Deep Cove Elementary School

Final Report 2023-2024

READY STEP ROLL
SUSTAINABLE SCHOOL COMMUTE PLANNING

Facilitated by the Capital Regional District (CRD) and published in September 2024.

Proudly supported by:

Thank you to the Deep Cove Elementary School Parent Advisory Council (PAC) for their support!

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Glossary and Acronyms

Active transportation: If you get to your destination using your own power, that's active transportation. It includes walking, cycling, the use of a wheelchair, skateboarding, scootering, rollerblading, running, horseback riding, kayaking and canoeing, as well as using devices that give you a boost, like mobility aids, electric bicycles and electric kick scooters.

All ages and abilities (AAA): Planning, design and programming that enables comfortable use by people of all ages and with a variety of abilities. AAA infrastructure contributes to equitable transportation goals.

Mode share: The percentage of trips taken using a particular type of transportation, such as walking, cycling, transit or personal vehicle. The mode share in our region of trips taken by walking, cycling and transit is 29% *(2022 Origin Destination Household Travel Survey).* CRD's regional objective is to achieve a mode share of 45% of trips taken by active transportation and transit.

Mode shift: The change from using one mode of transportation to another. Recognizing that transportation modes are not always a choice and that in our region the road network is largely built out, the desired shift is from single-occupancy vehicles to active and sustainable modes of transportation.

Pedestrian: A person afoot, or person or child in a wheelchair or carriage/stroller.

Roll: Includes human-powered mobility on wheels, such as skateboarding, scootering and rollerblading. Cycling is considered separately in the context of this work as it tends to use different infrastructure.

School commute: The trip to and from school.

Sustainable transportation: Modes of transportation that reduce or eliminate greenhouse gas emissions, including active transportation as well as transit, carpooling and electric vehicles.

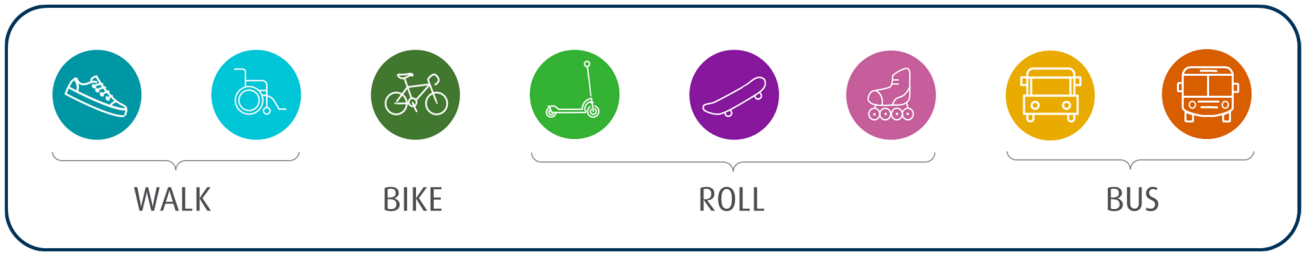
Transportation Demand Management: A strategy aimed at reducing congestion by providing people with choice in how, when and whether they travel.

Sustainable School Commute Planning

Sustainable School Commute Planning aims to encourage and enable more students to use active and sustainable modes of transportation more often for their school commute, using a school catchment/neighbourhood-based planning process. Active and sustainable transportation includes riding bikes, scooters, rollerblades, skateboards, wheelchairs or the bus, all or part-way to and from school. Similar initiatives have been successfully implemented in many communities across Canada and internationally. The report International Best Practices in Regional Planning for School Travel *(Toronto Metropolitan University, Toronto, April 2016)* looks at a number of case studies and key learnings from around the world.

The CRD's 2023-2026 Board Priorities and 2023-2026 Corporate Plan identify transportation as a key regional priority and envision that residents have access to convenient, green and affordable multi-modal transportation systems that enhance livability. Helping to further this priority through behaviour change and infrastructure improvements at a foundational level, the CRD coordinates a Sustainable School Commute Planning initiative, known as **Ready Step Roll (RSR).**

Active and sustainable school transportation describes using any mode of transportation that relies on human power to get to and/or from school, all or part-way. Modes include:



The Benefits of Active and Sustainable School Transportation

Using active and sustainable modes of transportation more often is beneficial in many ways:

HEALTH & WELL-BEING

- Supports physical and mental health
- Decreases stress, anxiety and depression
- Encourages social interaction and improve social skills
- Promotes lifelong healthy commuting habits

PERSONAL & ROAD SAFETY

- Reduces traffic congestion
- Lowers risk of collision and injury
- Practice valuable pedestrian, cycling and transit skills
- More eyes on the street with safety in numbers

CLIMATE ACTION & AIR QUALITY

- Lowers environmental footprint
- Reduces vehicle greenhouse gas (GHG) emissions
- Improves air quality by reducing air pollution
- Lowers risk of lung and cardiovascular disease

ACADEMIC & LIFE-SKILLS

- Arrive energized and more able to concentrate
- Improves student learning and academic outcomes
- Cultivates decision-making and time and risk management skills
- Builds confidence, capability, independence and autonomy

COMMUNITY & HOUSEHOLD

- Saves time and money
- Get to know the local area
- Increases sense of belonging and community connection
- Relieves pressure and stress from household routine

CRD's Ready Step Roll Initiative

Overview

The RSR Sustainable School Commute Planning initiative works annually with up to five school communities, respective local government agencies and provincial partners to encourage and enable more students to use active and sustainable transportation to/from school more often. Students who walk and roll to/from their school or their bus stop arrive alert and ready to learn, while reducing local and regional GHG emissions, improving local air quality and supporting safe and connected communities. The RSR initiative is a comprehensive and sustainable approach to making active transportation more comfortable in school neighbourhoods.

The overall goal of RSR is to enable school communities to use active and sustainable transportation to/from school more often by reducing barriers in accessibility, safety, convenience and comfort. The initiative has a role to play in helping meet our transportation goals: ease congestion, support higher rates of walking, cycling and transit use and reduce GHG emissions. It aligns with the CRD Traffic Safety Commission's mission to prevent injuries, save lives and contribute positively to a safer traffic environment. In February 2019, the CRD Board joined many other local governments across the globe in declaring a climate emergency. RSR is part of our Regional Planning team's response to the climate emergency. The initiative applies an equity lens to ensure that improvements benefit the entire community.

Working with partners, RSR identifies and addresses safety and social barriers to better support and enable active transportation with confidence. The initiative's success relies on participatory partnerships with provincial and local governments, school districts and schools (administration, Parent Advisory Council, students), the Insurance Corporation of British Columbia (ICBC), Island Health, police forces, local businesses and non-profits. Together, partners focus on implementing solutions through our 7 E's approach *(see page 6).*

Planning Process

The CRD works collaboratively with partners to:

1. Identify schools and local governments that are committed to working together.
2. Facilitate creating and implementing a Sustainable School Commute Planning initiative that enables and inspires active and sustainable transportation to and from school. During the initiative, partners work together to identify and address local transportation safety concerns on common school routes via school commute surveys, a School Neighbourhood Walkabout and various consultation activities.
3. Build capacity of the school for ongoing initiatives that focus on Equity, Evaluation, Engineering, Environment, Enforcement, Education and Encouragement (the 7 E's).

Key Partners

Capital Regional District (CRD) – Facilitate and project manage the RSR initiative.

District of North Saanich – Jurisdictional owner of municipal roads, road right-of-way and municipal lands. Provide local knowledge on street-level infrastructure, assist in Action Plan development, evaluate and consider proposed solutions, support/undertake implementation and follow up with the school regarding safety improvements.

School Administration and School District (SD) – Provide insight into school sites and bussing, evaluate and consider the implementation of proposed solutions on school property and support education and engagement initiatives during and after the RSR initiative.

School Community (Parents/Caregivers, PACs, and Students) – Provide perspectives on the school neighbourhood, identify opportunities for improving safety during drop-off and pick-up times, contribute to action planning and support education and encouragement initiatives during and after the RSR initiative.

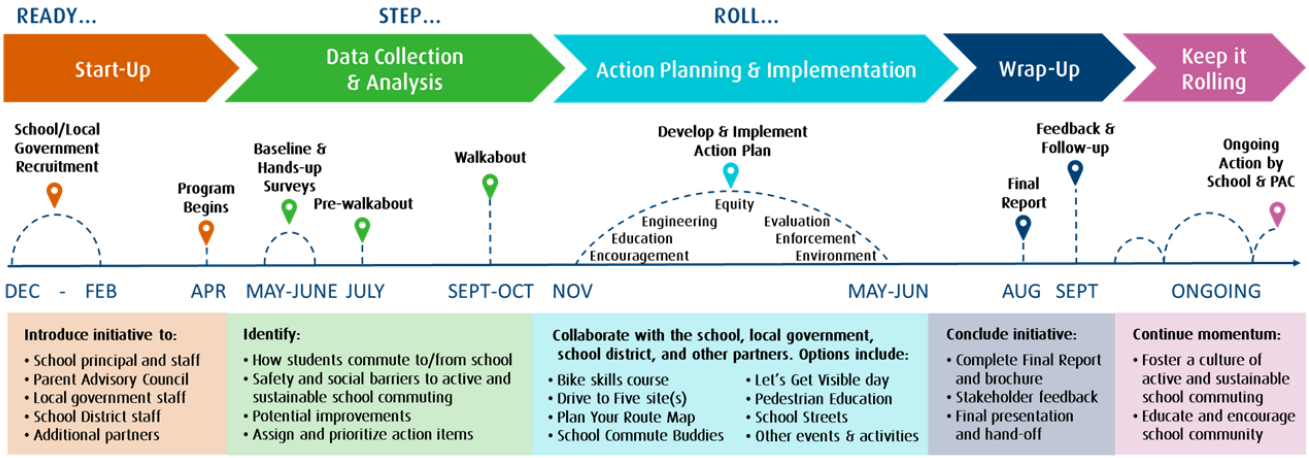
ICBC – Offers road safety expertise, provides educational resources for school communities and partners with local and provincial governments for road safety improvements.

Royal Canadian Mounted Police (RCMP) – Provide traffic-focused safety and enforcement support.

What is the initiative's timeline?

The RSR timeline *(Figure 1)* has evolved through the years as learnings are captured. CRD staff recruit schools and local governments to participate starting in December and selections are typically made by March. Participation kicks off in the spring with initial meetings and data collection. The data is analysed by CRD staff in the summer and used to inform action planning and implementation throughout the school year. The initiative culminates with a final report and presentation at the start of the next school year, with the goal of inspiring and encouraging all participating schools to continue building momentum in years to come.

Figure 1: Ready Step Roll initiative timeline and key milestones



The 7 E's Approach to Sustainable School Commute Planning

A comprehensive approach that identifies and addresses safety and social barriers to better support and enable active and sustainable transportation for the trip to/from school.

EQUITY

Intentionally consider the needs of and impacts on all demographic groups with particular attention to ensuring safe, healthy and fair outcomes for all.

ENVIRONMENT

Support actions that reduce transportation related greenhouse gas emissions and vehicle pollution by increasing rates of active and sustainable transportation.

EVALUATION

Collect data from the school community to identify and assess opportunities that improve safety and address social barriers to active and sustainable transportation.

ENGINEERING

Enhance the built environment to improve the safety, comfort, accessibility and convenience of active and sustainable transportation.

ENFORCEMENT

Increase awareness of and compliance with traffic laws, bylaws and guidelines to improve the safety and comfort of those using active and sustainable transportation.

EDUCATION

Provide students and the school community with the knowledge, skills and awareness to use active and sustainable transportation safely and confidently.

ENCOURAGEMENT

Build capacity of the school community to use active and sustainable transportation for their commute to/from school more often.

