

# SCHOOL TRAVEL PLAN

## Lansdowne Middle School



Transportation and  
Development Division

Final Report - 2018



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The 2016/2017 Active & Safe Routes to School Program is part of People Power, the Active Transportation and Healthy Communities Program, which aims to motivate, support and encourage residents to walk, roll and cycle more often. People Power has been made possible through the generosity of our funding partners.



The Capital Regional District (hereinafter: CRD) is the regional government for 13 municipalities and three electoral areas on southern Vancouver Island and the nearby Gulf Islands, serving more than 377,000 citizens.



The District of Saanich, with a population of 114,000 people, is a sustainable community where providing opportunities for balanced, active and diverse healthy lifestyles is recognized as paramount for ensuring social well-being and economic vibrancy, for current and future generations.



The Real Estate Foundation is a philanthropic organization based in British Columbia. Its mission is to transform land use attitudes and practices through innovation, stewardship, and learning.



The Traffic Safety Commission's purpose is to review traffic safety problems in the capital region and make recommendations for reducing or eliminating them.



The Victoria Foundation is a community foundation that connects visionary donors with causes that truly matter. Its goal is to invest in people, projects, and non-profit organizations that make communities stronger – now and in the long-term.

**Capital Regional District**

[www.crd.bc.ca/project/regional-transportation/active-safe-routes-to-school](http://www.crd.bc.ca/project/regional-transportation/active-safe-routes-to-school)

**District of Saanich**

[www.saanich.ca/EN/main/community/getting-around/walking/safe-routes-to-school.html](http://www.saanich.ca/EN/main/community/getting-around/walking/safe-routes-to-school.html)

**HASTe BC**

[www.hastebc.org](http://www.hastebc.org)

**National Active & Safe Routes to School**

[www.saferoutestoschool.ca/school-travel-planning](http://www.saferoutestoschool.ca/school-travel-planning)

## Summary

The purpose of this School Travel Plan is to provide a summary of the 18-month School Travel Planning process at École Intermediaire Lansdowne Middle School (hereinafter: Lansdowne Middle). The School Travel Plan is a living document belonging to the school that should be revisited regularly in order to update the status of the School Travel Action Plan and to incorporate future evaluation findings. The School Travel Plan identifies and prioritizes engineering, encouragement, and enforcement actions aimed at creating a safer and more comfortable environment for students and their families to walk, bike, and roll to school.

This document consists of information compiled since the CRD's Active and Safe Routes to School (hereinafter: ASRTS) program began at Lansdowne Middle in the fall of 2016.

## Background

In 2016, the CRD contracted the Hub for Active School Travel (hereinafter: HASTe) to implement the School Travel Planning process as part of the CRD's ASRTS program. School districts and municipalities were solicited to identify schools that would benefit from School Travel Planning. Through this process, a total of 20 schools across 10 municipalities and one electoral area were recruited to participate in the program. This report focuses on Lansdowne Middle, located in the District of Saanich (hereinafter: Saanich).

## School Travel Planning

School Travel Planning (hereinafter: STP) is a community-based planning process that has been used with success to date in communities across Canada to increase the number of families choosing active transportation modes to get to and from school. School Travel Planning uses a collaborative approach, working to involve all relevant stakeholders and enable communities to tackle the root causes of their schools' transportation challenges.

Key benefits of School Travel Planning are:

- Improved physical and mental health
- Improved traffic safety
- Reduction in pollution
- Improved air quality

STP involves a network of representatives of key school-transportation stakeholder groups who make up a Stakeholder Committee and inform and support the STP process. Organizations and individuals that contributed to Lansdowne Middle’s STP process included administrators, teachers, staff, parents, and students from the school as well as staff from Saanich, the Greater Victoria School District, Saanich Police, Island Health, and other community partners.

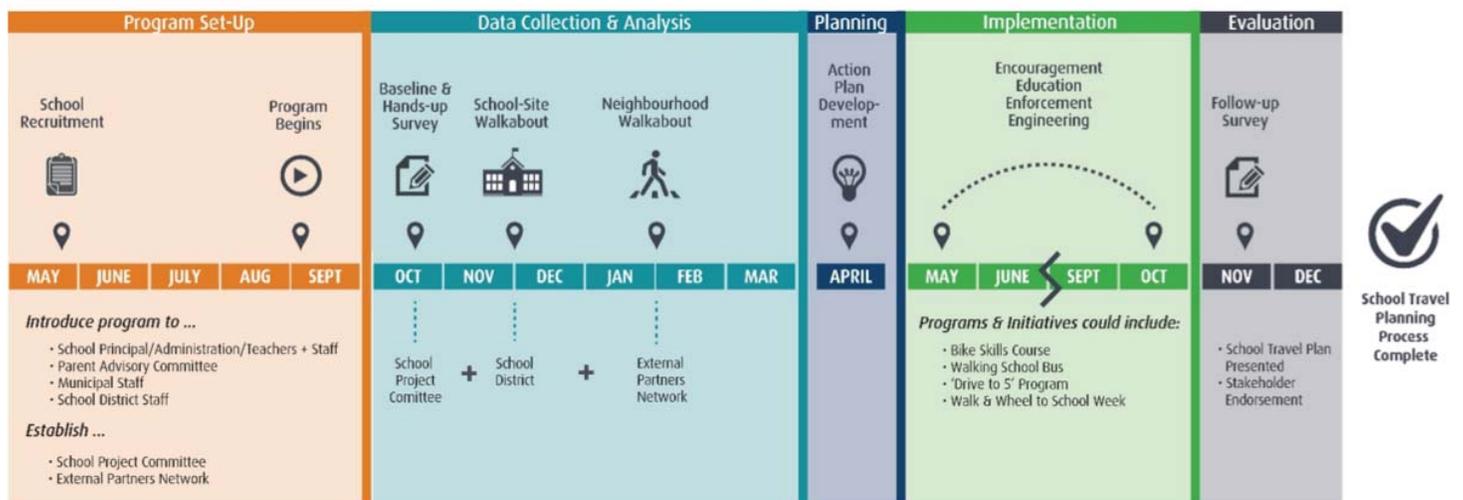
At individual schools, the STP process is led by an STP Facilitator, who convenes a School Committee, comprised of staff, parents, and administration, to outline specific active school travel barriers and solutions, developing the foundation and specifics for each school’s Travel Plan.

## The School Travel Planning Process

There are five phases in the 18-month STP process.

