



Victoria West Elementary School

Final Report
2023-2024



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Proudly supported by:



Thank you to the Victoria West 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.

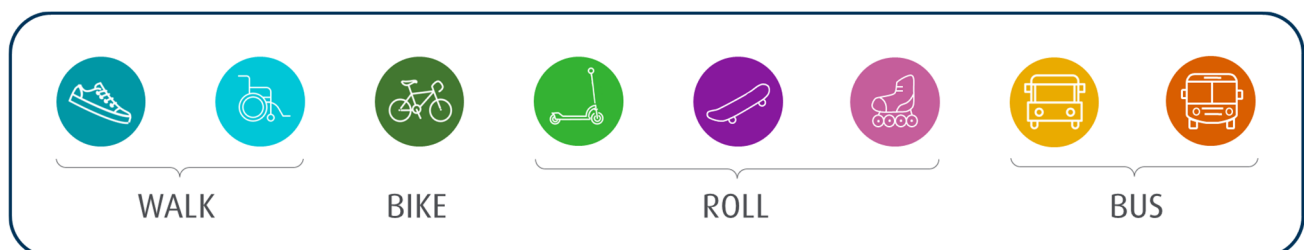
Sustainable School Commute Planning



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.

City of Victoria – 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.

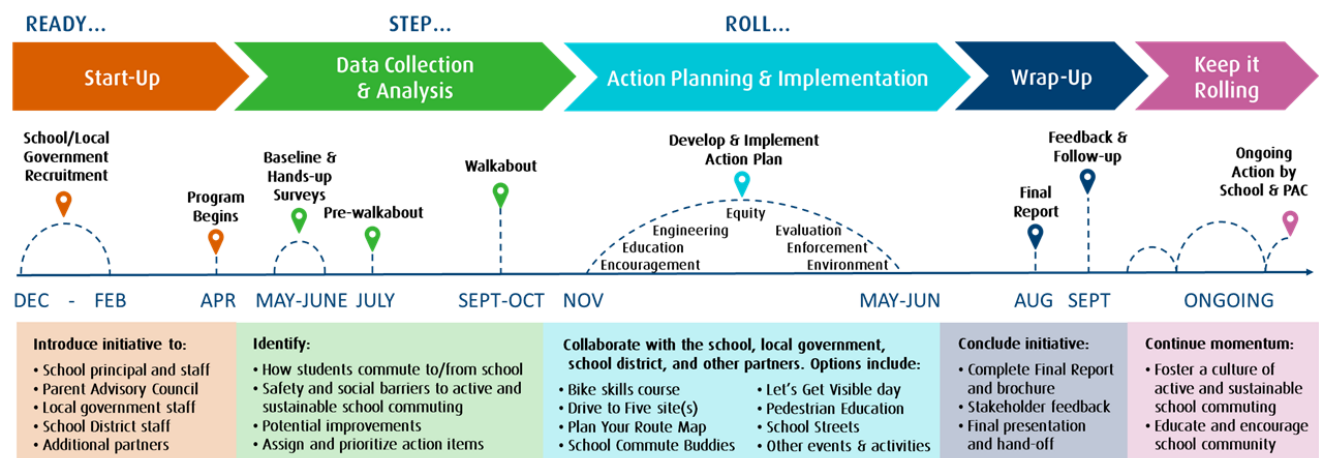
ICBC – Offers road safety expertise, provides educational resources for school communities and partners with local and provincial governments for road safety improvements.

Victoria Police Department – 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: Victoria West Elementary School

School District: SD No. 61

Local Government: City of Victoria

Grades: K-5

Student Population: 300

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

- Before and after school outdoor supervision
- Multiple bike racks
- Strong culture of active school commuting
- Active PAC and school parent community

Consultation Summary

- 140 School Travel Surveys responses received, representing a response rate of approximately 61%
- 1,869 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 No. 61, 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 Victoria West is by walking at 43% and 45%, while being driven is the second most common at 30% and 28%, respectively (*Figure 2*). When we combine active transportation modes (walking, rolling or cycling), we see that 67% of students typically commute to/from school actively. This represents a significant proportion cycling (14% to and 13% from) and rolling (10% to and 9% from). Sustainable transportation is uncommon at Victoria West, with 3% of respondents using the bus and 1% carpooling for their school commute.

Commute Preferences

There is quite a significant difference between how Victoria West households typically commute to school and how they would prefer to (*Figure 2 vs. Figure 3*). Currently, 28-30% of respondents drive, but results show that only 8% prefer to drive. This means that 92% of respondents would prefer their students to commute using active and sustainable transportation (walk, roll, bike or bus). This shows great potential and opportunity for considerable mode shift at Victoria West, away from driving towards walking and cycling.

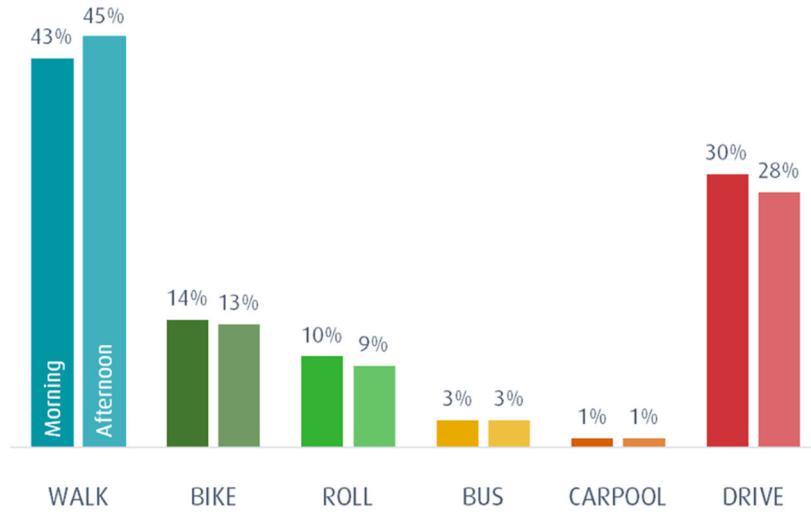
Barriers to Active and Sustainable Transportation

There are several reasons why Victoria West Elementary School 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 Victoria West. Their top reasons for driving are:

1. Convenience/schedule, such as out of school care activities, work and appointments. (44% or 55 respondents)
2. Weather/season (22% or 31 respondents)
3. Age - student is too young to travel alone/no one to accompany (22% or 31 respondents)
4. Road safety concerns – intersections, shoulder, or traffic (14% or 19 respondents)
5. Personal safety concerns – bullying, stranger danger, etc. (8% or 11 respondents)

