Ridgeway School Zone Safety Review

Welcome to the Open House



The City initiated the Ridgeway School Zone Safety Review due to traffic and safety concerns around the school. To shape this review process, we want to hear from the entire school community and neighbouring residents.

Please share your thoughts on the treatment options presented today. Note that the options are not necessarily discrete, and we may consider implementing a combination of these treatments.

Goals for today:

- Share what we learned from Phase 1 engagement
- Learn about and discuss different street treatments with City staff and neighbours
- Share your comments on each treatment option
- Let us know if we have missed anything

Next Steps

PROJECT TIMELINE

We will use your feedback to help us evaluate these treatment types. Once we have developed a preferred option, we will report back to Council and the community with a proposed plan.

NOV 2019

Work with the community and stakeholders to identify issues

DEC 2019

Report back to the community with what we heard and share next steps

FEB 2020

Present potential solutions and gather community feedback



MAR 2020

Report back to Council and the community with proposed plan

Tell us what you think!

These materials will be posted online for further feedback.
Please visit **www.cnv.org/Ridgeway**.

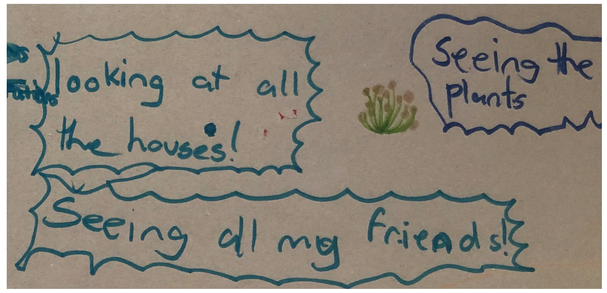
What we heard

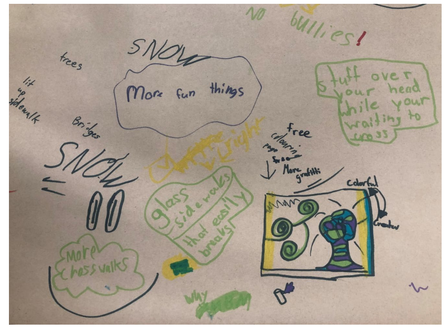
RESULTS FROM PUBLIC ENGAGEMENT:
ONLINE SURVEY & MAPPING TOOL

In November 2019, we gathered feedback from the Ridgeway School community, including parents/families, nearby residents, and students. We heard from over 315 people about their transportation priorities, concerns, and travel patterns.

Common Parent and Resident Concerns

- Driver behavior
- Speeding
- Crossing safety
- Street width
- Enforcement
- School zone visibility
- Gaps in the sidewalk network
- Sightline and visibility issues
- Requests for specific infrastructure interventions
  - Four-way stops
  - Crosswalks
  - One-way streets
  - Pedestrian controlled signals





Student Response Highlights

- Prefer active modes of travel
- Value time spent with friends, parents, and family while traveling to school
- Suggested many fun/playful solutions
- Too much traffic, congestion, and poor driver behavior in the school zone
- Most students (71%) felt confident or neutral about crossing the street, and 19% expressed discomfort with crossing the street

Most respondents prioritized safety of children/youth traveling in the area over convenience for vehicle traffic.

Top-Ranked Transportation Priorities

1. Make crossings safer
2. Reduce speeds
3. Address poor driver behaviour

Any other safety concerns?

Are there any **safety issues that we missed** during the Phase 1 engagement?

Place a sticky note here!

How are we evaluating the options?

Based on what we heard from you in Phase 1, we have identified a set of potential options that may help address issues, opportunities and concerns.

Supports active travel to school

We will prioritize the safety and comfort of vulnerable road users (children, youth, and those walking or cycling), and encourage a culture of walking and rolling to school.

Reduces congestion in the school zone

Reducing congestion in the school zone means reducing vehicle volumes on school-adjacent streets or implementing other measures to improve traffic flow.