### Active & Safe Routes to School

#### SCHOOL TRAVEL PLANNING PROCESS

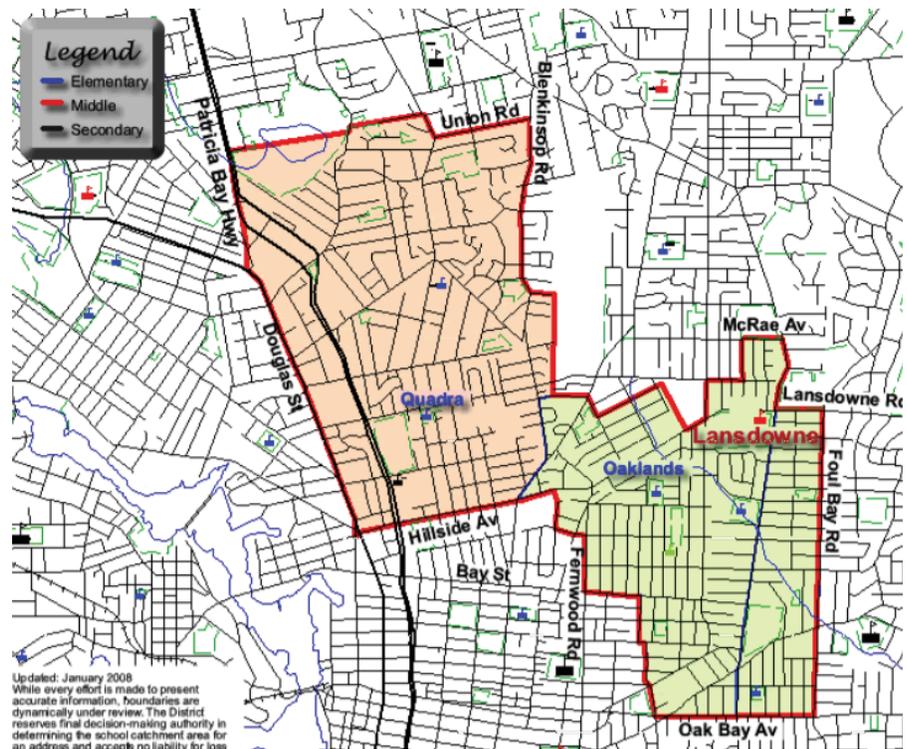


Lansdowne Middle School is part of the Greater Victoria School District and is located at 1765 Lansdowne Rd. in Saanich. The school enrolled over 550 students in the 2016/2017 school year, which is a significant increase from past five years that averaged just over 460 students. The building received seismic upgrading in 2013.

Lansdowne Middle offers both English and early and late French Immersion programs, and is part of the Victoria High Family of Schools, feeding into Victoria High School. Each morning begins with an Advisory class where students meet with their designated teacher to work on developing personal and social responsibility skills such as decision-making, time-management, and conflict resolution. Students rotate through four Exploratory programs throughout the year, including woodworking; foods and nutrition; art, drama or dance; and music. The school has one of the largest middle school music programs in British Columbia, offering a variety of band and music Exploratory programs. Lansdowne Middle is a member of the Lower Island Middle School Sport Association and students can join numerous sports teams throughout the year. Finally, the school offers many student clubs including the Eco-Action, Student Leadership, Aboriginal Backpacking, School Newspaper, and Chess Club.

## Neighbourhood Overview

Lansdowne Middle is located in the Shelbourne local area of Saanich, in a mixed residential-commercial neighbourhood that received a Walk Score of 69/100 and a Transit Score of 59/100. Walk Score is a measure of neighbourhood walking and transit accessibility, and is often an indicator of community health and well-being ([www.walkscore.com](http://www.walkscore.com)). The school is surrounded by many single-family detached homes but is also just east of the Hillside Shopping Centre and a small strip of shops housing a variety of food options.



▲ **Lansdowne Middle School Catchment Map. Source: SD61 Website**

Lansdowne Middle is across the intersection from Camosun College's Lansdowne campus and roughly two blocks south of St. Michaels University School. The school is 800 metres from the Kaleidoscope Theatre for Young People, 2.2 km from the University of Victoria to the north, and 1.6 km and the Royal Jubilee Hospital to the south. Roughly 2.5 km to the northwest is 53.4-hectare Cedar Hill Park and 3 km to the east is Uplands park and the eastern coastline.

## Transportation Overview

The school property is located at the intersection between Lansdowne Rd. and Richmond Rd., both of which are major truck and public transit routes with sidewalks and on-road commuter bikeways. According to Statistics Canada's 2011 National Household Survey, 11% of employed Saanich residents over the age of 15 report using active transportation modes to get to work.

“I believe that walking/cycling to school on her own is a great way for my daughter to build confidence, independence, and knowledge of her neighbourhood.”

- Lansdowne Middle Parent

## Methodology and Results

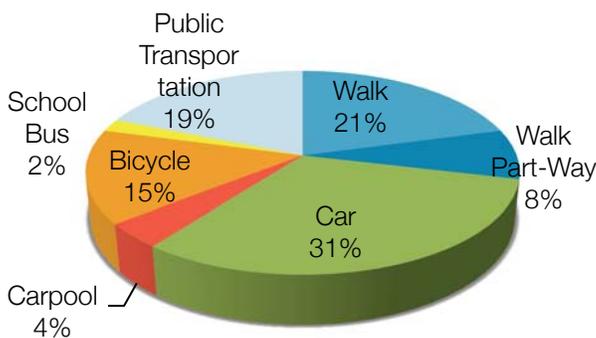
Baseline school travel data was collected through a variety of methods, including student hands-up surveys, family take-home surveys, a school site visit and walkabout, and meetings with the school community.

Baseline hands-up surveys and family take-home surveys were completed in October 2016.

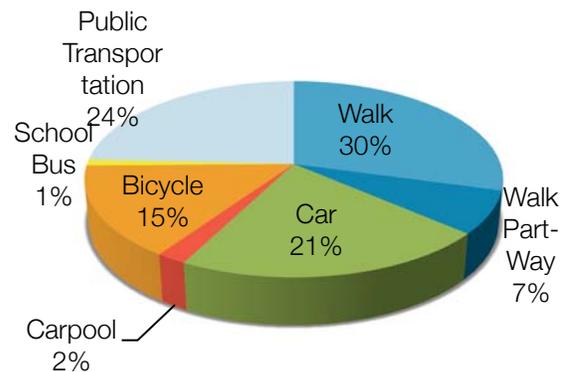
The school site walkabout at Lansdowne Middle took place on December 8, 2016 and the neighbourhood walkabout took place on March 7, 2017 in the afternoon. The walkabouts were attended by administrators, parents, and various other Stakeholder Committee members, who observed the school’s travel patterns and toured the area to investigate and examine concerns. The walkabouts informed the Travel Challenges section of this report, the Best Routes to School map (Appendix B), and the School Travel Action Plan (Appendix A).

## Hands-Up Baseline Data

21 out of 28 divisions of students from grades 6-8 participated in hands-up surveys between October 24-28, 2016. Teachers asked students to raise their hands when identifying their method of travel to and from school, and recorded responses daily over the course of one week. Results from this survey are presented below.



▲ Travel Mode to School



▲ Travel Mode from School

“My son meets up with four classmates who all ride their bikes to school together and have done [so] since grade 1. It’s a lifestyle choice!”