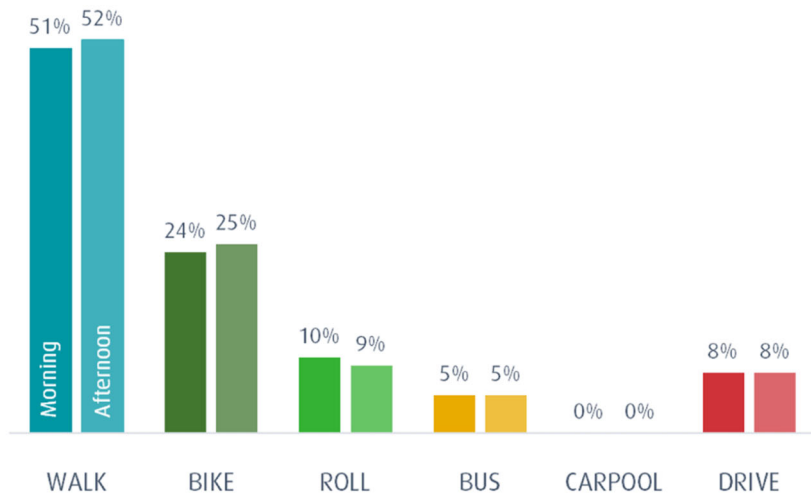
The distance between home and school for Victoria West households varies. About 65% of respondents live within 1 km of the school, 25% are between 1.1 and 2 km, 6% are between 2.1 km and 4 km and 4% live over 4 km from school. This means that 90% of respondents live within a 20-minute walk or 10-minute bike ride to school (*Figure 4*). As *Figure 5* shows, the proportion of students using active and sustainable modes of transportation for their school commute is quite high for those that live within 1 km of the school. The ratio declines from there, holding at 50/50 between 1.1 and 4 km, the point at which households understandably become more likely to drive.

Figure 2: How students typically get to/from school



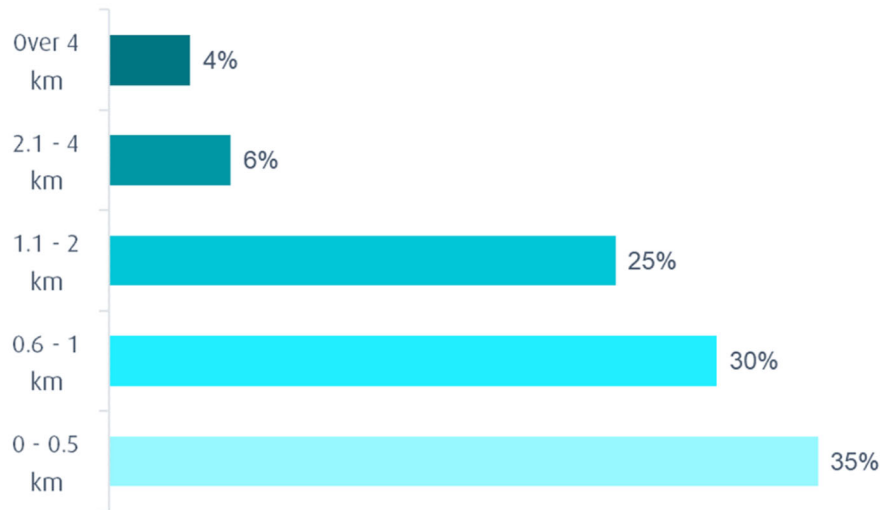
A significant majority, 67% of Victoria West students typically use active transportation to/from school. Of this total, most walk (43%/45%), while many cycle (14%/13%) and roll (10%/9%). Almost a third of students (30%) are typically driven to school and 28% are driven home at the end of the school day. A small percentage (3%/3%) typically use sustainable transportation to and from school (bus, carpool).

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



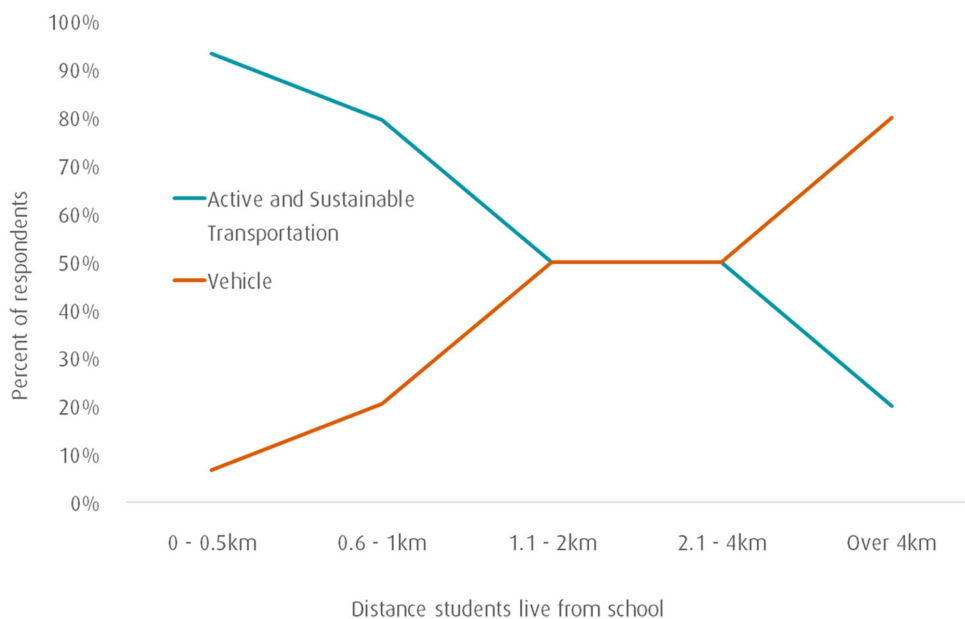
92% of households would prefer to use active transportation to/from Victoria West. This represents a significant shift (+20-22%) away from driving toward cycling (+10-12%) and walking (+7-8%). A small percentage of students that do not currently bus to/from school would prefer to, while those that are carpooling would prefer not to.

Figure 4: Distance students live from school



65% of respondents live within 1 km of Victoria West, which is about a ten-minute walk or five-minute bike ride. Another 25% are between 1.1 – 2 km from school, which is a reasonable distance for the option to use active and sustainable modes of transportation. There is significant potential for mode-shift, if distance were the only factor.

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



There is a 50/50 split between active and sustainable transportation vs. vehicle transportation for commuting distances between 1.1 – 4 km. After 4 km, it becomes more common for households to drive to/from school.

Concerns Identified

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

Approximately 52% of respondents said that they had safety or accessibility concerns on their route to/from school. Of the 65 households that expressed concerns, 60 identified and elaborated on the locations of their concerns. For the routes to and from Victoria West, the following concerns were identified¹:

School Site

- Bike and pedestrian entrances – narrow access to school yard; tripping/mobility hazards at entry points.
- Bike racks – desire for more bike racks as well as for covered bike racks.
- Stairs (back of school) – two sets of stairs are barriers to accessibility between the school and the schools designated safe zone for evacuations. They are poorly maintained and not accessible for those with mobility issues.
- Staff parking – lack of staff parking spots is an issue.
- Connector from school park to E&N trail – lack of safe connection for pedestrians/cyclists/strollers.