Data Collection and Analysis

The RSR initiative begins by assessing existing conditions through consultation with the school community and relevant interest holders. This consultation helps everyone involved to better understand how students commute to and from school, why families use various modes of transportation, what barriers and safety concerns the school community has and what would encourage families to shift toward active and sustainable transportation.

Quantitative and qualitative data is collected using:

- A School Commute Survey – online questionnaire to gather parent/caregiver perceptions and areas of concern related to the school commute.
- Hands Up Surveys – conducted in-class daily for one week to capture travel mode counts.
- A Pre-Walkabout and School Neighbourhood Walkabout – walking tour of school grounds and surrounding areas with interest holders to experience walking along common routes to school.
- Other Interest Holder Engagement – meetings, emails and phone conversations, for example.

School Profile

School Name: Deep Cove Elementary School

School District: SD 63

Local Government: District of North Saanich

Grades: K-5

Student Population: 322

Active transportation assets already available at the school, prior to participating in RSR:

- Before and after school outdoor supervision
- Multiple bike racks
- Crossing guard before and after school
- School bus transportation service
- Active PAC and school parent community

Consultation Summary

- 233 School Travel Survey responses received, representing a response rate of 100%
- 1,659 student school commutes recorded via Hands Up Surveys
- Pre-Walkabout with staff (school, municipal and CRD)
- School-Neighbourhood Walkabout (PAC, parents, students, school administration, municipal staff, SD 63, RCMP, ICBC and CRD staff)
- Several Principal and/or PAC meetings
- Local government meetings, with numerous phone and email communications, focused on drafting the Action Plan

School Commute Survey Results

Student transportation data was obtained from the results of the School Commute Survey and Hands Up Survey, both of which were collected in June 2023.

Mode Share

The most common mode for the commute to and from school at Deep Cove is students being driven, 66% and 61% respectively *(Figure 2).* When we combine active transportation modes (walking, rolling or cycling), we see that 17%/19% of students typically commute to/from school actively. A significant percentage of Deep Cove households also use sustainable transportation to/from school, with 14%/17% of respondents using the bus and 3% carpooling for their school commute.

Commute Preferences

There is a significant difference between Deep Cove households' typical commute to school and how they would prefer to commute *(Figure 2 vs. Figure 3).* Currently, 66%/61% of respondents drive to/from school, but results show that only 14%/11% prefer to drive to/from school. This means that 86%/89% of respondents would prefer their students to commute to/from school using active and sustainable transportation (walk, roll, bike or bus). This shows great potential and opportunity for considerable mode shift at Deep Cove, away from driving towards bussing (+31%), cycling (+19%), and walking (+3-4%).

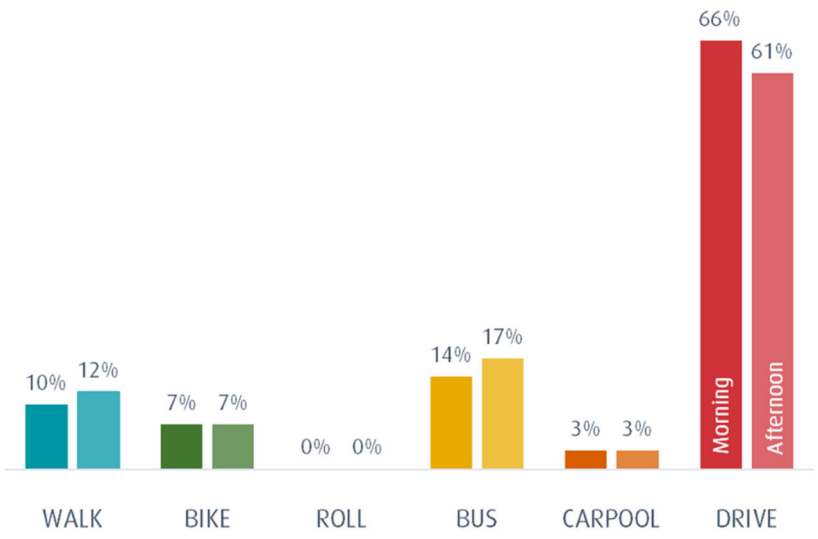
Barriers to Active and Sustainable Transportation

There are several reasons why households use certain modes for their commute to and from school. Since the RSR initiative is focused on enabling a mode shift toward active and sustainable transportation, we have narrowed in on households that usually drive to/from school at Deep Cove. Their top reasons for driving are:

1. Convenience/schedule – such as out of school care activities, work and appointments (44% or 103 respondents)
2. Distance (34% or 80 respondents)
3. Road safety concerns – intersections, shoulder, or traffic (34% or 79 respondents)
4. Age – student is too young to travel alone/no one to accompany (33% or 78 respondents)
5. School bus – stop location is not convenient (22% or 52 respondents)

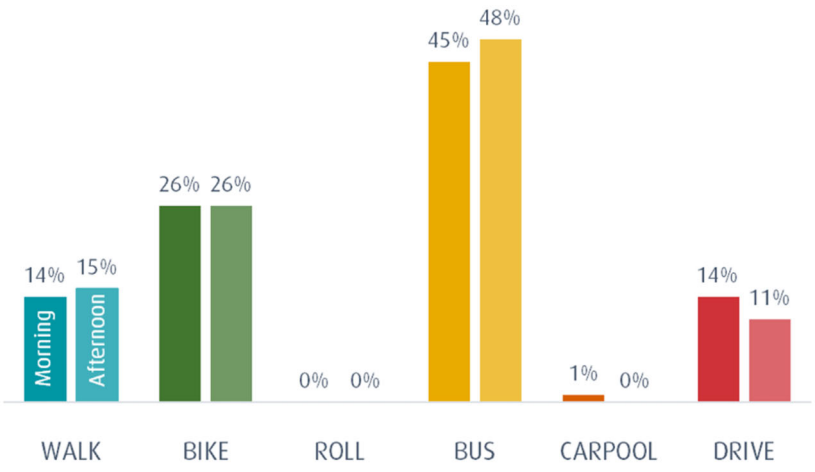
The distance between home and school for Deep Cove households varies. About 38% of respondents live over 4 km from the school, while another 24% live 2.1 – 4 km from school. 20% of respondents live within 1 km of school and 19% are 1.1 – 2 km away. This means that 39% of respondents live within a 20-minute walk or 10-minute bike ride to school *(Figure 4),* aligning well with the preferred mode of transportation numbers (40%/41% to/from). As *Figure 5* shows, the proportion of students currently using active and sustainable modes of transportation for their school commute is quite high for those living within 1 km of the school. The ratio declines to 2.1 – 4 km and goes up slightly at over 4 km, likely representing those that bus.

Figure 2: How students typically get to/ from school



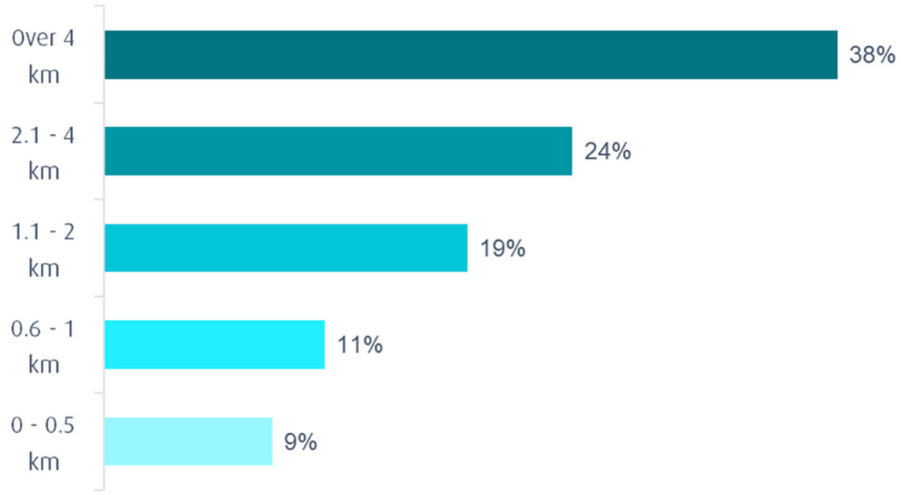
A significant majority (66%/61%) of Deep Cove households typically drive to/from school. Bussing is the second most common mode of transportation at 14%/17% to/from school. Active transportation to/from school is represented by 17%/19% of households, with 10%/12% walking and 7%/7% cycling. A small percentage (3%/3%) typically carpool.

Figure 3: How households would prefer to get to/from school



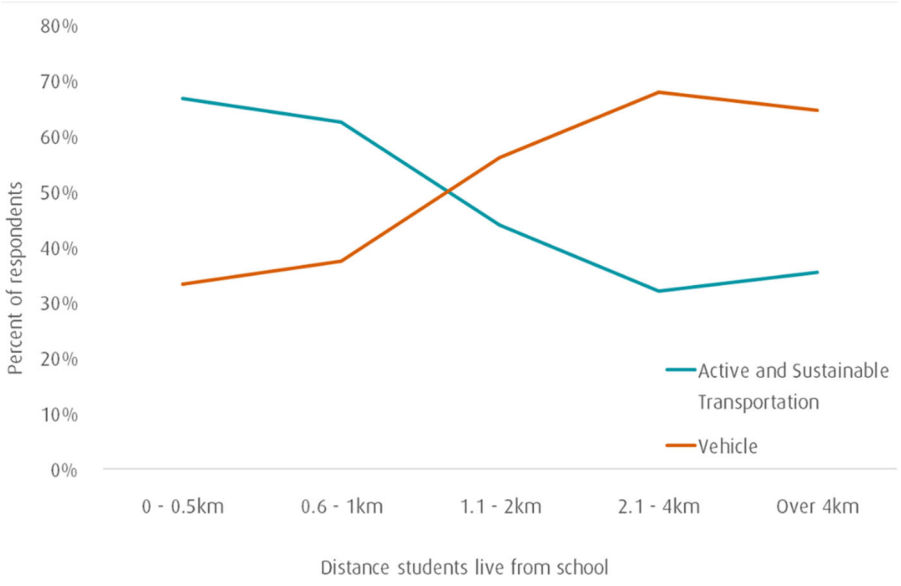
The preferred mode of school commute varies significantly from the current patterns, with 86%/89% of households preferring to use active or sustainable transportation to/from Deep Cove. This represents a significant shift away from driving toward taking the bus (+31%), cycling (+19%), and walking (+3-4%). Those that are carpooling would mostly prefer not to.

Figure 4: Distance students live from school



Only 20% of respondents live within 1 km of Deep Cove Elementary. Another 19% live 1.1 – 2 km away, a reasonable distance that provides the option to use active transportation to/from school. 24% of respondents live 2.1 – 4 km from school, while most households live over 4 km from school (38%). There is potential for mode-shift, if distance were the only factor.

Figure 5: How transportation mode varies with commuting distance to school



Of those that live within 1 km from school, a significant proportion choose active and sustainable modes. Understandably, those that live further away (2.1 – 4km) are more likely to commute by vehicle. Active and sustainable modes go back up slightly at over 4 km, representing those that bus.

Concerns Identified

The following concerns were identified through RSR consultation (School Commute Survey, Pre-Walkabout, School Neighbourhood Walkabout and other interest holder engagement).

Approximately 61% of respondents said that they had safety or accessibility concerns on their route to/from school. Of the 132 households that expressed concerns, 127 identified and elaborated on the locations of their concerns. For the routes to and from Deep Cove, the following concerns were identified[1]:

School Site

- West Saanich Rd. school bus drop loop/parking lot – lack of adult supervision; driver behaviour impacting traffic flow in drop loop (parking in lot and waiting until bus leaves, stopping in loop).
- Bike parking – inadequate and outdated bike racks do not fit many newer bike tires; location of racks could be improved as kids currently have to bike across the bus/drop off area to lock up; preference for covered bike shelter.
- West Saanich Rd. southernmost pedestrian/bike entrance – safety concerns for kids crossing lot/drop loop to get to school.
- West Saanich Rd. northernmost pedestrian/bike entrance – safety concerns for kids crossing lot/drop loop to get to school.
- Clayton Rd. easternmost pedestrian/bike entrance – difficult to access but best entrance for students coming/going from east of Clayton Rd. drop loop; pedestrian/bike conflict with vehicles parked along Clayton Rd. and congested in drop loop
- Clayton Rd. drop loop – single lane entrance with no walking space at entrance, double lane at exit; fire lane often blocked by vehicles; drivers parking and leaving their vehicles; feels chaotic and dangerous; students crossing the driveway to get to school ground in-between cars.