- Lansdowne Middle Parent

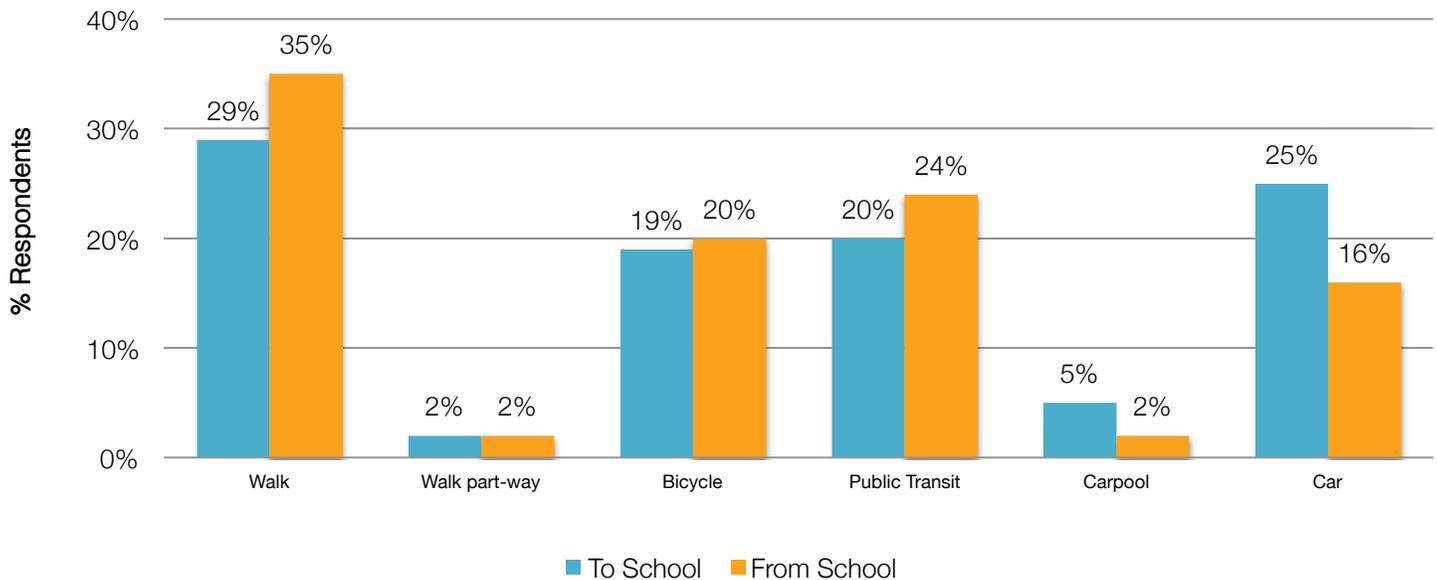
A copy of the baseline hands-up survey is attached to this document as Appendix C.

### Family Survey Baseline Data

Family take-home surveys were sent home with each student in October 2016. Families were asked to complete the survey and return it to the school within one week. Families were asked about their child(ren)’s travel choices to and from school, factors that influenced transportation decisions, and local transportation concerns. A copy of the baseline family take-home survey is attached to this document as Appendix D.

257 families completed the survey at Lansdowne Middle. The findings from this survey are presented below.

#### ▼ How does your child(ren) usually get to and from school

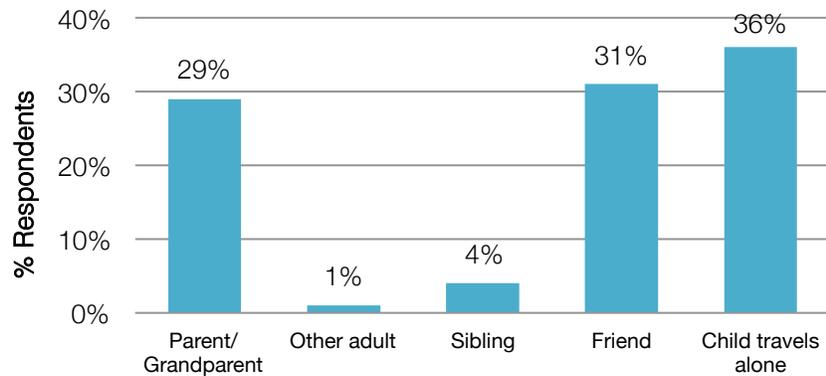


Parents and guardians reported similar mode share percentages as in the hands-up survey, but with slightly higher rates of walking and cycling and lower reported rates of driving.

“Because we live out of the catchment area this is the first year my daughter has travelled to school alone. We explored the possibility of busing last year but found that there was no way to get to school in a reasonable amount of time. This year she is old enough to cycle alone.”

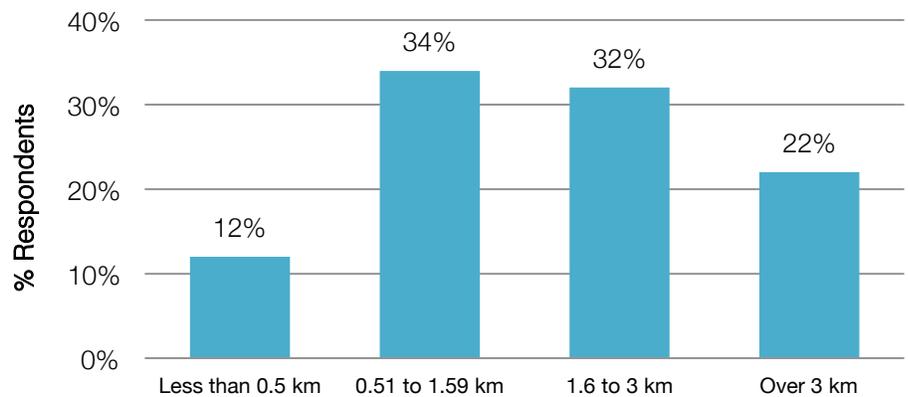
- Lansdowne Middle Parent

▼ **Who usually accompanies your children on the way to school?**



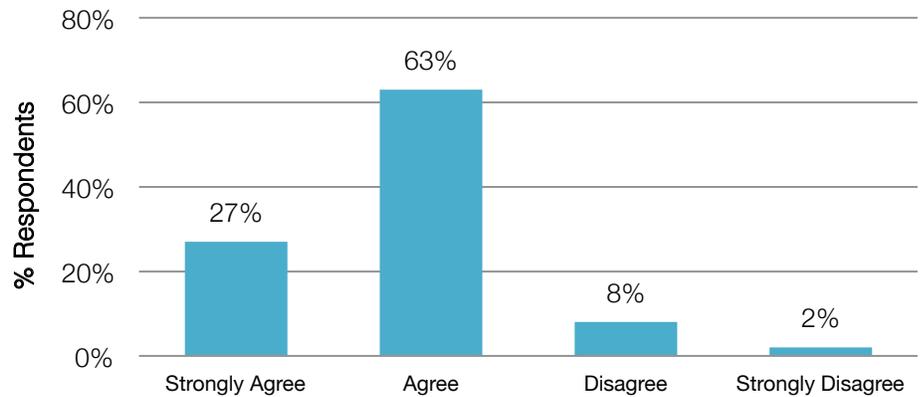
The majority (71%) of students travel to and/or from school alone or with a sibling or friend, while 30% travel with an adult. The largest proportion of students (36%) travel alone.