Improves safety

Interventions should contribute to reduced conflict between vehicles and pedestrians. We will consider evidence-based solutions to improve safety for all road users.

Addresses community input

Solutions address the concerns raised by the community, and consider the tradeoffs and impacts to residents, families and staff members.

Cost effective, replicable

Near-term solutions must be feasible from a budget perspective. It is also important that interventions developed for Ridgeway are possible to implement at other City schools in the future.

Sustainable

Ideal solutions will be feasible to implement on a long-term, permanent basis.

Is there anything we are **missing**?

Place a sticky note here!

Treatment Option:

IMPLEMENT KEY SAFETY UPGRADES

Based on feedback from the school community, and data we collected on vehicle speeds and volumes, staff have identified a number of safety upgrades.

Highlights:

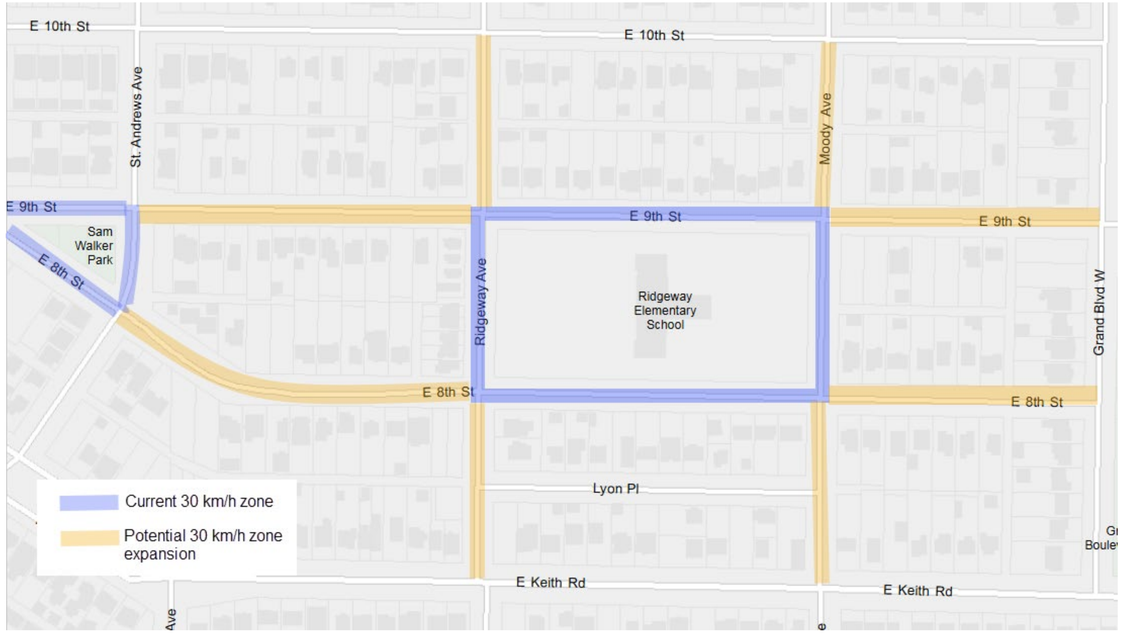
- Expanded 30 km/h zone within the school area
- Additional speed humps to support speed reduction
- Additional marked crosswalks
  - Ridgeway and E 8th/9th & Moody and E 9th
- Intersection upgrades along E Keith Rd
  - Pedestrian-activated flashers at minimum

Benefits:

+ Improves pedestrian safety at key locations of concern
+ Improves safety and comfort at all times of day
+ Increases awareness of vulnerable road users

Challenges:

- Cost of intersection upgrades is high, may require phased approach
- Additional design measures may be required in the long term to support speed reduction
- Implementation will take time due to funding needs



Map of proposed future 30km/h zones

What do you think of **implementing key safety upgrades?**

Place a sticky note here with your feedback or suggestions!