School Zone

- Along extent – speeding a concern; pedestrian/cyclist safety concerns, speed limit drops from 50 km/h to 30 km/h quickly/school zone is not long enough for student safety; desire for additional traffic calming.

Crosswalks

- Desire for more crosswalks around school; concern about sightlines and limited compliance with drivers often failing to yield to pedestrians/cyclists.

Clayton Rd.

- Adjacent to school property – significant drainage issues at entrance to drop loop, particularly in fall/winter.

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[1] *Note: sites outside of the RSR geographic scope are not included.*

- Parking on road – between drop loop and West Saanich Rd. is creating an unsafe pedestrian/cyclist environment.
- At West Saanich Rd. – numerous near misses observed; pedestrian path limited, narrow, in disrepair, not adequately separated from traffic (accessibility concerns, difficult for strollers/children tripping).
- Adjacent to St. John's United Church – traffic volume and speed a concern; parking on both sides of the road, including in tow-away zones, adds to congestion and safety concerns, limits visibility of children; lack of sidewalk, bike lane, or shoulder means that pedestrians have to walk on the road.

West Saanich Rd.

- Along extent – school zone not visible enough to get the attention of drivers; traffic speed and volume concerning for school community, many trucks use this route; lack of sidewalks and bike lanes; narrow shoulder, no buffer between motorists and pedestrians/cyclists; not enough separation between vehicles and shoulder; poorly lit.
- Hillgrove Rd. to Tatlow Rd. – dip in road; cars speed well over limit (often 80-100 km/h); kids tripping in holes in gravel, stroller wheels get stuck; little separation from road; not wide enough for parent to walk alongside their young children.
- South from Readings Dr. – speeding a concern; no sidewalk or division between road and walking area.
- Wain Rd. to Lands End Rd. – lack of sidewalks and bike lanes, particularly those suitable for children; multiple near misses witnessed; refusal by vehicles to give space for children; no safe place to walk, bike, scoot.
- At Wain Rd. – lack of bike lanes/no bike and car separation; no crosswalk nor a 4-way stop; traffic volume and speed a concern; hill heading north on W. Saanich Rd. creates a blind spot/limits visibility at crest of hill before the intersection.
- At Lands End Rd. – desire for a crosswalk.
- Through Tseycum First Nation Reserve – bike lane interruption
- From McTavish Rd. to Mt. Newton Cross Rd. – traffic speed a concern; no proper bike lane, sidewalk or shoulder; narrow and winding.

Birch Rd.

- Along extent – no safe walking paths or bike lane; traffic volume and speed a concern.
- At path crosswalk (near pickleball park) – poor sightlines with dense shrubbery up to the road.

Wain Rd.

- Along extent – no sidewalk, bike lane or shoulder for pedestrian or cyclists; traffic volume and speed a concern (often 70km/h+); particularly concerning are large trucks going to/from quarry; painted line isn't enough for cyclists; loose debris gets pushed into cycling lanes.
- West Saanich Rd. to Derrick Rd. – major access road for local kids; not safe for children to walk or bike; speeding a concern; no crosswalk at the park.

Maple Rd.

- Along extent – speeding down steep hill during school arrival and dismissal; situation worse again since temporary speed reader was removed; no sidewalk; blind spot where Heather Rd. turns to Maple Rd.

Tatlow Rd.

- Along extent – narrow road with poor sightlines; no adequate lines/space/sidewalks for walking or biking safely to school; traffic speed and volume a concern; no safe crossing; near misses reported.
- At Laurel Rd. – speeding a concern; no safe place to cross Tatlow Rd. and connect east Laurel Rd. with west Laurel Rd.
- At Heather Rd. – unsafe for children to cross
- At Horth Hill Trail crossing (beside K9 cottage) – poor signage warning of an active transportation trail; no crosswalk; limited visibility for both vehicles and pedestrians/cyclists accessing trails; speeding cars do not stop or seem to see children attempting to cross to get to trails; blind corner; trail covered with trees and brush; near misses reported.
- At West Saanich Rd. – difficult to cross safely; when a car is turning left to head south on West Saanich Rd., the wait can be quite long.

Lands End Rd.

- Along extent – traffic volume and speed a concern; poorly lit; no sidewalk or separated bike lane.

Eagle Way and Hillgrove Rd.

- Narrow and winding road west to Alder Rd./Laurel Rd.; not safe for walking or cycling children due to lack of visibility and space.

Near Patricia Bay Highway

- Poorly placed speed control signs in the middle of the road force drivers onto cycling/walking lanes; bigger vehicles do not fit in space allotted on road.

McDonald Park Rd.

- At Westhaven Ave. – busy intersection, motorists and cyclists often fail to obey the four-way stop.

Dolphin Rd.

- From Lands End Rd. to Barnacle Rd. – no sidewalks/shoulders for walking up to the school bus stop; 18-wheelers driving on this road from Seaspan.

School bus service

- Barnacle Rd./Dolphin Rd. to/from Lands End bus stop (Piers Island) – unsafe walk between water taxi and bus stop; no sidewalk/shoulder; blind corner; truck route to Seaspan Ferries Swartz Bay Terminal and BC Ferries Swartz Bay Terminal; nowhere for students to stand while waiting at the bus stop; 10+ students live on Piers Island.

- Lands End Rd. bus stops – vehicle speed a concern; no space for cyclists so cars have a hard time passing safely.
- Timing of drop-offs – Bus 9 drops students off before there is playground supervision and the next bus drops kids off late for school.
- Adaptive bus routes – request for routes that take shifting neighbourhood demographics into consideration and that endeavor to travel through densely populated neighbourhoods rather than along busy perimeter roads.
- Walk limits – current safe walking limits are too far for children; desire for reduction to age appropriate, science-based distances.
- Ardmore – no bus service between Ardmore and Deep Cove in the morning; 16+ French immersion students living in Ardmore area.
- French immersion – consider bus options for French immersion children attending Bayside Middle School to reduce traffic at arrival and dismissal.

General

- Crosswalks – desire for more crosswalks; concern about sightlines and limited driver compliance.
- Sidewalks – desire for more sidewalks.
- Bike lanes – desire for more bike lanes better separated from traffic.
- Narrow shoulders – safety concern.
- Parking – parking on both sides of Clayton Rd. and West Saanich Rd. cause issues for pedestrians.
- Trails – neglected, washed out in sections, and too steep for children to use daily.

Motivating Factors for using Active and Sustainable Transportation

At Deep Cove, the top motivating factors for commuting to school using active and sustainable modes are:

1. Building student confidence, independence and capabilities (58% or 134 respondents)
2. Improving physical and mental health (54% or 125 respondents)
3. Supporting climate action by reducing travel in our personal vehicle (46% or 108 respondents)
4. Spending more time outside (44% or 44 respondents)
5. Avoiding stress from traffic congestion/parking (42% or 98 respondents)

Survey respondents shared that the following supports would better encourage or enable their child to use active and sustainable transportation to/from school more often (ranked from greatest to lowest impact):

1. Comfortable routes and alternative drop-off/pick-up locations suggested (25% or 59 respondents)
2. Improved and/or more inclusive school bus routing (24% or 55 respondents)
3. They were provided with pedestrian, cycling and/or bus education (21% or 49 respondents)
4. They had other students to commute with (16% or 38 respondents)
5. There was reduced traffic in the school zone (11% or 26 respondents)

Survey respondents reported that the following pedestrian improvements would make their journey to school more comfortable for walking or rolling (ranked from greatest to lowest impact):

1. Sidewalks/trails – improved separation/buffer from vehicles (46% or 107 respondents)
2. Sidewalks/trails – continuous routes (42% or 98 respondents)
3. Traffic calming in school zone/nearby streets to improve driver behaviour (20% or 47 respondents)
4. Crosswalks – additional marked pedestrian crosswalks (15% or 35 respondents)
5. Crosswalks – improved existing, e.g. raised, pedestrian-activated, leading pedestrian intervals (14% or 32 respondents)

Survey respondents reported that the following improvements would make their journey to school more comfortable for cycling (ranked from greatest to lowest impact):

1. Bike lanes/trails – continuous routes (54% or 125 respondents)
2. Bike lanes/trails – improved separation/buffer from vehicles (52% or 122 respondents)
3. Traffic calming in school zone/nearby streets to improve driver behaviour (24% or 56 respondents)
4. Bike parking – secure and/or covered location at the school (20% or 46 respondents)
5. Crosswalks – additional crosswalks for cyclists (26% or 37 respondents)

Action Plan Development and Implementation

After the findings from the RSR consultation (School Commute Survey, Hands Up Survey, Pre-Walkabout and School Neighbourhood Walkabout) are analysed by CRD staff, the compiled data and insights are used to inform the development of an Action Plan for Deep Cove *(Appendix C).* CRD staff share the results and findings with local government, the school and other relevant interest holders. Partners then consider potential resolutions to the issues raised, assess their capacity and available resources and prioritize the recommended actions accordingly. Suggested actions are subject to the respective jurisdictions' consideration, approval and required budgetary processes.

Key Accomplishments

RSR partners worked collaboratively with the school community to implement action items informed by the data and issues identified *(additional details available in Appendix C).* Roles vary depending on the action item, but include facilitation, execution, sponsorship and support.

RSR's integrated approach recognizes that actions addressing all E's are more successful at influencing school commute behaviours and that engineering measures as well as non-infrastructure initiatives are both needed. The variety of actions completed during Deep Cove's participation in the RSR initiative address engineering, encouragement, education, enforcement and evaluation. An equity lens was applied to all actions and each aspire to support our environment.

Summary of key actions completed include:

- Hosted a *Let's Get Visible Day* at the school with free reflective strips given to students to educate them about the importance of being bright and visible to other road users for pedestrian safety.
- Showed appreciation for crossing guards and bus drivers by providing them with coffee gift cards, travel mugs and personal thank you cards made by students.
- Delivered in-class and on-bus *BusReady* education.
- Delivered three days of in-class and on-road cycling skills training to all Grade 4-5 students.
- Delivered pedestrian safety education.
- Installed enlarged *Think of Me* postcards on fences at school to raise awareness and increase visibility of the school zone and safe driving behaviours.
- Established an Active Transportation Sub-Committee with PAC members and other interested parents, which is critical for building momentum and sustaining support for this work in years to come.
- Distributed *School Commute Buddies* pamphlet as a resource to build the confidence and capacity of students to commute to school using active and sustainable modes.
- Distributed *Plan Your Route* map pamphlet to educate school community about the infrastructure in place to support safe, active and sustainable school commutes and help households determine their best school commute route(s).

