School Travel Plan (STP) (See Appendix 6) working with the Active and Safe Routes to School (ASRTS) Program of Green Action Centre. This project was part of a national pilot project also involving Ecole St. Avila, Dalhousie and Ryerson Schools in the Fort Richmond community as well as over 120 additional schools across Manitoba and Canada; funded through the Public Health Agency of Canada (PHAC) and the Coalition Linking Action and Science for Prevention (CLASP).

The key goal of the Ecole St. Avila School Travel Plan was to identify barriers preventing children from walking and biking to school. Members of the School Travel Planning Committee participating in the process were from:

- Ecole St. Avila Administration
- St. Avila Home and School Association
- Pembina Trails School Division Administration
- City of Winnipeg (Property Planning and Development and Public Works Departments)
- Winnipeg Regional Health Authority

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6 Appendix 8 – http://winnipeg.ca/cao/media/news/nr_2014/nr_20140131.stm#2
Students were involved in the process through classroom surveys and activities.

The committee worked to identify barriers to active school travel and looked at solutions including engineering and infrastructure improvements, education, encouragement and evaluation. An overview of the solutions are included as part of the Ecole St. Avila School Travel Plan. The City of Winnipeg also accumulated extensive data on the traffic studies they conducted.

The School Travel Plan identified several specific areas requiring engineering and infrastructure requirements the Ecole St. Avila area. These included:

- Patricia Avenue
- Back lane near School Entrance
- Kilkenny Drive at backlane
- Leech Street at School Parking Lot
- Silverstone Avenue

In addition to the specific engineering and infrastructure requirements, major safety concerns identified in the neighbourhood were:

- Lack of sidewalks
- Volume and speed of traffic
- Unsafe drivers

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7 See Appendix 7 or http://activetransportation.ca/school-travel-plans-from-dalhousie-ryerson-and-ecole-st-avila/
Bike Walk Roll Fort Richmond / University Heights Project (2012 – 2013):

The Ecole St. Avila School Travel Planning projected stimulated broader community wide discussions on how to improve the safety of walking and cycling in the communities of Fort Richmond and University Heights.

Green Action Centre secured funding from the City of Winnipeg and the Province of Manitoba to hold a series of community activities, workshops and the development of a walking and cycling map of Fort Richmond and University Heights.  

Supporters of the Bike Walk and Roll Fort Richmond / University Heights project focused on working to improve the safety of walking and cycling. Supporters included representatives from:

- Fort Garry Community Network
- Winnipeg Trails Association
- Manitoba Public Insurance Corp (MPI)
- Rivers West – Red River Corridor Inc
- Pembina Trails School Division (5 schools in area)
- Canadian Automobile Association (CAA)
- Province of Manitoba (Neighbourhoods Alive,)
- City of Winnipeg (Property Planning and Development and Public Works Depts)
- Pembina Active Living 55+
- Bike to the Future (now known as Bike Winnipeg)
- Prairie Pathfinders
- University of Manitoba (Planning Department)
- Winnipeg Police Services

Data from the Bike Walk and Roll Fort Richmond / University Heights project was provided to the City of Winnipeg to use towards improving the safety of walking and cycling in the communities.

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8 See Appendix 8 or http://winnipeg.ca/cao/media/news/nr_2014/nr_20140131.stm#2
City of Winnipeg Investment

On November 21, 2012, the City of Winnipeg announced funding support of $500,000 for Active Transportation corridors for elementary schools in South Winnipeg to improve safe cycling and pedestrian access. The City’s announcement included the following recommendations:

- A raised crosswalk in front of Ryerson School
- A sidewalk on Ryerson Avenue between Ryerson School and Rice Road
- A sidewalk on Patricia Avenue between Ecole St. Avila School and Kilkenny Drive
- A sidewalk and/or a multi-use pathway on Kilkenny Drive between Vassar Park and King’s Park.

Resident’s Consultation

On Feb 12, 2014, the City of Winnipeg held a consultation with the Patricia Ave residents to gather input on improving safety for pedestrians and cyclists on Patricia Ave. The City plans to hold consultation with the residents of Ryerson Ave. and Kilkenny Ave in the future regarding the recommendation to construct a sidewalk.

Ecole St. Avila Home and School Consultations:

Ecole St. Avila Home and School Association’s School Zone Safety Committee undertook two forms of consultation to reach out and gather input from parents on how to improve pedestrian and cycling safety.