▼ **How far away from school do you live?**



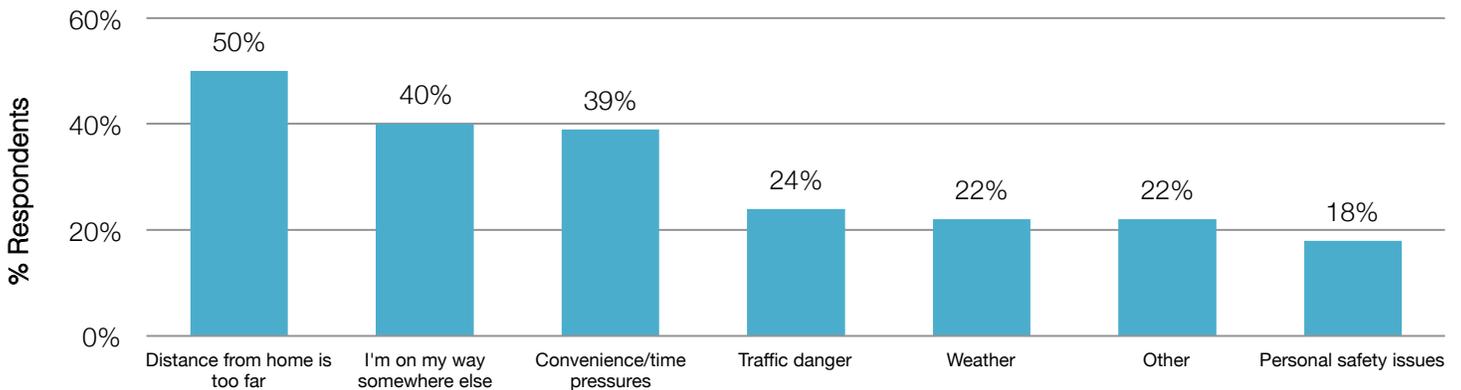
Most families (66%) live within 0.51 and 3 km of the school, and 58% of these students walk or cycle to school. The further families live from school, the more likely transit is to be their transportation mode of choice: 38% of students who live further than 3km away from school regularly take transit to and from school, about the same proportion as are driven.

▼ **Our neighbourhood is safe for children to walk to school**



The majority (90%) of families believe their neighbourhood is safe. Factors such as distance, convenience, and traffic concerns seem to be the largest influencers on active transportation choices, according to the survey data.

▼ **What are the main reasons your child(ren) is/are usually driven to/from school?**

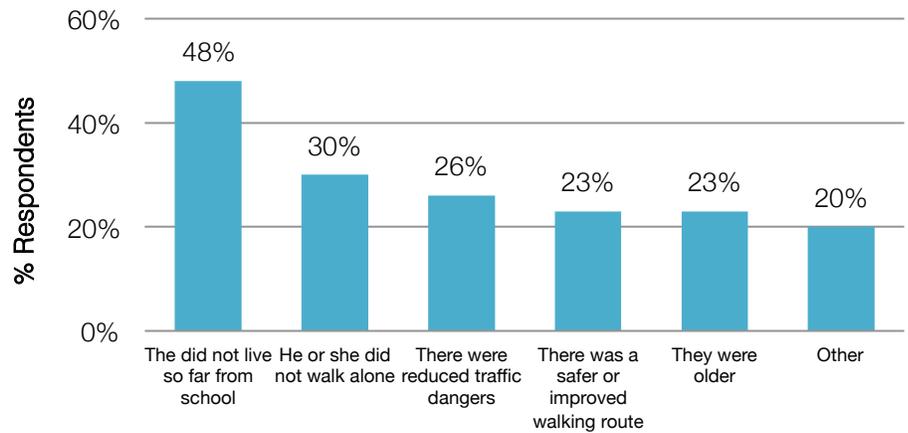


Parents cited distance (50%), being on the way to somewhere else (40%), and convenience (39%) as the most common reasons for driving their child to and/or from school. “Other” responses related to having band and other before- or after-school activities, needing to carry big or heavy instruments, and not having access to bus passes.

“I would be happy for my child to ride their bike to school if there was an improved cycling route with friends and some bike safety lessons.”

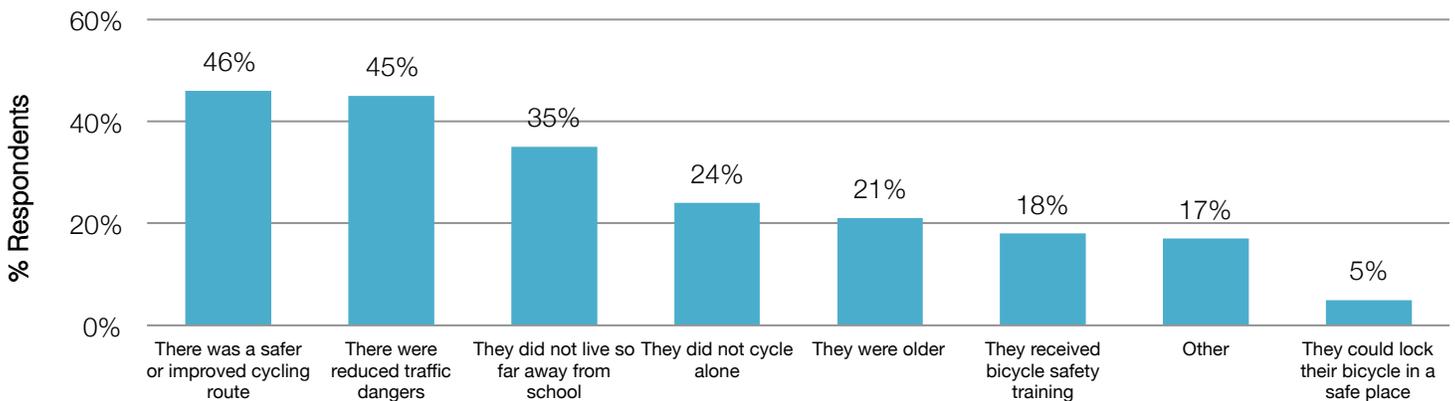
Lansdowne Middle Parent

▼ I would allow my child(ren) walk to/from school if...



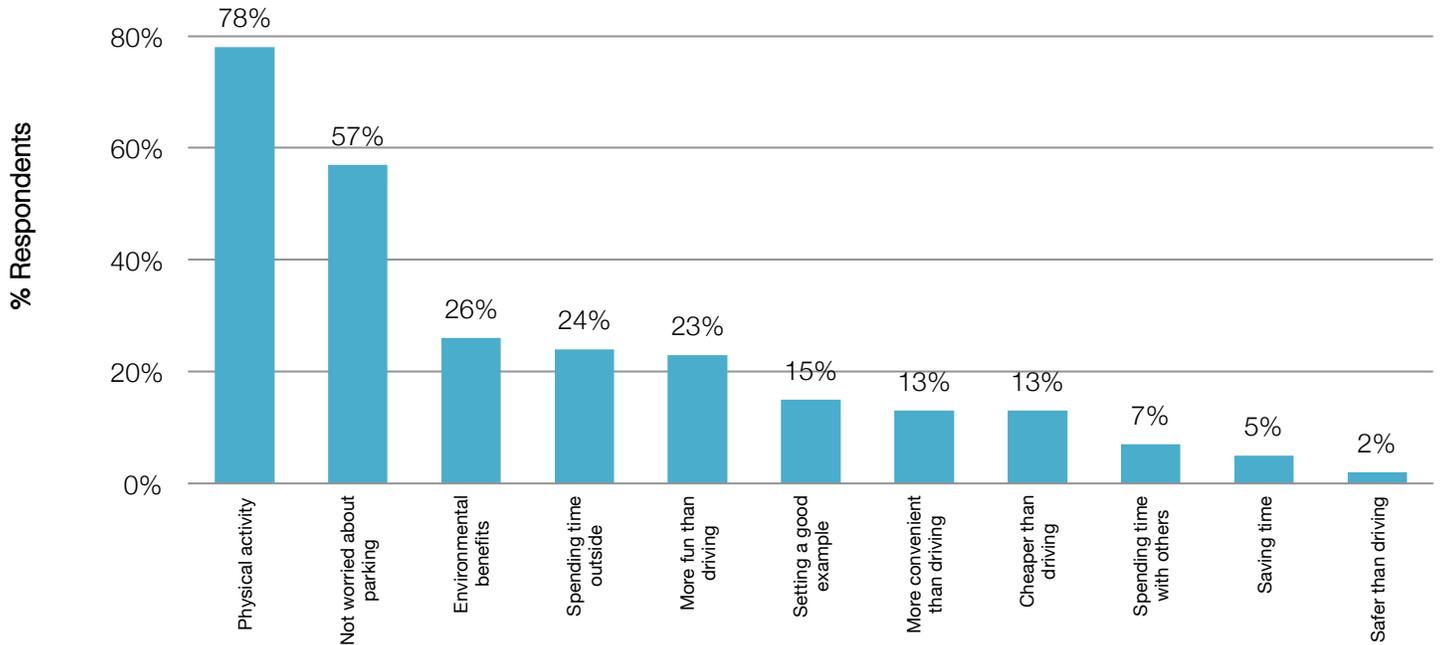
Of the 82 families that reported driving their child(ren) to and/or from school, the most common conditions under which parents indicated they would allow their child to walk to and/or from school were if they lived closer (48%), if the child was not alone (30%), and if there was reduced traffic (26%). Notable “Other” responses generally related to having enough time in the mornings and before-school commitments.