- Playground replacement design included a formal separate entrance for pedestrians and cyclists adjacent to the existing fence so that they do not have to enter the vehicle/bus drop loops.
- Installed delineators on right-of-way to sections of Clayton Rd. pedestrian path where vehicles were stopped/parked blocking pedestrian crosswalk and sightlines.
- Monitored speeds in West Saanich Rd. school zone over seven days and found that speeds were reasonable and dropped noticeably during school hours.
- Installed large school zone signs painted on-road along the front of the school (Fall 2023).
- Upgraded crossing at Birch Rd. and Clayton Rd.
- Installed pedestrian-activated crosswalk (rapid rectangular flashing beacon) at Clayton Rd. and West Saanich Rd.
- School zone enforcement conducted twice weekly on average.
- Delivered a speed safety campaign.
- Reconfigured on-street parking and updated pavement markings to improve vehicle sightlines and better define the pedestrian space around the intersection at West Saanich Rd. and Birch Rd.
- Red curbs were repainted and lengthened at the bus stop on West Saanich Rd. across from Deep Cove Market.
- Trimmed the shrubbery back at Birch Rd. crossing to park to improve visibility and safety of pedestrians and cyclists.
- Added parallel bar crosswalk on east side of intersection at West Saanich Rd. and Wain Rd. for pedestrian safety.
- Initiated Neighbourhood Gateway and Traffic Calming Plan for Wain Rd., Downey Rd., and Birch Rd. in Spring 2024. Recommendations and improvements to follow.
- Report to North Saanich Council expected in Fall 2024 considering locations for possible safe crosswalk across Tatlow Rd. that connects walking rights-of-way.
- Public consultation on Walkshed and Bussing Policy.
- Installed flexible delineators on edge of Clayton Rd. to prevent parking between parking lot exit and drop loop.
- Hand out student artwork postcards/tickets at a school zone speed campaign.

Summary of key actions currently in progress, forthcoming or ongoing include:

- Study the optimization of the walkshed and bussing policy.
- Clayton Rd. pedestrian/cyclist path to be created with flexible delineators.
- Review parking extents and enforcement options, such as an additional restricted parking sign closer to intersection, as well as trimming hedges and trees to improve visibility at Clayton Rd. and West Saanich Rd. adjacent to the St. John's United Church.
- Design work underway for Lands End Rd. project, results will guide short-term active transportation priorities.

- Evaluate lighting along West Saanich Rd. from Deep Cove Market to the school alongside BC Hydro to add streetlights to existing poles to improve safety and visibility.
- Complete signage review for potential addition of more signs at West Saanich Rd. and Wain Rd. intersection.
- Evaluate and recommend traffic calming measures on Tatlow Rd. with goal of decreasing speeds and cut-through traffic.
- Tatlow Rd. Safety study will recommend a crossing on Tatlow Rd. at Horth Hill.
- Developed concept for Lands End Rd. multi-use path; construction will be phased, timing to be determined.
- Identify location and install new bike rack/shelter.
- Upon completion of infrastructure upgrades at West Saanich Rd. and Wain Rd intersection and adjacent lands, launch Drive to 5 site at the front parking area of North Saanich Fire Department.

Keep it Rolling!

Deep Cove's participation in the RSR initiative concludes with CRD staff presenting this report at a Fall 2024 PAC meeting with the intention of ensuring a continued focus on active and sustainable transportation. Paper and digital copies of the report and additional resources are provided to the school and local government. Our Ready Step Roll webpage contains many ideas for inspiring, enabling and encouraging safe, active and sustainable school commutes.

Next Steps

The Action Plan *(Appendix C)* is a comprehensive guide that identifies the various issues by location with proposed solutions from key partners. We encourage the school and local government partners to continue implementing priority items as capacity allows.

Each new school year, school administration and the PAC should evaluate what is working well and what needs improvement to ensure they are meeting the needs of the school community in our changing environmental and social context. It will take concerted effort to continue fostering a culture of safe, active and sustainable transportation and inspiring students and households to walk, bike, roll or bus more often for their commutes to and from school.

There is no one-size-fits-all approach or solution to this multi-faceted issue, and no one knows your community like you do, so have fun continuing to discover what resonates best with Deep Cove's students and households and focus your efforts accordingly. Celebrate your achievements and keep recruiting interested parents/caregivers, students and community members to enable greater mode shift toward active and sustainable transportation.

PAC and school administrators can team up to repeat the education and encouragement events and activities that were popular during our RSR year – **see Appendix C Section 7 for more information and ideas!**

Feel free to reach out with any questions.

Appendix A – Plan Your Route

The Plan Your Route pamphlet is designed to encourage safe, active and sustainable transportation to and from school to help students and households in your school community determine their best route(s) to and from school. It contains tips for success and a customized map that identifies the location(s) of relevant transportation infrastructure around the school, such as sidewalks, trails/paths, intersections, crosswalks, bus stops, bike routes, bike racks, school access points and crossing guards.

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Crossing Basics

STOP Approach the street carefully. Wait a step back from the curb until traffic has stopped or passed. When possible, use crosswalks or traffic signals.

LOOK Left, right, left and shoulder check.

LISTEN Remove your headphones or put your phone or text conversation on hold so that your focus is on the road and you can hear oncoming traffic.

LOOK AGAIN Make eye contact with drivers and cyclists and wait until they have stopped or passed before crossing.

WALK When the intersection is clear, start crossing and keep looking for approaching vehicles and bicycles.

did you know?

Among the top dangerous driving behaviours in B.C. school zones are:

- Speeding
- Distracted driving
- Illegal parking/stopping
- Double parking
- Ignoring or rolling through stop signs
- Stopping in no stopping/no parking zones
- Making U-turns and/or 3-point turns
- Failing to obey crossing guards
- Children exiting vehicles on the traffic side by themselves

Tips for Success

- ✓ Use crosswalks, sidewalks and crossing guards when possible. If there are no sidewalks, walk single file facing traffic so that you can see approaching vehicles and they can see you. Make eye contact.
- ✓ Practice your route together to build your confidence and independence. Identify any potential concerns and address them.
- ✓ Share your experiences, check in regularly and make adjustments to optimize safety and comfort.
- ✓ Encourage students to try different modes (walk, bike, scooter, skateboard, rollerblade, bus) to keep it fun!
- ✓ Remove your headphones or put your phone or text conversation on hold so that your focus is on the road and you can hear traffic.
- ✓ Invite neighbours and friends to join you along the way or establish meet up spots and go part-way to school together!

Questions?

Contact your PAC, Principal or CRD Regional Planning

regionalplanning@crd.bc.ca

www.crd.bc.ca/ready

Plan Your Route Deep Cove Elementary School

Join in and help support more students and their families confidently use active and sustainable transportation for the commute to and from school!

CRD

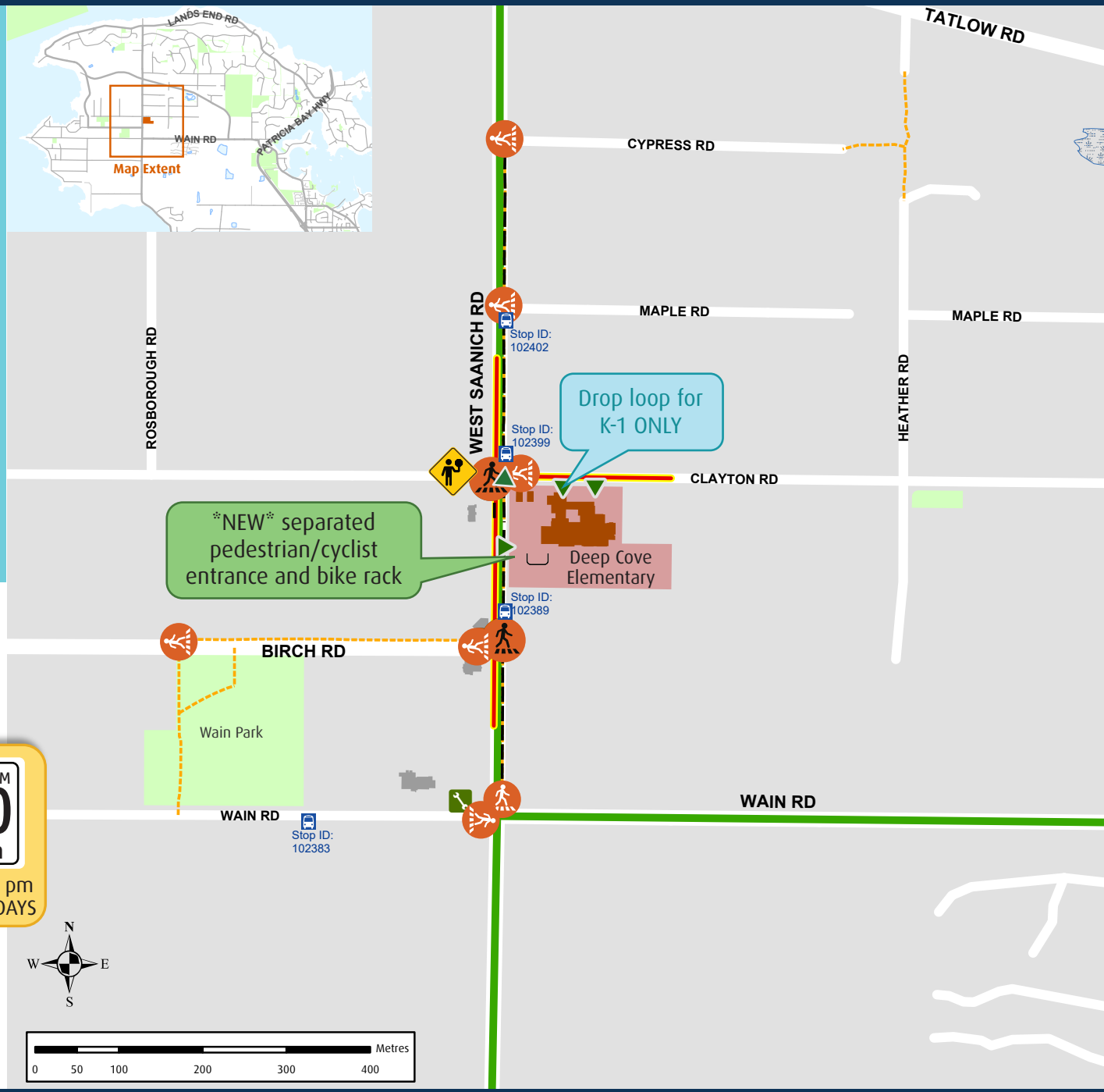
READY STEP ROLL

PLAN YOUR ROUTE TO DEEP COVE ELEMENTARY

Selecting your safest route can be simple or complex, depending on the location and distance between your home and school.

It is important to determine:

1. **Where you will walk, bike, roll or bus.**
   When walking, choose sidewalks or paths where possible, even if that means the trip will take a bit longer. If you're bussing, wait at designated bus stops a safe distance away from the road.
2. **Where you will cross streets.**
   Choose routes with the fewest and safest streets to cross. For example, cross where there is a crossing guard, crosswalk or traffic light and avoid busy, high-speed or multi-lane roads where possible.



Legend

- Pedestrian Activated Crosswalk
- Marked Crosswalk
- Crossing Guard
- Public Bus Stop
- Bicycle Rack
- Pedestrian School Access Point
- Sidewalk
- Bike Route
- Trail Connections
- School Zone 30 km/hr
- Bicycle Repair Station

Did you know?
a child's walk pace is about
8 mins per 500 metres

READY STEP ROLL

Important: The Capital Regional District (CRD) does not warrant or represent that the information herein is free from errors or omissions, nor does it warrant the safety or suitability of any route, trail, road or pathway depicted or otherwise described herein. This information is provided for general information purposes on the condition that the (CRD) will not be liable for any loss, damage, costs, or expense whatsoever incurred by any person or entity using or otherwise relying upon it. The use of this document by any person or entity is entirely at their sole risk.

Appendix B – School Commute Buddies

The School Commute Buddies pamphlet encourages students and households to commute to school in pairs or groups when possible. Designed to build the capacity of children, parents and caregivers, it contains important information about how to be a responsible road, sidewalk and trail user. It also outlines crossing basics, route planning, tips for success, dangerous driving behaviours and commute options for those who live further from school.

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help make school zones safer

Your commute matters!
When you decide not to drive door-to-door, you support traffic safety for all road users by easing traffic congestion and parking demand in the school zone during morning and afternoon peaks.