School Frontage

- Visibility – desire for additional traffic calming in front of the school.
- Traffic congestion – school-induced traffic congestion at arrival and dismissal times.

Front St.

- Along extent – drivers often parking and stopping on road despite ‘no parking’ signs, creating an unsafe pedestrian/cyclist environment, congestion and visibility concerns; broken and sunken asphalt.
- At Russell St./Langford St. intersection – confusing for drivers as to who has the right-of-way; conflict between cars, bikes, and pedestrians during arrival and dismissal times; accessibility concerns on three of the four corners, with inadequate curb let-downs.

Russell St.

- School frontage – busy with school-generated vehicle traffic and high use by pedestrians and cyclists.
- From Craigflower Rd. to Front St. – narrow sidewalk, no buffer from street; hedges often overgrown force pedestrians to walk on road to get through.

Langford St.

- Adjacent to school property – BC Hydro poles and street signs narrow the sidewalk.
- At Russell St. – hedge grows onto pedestrian right-of-way, accessibility concern.
- Between Hudson St. and Russell St. – yellow curb parking restriction may be unnecessary.

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

- Between Catherine St. and school – speeding is a concern, desire for traffic calming measure and four-way stops at Mary St. and Langford St.
- At Catherine St. – crosswalk installed but cars do not stop while students are waiting to cross.
- Between Tyee Rd. and Alston St. – no proper sidewalk.

Back Pathway (fire lane) William St. to Langford St.

- Pedestrian path is narrow and in disrepair; poor lighting makes it unsafe during dark winter months; flexible delineator broken.

General Neighbourhood Parks and Trails

- School community noted concern for increased risk of student safety with prevalence of social issues in the neighbourhood.

Wilson St.

- To William St. – speeding a concern, particularly downhill; crosswalk concerns; poor sightlines.
- At E&N crossing – crosswalk issues; poor visibility and no warning light; vehicles do not stop for pedestrians and cyclists; parking on the northeast corner and poles obstruct view.
- At Springfield St. – unsafe, crosswalk desired, jaywalking common.
- At Catherine St. intersection – no pedestrian crosswalks marked at this four-way stop, making it seem like there is no priority for pedestrians/creates lack of understanding of who has the right-of-way; lack of driver compliance with stop signs.

Catherine St.

- Along extent – speeding is a concern; lack of driver compliance with stop signs; no sign to indicate school.
- At Langford St. – lack of driver compliance at crosswalk.
- At Skinner St. – speeding is a concern; drivers often run red or turn right on red while children are in the crosswalk; poor visibility of pedestrians in crosswalk because of tall hill grade; desire for bike lanes and curb bump outs to slow traffic as roadway used to be narrowed by parked cars.

McCaskill St.

- At Griffiths St. – blind sharp corner; cars speed and pedestrians have to cross here to access sidewalk.
- Between Pine St. and Langford St. – cars parked on both sides and traffic speeding with low visibility.
- At Langford St. – desire for additional marked crosswalk and stop sign on McCaskill St.

Hereward Rd.

- Wilson St. to Pine St. – narrow sidewalks; excessive speeding, encouraged by the yellow center line.

Alston St.

- Langford St. to Edward St. – narrow street; no sidewalk; blackberry bushes.

Craigflower Rd.

- Along extent – traffic speed and volume a concern; distracted driving; lack of vehicle compliance with right-of-way at crosswalks; near misses; poor cycling infrastructure.
- At Pine St. – cars and busses often run red light; confusing intersection; limited visibility turning from Pine St. onto Craigflower Rd.; multiple near misses observed.
- At Styles St. – no crosswalk and wide intersection; difficult for children/youth to determine whether/when it is safe to cross with vehicles heading to the dock at Banfield Park.
- At Dominion Rd. – lack of driver compliance with stop sign; poor visibility for pedestrians and vehicles approaching corner; numerous near misses with vehicles/pedestrian conflicts observed.
- At Raynor St. – traffic speed and visibility a concern; desire for a traffic light and crossing guard.
- From Raynor St. to Catherine St. – no crosswalks or safe crossings, Raynor Hill peaks where it crosses Catherine St.
- At Sunnyside Ave. – new hedges planted in boulevard block sightlines of southbound vehicles.

Bay St.

- Along extent – desire for bike lanes; rushing drivers create unsafe environment for cyclists.
- At Wilson St. – busy intersection; crossing seems long on the north side; scary intersection for children.
- At Henry St. – desirable crossing from Henry St. across Bay St. to Victoria West park.
- At Tyee Rd./Skinner St. – vehicles turning right from Bay St. Bridge do not see/stop for pedestrians.

Tyee Rd.

- At Langford St. – lack of marked crosswalk; shortest route from railyards where many young families live.
- Bay St. to Langford St. (west side) – very narrow sidewalk, cluttered with signage; also a bus stop here.

Esquimalt Rd.

- At Dunsmuir Rd. and Dominion Rd. – busy road; speeding a concern; common pedestrian/cyclist intersection; desire for an additional crosswalk/safe crossing here.

Banfield Park

- Increased littering and loitering problematic, particularly at bench in the food forest.

Crosswalks

- Desire for more crosswalks, particularly on Langford St., Catherine St. and Craigflower Rd.
- Concern about sightlines and limited compliance, with drivers often failing to yield to pedestrians/cyclists.

School Zone signage

- Desire for more signage indicating that a school is nearby.

Sidewalk Obstructions

- BC Hydro poles and signs impeding accessibility of sidewalks.

Motivating Factors for using Active and Sustainable Transportation

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

1. Improving physical and mental health (55% or 77 respondents)
2. Spending more time outside (51% or 72 respondents)
3. Building student confidence, independence and capabilities (51% or 71 respondents)
4. Supporting climate action by reducing travel in our personal vehicle (44% or 62 respondents)
5. Avoiding stress from traffic congestion/parking (40% or 65 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. They had other students to commute with (28% or 39 respondents)
2. Crossing guard(s) were provided before and after school (21% or 29 respondents)
3. They were provided with pedestrian, cycling and/or bus education (19% or 26 respondents)
4. There was reduced traffic in the school zone (19% or 26 respondents)
5. Comfortable routes and alternative drop-off/pick-up locations suggested (11% or 16 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. Traffic calming in school zone/nearby streets to improve driver behaviour (31% or 44 respondents)
2. Improved existing crosswalks – e.g., raised, pedestrian activated, leading pedestrian intervals (29% or 41 respondents)
3. Additional marked pedestrian crosswalks (26% or 36 respondents)
4. Sidewalks/trails – continuous routes (26% or 36 respondents)
5. Crossing guards – different or additional locations (24% or 34 respondents)
6. Sidewalks/trails – improved separation/buffer (24% or 33 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 parking – secure and/or covered location at the school (40% or 56 respondents)
2. Bike lanes/trails – improved separation/buffer from vehicles (36% or 51 respondents)
3. Bike lanes/trails – continuous routes (42% or 45 respondents)
4. Traffic calming in school zone/nearby streets to improve driver behaviour (30% or 42 respondents)
5. Crosswalks – additional marked crossings for cyclists (20% or 28 respondents)
6. Crossing guards – different or additional locations (19% or 26 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 Victoria West (*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 Victoria West'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:

- Two additional bike racks installed at front of school near current bike racks.
- Two covered bike shelters with racks installed on school property.
- 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.
- 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 to 11 K-3 classes.
- 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).