1. WORKSHOP: An in person workshop enabling face to face dialogue.

2. ONLINE SURVEY: An online survey was conducted via email to all the parents / caregivers at the school. In total, 123 responses were recorded. In 2014, 279 families attended Ecole St. Avila.

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9 See Appendix 9 or http://winnipeg.ca/cao/media/news.nr_2013.nr_20131121.stm#1
10 See Appendix 5
11 See Appendix 6
Workshop Overview:

The Ecole St. Avila School Zone Safety Committee is a subcommittee of Ecole St. Avila Home and School Association. The committee advertised a meeting for all parents in the school newsletter and via an email to all parents to provide input.

The workshop was held in the Ecole St. Avila Library (633 Patricia Avenue, Winnipeg) from 6:30 pm – 8:00 pm on Monday, March 10th, 2014. Approximately 17 adults attended from approximately 13 families. One parent attending was a Pembina Trails School Division Trustee, and the school principal was present throughout the workshop. The workshop was hosted by the School Zone Safety Committee, facilitated by Jackie Avent from Green Action Centre and funded by the City of Winnipeg. Green Action Centre hosted the consultation because of their previous work with the development of the Ecole St. Avila School Travel Plan.

Kevin Nixon, City of Winnipeg Active Transportation Coordinator was also in attendance. Kevin also participated in the two year study and development of the School Travel Plan. Daycare was made available for those requiring it, and snacks and beverages were provided.
Workshop Format:

- Participants were welcomed and asked to sign-in before taking a seat with others at round tables seating 6-8 people.
- Each table had a copy of Fort Richmond Walking & Cycling Map opened to the area around Ecole St. Avila, a copy of the Ecole St. Avila School Travel Plan, and a list of options to consider as part of the evening’s discussion\(^{12}\). The list of options were compiled from feedback from the following sources:
  - St. Avila School Travel Plan
  - City of Winnipeg
  - Feedback on how to improve pedestrian and cycling safety on Patricia from Patricia Avenue community consultation
- The options included both infrastructure improvements, as well as non-infrastructure improvements. Specific infrastructure improvements included the construction of a sidewalk as announced by the City of Winnipeg, and also included interventions such as mirrors at back lane intersections to facilitate looking around the corner, addition of a bike lane, etc. Non-infrastructure interventions included suggestions like changing the direction of traffic at drop-off and pick-up along Patricia Avenue, moving the school bus drop-off area, improving snow clearing, and recommendations for workshops and education about safe-cycling for students and parents.

Presentation:

- Janice Lukes, parent at Ecole St. Avila and Ward Assistant to Councillor Swandel presented a PowerPoint containing background information about the traffic situation at St. Avila, as well as the current context for the workshop. The PowerPoint presentation was the same presentation provided to Patricia Ave residents at their consultation.

Group Exercise:

- Jackie Avent of Green Action Centre presented each group a list the infrastructure and non-infrastructure based options.
- Using a randomizing exercise, participants were re-grouped into new clusters of 4 and asked to prepare 2-3 solutions to the question:  
  
  “What is the best way to make the environment around Ecole St. Avila safer for students walking and cycling to school”?

Groups were given approximately 30 minutes to come up with their solutions and were asked to report back to the larger plenary.

\(^{12}\) See Appendix 2 for the comprehensive list of options
Groups were asked to report back about their first, second and third solutions. Some groups also included information about options that they would NOT like. Details can be found below.

**FIRST SOLUTION:**
Group 1, 2, 3 and 4’s first choice solution was to construct a sidewalk on the north side of Patricia Ave.
- Three groups wanted the sidewalk to connect to Kilkenny, one group wanted the sidewalk to connect to the cut through and one group wanted the sidewalk on both sides connecting to Kilkenny.

**SECOND SOLUTION:**
Group 1 & 2: Construct a dedicated drop-off zone for parents and buses
Group 3: Create a pathway on community centre land, north of the back lane
Group 4: Make Patricia Ave a one way for parent drop offs and redirect buses to Community Centre parking lot.

**THIRD SOLUTION:**
Group 1: Hire adult crossing guards for key locations around the school and advocate to MLA’s and trustees about lack of active transportation funding as compared to bus funding.
Group 2: Install mirrors at blind corners throughout the neighbourhood
Group 3: Improved navigational signage in the neighbourhood
Group 4: Construct a dedicated drop-off zone for parents
“What is the best way to make the environment around Ecole St. Avila safer for students walking and cycling to school”?