▼ I would allow my child(ren) to cycle to school if...



Parents indicated that they would allow their child to bike to and/or from school primarily if there were safer routes (46%), reduced traffic (45%), and if they lived closer (35%). “Other” responses generally referred to the child having a desire to bike and owning the proper equipment.

▼ **When you walk or cycle as a family, what motivates you?**



For families that walk or cycle together (see below), parents reported being primarily motivated by the benefits of physical activity (78%) and not having to worry about parking (57%), and to a lesser extent the environmental benefits (26%), spending time outside (24%), and it being more fun than driving (23%). Multiple parents also commented on the benefit of being able to spend time as a family, while some other parents indicated that walking or cycling as a family is an activity in which they do not engage.

**Transportation Walkabout**

Two walkabouts were held at Lansdowne Middle to explore transportation challenges facing the school, and begin developing strategies to help the school community overcome them.

A school site walkabout, attended by members of the school community, was held on December 8, 2016, to explore issues pertaining to the school site and campus.



- |  |   |
|--|---|
| 1 Shelbourne St & its feeders. Predominantly concerned with Shelbourne & Lansdowne Intersection Distracted drivers/poor driver behavior – high traffic | 2 Richmond Rd & its feeders, in particular Forrester St Intersection. High traffic vol. & low supportive infrastructure |
| 3 Hillside Rd & its feeders. High traffic vol., low infrastructure. Speed is a concern.  | 4 Pearl St (@ Scott, Shakespeare & Shelbourne): Driver behavior concerning, can traffic calming be considered?          |
| 5 Neil St & Foul Bay Ave: busy street corner lacking complete supportive infrastructure to the school  |   |

**▲ Cut-out of the community walkabout observation map for Lansdowne Middle**

A community walkabout, attended by members of both the school community and the external partner network, was held on March 7, 2017 to explore traffic safety issues and potential walking and cycling routes around the school.

Both walkabouts were followed by meetings at which participants debriefed and discussed their experiences, and began brainstorming solutions to the challenges they had observed. The walkabouts and subsequent discussions informed the School Travel Action Plan developed for Lansdowne Middle (Appendix A).

School travel challenges are the barriers to active travel faced by students, families and staff at Lansdowne Middle. These challenges were identified through the take-home surveys where students identified on a map the areas of their highest concern, through focus groups with student leaders; and through conversations with the school administrators and other members of the school community.

This section, along with Lansdowne Middle's School Travel Action Plan (Appendix A), identifies some of the challenges and presents recommended solutions, drawn from the school community and best practices in the field of ASRTS, to overcome the barriers to active travel at Lansdowne Middle.

# 1.

## Traffic safety on arterial roads

Lansdowne Middle is surrounded on three sides by major roads: Shelbourne St. to the west, Lansdowne Rd. to the north, and Richmond Rd. to the east. Through the baseline family survey, parents expressed similar concerns about all three roads, relating to the volumes and speeds of motor vehicle traffic; unsafe pedestrian crossing facilities and conditions, especially at major intersections; inattentive and aggressive driver behaviour; and insufficient pedestrian and cycling infrastructure.

Lansdowne Rd., north of the school, is a four-lane road that supports commuter traffic to UVic, Camosun College, Hillside Mall, and Jubilee Hospital. Recently, active transportation infrastructure on Lansdowne Rd. received significant upgrades: bike lanes were installed along much of its length, including an off-road cycle track near Lansdowne Middle; pedestrian crossings were improved, including at the intersection of Lansdowne Rd. and Richmond Rd.; and new bus shelters were installed.



▲ **The intersection of Lansdowne Rd. and Richmond Rd., northeast of the school**



▲ **The new cycle track on Lansdowne Rd.**

Shelbourne St., west of the school, is a four-lane road where it intersects with Lansdowne Rd. South of this intersection, Shelbourne St. is a wide two-lane road with on-street parking and setback sidewalks on both sides.

Richmond Rd., east of the school, is a wide two-lane road. On-street parking is permitted along its west side, adjacent to Lansdowne Middle, and a rolled curb allows cars to park on the verge, right up against the sidewalk.



▲ **Motor vehicle parked on the verge on the west side of Richmond St., east of the school**

During the walkabout, several recommendations were discussed that would make Richmond Rd. more comfortable and safe for students walking to and from school. These are captured in the School Travel Action Plan for Lansdowne Middle (Appendix A).



▲ **The intersection of Lansdowne Rd. and Shelbourne St.**

## 2.

### **Pedestrian safety at the intersection of Shelbourne St., Hillside Ave. and Lansdowne Rd.**

Through the baseline family survey, parents expressed concerns about the safety of students crossing the intersection of Shelbourne St., Hillside Ave., and Lansdowne Rd. The intersection features five lanes of motor vehicle traffic in each direction, including turning lanes, and its irregular, X-shaped orientation creates long crossing distances for pedestrians and poor sightlines for all road users. In particular, the intersection's southeast corner, closest to the school, drew concerns from parents, who reported that its obtuse angle and the presence of a hydro pole in the middle of the curb return reduce the visibility of pedestrians in the intersection or waiting to cross.



▲ **The southeast corner of the intersection of Lansdowne Rd. and Shelbourne St.**

In the 2016, the District of Saanich installed bikes lanes and improved sidewalks on Lansdowne Rd. During the walkabout, participants noted that the improvements did not alleviate their concerns about pedestrian crossings at the intersection of Shelbourne St., Hillside Ave., and Lansdowne Rd.