- Removed object obstructing sidewalk right-of-way on Front St. at Wilson St. and trimmed hedges for accessibility and visibility.
- Upgraded four-way stop at Wilson St. at Catherine St. intersection with marked crosswalks.
- Installed crosswalk at Bay St. at Henry St. intersection.
- Updated Wilson St. at E&N crossing to align with other E&N crossings, including consistent signage, elephant's feet and sightline clearance.

Summary of key actions currently in progress, forthcoming in the short-term, or ongoing:

- Review suitability of *Arrive in 5* site at Raynor Park as potential pilot with a CRD RSR celebration event. If successful, continue to promote *Arrive in 5* site annually to encourage use and can determine whether additional sites are desired.
- Hand out student artwork postcards/tickets at a school zone speed campaign.
- Pilot School Street on Russell St. between Langford St. and Langford/Front St.
- Review converting Front St. at Russell St. at Langford St. intersection to a four-way stop, with marked crosswalks and adjusted corners to appropriate curb let-downs to meet accessibility standards.
- Install school zone pavement stencils on-road.
- Remove yellow curb (no parking restriction) on south side of Langford St. (William St. to Russell St.).
- Upgrade Pine St. at Craigflower Rd. signal/intersection to enhance pedestrian and cycling connectivity.
- Improve accessibility to existing rectangular rapid flashing beacon (RRFB) pushbutton at Craigflower Rd. and Raynor St.
- Protected bicycle lanes are planned along Bay St. east of Tyee Rd.
- Upgrade Bay St. at Tyee Rd./Skinner St. intersections as part of active transportation work on Bay St. corridor improvements.
- Significant intersection improvements planned at Esquimalt Rd. at Dunsmuir Rd. and Dominion Rd. Detailed design contract awarded, construction to follow pending successful tender process.
- Langford St. at Catherine St. crosswalk to be upgraded through future development, including concrete curb bulges.
- Upgrade crosswalk at Wilson St. at Front St., including addition of pedestrian-activated flashing lights.
- Wilson St. at Springfield St. and McCaskill St. at Langford St. added to crosswalk registry for review through future capital programs.
- Continue to monitor traffic volume and speeds on McCaskill St. via traffic calming program.
- Review leading pedestrian interval and signal timing at Bay St. at Wilson St. Intersection.
- Review sidewalk width and signage on west side of Tyee Rd. from Bay St. to Langford St.

Keep it Rolling!

Victoria West'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 Victoria West'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 6** for
more information and ideas!

Feel free to reach out with any questions.

regionalplanning@crd.bc.ca



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 Victoria West 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 VICTORIA WEST ELEMENTARY

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

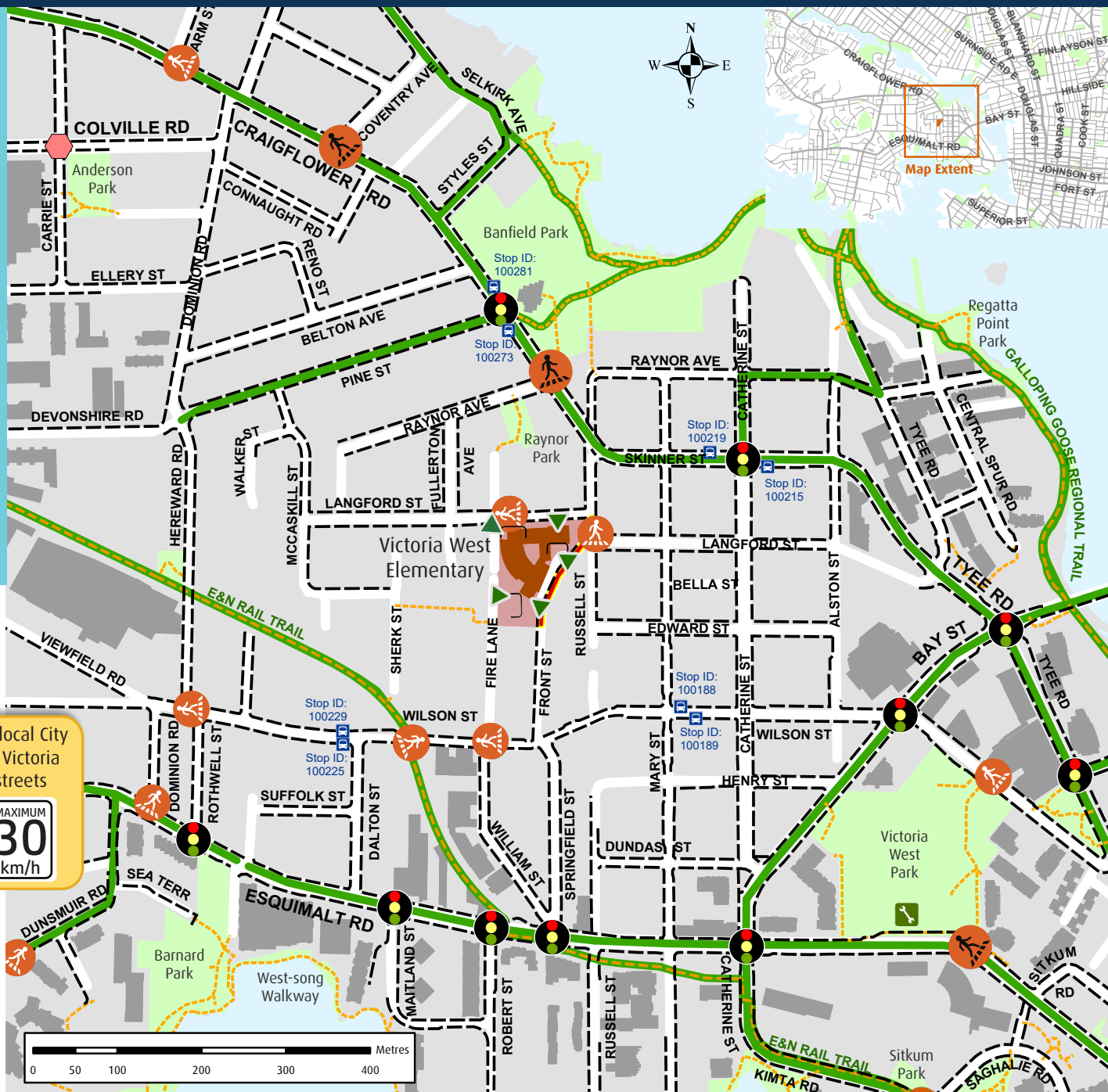
It is important to determine:

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
- Major Intersection with Signalized Crosswalk
- All-way stop
- Public Bus Stop
- Bicycle and/or Scooter Rack
- Pedestrian School Access Point
- Sidewalk
- Bike Route
- Trail Connections
- School Zone 30 km/hr



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



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.



plan your route

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.