Group 1:

1. **SOLUTION: Sidewalk along north side of Patricia Ave. through to Kilkenny**
   Group 1’s solution was for a sidewalk along the North Side of Patricia. They noted that this makes the most sense as there is currently a sidewalk between King’s Drive and Ecole St. Avila along the north side of the roadway, and along the remainder of that roadway there are no driveways as the houses have access to the backlane. They had a preference of continuing the sidewalk all the way down Patricia Avenue to Kilkenny in anticipation of the proposed pathway linking King’s Park and Vassar Park. They expressed a preference for the sidewalk to go along the South side of Kilkenny to create an entire loop. They included a hand-drawn diagram with their proposed solution.

![Hand-drawn diagram]

Group 2:

**SOLUTION: Sidewalk along north side of Patricia Ave through to Kilkenny**
Group 2’s solution preferred a sidewalk on the North Side of Patricia through to Kilkenny as their first choice, but with some key questions. They indicated that while sidewalks are ideal in summer, there would need to be a commitment made to snow clearing. This could tie in nicely with the implementation of the snow-angels program at the school. Their second key concern was whether cyclists would be permitted to use the sidewalk. As there is a current bylaw which does not allow bikes with a tire diameter over 20” on municipal sidewalks, it might be better to build a multi-use pathway along the street. This would help to make the community infrastructure meet the needs of a wider variety of age-groups as adults and seniors would be able to safely ride their bikes along Patricia.
**Group 3:**

**FIRST SOLUTION: Sidewalk along north side of Patricia Ave to the back lane cut through (not connecting to Kilkenny)**

Group three’s solution preferred the sidewalk construction on the north side of Patricia Avenue, however suggested the sidewalk be connected with the cut-through where Patricia Avenue curves, and not continued down to Kilkenny. In the group discussion that proceeded, they were supportive of the idea of extending the sidewalk further, but felt the connection between the existing sidewalk at St. Avila and the cut-through was the best first step. They felt the decision to have the sidewalk on the north side was a given, as there are no driveways to cross and fewer connecting streets to cross. Group three also suggested the student-drop-off be one-way east-bound.

**Group 4:**

**FIRST SOLUTION: Sidewalk along north AND south sides of Patricia Ave to Kilkenny Ave.**

Group four’s solution was the sidewalk along Patricia Avenue be created on both sides of the street. This is because parents drop off along the street and students could be walking anywhere on any side of the street. They commented that “walkers need the north side with a sidewalk”. Group four also wanted the busses removed from Patricia Avenue, and suggested an additional patrol put in place to assist with crossing at the staff parking lot on Leach Street.

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**Second Solution**

*"What is the best way to make the environment around Ecole St. Avila safer for students walking and cycling to school"?*

**Group 1:**

**SECOND SOLUTION: Construct a dedicated drop-off zone for parents and buses**

Group one’s solution was a dedicated drop-off zone for parents and buses. For parents, this drop-off zone would be on Patricia travelling in the east-bound direction only. The dedicated bus drop-off would be along Leach Street. The bus drop-off time would be staggered with each bus loading and un-loading one-by-one at the corner of Leach and Patricia. The buses would then turn left onto Patricia and exit out to King’s Drive. The key elements to consider with this suggestion is the snow clearing at drop-off and pick-up zones, that there be an additional crossing guard on Patricia, and to ensure that the school-bus drop-off occurred right at Leach and Patricia in view of the front door of the school. This would give adequate security to parents, school bus drivers, school staff and students. It was noted that Ryerson School already has a precedent for staggered school bus drop-offs and might be looked to as a best-practice should this be implemented at St. Avila.
Group 2:
SECOND SOLUTION: Construct a dedicated drop-off zone for parents and buses
Group two’s solution was also to create a parent drop-off corridor/zone, however they did not go into as much detail about where this would take place as Group 1.

Group 3:
SECOND SOLUTION: Create a pathway on community centre land, north of the back lane
Group three’s solution was to create a pathway on the community centre land, north of the back lane. They expressed that there would still be a need for mirrors to be mounted at areas corners with blind spots. The key considerations they expressed with this solution was the need for a commitment to be made to snow clearing along the pathway in winter, as well as the instillation of correct lighting. They also indicated that this option may not be very accessible for drop-offs for parents.