### 3. Transit service

Public transit is a popular means of travelling to and from school at Lansdowne Middle. Based on baseline hands-up survey results, 1 in 5 students takes transit to school and 1 in 4 students takes transit from school. Lansdowne Middle is located near three major roads, all of which are bus routes. Several BC Transit bus routes pass within 500 m of the school, including four frequent transit routes (4, 14, 27 and 28) and two local transit routes (route 8 and 22) BC Transit representatives at the walkabout mentioned that Routes 4 and 14 are designed and scheduled



▲ **The new transit shelter on Lansdowne Rd. north of the school. Photo by Ray Straatsma**

with Camosun College and University of Victoria students in mind. Peak travel periods for both institutions overlap with the beginning and end of the school day at Lansdowne Middle.

With its close proximity to multiple transit routes that operate on a convenient schedule, Lansdowne Middle and its students are well serviced by public transit. However, during the walkabout, parents identified a few “pain points” that were keeping more students from using transit to get to school.



### ▲ Bus stop and shelter on Richmond Rd. east of the school

Parents mentioned that transit facilities near the school were in need of improvement. They singled out transit stops on Lansdowne Rd. in particular as lacking shelters, which forced students waiting for the bus to gather on the sidewalk close to motor vehicle traffic. In the spring of 2017, after the walkabout, new bus shelters were installed and pedestrian waiting areas were improved as part of the recent active transportation upgrades on Lansdowne Rd.



▲ **New bus shelters on Lansdowne Rd.**

Parents also mentioned that BC Transit’s decision to eliminate “youth fares” and transfers has created a cost barrier to students taking transit. Students who purchase monthly or year-long passes can still take advantage of reduced youth rates. Students who do not, and whose trips require more than one bus, often end up paying for a day pass even if they only take the bus one way to or from school.



▲ **The new BC Transit daypass. Photo: Phillip Jang / Times Colonist**



▲ **Enhanced crosswalk at the intersection of Neil St. and Foul Bay Rd.**

## 4.

### Pedestrian and cyclist crossings at the intersection of Neil St. and Foul Bay Rd.

Neil St., a quiet residential road with a setback sidewalk on its south side and speed humps to calm motor vehicle traffic, is a popular walking and cycling route among Lansdowne Middle students who live east of the school. Its intersection with Foul Bay Rd., a major road running north-south through the Lansdowne Middle catchment, features an enhanced east-west crosswalk, with pedestrian-activated flashing beacons and on-street zebra stripe markings.



▲ **The hydro pole on the curb obstructs visibility at the intersection**

Through the baseline family survey and during the walkabout, parents raised concerns about the safety and comfort of pedestrian and cycling crossings at the intersection of Neil St. and Foul Bay Rd. Parents mentioned that motor vehicle traffic volumes and speeds are often high on Foul Bay Rd. before and after school, and that drivers don't always stop for pedestrians waiting to cross or in the intersection.

During the walkabout, parents pointed out that vehicle parking at Tomley's Market, and the hydro pole located in the curb return on the southeast corner of the intersection, reduce the visibility and sightlines of pedestrians waiting to cross.



▲ **Enhanced crosswalk at the intersection of Neil St. and Foul Bay Rd.**

Cycling families expressed frustration at the lack of crossing facilities for cyclists at this intersection. During the walkabout, a parent demonstrated how cyclists travelling west on Neil St. had to dismount, cross the road, and use the pedestrian-activated beacon in order to cross Foul Bay Rd. during peak traffic periods before crossing back to the right side of the street to continue riding.

## 5.

### Pedestrian safety at the intersection of Townley St., Taylor St. and Myrtle St.

Walking route data gathered through the baseline family survey shows that many students who walk and cycle to school pass through the irregular, Y-shaped intersection of Townley St., Taylor St., and Myrtle St., located southwest of the school. During the walkabout, parents mentioned that the residential streets on the south side of the school are also a popular drop-off location for parents driving their children to school and looking to avoid the traffic on major roads. The irregular orientation of the intersection, wide streets, lack of pedestrian crossing facilities, and absence of a clear right-of-way raised concerns for parents about the safety of walking students navigating this intersection.



▲ The Y-intersection of Townley St., Taylor St., and Myrtle St., viewed from the south



▲ The Y-intersection of Townley St., Taylor St., and Myrtle St., viewed from west

A number of recommendations for improving pedestrian safety at the intersection of Townley St., Taylor St., and Myrtle St. were discussed during the

walkabout. These are captured in the School Travel Action Plan for Lansdowne Middle (Appendix A).

Over the course of the STP process at Lansdowne Middle, a number of interventions were undertaken to address barriers to active school travel and encourage walking and cycling trips to school. Education and Engagement interventions inform members of the school community about active transportation; Encouragement interventions encourage students and families to travel actively; Enforcement interventions compel awareness of and compliance with traffic laws and bylaws; and Engineering interventions are physical changes that make walking and cycling safer, more comfortable and more convenient.

Interventions undertaken during the STP process at Lansdowne Middle are detailed in the section below. Interventions identified that have yet to be undertaken can be found in Lansdowne Middle's School Travel Action Plan (Appendix A).

## Education and Engagement

### Bike skills course

Lansdowne Middle students participated in a bike skills course in October 2017. The bike skills course provided training to build safe cycling knowledge, habits, and behaviours. The youth course combined in-class and on-bike learning to teach the rules, responsibilities, and skills required for safe cycling.

In class, students learned traffic rules, cyclist rights and responsibilities, road positioning, route planning, bike fitness, visibility, and more. On bikes, participants practiced proper stops/starts, bike handling, signalling, shoulder checking, and much more. The afternoon concluded with a guided road ride, during which students put their knowledge and skills to the test in various traffic situations on quiet local residential roads, under the supervision of certified instructors.

### Best Routes to School Map

Lansdowne Middle received a poster-sized print copy of the Best Routes to School Map pamphlet, created as part of the Active and Safe Routes to School initiative. The routes selected for the map were based on information gathered through the School Travel Planning process, with input and recommendations from school stakeholders. Lansdowne Middle framed and mounted their Best Routes to School map in the front foyer. The map lets students

know about the most comfortable routes to use when walking, cycling, or travelling by bus to school.



▲ **Lansdowne Middle’s Best Routes to School map is framed and hanging near the front entrance of the school**

Lansdowne Middle also received a PDF version of the map, along with encouraging and informative information about staying safe while traveling actively to school, to print or share electronically with the students and families at the school.

### Drive to Five

The Drive to Five program encourages parents to drop their children off at designated locations that are within a safe and comfortable 5-minute walk to school. During meetings at the school, several driving parents at Lansdowne Middle found this option to be one that “really worked” for them. Three locations within a short walk of Lansdowne Middle were identified.