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.

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	Staff Parking Lot/ Drop-off loop Front St.	- Overall, not a lot of issues with this drop-loop.	- No issues to address at this time.	N/A	N/A	N/A
1.2	Staff Parking Langford St.	- Lack of staff parking is an issue.	- Encourage active and sustainable transportation among staff (i.e. carpool). - City of Victoria will remove yellow curb (No Parking restriction) on the south side of Langford St. (William St. to Russell St.).	City of Victoria SD No. 61 School PAC CRD	Engineering Encouragement	Medium-term
1.3	Stairs At back of the school	- Two sets of stairs are barriers to accessibility between the school and the school's designated safe zone for evacuations. They are poorly maintained and not accessible for those with mobility issues.	- Facilities to fix stairs and add ramp between back of school and field up to accessibility standards. - Could seek Accessibility Grant opportunities.	SD No. 61 School	Equity Engineering	TBD
1.4	Pedestrian Entrances	- Narrow access to school yard. - Tripping/mobility hazards at entry points.	- Ensure width of entrances are suitable for strollers/wheelchairs/oversized bikes. - Consider access point improvements (address hazards at entry points). - Re-assess ingress and egress points once intersection upgrades are complete to optimize flow patterns.	SD No. 61 School	Engineering Equity	TBD
1.5	Connector from Victoria West Elementary Park to E&N Regional Trail William St. (fire lane) to Sherk Rd. to E&N pathway	- Lack of safe connection between school and E&N trail. - It would be helpful to have a connection from school to the E&N trail as a safe alternative to Craigflower Rd. and Wilson St. for pedestrians/cyclists and strollers.	- City to review improving easement to better facilitate access between E&N trail and Sherk St. - SD No. 61 and City to consider partnering on pathway project/lane extension between Sherk and William Streets, to facilitate east-west connections between E&N trail and the William St. greenway.	SD No. 61 City of Victoria CRD	Engineering Encouragement Equity	Medium-term

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
1.6	Bike racks	<ul style="list-style-type: none"> - Inadequate bike parking. - Preference for covered bike shelter. 	<ol style="list-style-type: none"> 1. CRD and PAC each provided funding for one bike rack to be installed in front of school near current bike racks (CRD covered the cost of installation of both racks by SD No. 61). 2. City provided funding to SD No. 61 for two covered bike shelters with racks, designed and installed by SD No. 61. 	CRD School SD No. 61 City of Victoria	Engineering Encouragement Equity	<ol style="list-style-type: none"> 1. Completed Fall 2023 2. Completed February 2024
2.0	School Zone (area surrounding school as defined by municipal signage, adjacent and nearby streets and paths)					
2.1	Front of School	- Desire for additional traffic calming in front of school to increase school visibility.	- City of Victoria to install school zone pavement stencils on frontage street(s).	City of Victoria	Engineering	Short-term
2.2		- Congested arrival and dismissal.	- City of Victoria to review removing yellow curb south side of Langford St. (Hudson St. to Russell St.) to improve parking access. - Encourage active and sustainable commuting.	City of Victoria CRD School PAC	Engineering Encouragement	Short-term
2.3	Front St.	- Drivers parking and stopping on road despite 'no parking' signs. This creates an unsafe pedestrian/cyclist environment, congestion and visibility concerns. - Narrow street.	- City of Victoria to review converting Front St. to one-way (southbound). - Consider Arrive in 5 locations (item 6.8)	City of Victoria School PAC	Engineering Education Encouragement Enforcement	Short-term
2.4		- Broken and sunken asphalt is not safe for cyclists.	- When upgrading intersection, consider repaving to fix potholes. - Front St. is on City of Victoria's future paving program.	City of Victoria	Engineering	Ongoing
2.5		- 604 violation obstruction on Front St. at Wilson St. blocking sidewalk. - Hedges limiting visibility.	- City of Victoria Bylaw Services (Bylaw) to ensure that wooden ramp is no longer blocking sidewalk right-of-way. - Trim back hedges as needed.	City of Victoria	Enforcement	Completed Fall 2023

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
2.6	Front St. at Russell St. at Langford St. intersection	<ul style="list-style-type: none"> - Feels like it should be a four-way stop to improve safety. - Confusing for drivers as to who has right-of-way. - Lots of conflict between cars, bikes, and pedestrians at arrival/dismissal. - Cars stopping near corners of intersection which limits visibility. - Congested at drop-off/pick-up time. - Drivers rolling through stop signs. - Accessibility concerns on three of four corners, including inadequate curb let-downs. 	<ul style="list-style-type: none"> - City of Victoria to review converting intersection to a four-way stop, with marked crosswalks and adjusted corners to appropriate curb let-downs to meet accessibility standards. - Encourage school to participate in City of Victoria's School Street program. - Encourage safe driving behaviours. - Pedestrian safety education. 	City of Victoria School PAC CRD	Engineering Education Encouragement	Short-term
2.7	Russell St. At front of school	<ul style="list-style-type: none"> - Busy street with school generated vehicle traffic. - High use by pedestrian and cyclists for school commute. 	<ul style="list-style-type: none"> - City of Victoria to review trialing road closure on small section between Langford St. and Front St./Langford St. (see item 6.9). 	City of Victoria PAC		Short-term
2.8	Russell St. Craigflower Rd. to Front St.	<ul style="list-style-type: none"> - Narrow sidewalk with no buffer from street. - Hedges often overgrown. - Kids/families often have to walk on road to pass congestion or if they're using a stroller. 	<ul style="list-style-type: none"> - Bylaw to request private property owners trim vegetation from obstructing the sidewalk. 	City of Victoria	Engineering	Ongoing
2.9	Langford St. Adjacent to school property line	<ul style="list-style-type: none"> - BC Hydro poles and street signs narrow the sidewalk; accessibility concern. 	<ul style="list-style-type: none"> - City to review placement of street poles and signs/clean-up as possible to improve sidewalk clear width. 	City of Victoria	Engineering	Medium-term
2.10	Langford St. At Russell St.	<ul style="list-style-type: none"> - Hedge grows out into pedestrian right-of-way; accessibility concern. 	<ul style="list-style-type: none"> - Bylaw to request to private property owners to trim hedge so that it doesn't infringe upon sidewalk and sightlines. 	City of Victoria	Engineering	Ongoing
2.11	Langford St. Hudson St. to Russell St.	<ul style="list-style-type: none"> - Yellow curb restriction may not be needed. 	<ul style="list-style-type: none"> - Consider removing yellow curb for parking to help re-direct traffic from the front of the school. 	City of Victoria School PAC	Engineering Encouragement Education	Short-term