Group 4:
SECOND SOLUTION: Make Patricia Ave a one way for parent drop offs and redirect buses to Community Centre parking lot.
Group four’s second solution consisted of making Patricia a one-way street for pick-up and drop-off and to redirect the buses to the Community Centre parking lot.

THIRD SOLUTION

“What is the best way to make the environment around Ecole St. Avila safer for students walking and cycling to school”?

Group 1:
THIRD SOLUTION: Hire adult crossing guards for key locations around the school and advocate to MLA’s and trustees about lack of active transportation funding as compared to bus funding. Group one’s solution was to hire paid adult crossing guards for key locations around the school. They also indicated a need to advocate to trustee’s and MLA’s about the fact that children who live within 1.6 km from school do not have any allocated funding for active transportation from the school division. This is in comparison to bused children who have an investment between $500 - $900 / student for their safe transportation needs to be met.

Group 2:
THIRD PREFERENCE: Install mirrors at blind corners throughout the neighbourhood
Group two’s solution is for the instillation of mirrors at blind corners throughout the neighbourhood.
Group 3: 
**THIRD PREFERENCE: Improved navigational signage in the neighbourhood**
Group three’s solution was for improved signage in the neighbourhood.

Group 4: 
**THIRD PREFERENCE: Construct a dedicated drop-off zone for parents**
Group four’s solution was for a dedicated drop-off zone for parents. They did not go into additional detail.

**ADDITIONAL INFORMATION:**

**Vetoed Solutions:**
Group 1 indicated the idea of the multi-use pathway through the community centre lot and school playground was explicitly not on their list of preferences.

**Template letter to City Councillor / MLA / Trustees:**
An additional suggestion was made to have the City Councillor, MLA and school trustees’ emails / addresses included in the school newsletter with information about the various options related to the sidewalk. It was suggested the school could draft a form letter that parents can use to e-mail or in correspondence with elected officials. This could go out this spring as final decisions are being made about this issue.
**Recommendation**

Based on the information gathered in this workshop, Green Action Centre would recommend the following solutions which take into consideration the views of those present. This is subject to change and reevaluation by the Parent Advisory Committee and the City of Winnipeg, as it is dependent on other information gathered in additional workshops with the broader community.

**To the City of Winnipeg:**

1) Construction of a sidewalk on the north side of Patricia Avenue from Ecole St. Avila to Kilkenny Drive
2) Instillation of mirrors at blind corners throughout the neighbourhood and improved navigational signage at cut-through’s close to the school

**To Ecole St. Avila Parent Council and School:**

1) Identify a dedicated drop-off zone for parents, considering the Community Centre parking lot as an option
2) Work with the school division to redirect buses exclusively to Leach Avenue and coordinate staggered drop-off and pick-up times.
3) Advocate to Trustees and the Pembina Trails School Division regarding the lack of active transportation funding as compared to school bus funding.

View of Patricia Avenue section of roadway where recommended sidewalk would be installed. *Photo credit: Green Action Centre*
**Evaluation**

A one-page evaluation form was handed out to participants attending the workshop. Of 16 attendees, 14 surveys were handed in. A full copy of the workshop evaluation responses is available in Appendix 3.

All survey respondents felt very strongly (5) about having more active travel routes/pathways in the Ecole St. Avila Neighbourhood. Thirteen out of fourteen respondents felt that the workshop was very informative (5) and were very satisfied (5) with the facilitators. One respondent felt neutral about the information from the workshop (3) and the quality of the facilitation (3).

Throughout the evaluation narrative responses some similar sentiments were expressed. These are:

- Listening to multiple points of view
- The opportunity to speak with city officials directly
- To hear about the multiple options and discuss with other parents
- Acknowledgement that parents’ are not along in their frustration with the traffic conditions at the school

Parents were also given the opportunity to share any ideas or thoughts they didn’t get a chance to express in the workshop plenary. As this evaluation was done in confidence, this opportunity was for them to share things they may not have wanted to voice in the larger group. A full transcript of these responses can be found in Appendix 7; however some different comments that arose that were not presented in the larger include:

- Having the school host a driving safe night and increasing enforcement of traffic infractions, giving tickets where necessary.
- The need for better communication from Ecole St. Avila about the expectations of where parents should and should not pick-up and drop-off.
- The need for school administrators to be more visible at pick-up and drop-off times.
- That there needs to be a systemic review and evaluation of the overall transportation strategy at Pembina Trails School Division
- That in future meetings the parents of bus-students have to feel like the meeting is for them too.
- Putting speed bumps along Kilkenny and Patricia Avenue.