## Encouragement

### Bike to School Week

During May 29th – June 2nd 2017, the students and staff at Lansdowne Middle participated in the annual Greater Victoria Bike to Work/School Week event. Using stickers, students tracked their

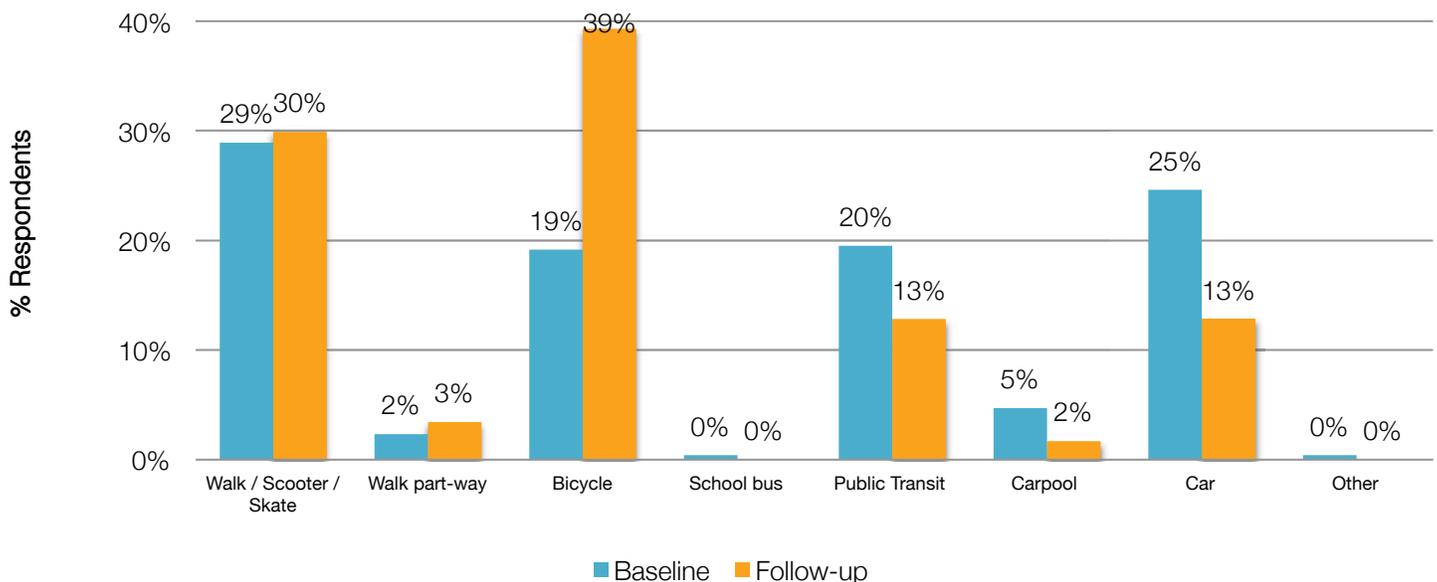
rides on a large poster in the main hallway of the school, while staff tracked their participation online using the GVBTTWW reporting system. The Administrators encouraged student participation by hosting a mini celebration station table each morning to reward cycling students with treats and prizes.

## Methodology and Results

Online surveys were completed during October and November 2017, a year after baseline data was collected. A total of 119 families completed the follow-up survey.

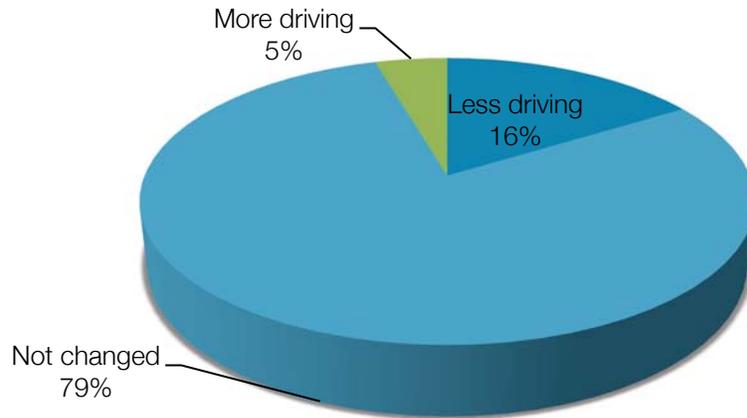
To confirm the data, generally speaking the travel mode trends were similar between the take home and hands up surveys across the participating schools. Still, it is important to note there are some limitations to the follow-up survey data. There was a lower response rate to the follow-up survey than the baseline survey. With this, there is a potential for response bias from active transportation interested parents. As well, within schools there is a student turnover of 16-33% between the baseline and follow-up survey.

### How does your child usually get to school?



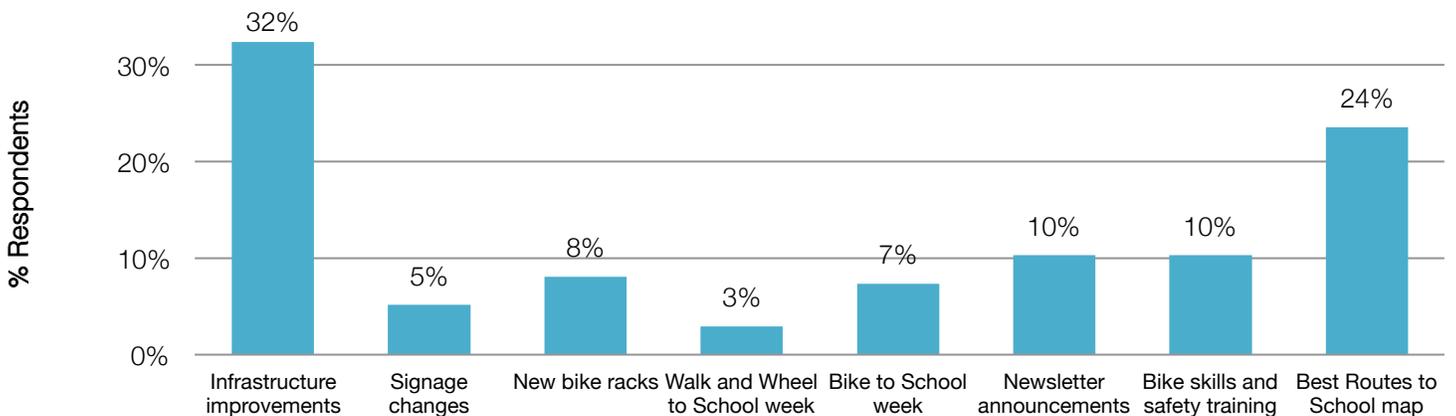
In the baseline survey conducted in the fall of 2016, 25% of families reported driving to school, 19% reported cycling to school, 20% reported taking transit and another 29% reported walking. In the follow-up survey, 13% of families reported driving to school, 39% reported cycling, 13% reported taking transit and 30% reported walking. Overall, the rate of walking remained unchanged, the rate of public transit used decreased, the rate of cycling almost doubled and the rate of driving decreased by almost half.

▼ **In what ways have your family's school travel habits changed, since the School Travel Planning process began in 2016?**



In the follow-up survey, 16% of families reported that they were driving less to school, 5% that they were driving more to school, and 79% that their travel habits were unchanged.

▼ **Which School Travel Planning activities do you feel have been most effective for your family?**



Parents who completed the survey felt that infrastructure improvements and the Best Route to School map were the most effective activities implemented during the STP process.

The results of the follow-up surveys are encouraging with more students using active transportation for their trips to and from school. Still, the follow-up survey was administered after a limited implementation period. Education and engagement programs continue at participating schools, while infrastructure improvements can take considerable time to implement with budget process and council approvals. If schools are re-assessed in 3-5 years, a stronger reflection of travel behaviour change is expected.

## Conclusion

School travel planning is a process by which a school undergoes an assessment to review what education, engagement, enforcement and engineering initiatives could be undertaken to encourage and motivate students to use active transportation. The process aims to bring together a number of different stakeholders that all play a role in providing a safer and more comfortable environment for students and families to choose active travel for the journey to and from school.