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
2.12	Langford St. Between Catherine St. and school	<ul style="list-style-type: none"> - Speeding is a concern. - Drivers use this as a cut-through from main roads. - Desire for traffic calming measures and four way stops near Mary St. and Langford St. 	<ul style="list-style-type: none"> - City of Victoria to continue to monitor speeds and evaluate Langford St. through traffic calming program. 	City of Victoria	Engineering	Ongoing
2.13	Back Pathway (fire lane) William St. to Langford St. Path between school and field connecting Langford St. to Wilson St. <i>Note: this is City of Victoria property and classified "fire lane"</i>	<ul style="list-style-type: none"> - Pedestrian path is narrow, in disrepair (accessibility concerns, difficult for strollers and tripping hazard for children). - Poor lighting makes it unsafe during dark winter months (walking to before and after school care). - existing single yellow flexible delineator (directly behind school defining where vehicle access fire lane changes to pedestrian/cycling path) is currently broken/lying flat. 	<ol style="list-style-type: none"> 1. City of Victoria to review repaving/lighting improvements. 2. City of Victoria to monitor yellow flexible delineator and maintain as needed. 	City of Victoria	Engineering Equity	<ol style="list-style-type: none"> 1. Medium-term 2. Completed (Summer 2024)
2.14	E&N Regional Trail	<ul style="list-style-type: none"> - Popular route for families to bike and walk to school. - Speed of cyclists is concerning and unsafe passing occurring. 	<ul style="list-style-type: none"> - School Zone signage on E&N trail near school access point to raise awareness - Cruise with courtesy campaign ongoing <i>Also see related item 1.5.</i>	CRD	Engineering Equity Encouragement Education	Ongoing
3.0	School Neighbourhood (area surrounding school zone)					
3.1	General neighbourhood, parks and trails	<ul style="list-style-type: none"> - School community noted concern for increased risk of student safety with prevalence of social issues in the neighbourhood. 	<ul style="list-style-type: none"> - Refer to appropriate Provincial and local government departments. - Bylaw and VicPD enforcement. 	City of Victoria VicPD School PAC SD No. 61 Island Health	Enforcement Equity Encouragement Education	Ongoing TBD
3.2	Langford St. At Catherine St.	<ul style="list-style-type: none"> - Crosswalk installed but drivers do not stop when students are waiting to cross. 	<ul style="list-style-type: none"> - Crosswalk to be upgraded through future development, including concrete curb bulges. 	City of Victoria	Engineering	Short-term

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
3.3	Langford St. Between Tye Rd. and Alston St.	- No proper sidewalk.	- City of Victoria to review new sidewalks through redevelopment.	City of Victoria	Engineering	Ongoing
3.4	Wilson St. To William St.	- Speeding is a concern, particularly downhill (trucks and vehicles). - Crosswalk concerns. - Poor sightlines because of hills.	- Installed speed reader board in 2021, before Wilson St. at Front St. crosswalk. - Consider spot enforcement. - Crosswalk upgrade planned for 2025, including addition of pedestrian-activated flashing lights.	City of Victoria VicPD	Engineering Enforcement	Short-term
3.5	Wilson St. At E&N Regional Trail crossing	- Crosswalk issues. - Poor visibility and no warning light. - Vehicles do not stop for pedestrians and cyclists. - Parking on northeast corner and multiple poles obstruct sightlines.	- City of Victoria to continue reviewing location for improvements as needed. - Updated crossing in 2024 to align with other E&N trail crossings, including consistent signage, shared bike/pedestrian crossings (elephant's feet), and sightline clearance.	City of Victoria	Engineering	Updated crossing in 2024 Ongoing
3.6	Wilson St. At Springfield St.	- Unsafe. - Crosswalk desired. - Jaywalking is common.	- Location added to City of Victoria's crosswalk registry for review through future capital programs. - Pedestrian education.	City of Victoria CRD ICBC	Education Encouragement	Short-term
3.7	Wilson St. At Catherine St. Intersection	- No pedestrian crosswalks marked at this four-way stop. It seem like pedestrians are not a priority. - Lack of compliance with stop signs. - Motorists expect kids to stop in crosswalk, lack of understanding of who has right-of-way.	1. Four-way stop upgraded with marked crosswalks. 2. Consider appropriate curb let-down across Catherine St. on north side.	City of Victoria	Engineering	1. Completed in 2024 2. Medium-term
3.8	Catherine St.	- Speeding is a concern. - Lack of compliance with stop signs. - Lack of driver compliance at Catherine St./Langford St. crosswalk. - No sign to indicate that there is a school in the area.	- Consider spot enforcement. - City of Victoria to continue to monitor traffic volumes and speeds on Catherine St. through the traffic calming program.	City of Victoria VicPD	Engineering Enforcement	Ongoing

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
3.9	Catherine St. At Skinner St.	<ul style="list-style-type: none"> - Speeding a concern. - Drivers often run red or turn right on red when children are in crosswalk. - Poor visibility of pedestrians in crosswalk because of tall hill grade. - Desire for protected bike lanes and curb bump outs to slow traffic. Road used to be narrowed by parked cars. 	<ul style="list-style-type: none"> - Consider spot enforcement. - Skinner St. is on City of Victoria's future All Ages and Abilities (AAA) cycling network. 	VicPD City of Victoria	Enforcement Engineering	Ongoing Long-term
3.10	McCaskill St. At Griffiths St.	<ul style="list-style-type: none"> - Blind sharp corner that drivers speed around and pedestrians must cross to access sidewalk. 	<ul style="list-style-type: none"> - City of Victoria to continue to monitor traffic volumes and speeds on McCaskill St. through the traffic calming program. 	City of Victoria	Engineering	Ongoing
3.11	McCaskill St. Pine St. to Langford St.	<ul style="list-style-type: none"> - Cars parked on both sides and moving traffic is often speeding despite their visibility being low because of parked cars. 	<ul style="list-style-type: none"> - City of Victoria monitoring traffic volumes and speeds through traffic calming program. - Education, encouragement and enforcement needed as 30km/hr on residential roads is rolled out. 	City of Victoria VicPD	Education Encouragement Enforcement	Ongoing
3.12	McCaskill St. At Langford St.	<ul style="list-style-type: none"> - Desire for an additional marked crosswalk and stop sign on McCaskill St. 	<ul style="list-style-type: none"> - Location added to City crosswalk registry for review through future capital programs. 	City of Victoria	Engineering	Medium-term
3.13	Hereward Rd. Wilson St. to Pine St.	<ul style="list-style-type: none"> - Narrow sidewalks. - Excessive speeding (encouraged by the yellow centre line). 	<ul style="list-style-type: none"> - Hereward Rd. is on the City of Victoria's future AAA cycling network and will involve reviewing measures to reduce vehicle speeds and enhance pedestrian and cycling safety. 	City of Victoria	Engineering	Medium-term
3.14	Alston St. Langford St. to Edward St.	<ul style="list-style-type: none"> - Narrow street only wide enough for one car, but not one-way. - No sidewalk. - Blackberry bushes need to be trimmed. 	<ul style="list-style-type: none"> - Road width has Alston St. operating as a yield street, similar to other local streets city-wide. This means that oncoming cars need to yield to each other as only one vehicle can pass at a time. - Alston St. is on City of Victoria's sidewalk registry - Hedge maintenance as required. 	City of Victoria	Engineering	Long-term Ongoing