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13 See Appendix 3
Appendix 1 – St. Avila Parent’s Workshop – Agenda

AGENDA

Safety Consultation
Monday, March 10, 2014
6:30pm. Ecole St. Avila Library

6:30 - 6:45: Welcome, Introductions and Background

6:45-6:50: Kevin Nixon,
Active Transportation Coordinator – City of Winnipeg

6:50-7:40: The Problem / The Options / Breakouts

7:40-7:55: The Solutions

7:55-8:00: Closing
Appendix 2 – Options presented to St. Avila Parents

OPTIONS “NOT INFRASTRUCTURE RELATED”

ADULT TRAFFIC GUARDS
• ½ hr on Patricia Ave in morning / afternoon
• ½ hr on Leach in morning / afternoon

FORMALIZE PARENT ‘DROP OFF / PICK UP’ ZONES
• Richmond Kings Community Centre
• Leach Ave between Silverstone & Avila (create opening mid way in fence with trail)

RELOCATE BUSSES
• To Leach Ave
• To Richmond Kings Community Centre

COMMUNICATION & SAFETY EDUCATION PLAN
• To parents driving
• To kids to teach parents

SNOW REMOVAL:
• Sidewalks and banks on Leach and Patricia
• Promote snow angel program (snow removal on sidewalks)

ADVOCATE to TRUSTEES & MLA’s:
• $2.5Million spent on transportation for kids on busses
• ?? spent on active transportation for children in 1.6 km zone

OTHER:
OPTIONS  “INFRASTRUCTURE RELATED”

SIDEWALK on PATRICIA AVE:
- Same side as school
  - Entire length to Kilkenny
  - Half of Patricia Ave – to back lane cut throughs
- Opposite side of school
  - Entire length to Kilkenny
  - Half of Patricia Ave – to back lane cut throughs

SIDEWALK / MULTI USE TRAIL
- On Community Centre land – north of back lane

MIRRORS:
- On blind corners of back lane poles

SIGNAGE:
- Revise street parking signage
- Add more regulatory signage ‘drop off zone’, etc.

CONVERT PATRICIA TO ONE WAY STREET  (see screen)

REDUCE SPEED LIMITS

OTHER:
Appendix 3 – Workshop Evaluation responses

What did you find most helpful after attending this workshop?

- More sidewalks and more opportunity for green living is great!!
- I learnt that there are numerous different routes that people walking/biking their children have. I found the information was helpful for the different options there are for these parents/students!
- Reading about the various options in addition to sidewalks.
- Thinking about how to protect the kids and other walkers safe.
- Knowing about all of the proposed projects more in-depth. It’s good to know the difficulties and process that go into the planning. Like the pictures and the maps makes it more real and easier to understand.
- Conversations with others in the school; listening to various points of view.
- There are a lot of ideas, it is inspiring that people are working together to make it better.
- Learning what options there are to the problem and that there are several possible options all with pros and cons I had not considered.
- Brainstorm session to work together and voice our concerns.
- Great ideas shared; being able to speak to city officials directly.
- Listening to others – realizing I’m not alone in my frustrations and fear for my children’s safety.
- Getting to know all our options to provide a safer travel for our children to and from school.
- All the possible solutions that have come about.
- Learning about the plans and the improvements that have already been made. Thanks to all the people behind it!

Are there any additional ideas you didn’t get to share in the workshop that you would like to share now confidentially? (here’s your chance!)