When you need to drive, consider:

- Finding an alternative drop off/pick up site a block or two away where you can safely park and walk to school.
- Driving part-way and meeting up with your school commute buddies to walk, bike or roll the rest of the way together.
- Inviting others to join you. There's safety (and sustainability) in numbers!

crossing basics

STOP Approach the street carefully. Wait a step back from the curb until traffic has stopped or passed. When possible, use crosswalks or traffic signals.

LOOK Left, right, left and shoulder check.

LISTEN Remove your headphones and/or put your phone or text conversation on hold so that your focus is on the road and you can hear oncoming traffic.

LOOK AGAIN Make eye contact with drivers and cyclists and wait until they have stopped or passed before crossing.

WALK When the intersection is clear, start crossing and keep looking for approaching vehicles and bicycles.

additional information

What is the legal minimum age for children to walk, bike, roll or take public transit to/from school without adult accompaniment?

There is no legal minimum age for children to be left unsupervised in British Columbia. Canada Safety Council guidelines recommend that children under the age of 10 not be left alone.

Parents and caregivers should consider the capabilities of their child(ren) to determine when they are able to safely navigate roadways and intersections and access public transit.

Parents and caregivers are encouraged to build the capacity of their child(ren) and assess their readiness to use active and sustainable transportation without an adult.

did you know?

Among the top dangerous driving behaviours in B.C. school zones are:

- Speeding
- Distracted driving
- Illegal parking/stopping
- Double parking
- Ignoring or rolling through stop signs
- Stopping in no stopping/no parking zones
- Making U-turns and/or 3-point turns
- Failing to obey crossing guards
- Children exiting vehicles on the traffic side by themselves

www.crd.bc.ca/ready

school commute buddies

Walking, biking or rolling to school is a great opportunity for students to get fresh air, have fun, exercise and get to know their neighbourhood better.

There's safety in numbers!
Meet up with friends and neighbours to walk, bike, roll or bus together.

CRD

READY STEP ROLL

plan your route

Selecting your safest route can be simple or complex, depending on the location and distance beween your home and school.

It is important to determine:

1. **Where you will walk, bike, roll or bus.**
   When walking, choose sidewalks or paths where possible, even if that means the trip will take a bit longer. If you're bussing, wait at designated bus stops a safe distance away from the road.
2. **Where you will cross streets.**
   Choose routes with the fewest and safest streets to cross. For example, cross where there is a crossing guard, crosswalk or traffic light and avoid busy, high-speed or multi-lane roads where possible.

did you know?
a child's walk pace is about 8 min/500m

tips for success

- Practice the route together to build your confidence and independence.
- Have conversations to address any potential concerns that you may have.
- Share your experiences, check in regularly and make adjustments to optimize safety and comfort.

how to be a school commute buddy

Drivers have a responsibility to obey the law and watch for pedestrians and cyclists, but you can't always count on them to keep you safe.

Here's how you can be a responsible road, sidewalk and trail user:

BE ALERT

- Be aware of your surroundings and always look out for vehicles and other road users.
- Be careful at intersections and make eye contact with fellow road, sidewalk and trail users.
- Listening to music or using your phone are dangerous distractions that make it hard to hear or notice approaching traffic when you are walking, cycling or rolling.

BE VISIBLE

- Wear bright or reflective materials.
- Use lights and reflectors on your body, backpacks and bikes.
- Where possible, stay on sidewalks and pathways. When there is no sidewalk, walk single file facing traffic so you can see approaching vehicles and they can see you.

BE PREDICTABLE

- Learn, understand and obey the rules of the road, traffic signals and signs.
- Cross at traffic lights, crosswalks or with crossing guards whenever possible.
- Communicate your intentions using your voice, hand signals, eye contact, lights or bells.

BE COURTEOUS

- Safely share the roads, sidewalks and trails by practicing good etiquette.
- Remember to keep to the right, yield to others, mind your speed, alert others before passing, keep dogs on leash and respect the environment.
- Show mutual respect to fellow road, sidewalk and trail users and be kind if they make mistakes.

READY STEP ROLL

Appendix C – Action Plan

The Action Plan is a comprehensive guide that identifies the various issues raised during the Ready Step Roll initiative, by location with proposed solutions from key partners. The school and local government are encouraged to continue implementing priority items as capacity allows.

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Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
1.0	**School Property**					
1.1	**West Saanich Rd.** School bus drop loop/parking lot	- Lack of supervision. - Parents parking in lot and waiting with students until school bus leaves. - Many drivers park and leave vehicles, impacting flow in loop. - No stop sign at vehicle exit onto West Saanich Rd.	1. Pavement markings for bus only (lane closest to school building) and for outer drop-off/pick-up/through lane clearly marked. 2. Additional education for students to organize themselves safely while waiting for the bus (along fence or, when raining, under the eaves of the school building). 3. Limit drop -off for only grades 2-5 (Deep Cove students) and school bus riders (other schools) to be communicated via Principal. 4. Add stop sign at vehicle exit point.	School SD63 PAC	Education Engineering Encouragement	1. TBD 2. TBD 3. TBD 4. TBD
1.2	**Bike Racks**	- Inadequate and outdated bike racks do not fit many tires of newer bikes. - Location of racks could be improved as kids currently have to bike across the bus/drop-off area to lock up. - Preference for covered bike shelter.	- PAC leading project to install new bike racks and shelter adjacent to new playground. - CRD to purchase one bike rack and pay for basic installation via SD63 (value $1,175). - PAC to fund additional bike racks and covered bike shelter.	School PAC CRD	Engineering Encouragement Equity	TBD
1.3	**West Saanich Rd.** Southernmost pedestrian/bike entrance	- Safety concerns of kids crossing lot/drop loop to get to school.	- With summer 2024 playground replacement design and building, the plan is to create a formal, separated pedestrian and cyclist entrance and pathway adjacent to existing fence so that pedestrians/bikes are not entering vehicle/bus drop loops. - This supports the future potential Drive to 5 site (see item 7.9).	SD63 School PAC	Engineering Encouragement	TBD
1.4	**West Saanich Rd.** Northernmost pedestrian/bike entrance (at Clayton Rd.)	- Great pedestrian access; currently locked during the day for safety. - Well aligned with current pedestrian activated crosswalk and desire lines from church parking lot and school bus pick-up/drop-off area (off school property at corner of West Saanich Rd./Clayton Rd.)	- Functioning well; no improvements needed at this time. - Continue to fund highly valued crossing guard is at this location before and after school.	SD63	Encouragement	Ongoing

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
1.5	Clayton Rd. Easternmost pedestrian/bike entrance	- Gate access nearest to mailboxes is difficult to access, however it is the best entrance for students coming/going east of Clayton Rd. drop-off loop. - Pedestrian/bike conflict with vehicles parked along Clayton Rd. and congested in drop-off loop.	- Improve accessibility of existing entrance. - Ensure width and access to entrance is suitable for strollers/wheelchairs/cargo bikes. - Flexible delineators added *(see item 1.6, proposed solution 4.)*	SD63 School CRD	Engineering Equity Encouragement Education	TBD
1.6	Clayton Rd. Drop loop	- Single lane entrance with no walking space at driveway entrance. - Double lane at exit. - Fire lane is often blocked by vehicles. - Traffic often backed up. - Main entrance for kindergarten and Grade 1 students with direct teacher/caregiver handoff of students (required for kindergarten). - People parking and leaving their vehicles to drop-off/pick-up students. - Feels chaotic and dangerous, people rushing, kids crossing the driveway. - No stop sign at vehicle exit onto Clayton Rd.	1. School administration and Fire Department to brainstorm possible solutions for drop-off loop pavement markings. Suggested lane markings: A. Keep existing drive-through lane with white painted arrows; B. Keep middle lane with existing "drop off" pavement markings; and C. Add pavement and curb paint on the lane closest to the school to define it as a fire lane with strict adherence at arrival and dismissal times. -OR- Check turning radius of inside lane for potential to become fire lane. If possible, convert and allow current fire lane to be the drop-off lane/no parking zone. In pull-in section, allow for short-term leaving of vehicles. 2. Ensure clear communication with school community about which grades are to use which drop-off loop and that handoff is required for kindergarten students, so that others understand why people are leaving their vehicles in specific lane. Clayton Rd. limited to kindergarten and grade 1 only (older siblings OK). 3. Distribute education/encouragement information to school community.	School Fire Department SD63 PAC CRD	Engineering Education Encouragement Enforcement Equity	1. TBD 2. TBD 3. TBD

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
1.6	Clayton Rd. Drop loop		4. North Saanich added flexible delineators on edge of Clayton Rd. to lessen conflict and prevent parking between lot exit and drop loop. This behaviour was blocking the pedestrian crosswalk and impeding sightlines. 5. Add a stop sign at vehicle exit point.	School Fire Department SD63 PAC CRD	Engineering Education Encouragement Enforcement Equity	4. Completed Q4 2023 5. TBD
1.7	Clayton Rd. Inside drop loop pedestrian/bike entrance	- Excellent controlled access for students getting picked up/dropped off in loop; however, the narrow driveway entrance does not provide adequate space for pedestrians to walk along west side of driveway to gate entrance.	Considered adding pedestrian/bike entrance directly south of the Clayton Rd. driveway entrance (so that students are not entering single-lane vehicle drop-off loop), but not supported by school because it is too difficult to monitor. Alternative suggestion (preferred): consider creating a pedestrian lane by adding flexible delineators along right hand side of fence line to first pedestrian gate. Work with North Saanich to consider extending this delineated pedestrian path to shoulder.	School SD63	Engineering	TBD
2.0	**School Zone** (area surrounding school as defined by municipal signage, adjacent and nearby streets and paths)					
2.1	School Zone	- Speeding is a concern - Pedestrian/cyclist safety concerns in vicinity of school - Concern about 50km/hr sign posted on north bound side just after Wain Rd. on West Saanich Rd. then quickly changes to School Zone sign (30km/hr).	- Considered relocating school zone sign to the current 50km/h speed zone sign to support potential Drive to 5 - Fire Hall site. Decided it is best to wait for upgraded crosswalk infrastructure placement to ensure visibility. 1. North Saanich conducting ongoing speed monitoring in West Saanich School Zone with speed radar boards, as needed with road tube measurements. Spring 2023 monitoring over seven days revealed that speeds measured during school hours were reasonable overall and dropped noticeably during the 8am-5pm School Day speed restriction. 2. Considered extending school zone (30km/hr) along Clayton Rd.; however, there were concerns about less driver compliance if	North Saanich	Engineering	Ongoing & short-term

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
2.1	School Zone		extended further from school. Current start and end points in advance of main road crossings follow the MVA guidelines. 3. Considered adding school zone signs (without 30km/hr wording) to inform drivers that they are approaching a school zone and to expect children, pedestrians and cyclists on shoulders. North Saanich will continue to review this but is concerned that wider spread use of signs may dilute effectiveness and awareness.			
2.2	School Zone	- Desire for additional traffic calming in front of the school to encourage cars to slow down (on both roads).	1. Add on-road painted school zone signs. 2. Considered additional measures; however, options are limited for arterial roads. The effect of enhanced signage and road painting will be evaluated.	North Saanich	Engineering	1. Completed Fall 2023 2. Short-term
2.3	Crosswalks	- Desire for more crosswalks around the school. - Concern about sightlines and limited compliance with drivers often failing to yield to pedestrians/cyclists.	- Encourage use of existing crosswalks and educate about jaywalking. - North Saanich will add or upgrade crosswalks as and when determined necessary at key nodes (Note: Birch Rd. and Clayton Rd. have been upgraded recently; other crossing upgrades will likely be paired with corridor improvements).	North Saanich School PAC CRD RCMP	Engineering Encouragement Enforcement	Medium-term
2.4	Clayton Rd. Adjacent to school property	- At entrance to drop loop, drainage issues are significant, especially in the fall and winter. - Parking on road between drop loop and West Saanich Rd. is creating an unsafe pedestrian/cyclist environment.	1. Fix drainage issues (could seek stormwater grant to support; any significant upgrades likely paired with corridor improvements). 2. Consider installing flexible delineators to create a pedestrian/cyclist path (from drop-off loop entrance to where existing boulders prevent vehicle parking/stopping) along fence line with trees on south side of Clayton Rd. This would likely require parallel parking only (with signs on fence). Design to be initiated and impact on trees evaluated.	North Saanich	Engineering	1. Medium-term 2. Short-term (2024-25)