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
4.0	School Catchment					
4.1	Craigflower Rd.	<ul style="list-style-type: none"> - Traffic speed a concern (speeding through 30 and 40km/hr zones). - Traffic volume. - Distracted driving. - Lack of vehicle compliance with right of way at crosswalks. - Near misses. - Poor cycling infrastructure. 	<ul style="list-style-type: none"> - Traffic data collection performed regularly on various blocks of Craigflower Rd., indicating corridor operates above posted speed limit. - City of Victoria to review installation of speed reader board on Craigflower Rd. near Community Centre area. - Consider spot enforcement. - Driver education campaigns about distracted driving. - Skinner St./Craigflower Rd. are on City of Victoria's future AAA cycling network. 	City of Victoria VicPD ICBC		Medium-term
4.2	Craigflower Rd. At Pine St. intersection	<ul style="list-style-type: none"> - Vehicle drivers and bus drivers often run red light. - Confusing intersection. - Limited visibility turning from Pine St. onto Craigflower Rd. (bus stop, traffic, pedestrian congestion). - Multiple near misses observed. 	<ul style="list-style-type: none"> - City of Victoria is upgrading Pine St. at Craigflower Rd. signal/intersection to enhance pedestrian and cycling connectivity. 	City of Victoria CRD	Engineering Encouragement Education	Short-term (2025)
4.3	Craigflower Rd. At Styles St. intersection	<ul style="list-style-type: none"> - No crosswalk and wide intersection. - Difficult for children/youth to determine whether/when it is safe to cross with vehicles heading to the dock at Banfield Park. 	<ol style="list-style-type: none"> 1. Location is on City of Victoria's crosswalk registry for review. 2. Pedestrian safety education. 	City of Victoria CRD	Engineering Education	<ol style="list-style-type: none"> 1. Medium-term 2. Completed June 2024
4.4	Craigflower Rd. At Dominion Rd. intersection	<ul style="list-style-type: none"> - Lack of driver compliance with the stop sign. - Poor visibility for pedestrians and cars approaching corner. - Numerous near misses by drivers of pedestrians observed. 	<ul style="list-style-type: none"> - City of Victoria to review location for marked crosswalk, partnering with Township of Esquimalt. - City of Victoria to review safety improvement options. - Consider spot enforcement. 	City of Victoria Township of Esquimalt VicPD	Engineering Enforcement	Medium-term
4.5	Craigflower Rd. At Raynor St.	<ul style="list-style-type: none"> - Speed and visibility a concern. - Desire for a traffic light rather than pedestrian lights. 	<ol style="list-style-type: none"> 1. City of Victoria to improve accessibility to existing Rapid Rectangular Flashing Beacon (RRFB) pushbutton 	City of Victoria SD No. 61 School	Engineering Encouragement	1. Short-term (2024)

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
		- Desire for a crossing guard.	2. School/SD No. 61 to review crossing guard request.			2. Short-term
4.6	Craigflower Rd. Raynor St. to Catherine St.	- No crosswalks or safe crossings. - Raynor St. hill peaks where it crosses Catherine St.	1. City of Victoria to review crosswalk request locations as requested. 2. Pedestrian safety education.	City of Victoria CRD ICBC	Engineering Education Encouragement	1. Medium-term 2. Completed June 2024
4.7	Craigflower Rd. At Sunnyside Ave.	- New hedges planted in the boulevard right up to the intersection block the sightlines of vehicles southbound.	- Bylaw request to property owners to trim hedges to maintain adequate sightlines for pedestrian safety and space (no sidewalk, walking on shoulder).	City of Victoria Property owners	Enforcement	Ongoing
4.8	Bay St.	- Desire for bike lanes. - Drivers rushing creates unsafe environment for cyclists.	- Bay St. buffered bike lanes installed 2023 (Esquimalt Rd. to Tyee Rd.). - Protected bicycle lanes planned for east of Tyee Rd.	City of Victoria	Engineering	Short-term
4.9	Bay St. At Wilson St.	- Busy intersection. - Crossing seems long on north side. - Scary intersection for children to navigate alone.	- City to review Leading Pedestrian Interval and signal timing. - School/SD No. 61 to review crossing guard request.	City of Victoria SD No. 61	Engineering Encouragement	Short-term
4.10	Bay St. At Henry St.	- Desirable crossing from Henry St. across Bay St. to Victoria West Park.	- Crosswalk installed.	City of Victoria	Engineering	Completed in 2023
4.11	Bay St At Tyee Rd./ Skinner St.	- Drivers turning right from Bay St. Bridge do not see or stop for pedestrians.	- Future intersection upgrades as part of active transportation work on Bay St. corridor improvements.	City of Victoria	Engineering	Short-term
4.12	Tyee Rd. At Langford St.	- Lack of marked crosswalk. - Shortest route from the railyards, where many young families live.	- Location is on City of Victoria's crosswalk registry for review.	City of Victoria	Engineering	Long-term
4.13	Tyee Rd. Bay St. to Langford St. (west side)	- Very narrow sidewalk. - Cluttered with signage. - There's also a bus stop here.	- City of Victoria to review.	City of Victoria	Engineering	Short-term
4.14	Esquimalt Rd. At Dunsmuir Rd. and Dominion Rd.	- Busy road. - Speeding is a concern. - Common pedestrian/cyclist intersection, desire for an additional crosswalk/safe crossing here.	- Township of Esquimalt has plans for significant intersection improvements. - Note: the 85 th percentile speed here is 44km/h (2022), updated counts to come at the end of September 2024.	Township of Esquimalt	Engineering	Short-term (detailed design contract awarded, construction early/mid 2025 pending a successful tender process).