- None, good workshop.
- I feel like parents need a driving safe night and tickets should be given because there are many dangerous drivers.
- More direct communication from St. Avila administration on what they expect from parents and where they can and can’t park. Administration needs to be more visible at drop-off and pick-up.
- The Pembina Trails School Division Transportation Department routes and stop criteria need to be reviewed, studied and assessed. 42% of the children attending this school are on those buses. The administration of the transportation department are making questionable decisions which impact the safety of our children!!! I feel the parents who bus their children did not feel that this meeting should have included them as well.
- None – we shared on the “options” form.
- A sidewalk on Patricia (and Kilkenny) would be sooo WONDERFUL!!
- Not an idea, but more of a statement: Kids are walking on top of snowbanks, 1 foot away from passing school busses. Is it going to have to take a child getting hurt to make a change? Thank you for advocating for the safety of our children.
• I personally think moving the school buses from Patricia and having a sidewalk on Patricia would be most helpful to help with congestion on Patricia. I also liked the idea of the staggered school buses.
• Speed-bumps on Kilkenny and Patricia.
• I would love a sidewalk/bike path on Kilkenny. It’s absurd that there isn’t one on the Trans-Canada Trail.
A copy of the resident feedback from the Patricia Avenue Residents consultation is available by contacting City Councillor Justin Swandel at jswandel@winnipeg.ca or City of Winnipeg Active Transportation Coordinator Kevin Nixon at knixon@winnipeg.ca.
Appendix 5 – Meeting Announcement for Ecole St. Avila Parents

**Newsletter Promotion:**

HAVE YOU EVER FELT THAT YOUR CHILD’S SAFETY IS AT RISK DURING SCHOOL DROP OFF / PICKUP?

Cookies, coffee & Safety Consultation
Monday, March 10, 2014
6:30 pm. In The School Library

Babysitting and Snacks Provided
Proudly Supported by: St. Avila Home and School Association (SAHASA) Parent Council
Facilitated by: Green Action Centre
Kevin Nixon, City of Winnipeg Active Transportation Coordinator will be in attendance. Feedback from the meeting will be forwarded to The City of Winnipeg, PTSD and Kerri Irvin Ross – MLA.

If so, we need your support to help make change happen. The City of Winnipeg has set aside $500,000 towards active transportation infrastructure investments in the Fort Richmond neighbourhood.

One of their infrastructure recommendations (to improve safety and facilitate walking and biking in the area) is the installation of a sidewalk on Patricia Ave. between Ecole St. Avila and Kilkenny Dr. St. Avila needs you to come out and share your thoughts and ideas, in order to ensure that our school zone safety concerns are addressed through this funding.

Parents, please join us and let your voice be heard!

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**Email Promotion:**

Have you ever felt that your child’s SAFETY is at risk during school drop off /pick up?

______________________________________________________________________________

Cookies, coffee & Safety Consultation
Monday, March 10, 2014
6:30 pm. In The School Library
Babysitting and Snacks Provided
Proudly Supported by: St. Avila Home and School Association (SAHASA) Parent Council.
Facilitated by: Green Action Centre
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Parents, please join us and let your voice be heard!
Appendix 6 - Ecole St. Avila Online Survey, March 2014

The Ecole St. Avila School Zone Safety Committee conducted a survey regarding the use of roadways by parents in the school area to help inform this process.

A copy of this survey is visible at https://www.surveymonkey.com/s/D63YMP9 and a report on the results can be accessed through the School Zone Safety Committee or the school.

The following is a copy of the promotional email sent out by the Ecole St. Avila Home and School Association to families at the school inviting participation in the survey.

From: Elaine Beaulieu [mailto:ebeaulieu@pembinatrails.ca]
Sent: Monday, March 03, 2014 9:57 AM
To: Undisclosed recipients:
Subject: Parent Feedback Urgently Needed

Hi Parents of St. Avila,

It has come to the attention of St. Avila Home and School Association (Parent Council) that the City of Winnipeg is looking for our feedback as to how we use the roads and sidewalks surrounding Ecole St. Avila. This information will help determine how to allocate available funding in order to increase safety for students walking and biking, specifically on Patricia Avenue.

Please click the following link and complete the short (5 minute) survey to share your experiences.

https://www.surveymonkey.com/s/D63YMP9

Your participation and support is so greatly appreciated!!

Sincerely,

St. Avila Home and School Association
School Zone Safety Committee
Appendix 7 – Link to St. Avila School Travel Plan

Appendix 8: City of Winnipeg Media Release – Fort Richmond University Heights Walking and Cycling Map
http://winnipeg.ca/cao/media/news/nr_2014/nr_20140131.stm#2

City of Winnipeg helps local south Winnipeg residents develop detailed map highlighting walking and cycling routes in their community

January 31, 2014
Released: 3:10 p.m.

Winnipeg, MB – The first detailed community map of its kind for a Winnipeg community presents a bird’s eye view of the communities of Fort Richmond, University Heights and the University of Manitoba. Residents of these south Winnipeg communities worked with Green Action Centre and multiple organizations to develop a pocket sized map highlighting all the walking and cycling infrastructure in their community.