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
2.5	Clayton Rd. At West Saanich Rd.	- Numerous near misses observed. - Pedestrian path limited, narrow, in disrepair, not adequately separated from traffic (accessibility concerns, difficult for strollers and children tripping).	1. Pedestrian activated crosswalk has been installed. 2. Crossing guard in place – covers West Saanich Rd. and Clayton Rd. crossings. 3. Improve paved path from crosswalk to gate, assess pedestrian path/sidewalk for accessibility improvements.	North Saanich School SD63	Engineering Encouragement	Crosswalk access completed 2024. Medium-term for more extensive upgrades
2.6	Clayton Rd. Adjacent to St. John's United Church	- Traffic volume and speed are concerns. - Parking on both sides of the road, including in towaway zones, adds to congestion and safety concerns, limits visibility of children. - Lack of sidewalk, bike lane, or shoulder means that pedestrians must walk on the road.	1. Considered adding flexible delineators and/or extended curb divider to create a pedestrian/cycle path along south side of Clayton Rd. from West Saanich Rd. to church driveway. North Saanich staff evaluated and found there was insufficient space to provide a minimum 1.2m of clear space and shoulder condition in wet periods. Mud and puddles may force users further into road on wrong side of delineators. Ideally, we would like to have minimum 6m clear for vehicles and 1.5m clear for pedestrians - couldn't achieve that here. 2. Where parking is prohibited (north side of road), North Saanich will review parking extents and enforcement options, such as consider adding an additional restricted parking sign closer to the intersection and trim hedges/trees for visibility.	North Saanich School PAC CRD RCMP	Engineering Education Encouragement Enforcement	Short-term (2024/25)
2.7	West Saanich Rd.	- School zone isn't visible enough to get the attention of drivers.	- Large school zone signs painted on road	North Saanich	Engineering	Completed Fall 2023
2.8	West Saanich Rd.	- Traffic speed and volume concerning for school community. - Lots of trucks use this route.	1. North Saanich completed seven days speed/volume study Spring 2023; speeds measured during school hours were reasonable overall and dropped noticeably during the 8am-5pm School Day speed restriction.	North Saanich RCMP ICBC	Engineering Enforcement	1. Completed Spring 2023

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
2.8	West Saanich Rd.		2. Speed readers in place north of Clayton Rd./south of Birch Rd. (past three years) 3. Speed campaign with ICBC/RCMP	North Saanich RCMP ICBC	Engineering Enforcement	2. N/A 3. Completed September 2024; Repeat as desired
2.9	West Saanich Rd.	- Lack of sidewalks and bike lanes. - Narrow shoulder. - No buffer between motorists and pedestrians/cyclists; not enough separation between vehicles and shoulder.	1. Yellow curb repair/replace, as needed. 2. Prioritize bike lane on West Saanich Rd. in Active Transportation (AT) Plan because of school proximity and existing community hub. Design work underway for Lands End Rd. project in AT Plan. Results (Spring 2024) will guide short-term AT priorities. 3. Where existing asphalt curb sidewalk exists, the road will be widened to further accommodate both a painted bike lane and pedestrian facility. If successful, it could be implemented along the corridor. 4. North Saanich AT Plan in compliance with Province of BC's AT Design Guidelines - asphalt curb sidewalks are typical in this rural setting and will continue to be so. 5. Updated corridor plan with recent traffic safety work for pedestrian paths on West Saanich Rd. between Wain Rd. and Birch Rd.	North Saanich	Engineering	Significant upgrades (design, funding, construction) Medium-term likely (more than 5 years)
2.10	West Saanich Rd.	- Poorly lit.	- Add lights to BC Hydro poles from Deep Cove Market to school; this would also support Future Drive to 5 site *(see item 7.9).* - Evaluate and coordinate with BC Hydro to add streetlights to existing poles.	North Saanich BC Hydro	Engineering	Short-term (2024/25)
2.11	West Saanich Rd. Deep Cove Market Vicinity	- Drivers noted limited visibility of pedestrians/cyclists. - Lack of defined pedestrian space.	- On-street parking reconfiguration and pavement marking work to improve vehicle sightlines and better define pedestrian space around the intersection.	North Saanich	Engineering	Completed 2023
2.12	West Saanich Rd. Bus stop across from Deep Cove Market	- Bus stopping here blocks the sightline of the crosswalk.	- Repaint red curb to be approximately 6m further away from crosswalk.	North Saanich	Engineering Education	Completed 2023

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
2.13	**West Saanich Rd.** At Birch Rd.	- Lack of visibility of pedestrians even with pedestrian activated crosswalk. - Cars backing out, turning in and out of gas station, etc. - Sidewalk limited, narrow, in disrepair, poorly separated from road. - Lack of separated bike lane. - Difficult to navigate this busy intersection with children.	1. Pedestrian activated crossing added in 2021, additional crossing upgrades in 2023 to support safe routes, including reconfigured the pedestrian space and crossings on Deep Cove Market side to avoid conflicts with parking and walking space. 2. Educate drivers and increase awareness of unsafe driving behaviours. 3. See below Drive to 5 site *(item 7.9).* .	North Saanich School ICBC RCMP	Engineering Education	Update completed summer 2023
3.0	**School Neighbourhood** (area surrounding school zone)					
3.1	**West Saanich Rd.** At Wain Rd.	- Lack of bike lanes/no bike and car separation. - No crosswalk/four-way stop. - Traffic volume and speed. - Hill heading north on West Saanich Rd. creates a blind spot/limits visibility at crest of hill before the intersection.	1. Consider adding parallel bar crosswalk on east side of intersection for pedestrian safety. 2. Preference for a pedestrian activated crosswalk with flashing lights. *North Saanich may consider this with pedestrian path improvement.* 3. Desire for school area signs (without 30km/hr) to alert drivers of approaching 30km/hr school zone and that students are nearby. *Current signage for school zone installed per recommended practices. North Saanich will need to review for addition of more signs.* 4. Adjacent to this site is the preferred location to pilot a Drive to 5 site *(see item 7.9).* The front parking area located off of West Saanich Rd. at North Saanich Fire Department. Chief Trelford is supportive. However, to make this site work, the following is needed: A. Pedestrian activated crosswalk. B. Street lighting installed. C. Preference to have the 30km/hr school zone start immediately north of Wain Rd. (on West Saanich Rd.).	North Saanich Fire Department School/PAC CRD ICBC	Engineering Equity Encouragement Education	1. Completed 2023 2. Ped Crossing improvements (evaluated with short to medium term work) 3. Signage review (2024/25) 4. TBD – Drive to 5 site will launch after sufficient infrastructure improvements have been made. Estimated timeline for completion is late Spring 2025.

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
3.1	**West Saanich Rd.** At Wain Rd.		D. Path would need to be created from parking lot through greenspace/park to existing zebra crosswalk and ditch would need to be culverted in short section. E. Parking spaces that can be used for this purpose (identified by Chief Trelford) would need to be signed and communicated. CRD can supply sign template to North Saanich for printing F. Seek funding through ICBC if possible. G. CRD to update Plan Your Route to School map pamphlet (item 7.2) to highlight this site when complete).	North Saanich Fire Department School/PAC CRD ICBC	Engineering Equity Encouragement Education	4. TBD – Drive to 5 site will launch after sufficient infrastructure improvements have been made. Estimated timeline for completion is late Spring 2025.
3.2	**West Saanich Rd.** Hillgrove Rd. to Deep Cove Elementary	- No sidewalks, no divider between kids and road, only a gravel shoulder. - Speed of trucks and vehicles is concerning. - AT Plan intends to have bike lane on this road but does not mention pedestrian space.	- Per AT Plan, where the existing asphalt curb sidewalk exists in the vicinity of Deep Cove Elementary, the road will be widened to further accommodate both a bike lane and pedestrian facility.	North Saanich RCMP	Engineering Enforcement	Long-term
3.3	**West Saanich Rd.** Hillgrove Rd. to Tatlow Rd.	- At the dip in the road, cars speed well over speed limit (often 80-10km/hr). - Kids tripping in holes in the gravel and stroller wheels get stuck easily. - Little separation from road. - Not wide enough for parent to walk alongside young children.	1. Consider spot enforcement. 2. Follow AT Plan - Permanent solution to address narrow shoulder and ditch proximity likely only with long-term improvements. *(Note: considered paved shoulders, however wider asphalt can encourage even higher speeds).*	North Saanich RCMP	Engineering Enforcement	1. Ongoing 2. Long-term
3.3	**West Saanich Rd.** South from Readings Dr.	- Speeding a concern, no sidewalk or division between road and walking area.	- Encourage use of pathways through Bluebell Park to Brickley Close, to Nitinat Rd., to Hillgrove Rd. to stay off West Saanich Rd.	CRD North Saanich RCMP	Engineering Enforcement	- Fall 2024, ongoing
3.4	**West Saanich Rd.** Wain Rd. to Lands End Rd.	- Lack of sidewalks and bike lanes, particularly those suitable for children. - Multiple near misses witnessed.	1. Proposed bike lane in AT Plan along West Saanich Rd. from Wain Rd. to Lands End Rd. Asphalt curb sidewalks are typical in this rural setting and will continue to be so.	North Saanich RCMP PAC	Engineering Enforcement	Long-term

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
3.4	**West Saanich Rd.** Wain Rd. to Lands End Rd.	- Refusal by drivers to give space for children. - No safe place to walk, scoot or bike.	2. Education and encouragement campaigns 3. Advocate to municipality for prioritizing road safety improvements to community hubs, such as school and Deep Cove Market	North Saanich RCMP PAC	Engineering Enforcement	Long-term
3.5	**Birch Rd.**	- No safe walking paths or bike lane. - Traffic volume and speed are a concern.	1. Pedestrians to use existing path along Birch Rd. separated from road by shrubbery. 2. Upcoming traffic study (2024) for Birch Rd. and other roads may suggest alternatives.	North Saanich RCMP	Engineering Enforcement	Planning – 2024 Infrastructure Improvements – medium to long-term
3.6	**Birch Rd.** At path crosswalk near park	- Poor sightlines with dense shrubbery right up to the road.	1. Trim back shrubbery at crossing so that vehicles can see pedestrians/ cyclists more easily and earlier.	North Saanich		Short-term
3.7	**Wain Rd.**	- No sidewalk, bike lane, or shoulder for pedestrians/cyclists concerning. - Traffic volume and speed (often 70km/hr+) are concerning. - Particularly concerning are large trucks going to/from the quarry.	1. Consider extending bike lane further west of West Saanich Rd. in AT Plan. 2. Speed reduction is being considered for parts of Wain Rd. (from 60km/hr to 50km/hr) as per AT Plan. 3. Consider spot enforcement. 4. Consider adding Share the Road signs. 5. Upcoming traffic study (2024) for Wain Rd (and Birch Rd.) may recommend improvements.	North Saanich RCMP MOTI	Engineering Enforcement	Planning – 2024 Infrastructure improvements – medium to long-term
3.8	**Wain Rd.**	- Painted line isn't enough for cyclists. - Loose debris often gets pushed into cycling lanes.	- Considered enhancements to typical bike lane, as per AT Plan (wide paint line or buffered bike lane with optional protective elements, North Saanich has tested wide painted lines on Lochside Trail and may implement elsewhere). - Painting is possible; buffered bike lane requires some widening which is difficult due to ditch.	North Saanich	Engineering	Long-term
3.9	**Wain Rd.** West Saanich Rd. to Derrick Rd.	- Not safe for kids to walk or bike. - A major access road for local kids. - Traffic speed is concerning. - No crosswalk at park.	1. North Saanich began a consultant-led Neighbourhood Gateway and Traffic Calming Plan for Wain Rd., Downey Rd. and Birch Rd. This may recommend these minor upgrades on Wain Rd.	North Saanich	Engineering Enforcement	1. Evaluation spring 2024