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
4.15	Banfield Park	- Increased littering and loitering problematic particularly at bench in the food forest.	1. City of Victoria's Parks Department to continue to review park usage. 2. Additional garbage cans added to Banfield Park by new dock.	City of Victoria	Engineering	1. Ongoing 2. Completed Summer 2024
5.0	General Comments					
5.1	Crosswalks	- Desire for more crosswalks, particularly on Langford St., Catherine St. and Craigflower Rd. - Concern about sightlines and limited compliance with drivers often failing to yield to pedestrians/cyclists.	- Encourage use of existing crosswalks and educate about jaywalking. - City of Victoria to continue to review crosswalk requests through its crosswalk registry and capital program.	City of Victoria VicPD	Engineering Enforcement	Ongoing
5.2	School Zone signage	- Desire for more signage indicating that a school is nearby.	- City of Victoria installing school zone pavement stencils on-road at all elementary schools	City of Victoria	Engineering	Short-term (2024-2025)
5.3	Obstructions on sidewalks	- BC Hydro poles and signs impeding accessibility of sidewalks.	- City of Victoria to review sidewalk investments through sidewalk improvement program.	City of Victoria	Engineering	Ongoing
6.0	Education, Encouragement and Equity Events and Activities, etc.					
6.1	PAC Active Transportation / Sustainable Commute Subcommittee	- PAC support is needed to support the Educational and Encouragement initiatives. Build capacity within the PAC to carry on activities post-RSR. This helps to continue building a culture of active and sustainable transportation within the school community.	- 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.	PAC CRD	Education Encouragement Equity	Established 2024 Ongoing
6.2	Plan Your Route Map 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	CRD School PAC	Education Encouragement Equity	Fall 2024 Ongoing

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
			location of relevant transportation infrastructure around the school.			
6.3	School Commute Buddies Pamphlet	- Many 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 (28% of survey respondents; top response option of desired interventions).	- 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 Commute Buddies Pamphlet	Distributed paper copies September 2023 Post link on school website (Ongoing)
6.4	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 and families wear dark colours and do not use 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 provides reflective stickers and a bookmark with key messages. This does not need to be included in future years. - Messaging is repeated in pedestrian education and other CRD pamphlets.	CRD School PAC	Encouragement Education	Completed January 2024 School to repeat annually
6.5	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	June 2024

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
6.6	Grade 4-5 Bike Skills Training <i>Note: Free in-school bike skills training is available every other school year via the provincially funded Everyone Rides Grade 4-5 (ERG 4-5) program that is delivered locally by Capital Bike.</i>	<ul style="list-style-type: none"> - Greater bike skills development needed for students. - Survey respondents expressed their desire for cycling education to be provided as well as their desire to increase student confidence, independence and capabilities. 	<ul style="list-style-type: none"> - CRD coordinated for HopOn (Cycling BC) to deliver cycling skills training with their three-day in-school program for students in Grades 4 and 5. - At Victoria West Elementary School, around 110 students in four classes participated. Each class receives three 45-60-minute training sessions over three days to work their way through the fun and exciting challenges building basic cycling skills and confidence as well as understanding of key cycling concepts and safety. - 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 Cycling BC School	Equity Encouragement Education	Spring 2024
6.7	BusReady! BC Transit education	<ul style="list-style-type: none"> - Parents and caregivers reported that their student would be enabled/ encouraged to walk if they were provided with bus education. 	<ul style="list-style-type: none"> - 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. <i>Note: BC Transit also provides free bus passes for youths aged 12 and under.</i>	BC Transit CRD School	Education Encouragement Equity	Completed Spring 2024; School Admin to coordinate with BC Transit BusReady! staff to repeat bi-annually
6.8	Arrive in 5 Site (s)	<ul style="list-style-type: none"> - Congestion and unsafe driving behaviours at the school during drop off and pick up times. - 65% of survey respondents live within 1 km of school and another 25% live between 1.1-2 km from school. The remaining 10% live 2.1 – 4+ km from school. 50% of students that live 1.1-2 km from school are 	<ul style="list-style-type: none"> - Arrive in 5 sites enable driving families to participate in active and sustainable transportation and reduce traffic congestion 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. 	City of Victoria CRD School PAC	Engineering Equity Encouragement Education	Pilot to come when assessment is complete; Continue and/or expand to additional locations if successful

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
		driven. These students could benefit from the use of a Arrive in 5 site to encourage their use active and sustainable transportation part-way with a short burst of energy before they enter the classroom.	<ul style="list-style-type: none"> - Preferred pilot location: Raynor Park (using path to Hudson St.) - Future candidate locations include: E&N trail at Griffiths St. or Sherk St. (once linked), William St. Greenway (fire lane behind school), parking lot at Craigflower Rd./Raynor St. 			
6.9	School Street Pilot	<ul style="list-style-type: none"> - Congestion at front of school during peak times hindering student safety. - Confusion around right-of-way noted at the intersection in front of school 	<ul style="list-style-type: none"> - This initiative closes off a street to vehicle traffic during drop-off and pick-up times to allow for safe use by pedestrians and cyclists. Suggest trialing initially for one day or one week to determine feasibility to implement on a regular or longer-term basis as success builds. - Suggested location: Russell St. between Langford St. and Front St./Langford St. (in front of school; very short section; has no driveways/other ways for vehicles ingress and egress). <p>See additional resources: Schools Streets Guide (Victoria, 2023) School Streets Guidebook (CRD)</p>	City of Victoria CRD School PAC	Engineering Encouragement Equity Education	Pilot in upcoming school year if possible
6.10	Walking School Bus	<ul style="list-style-type: none"> - 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. - Many parents/caregivers reported that their student would be enabled to walk more often if they had other students to commute with. 	<ul style="list-style-type: none"> - 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 along the way. - 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. 	PAC School CRD	Encouragement Equity	Future consideration

Item	Location	Issue Raised	Proposed Solutions	Lead	E's	Progress
6.11	Bike Train/Bike Bus	<ul style="list-style-type: none"> - 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. - Many parents/caregivers reported that their student would be enabled to bike more often if they had other students to commute with. 	<ul style="list-style-type: none"> - 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 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. 	PAC School CRD VicPD (if desired)	Encouragement Equity	Future consideration

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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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Resources for School Communities

CRD Home > Projects & Initiatives > Regional Transportation > Active School Travel Planning > Resources for School Communities

Regional Transportation

- Origin Destination Household Travel Survey
- Regional Transportation Plan

Active School Travel Planning

- Active School Travel Reports
- Resources for School Communities**

7 Es of Active Travel

The 7 Es of Active Travel Planning describe the multi-faceted approach used by Ready Step Roll to build capacity within school communities both during and after they have completed Action Planning.

Many of the resources below have been developed for participation during the Ready Step Roll Initiative, but all resources have been made available for public use in all regional school communities. Contact us if you would like more information on obtaining additional resources to enable active school travel at your school.

Education	Equity	Evaluation	Engineering	Enforcement	Encouragement	Environment
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