The map highlights every single sidewalk, trail, cut through, crosswalk, bus and more. It details the various surface types of trails (asphalt, gravel, bark chip, grass, etc.), it contains the locations of the heated bus shelters, traffic lights, controlled crosswalks, various community amenities (libraries, swimming pools, post offices, medical clinics, etc.) It also includes community treasures such as popular fishing holes, climbing trees and a family of topiary elephants grazing alongside a back lane. The residents also worked with local historians and archivists to highlight important community history.

“The City of Winnipeg is working on a variety of initiatives to improve safe walking and cycling in the communities of Fort Richmond and University Heights,” said Justin Swandel, Councillor for St. Norbert and Chair of Public Works. “The idea to develop a walking map came from area residents, and we are very pleased to offer our assistance in the map’s creation with a $10,000 contribution.”

“Fort Richmond and University Heights were built in an era where the vehicle was the primary means of transportation and the construction of sidewalks and trails were few and far between,” said parent Cori-Lee Paterson.” This map is a great tool to learn where short cuts are located on streets and bays, where new trails are located, and how kids can plot out safe routes to schools, playgrounds and parks.”
“This map is a ‘must have’ for our students and is a great resource for encouraging students and visitors to use active transportation to navigate around the U of M campus,” said Ian Hall, Director of Sustainability, University of Manitoba.

The pocket size map is free of charge and can be found at over 50 locations in the community (schools, community centre, libraries, churches etc.). For a complete list, please visit bikewalkroll.ca

Copies will also be handed out at the Acadia School Mid-Winter Festival which is being held from 12:00 p.m. until 3:00 p.m. Saturday, February 1 at Acadia Junior High, 175 Killarney Avenue.
Budget 2014: Active Transportation corridors planned for elementary schools in south Winnipeg to improve safe cycling and pedestrian access
$1.75 million total funding being earmarked for Active Transportation across the city
November 21, 2013
Released: 10:47 a.m.

Winnipeg, MB – The City of Winnipeg is proposing to double its investment in Active Transportation Corridors in 2014, to help build safe pedestrian and cycling facilities near elementary schools in south Winnipeg.

Since 2010 the City, along with the Green Action Centre and the Winnipeg Trails Association, has been conducting a comprehensive consultation program called “Bike Walk & Roll” in Fort Richmond, aimed at identifying projects to improve Active Transportation in this neighborhood.

“Creating safer ways for children to travel to and from school is vital. Building more dedicated pedestrian corridors like this one at Dalhousie School in south Winnipeg is another step in ensuring that children and families have convenient and safer pedestrian and cycling access within their communities,” said Mayor Sam Katz.

The 2014 Preliminary Capital Budget calls for investments in Active Transportation Corridors to increase from $500,000 to $1 million in 2014.

“This additional funding will make a very significant positive impact on the quality of life of residents of the neighborhood,” said Councillor Justin Swandel, St. Norbert Ward and Chair of the Standing Policy Committee on Infrastructure Renewal and Public Works. “We will continue to work with the community to identify which projects are the highest priority.”

Other projects planned for south Winnipeg in 2014 include:

- A raised crosswalk in front of Ryerson School
- A sidewalk on Ryerson Avenue between Ryerson School and Rice Road
- A sidewalk on Patricia Avenue between Ecole St. Avila School and Kilkenny Drive
- A sidewalk and/or a multi-use pathway on Kilkenny Drive between Vassar Park and King’s Park.

Remaining funds will be spent on other projects throughout the city once the Pedestrian and Cycling Strategy consultation has been completed, which is expected sometime in February.

In addition, the 2014 Budget also proposes that a further $500,000 will be spent on recreational walkways and pathways plus $250,000 will go toward new regional sidewalks, for total investments of $1.75 million.

Since 2008 the City of Winnipeg and its partners have invested over $80 million dollars into Active Transportation.

The 2014 Budget builds on the City’s long-term Transportation Master Plan and OurWinnipeg to improve the quality of life for all citizens by fostering a transportation system that supports active, accessible and healthy lifestyle options, renewing our infrastructure, focusing on core services, and building communities through parks and recreation.

Investing in citizens’ priorities ensures that Winnipeg continues to be a great place to live, work and play, now and in the future.