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
3.9	Wain Rd. West Saanich Rd. to Derrick Rd.		2. Plans for additional signage to increase awareness expected from upcoming traffic study - for consistency, speed reduction being considered for Wain Rd. (from 60km/hr to 50km/hr) as per AT Plan (currently only 60km/h east of West Saanich Rd). 3. Pedestrian safety education.	North Saanich RCMP CRD ICBC	Engineering Enforcement	2. Infrastructure improvements medium to long-term 3. May 2023
3.10	Birch Rd., Wain Rd. and Downey Rd.		- Consultant-led work underway for Neighbourhood Gateway development (Birch Rd., Wain Rd., Downey Rd.) - two public consultation efforts to identify issues and comment on proposed options. - Aim is to propose messaging and low-cost traffic calming measures to enhance driver awareness of the shared space with other modes. - School community to attend public consultations if interested.	North Saanich PAC School Community	Engineering Encouragement	- Evaluation Spring 2024 - Infrastructure improvements medium to long-term
3.11	Maple Rd.	- Speeding down steep hill during drop-off and pick-up times. - North Saanich installed a speed tracking signpost for a year, but then it was removed and now situation is worse again, especially in winter. - No sidewalk. - Blind spot where Heather Rd. turns to Maple Rd.	1. Traffic volume and speed monitoring found low traffic volume on road [approx. 110 vehicles per day]. Current focus will remain on higher volume/higher observed speed roads. 2. Deliver RSR pedestrian safety education.	North Saanich RCMP CRD ICBC	Engineering Enforcement Education	1. Completed 2023 2. Completed May 2023
4.0	**School Catchment**					
4.1	Tatlow Rd.	- Narrow with poor sightlines. - No adequate lines/space/ sidewalks for walking or biking safely to school. - Traffic speed and volume are concerning. - No safe crossing. - Near misses reported.	1. Consider location for possible safe crosswalk across Tatlow Rd. that connects walking rights-of-way (suggestions: Laurel Rd., Heather Rd., Alder Rd., Willow Rd.). 2. Consultant to evaluate and recommend traffic calming measures on Tatlow Rd. to decrease speeds and cut-through traffic.	North Saanich RCMP	Engineering Enforcement	Report to Council Fall 2024 with implementation in 2025.

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
4.2	**Tatlow Rd.** At Laurel Rd.	- Vehicles regularly travel well above the posted speed limit. - There is no safe place to cross Tatlow Rd. and connect east Laurel Rd. with west Laurel Rd.	- Consider a gentle child-friendly slope onto the mound at the base of the Laurel Rd. Hill and the installation of a short (~60m) multi-use trail would create separation from Tatlow Rd. A controlled crosswalk from the west side of the mound (1130 Tatlow Rd.) to the east side of the mound on the other side of Tatlow Rd. (with the installation of another ~35 M multi-use trail). This would create a safe crossing for pedestrians and cyclists to access east Laurel Rd., which is a quiet dead-end road which intersects with a separated sidewalk that runs along West Saanich Rd. to Deep Cove Elementary.	North Saanich RCMP	Engineering Enforcement	To be considered with Tatlow traffic calming improvements.
4.3	**Tatlow Rd.** At Heather Rd.	- Unsafe for children to cross.	- Consider possible options for improving crossing at this location.	North Saanich	Engineering	TBD
4.4	**Tatlow Rd.** At Horth Hill Trail crossing (beside k9 cottage)	- Poor signage warning of an active transportation trail. - No crosswalk. - Poor visibility for both vehicles and pedestrians/cyclists accessing trails. - Speeding cars do not stop or seem to see children attempting to cross to trails. - Blind corner. - Trail covered with trees and brush. - Near misses reported.	1. Crossing signs installed on road in both directions, consider improving visibility of crossing with pavement markings. 2. Consider adding crosswalk (desire from school community for pedestrian activated flashing lights/crossing).	North Saanich RCMP	Engineering Enforcement	Evaluation 2024
4.5	**Tatlow Rd.** At West Saanich Rd.	- Difficult to cross safely. - When a car is turning left to head South on West Saanich Rd., the wait can be quite long.	- Consider potential improvements.	North Saanich	Encouragement Education Engineering	Evaluation 2024
4.6	**Lands End Rd.**	- Traffic volume and speed are concerning. - Poorly lit. - No sidewalk or separated bike lane.	1. Proposed multi-use path in AT Plan, as well as additional Share The Road signage. 2. Consider spot enforcement.	North Saanich RCMP	Engineering Enforcement	Lands End Rd. multi-use path concept plan 2024. Phased construction TBD

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
4.7	West Saanich Rd. At Lands End Rd.	- Desire for a crosswalk.	- Consider improvements for pedestrian crossing at the time of installing multi-use path on Lands End Rd. and/or bike lane on West Saanich Rd.	North Saanich	Engineering	TBD
4.8	West Saanich Rd. Through Tseycum First Nation	- Bike lane interruption.	- MoTI manages frontage roadway through Tseycum First Nations reserve. In 2019, MoTI widened this stretch by adding paved shoulders.	N/A	N/A	N/A
4.9	Eagle Way and Hillgrove Rd.	- Narrow and winding road west to Alder Rd./Laurel Rd. - Not safe for walking or cycling children due to lack of visibility and lack of space.	- RSR pedestrian education.	School PAC CRD	Education Encouragement	Spring 2024
4.10	Near Patricia Bay Highway	- Poorly placed speed control signs in the middle of the road force drivers onto cycling/walking lanes. - Bigger vehicles don't fit in space allotted on road.	- Existing traffic calming treatment (vertical centreline) installed per recommended standards.	North Saanich MoTI	Engineering	N/A
4.11	McDonald Park Rd. At Resthaven Ave.	- Busy intersection. - Many motorists and cyclists fail to obey four-way stop.	- Consider spot enforcement.	RCMP	Enforcement	Ongoing
4.12	Dolphin Rd. Lands End Rd. to Barnacle Rd.	- No sidewalks/shoulder for walking up to school bus stop. - 18-wheeler trucks driving on this road from Seaspan.	1. See Bussing Comments (Section 6) 2. Consider improving shoulder for students to walk. MoTI jurisdiction from Lands End Rd. to east of Seaspan Ferries Terminal. Upgrades unlikely to be implemented. Rural, low volume road with ditches.	MoTI	Engineering	N/A
4.13	West Saanich Rd McTavish Rd. to Mt. Newton Cross Rd.	- Traffic speed. - No proper bike lane, sidewalk, or shoulder. - Narrow and winding road.	- Proposed bike lane as per AT plan. - MoTI jurisdiction (Pauquachin First Nation land) from McTavish Rd. southerly – AT plan shared. recommendation with MoTI for future consideration.	Pauquachin First Nation North Saanich MoTI	Engineering	Long-term

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
5.0	General Comments					
5.1	Crosswalks	- Desire for more crosswalks. - Concern about sightlines and limited compliance with drivers often failing to yield to pedestrians/cyclists.	1. Encourage use of existing crosswalks and educate about jaywalking. 2. North Saanich will add or upgrade crosswalks as and when determined necessary at key nodes.	North Saanich School PAC CRD RCMP	Engineering Encouragement Enforcement	Medium-term pending design and AT Plan implementation
5.2	Sidewalks	- Desire for more sidewalks.	1. Asphalt curb sidewalks are typical in this rural setting and will continue to be so. 2. Consider upgrading or replacing asphalt mounds with cost-effective rural standard, where applicable.	North Saanich	Engineering	Medium-term pending design and AT Plan implementation
5.3	Bike lanes	- Desire for more bike lanes, better separated from traffic.	1. Prioritize bike lane West Saanich Rd. in AT Plan because of school proximity and existing community hub. 2. Consider upgrading or replacing asphalt mounds with protective dividers, such as preformed concrete blocks or flexible bollards to act as a rural sidewalk/bike lane.	North Saanich	Engineering	Medium-term pending design and AT Plan implementation
5.4	Narrow shoulders	- Safety concern.	- Consider upgrading/replacing asphalt mounds with protective dividers where applicable.	North Saanich	Engineering	Medium-term pending design and AT Plan implementation
5.5	Parking	- Parking on both sides of Clayton Rd. means that pedestrians are forced to walk on the road. - Parking on west side of West Saanich Rd. and jaywalking to get to school.	1. See items 2.4 and 2.6. 2. Plan Your Route to School pamphlet (item 7.2), encourage use of Drive to 5 site (item 7.9) when launched, encourage use of crosswalks.	North Saanich School CRD	Engineering Education Encouragement	1. See items 2.4, 2.6. 2. CRD Fall 2024, school ongoing
5.6	Trails	- Neglected, washed out in sections and too steep for children to use daily.	- Consider improvements for accessibility, strollers and children. - North Saanich's Parks and Trails Master Plan currently underway. Recommendations for enhanced maintenance TBD.	North Saanich	Engineering	Medium-term pending recommendations and implementation of Parks and Trails Master Plan

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
6.0	**Bussing Comments**					
6.1	Barnacle Rd. and Dolphin Rd. to/from Lands End Rd. Bus Stop (Piers Island)	-10+ students commuting to school from Piers Island water taxi to school bus stop (at overpass). - Feels unsafe to walk on road between water taxi and to bus stop. - No sidewalk/shoulder - Blind corner. - Truck route to Seaspan Ferries Terminal and BC Ferries Terminal. - Nowhere for the students to stand while waiting at the bus stop. - SD63 has not made improvements despite many emails, requests and on-site meetings	1. SD63 investigated options at parent's request: - Determined that there is no suitable safe place on Barnacle Rd. or along Dolphin Rd. where a school bus can safely turn around as the roads are too tight. - Seaspan and SD63 concluded that it was not a safe option and could not happen on private property. SD63 transportation staff drove to the site and talked to the Seaspan manager who said that they would not allow a school bus onto their property. 2. MoTI determined that current shoulder is not wide enough to consider adding flexible delineators to shoulder to create a defined walkway. MoTI will consider widening the road when/if funding is available.	SD63 MoTI (road jurisdiction) Seaspan (private road/turnaround)		1. SD63 has no plans to revisit 2. Medium-term
6.2	Lands End Rd. Bus stops	- Vehicle speed a concern. - No space for cyclists and so cars have a hard time passing safely.	1. Desire for widening shoulder, improvements to bus stops for student safety. 2. If school bus stops become defined (and don't change annually), consider adding school bus stop signage.	North Saanich MoTI SD63	Engineering Enforcement	Concept plan for Lands End upgrades in 2024. Implementation TBD. If deferred, local improvements can be considered.
6.3	Timing of bus drop-offs	- Bus 9 drops students off before there is playground supervision and the next bus drops kids off late for school. - Caregiver would feel much better about sending kids on the bus if they knew that there was some degree of adult supervision on the school grounds.	- School to consider providing supervision beginning when first bus arrives for student safety and parents'/caregivers' peace of mind and to reduce the number of cars at drop-off/pick-up.	School SD63	Encouragement Equity	TBD