Treatment Option:

FORMALIZE DRIVE-TO-FIVE

What is a Drive-to-Five program?

Drive-to-Five encourages families who drive to school to park 5+ minutes away from the school entrance, and walk the rest of the way in. This can be informally encouraged, but formal measures to support the program may lead to greater uptake. These include:

- Drive-to-Five parking signage
- Volunteer greeter/valet program
- Tactical urbanism/art to highlight best routes to school
- Walking School Bus

Benefits:

+ Encourages reduced congestion in school zone
+ Supports active travel to school
+ Responds to students' desire to walk/roll, spend time with friends/family, and see more art or playful treatments
+ May facilitate increased independence for students

Challenges:

- Requires significant promotion and communications
- Requires sustained volunteer involvement
- Additional safety analysis may be required along walking routes



Drive-to-Five Signage



Volunteer Greeter



Artistic Treatments

What do you think of **formalizing Drive-to-Five?**

Place a sticky note here with your feedback or suggestions!

Treatment Option:

REDESIGN PICK-UP/DROP-OFF ZONE

What would this look like?

Redesigning the school pick-up and drop-off area could include temporary barriers, signage, and a valet or drop-off attendant role to improve traffic flow and safety.



North Vancouver



Los Angeles, CA

Valet Program with Temporary Barriers


Corona, CA

Student Valet Program

Benefits:

+ Improves traffic flow in school zone
+ Reduces potential for conflict between drivers
+ Opportunity to create priority areas within drop zone

Challenges:

- Requires sustained volunteer support
- May not reduce congestion
- Does not necessarily encourage increased use of active transportation
- Signage requires drivers to abide by regulations even when enforcement officers are not present

What do you think of **redesigning the pick-up/drop-off zone?**

Place a sticky note here with your feedback or suggestions!

Treatment Option:

PEDESTRIAN PRIORITY MEASURES

What are pedestrian priority measures?

These measures can be used at key locations to reduce traffic speeds and/or volumes. They address safety and comfort for all road users, at all times of day. Measures may be a mix of permanent infrastructure and low-cost tactical treatments. These include:

- Gateway treatment
- Raised crosswalks
- Diagonal diverters

Benefits:

+ Increases driver awareness of vulnerable road users
+ Improves safety and comfort at all times of day
+ Improves pedestrian safety at locations of key concern

Challenges:

- Cost of interventions is high, may require a phased construction approach
- May not reduce congestion



Diagonal Diverters: NACTO diagram



Diagonal Diverters: Vancouver



Gateway Treatment: The Netherlands



Raised Crosswalk: North Vancouver

What do you think of the potential **pedestrian priority measures?**

Place a sticky note here with your feedback or suggestions!

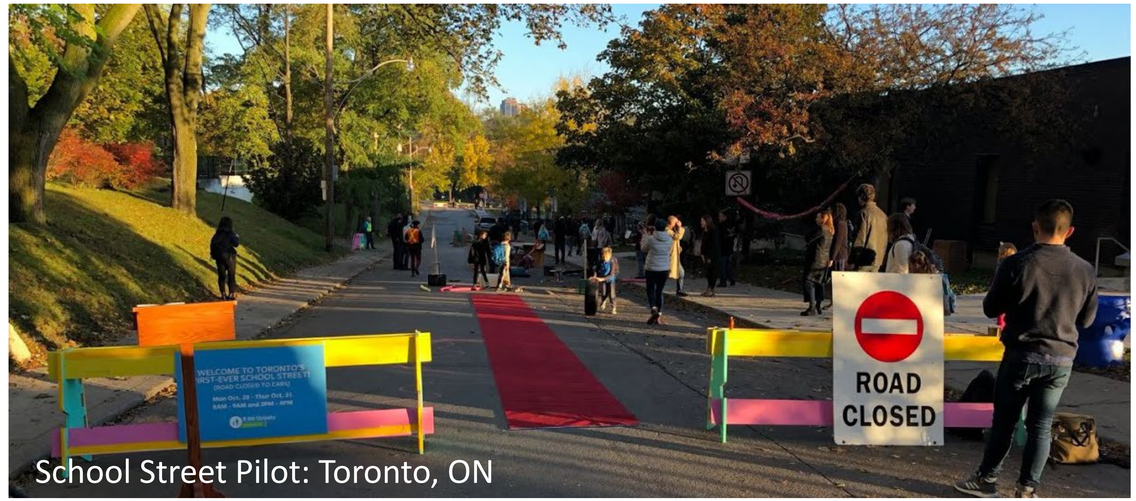
Treatment Option:

SCHOOL STREETS CLOSURE **PILOT**

What is a School Streets pilot?

A School Streets pilot is a temporary closure of the school zone to vehicle traffic. The streets immediately surrounding Ridgeway Elementary would be closed to vehicle traffic for 15-45 minutes during the morning and afternoon peak periods.

- Timeline: One week trial
- Option for professional traffic control staff
- Access allowed for residents of each block, school staff parking lot, and people with disabilities
- Monitored and evaluated after one-week trial



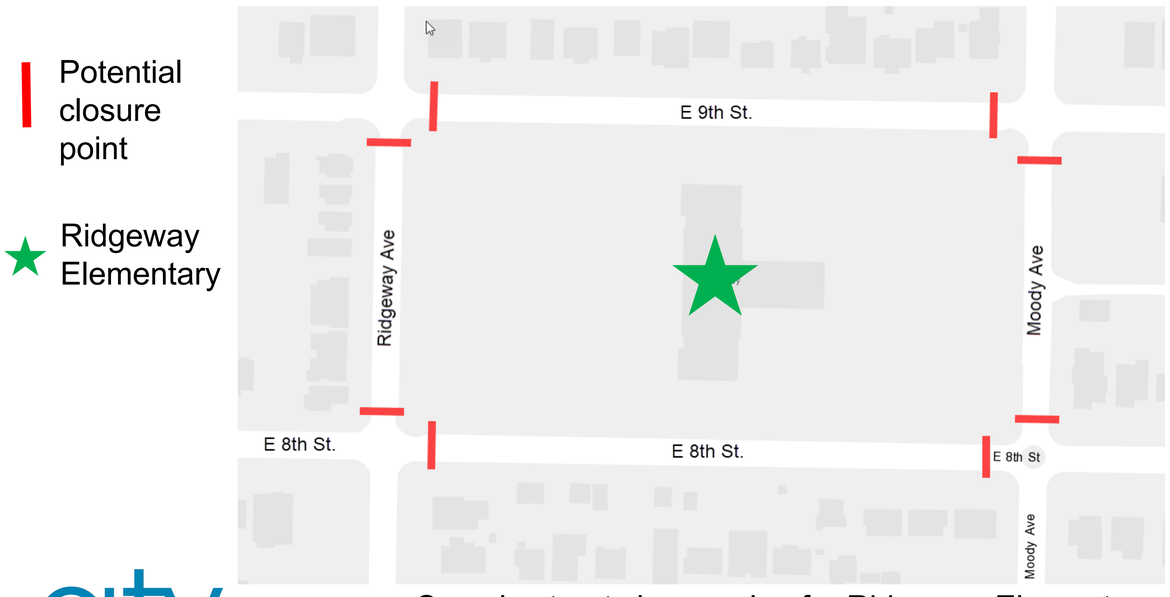
School Street Pilot: Toronto, ON

Benefits:

+ Addresses safety issues at locations of key concern
+ Prioritizes safety of vulnerable road users
+ Reduces congestion in school zone
+ May encourage mode shift

Challenges:

- Long-term implementation would require volunteer support from the school community
- Pilot may uncover unanticipated local impacts that will need to be mitigated



Sample street closure plan for Ridgeway Elementary

What do you think of the potential **school streets closure pilot?**

Place a sticky note here with your feedback or suggestions!