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
6.4	Adaptive bus routes	- Request for adaptive school bus routes that take shifting neighbourhood demographics into consideration. - Request for bus routes that endeavour to travel through densely populated neighbourhoods rather than along busy perimeter roads.	- Currently completing an assessment of best bus routes in alignment with draft SD63 Bus Policy.	SD63	Equity	Spring 2024
6.5	Walk limits	- Current safe walking limits are too far for children, desire for reduction to age appropriate, science-based distances.	- SD63 conducted public consultation and drafted new policy for Walkshed and School Bussing with shorter walking distances (reduction from 4 km to 2.5 km). - CRD set up partnership with SD63 and a team of American university professors and PhD student to study optimization of Walkshed and Bussing policy changes.	SD63	Equity Encouragement	See updated policy Fall 2024; Proposed changes to be implemented starting 2024/25 school year
6.6	Ardmore	- No bus service between Ardmore and Deep Cove in the morning. - No bus service for 16+ French immersion students in the Ardmore area.	- SD63 provides bussing for in-catchment English-only students, budgets are not available to expand.	SD63	N/A	N/A
6.7	French Immersion	- Child attending Bayside Middle School next year and the closest bus stop is a 30+ min walk from Curties Point. - Too far to bike or walk to school so as a result we will be driving her daily. - Contacted transportation and since she is in French immersion, they will not consider adding Lands End Rd./Curties Point to any current route. - This will continue to have a significant impact on traffic to and from Bayside Middle School as there are a lot of children in French immersion whose families will be forced to do the same if they wish to continue in the program.	- Due to funding constraints, SD63 will continue to only provide bussing within their policy to regular catchment students.	SD63	Equity	N/A

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
7.0	**Education, Encouragement and Equity Events and Activities, etc.**					
7.1	PAC Active Transportation Subcommittee	- PAC support is needed to support and/or lead many the education and Encouragement initiatives. There is a need to build capacity within the PAC to carry on these activities post-RSR so that the momentum generated carries forward and does not rely solely on one champion volunteer.	- Establish an Active Transportation/ Sustainable Commute Sub-Committee as part of the PAC via RSR. - CRD to work alongside sub-committee to implement encouragement and education activities for duration of RSR. - It is a great way to ensure continuity in building a culture of active and sustainable transportation within the school community.	PAC CRD	Education Encouragement Equity	Established Fall 2023; Ongoing
7.2	Plan Your Route to School Pamphlet	- Lack of awareness of best routes and infrastructure in place to support safe, active and sustainable school commutes.	- Whether driving, walking, cycling, rolling, or bussing to/from school, this school-specific pamphlet can be promoted and distributed annually to help students and households plan their commute to school. - It contains tips for success and a customized map that identifies the location of relevant transportation infrastructure around the school.	CRD School	Education Encouragement Equity	Completed; School to distribute in Fall 2024
7.3	School Commute Buddies Pamphlet	- Parents/caregivers reported that their student would be enabled/ encouraged to walk, bike, roll, or bus more often if they had other students to commute with.	- This pamphlet encourages students and households to commute to school in pairs or groups when possible. Designed to build the capacity of children, parents and caregivers, it contains important information about how to be a responsible road, sidewalk and trail user. - It also outlines crossing basics, route planning, tips for success, dangerous driving behaviours and commute options for those who live further from school.	CRD School	Education Encouragement	Pamphlets distributed in September 2023; Ongoing/annually via school website
7.4	Let's Get Visible Day	- Visibility of students and families walking or cycling is limited, particularly in dark winter months. - Lack of adult supervision available. - Many students/families wear dark colours and do not use bike lights.	- Pilot a Let's Get Visible Day and replicate annually. Students and staff are encouraged to dress up in bright/reflective clothing for the day and are reminded of the importance of being visible during darker months.	CRD School PAC	Encouragement Education	Completed January 2024; School to repeat annually

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
			- CRD provides reflective stickers and a bookmark with key messages. This does not need to be included in subsequent years. - Messaging is repeated in pedestrian education and other CRD pamphlets.			
7.5	Crossing Guard and Bus Driver Appreciation	- This campaign aims to raise awareness of and show appreciation for the support provided by crossing guards and school bus drivers that enables students to walk, bike and roll safely to/from school.	- Interested classes were invited to participate by making thank you cards that were presented to the crossing guards and bus drivers with travel mugs and coffee gift certificates donated by ICBC.	School ICBC CRD	Education Encouragement Equity	February 2024 Repeat annually/ bi-annually
7.6	Pedestrian Education (K-3) and Think of Me Campaign	- Parents and caregivers reported that their student would be enabled/ encouraged to walk if they were provided with pedestrian, cycling, and/or bus education.	- Think of Me Community Campaign - in class pedestrian education delivered by CRD staff (supported by ICBC materials and messaging) to educate students on dangerous driving behaviours within school zones and best safety practices for young road users. - ICBC sponsors student artwork being enlarged and printed for display along fence to increase driver awareness.	CRD ICBC School	Education Encouragement Equity	May 2024
7.7	Grade 4-5 Bike Skills Training *Note: Free in-school bike skills are available every other year via Provincial funding for Everyone Rides Grades 4-5 (ERG 4-5) program that is delivered locally by Capital Bike.*	- Greater bike skills development needed for students. - This supports survey respondents' desire for cycling education to be provided as well as their desire to increase student confidence, independence and capabilities.	- CRD coordinated for Capital Bike to deliver cycling skills training through the Provincial program, ERG 4-5. - At Deep Cove, 150 students in six classes participated. The course provides two sessions to build students' cycling skills and confidence. The first provides a foundation in bike skills and helmet safety, the second focuses on practical hands-on activities like stopping, hand signals, and road sign awareness. - Universal cycling education for youth is known to improve health and wellbeing, promote active transportation, and reduce carbon emissions while striving to create a culture of cycling at each school.	CRD Capital Bike School MOTI	Equity Encouragement Education	Completed Fall 2023; School to contact Capital Bike for free program every other year.

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
7.8	BusReady! BC Transit *Note: Youths aged 12 and under also ride the bus for free.*	- Parents and caregivers reported that their student would be enabled /encouraged to walk if they were provided with bus education.	- In-class and on-bus education delivered by BC Transit to encourage students to take the bus by teaching them how. -This can be scheduled for all interested classes at no cost.	BC Transit CRD School	Education Encouragement Equity	Completed May 2024; School Admin to coordinate with BC Transit BusReady! Staff to repeat bi-annually
7.9	Drive to Five site(s)	- Congestion and unsafe driving behaviours at the school during drop-off and pick-up times. - Many households (38%) have a school commute of over 4 km, while another 24% live 2.1 to 4 km from school. This distance makes it hard to be able to choose active transportation. - Survey respondents shared that they would be more enabled to use active and sustainable transportation more often if comfortable routes and alternative drop-off/pick-up locations were suggested.	- Drive to 5 sites enable driving families to participate in active and sustainable transportation and reduce traffic congestion (thus increasing safety) around the school at peak times. - Sites are identified and signed, promoting alternative, unsupervised drop-off/pick-up locations approximately five minutes walking distance from the school. -Preferred location to pilot a Drive to 5 site is the front parking area located off of West Saanich Rd. at North Saanich Fire Department. However, infrastructure improvements are needed before launching. For additional details, refer to item 3.1., 4.	North Saanich Fire Department CRD School PAC	Engineering Equity Encouragement Education	Launch post proposed infrastructure upgrades
7.10	Walking School Bus	- Parent/caregiver perception of safety is poor due to traffic volume and speed. - Respondents would prefer to commute actively and sustainably to/from school. - Many parents/caregivers reported that their student would be enabled to walk more often if they had other students to commute with.	- A walking school bus is a group of students walking to school together accompanied by one or more adult leaders along a designated route with pick-up/drop-off stops. - Future consideration for PAC as interest grows and capacity increases. - See CRD's School Commute Buddies pamphlet to get started without need to rely on volunteerism (item 7.3).	PAC School CRD	Encouragement Equity	Future consideration
7.11	Bike Train/Bike Bus	- Parent/caregiver perception of safety is poor due to traffic volume and speed. - Respondents would prefer to take active and sustainable transportation to/from school.	- A bike train or bike bus is a group of students cycling to school together accompanied by two or more adult leaders along a designated route with pick-up/ drop-off stops along the way. Typically, there is an adult 'engine' at the	PAC School CRD RCMP (if desired)	Encouragement Equity	Future consideration

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
		- Many parents/caregivers reported that their student would be enabled to bike more often if they had other students to commute with.	front and 'caboose' at the back to provide an extra element of safety. - Future consideration for PAC as interest grows and capacity increases - See CRD's School Commute Buddies pamphlet to get started without need to rely on volunteerism.			

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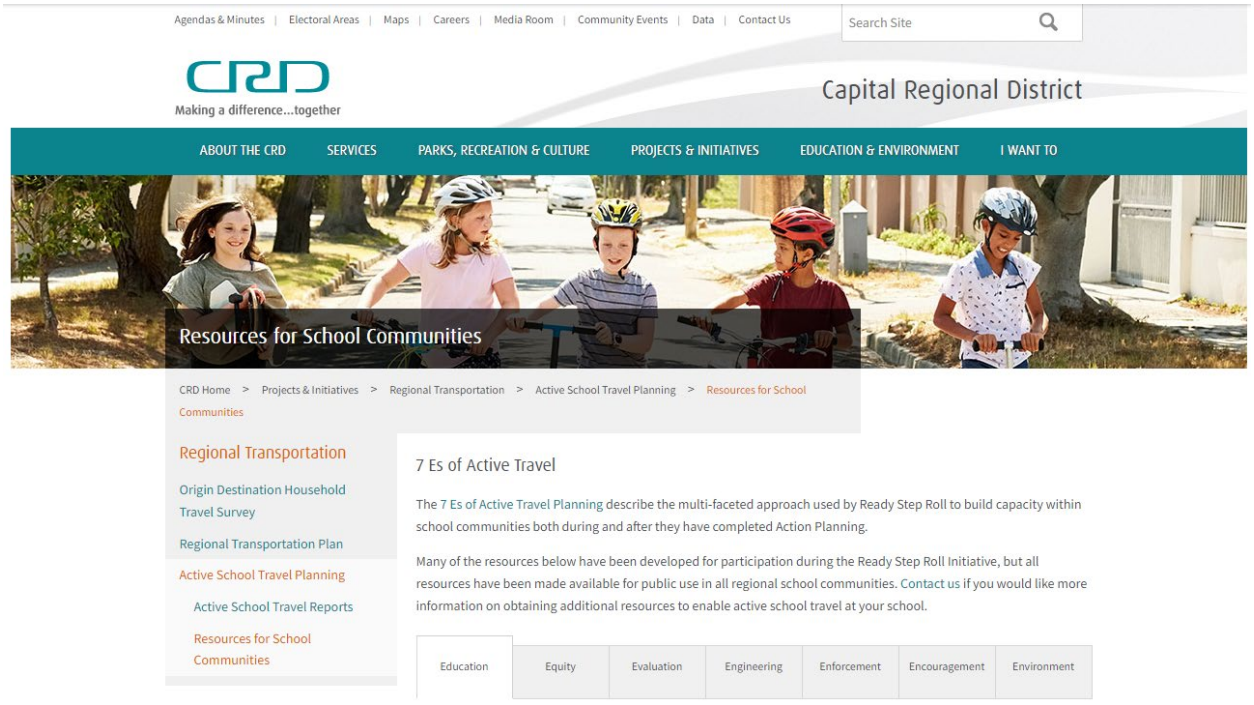
Appendix D –

RSR Resources for School Communities

A curated collection of resources, information and ideas for teachers, school administrators, parent advisory councils, students and households interested in encouraging and enabling active and sustainable transportation among their school community and/or learning more about Ready Step Roll's multi-faceted approach to building capacity at the school level.

Visit the [Resources for School Communities page] to engage with a variety of resources, information, and ideas organized in the 7 E's approach (Education, Equity, Evaluation, Engineering, Enforcement, Encouragement, Environment).



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READY STEP ROLL
SUSTAINABLE SCHOOL COMMUTE PLANNING