The School Travel Plan and accompanying Action Plan should be revisited annually to review what actions still need to be taken and what programs could be enhanced to continue to encourage students and families to use active travel. In addition, as new students and families start at the school, they should be made aware of the school travel plan, the best routes map and program options available to them.

Appendix A: School Travel Action Plan

Appendix B: Best Routes to School Map

Appendix C: Student Hands-up Survey

Appendix D: Family Take-home Survey

Appendix E: ASRTS Announcement

Appendix F: School Travel Planning Membership

Appendix G: Base Map

Appendix H: Heat Map



Appendix A: School Travel Action Plan

**Lansdowne Middle Action Plan**

**01/02/2018**

Lansdowne Middle School is part of School District 61 and is located at 1765 Lansdowne Road in Victoria. Lansdowne enrolls roughly 475 students from grades 6-8 in English as well as early and late French Immersion programs. The school offers a wide array of learning opportunities for students ranging from their core academic curriculum to diverse exploratory programs, Advisory classes, music programs, athletic programs, and a variety of student-based clubs.

**KEY ISSUES/AREAS OF CONCERN:**

- High traffic volumes and distracted driver concerns on streets surrounding school
- Lack of pedestrian infrastructure surrounding school
- Front entry as area with most potential conflicts between pedestrians and vehicles
- Poor markings regarding drop-off zone use

**BASELINE MODE SHARE:**

	TO SCHOOL	FROM SCHOOL
Walk/Scooter/Skate	29%	35%
Walk part-way	2%	2%
Bicycle	19%	20%
Public Transit	20%	24%
Carpool	5%	2%
Car	25%	16%

**TRAVEL DISTANCE TO SCHOOL:**

< 0.5 km	12%
0.51 – 1.59 km	34%
1.6 – 2.99 km	32%
> 3 km	22%

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<b>Active Travel Committee / Parent Advisory Committee</b>								
Edu.	Organize Bike Skills Course	Work with GVBTS (if no STP) to organize bike skills course(s) developing traffic knowledge for students in Grades 6 - 8	In Progress	Jan - June 2017	Add Bike Skills Courses as PAC initiative Secure \$1500 annually for bike skills course (in case free options aren't available)			

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
	Enc.	Bike/Wheel to School Week	Organize Bike to School Week teams + events		Not started	Feb - June 2017	Register school for and promote event Assist with registration of teams Organize Celebration Station & activities Host Bike Skills course Provide materials and resources (posters, tracking sheets and webpage)	Celebration Station features: food, beverage, prizes, bike repairs (bike shop), activities Other initiatives could be: 'Kidical Mass' bike ride, Bike Parade, Safety or Skills workshops for teens, Bike Rodeo Can use GVB TWS resources as well: Passport, Celebration Station tour, website
	Enc.	Promote Drive to Five Zones	Identified Drive to Five zones 1. Allenby Park 2. Richmond School, Dean Ave 3. Dean Ave - Fall 2017 launch		Not started	May-17	Develop initiative to encourage the use of the Drive to Five Zones	
	Enc.	Facilitate connections between active-travel curious parents	Connect parents living near each other with information on drop zones + carpooling 1. Orientation day (parents) 2. Newsletter 3. Interactive Google Map + Google Forms direct feed		Not started	All year	Encourage Active Travel to all PAC events (e.g.: To get here...) Highlight Active Travel initiatives at identified events Create opportunities for parents for guided conversations regarding active travel	Actively connect parents to each other and their chosen method of travel. Make introductions, show them the map and encourage active travel, carpooling with these families. Promote using active travel to all school events

Action Types:

STP: School Travel Planning

Edu: Education

Enc: Encouragement

Enf: Enforcement

Eng: Engineering

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Service Road entrance off of Lansdowne Rd	Enc.	Reassign service road as active travel entrance	Re-purpose service road as bike entrance		Not started		<p>Create event launching entrance</p> <p>Incorporate into existing events (Bike to School Week)</p> <p>Send communications about project and encouraging use</p>	
	Enc.	Transit Trippers	An encouragement initiative held during October encouraging/supporting youth taking transit		Not started		<p>Work with STP to promote campaign and encourage participation</p> <p>Source prizes (transit passes/books of tickets)</p> <p>Promote through parent communications pieces</p>	
	Enc.	Walk and Wheel to School Week (Oct 2 – 6 2017)	Participate in Walk and Wheel to School week using CRD provided resources		Not started		Promote campaign and encourage participation	
North side of school	Eng.	Improve bike parking facilities	Conduct fundraiser to pay for covered bike shelter		In Progress		<p>Organize fundraiser</p> <p>Conduct fundraiser</p> <p>Source grants</p>	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<b>BC Transit</b>								
Hillside Ave, west of Scott Street. Stop no. 100566	Eng.	Move bus shelter to reduce sidewalk obstruction	Bus Shelter is in the middle of the sidewalk and does not allow sufficient room for a wheelchair or person with a walking assist.	High	Not started		Lindsay expressed concern with Nick at the City. Pattison contract is going to be reviewed soon –suggested the City considers this location for upgrading.	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<b>City of Victoria</b>								
Shelbourne at Pearl (intersection)	Eng.	Improve cycling infrastructure	Review this area for potential improvements to increase cyclist safety.	Low	Not started		The City of Victoria will continue to monitor this intersection and crossing in its annual traffic count program and continue to review the count data	School community requested the consideration of installing a cyclist-activated signal on the northeast corner of the intersection that activates pedestrian crossing beacons.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Intersection of Scott St. and Pearl St.	Eng.	Improve pedestrian crossings and accessibility	Review curb radii of all quadrants. Improve wheel chair ramps for east-west connections.	Low	Not started		Conduct review	Traffic circles noted at other intersections along Scott street, intersection at Scott and Pearl has older infrastructure, large curb radii, and north south drops only. This area is in the five year plan for the City (completion in 2020)
Pearl St. between Scott St. and Belmont Ave.	Eng.	Improve pedestrian infrastructure	Review location for pedestrian accessibility and potential infrastructure upgrades. Install sidewalks or traffic calming along this stretch of Pearl St.	High	Not started		Review Pearl Street's rank in CoV Ped Master Plan	Preferred solutions from school community discussions were to tighten up intersection (curb radii) and install wheel chair ramps in all directions at all intersections along this stretch of Scott St. There are currently no sidewalks along Pearl St west of Scott St.
Scott St. between Ryan St. and Hillside Ave	Eng.	Improve pedestrian infrastructure	Review location for pedestrian accessibility and potential infrastructure upgrades.	Med	Not started			
Intersection of Scott St. and Myrtle Ave.	Eng.	Improve user accessibility	Improve accessibility of this intersection for all users – in particular those with mobility assists or strollers. Install wheel-chair ramps on east-west approaches.	High	Not started			
Intersection of Scott St. and Myrtle Ave.	Eng.	Repaint deflection painting	Deflection pavement marking southbound Scott at Myrtle needs to be repainted.	Med	Not started			

Action Types:

STP: School Travel Planning

Edu: Education

Enc: Encouragement

Enf: Enforcement

Eng: Engineering

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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	Eval.	Review Survey & Walkabout Summary Presentation	Review presentation and provide suggestions on which areas of concern municipality can address (short, medium & long term)	High	Complete	DEC 2017		
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Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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<b>District of Oak Bay</b>								
Intersection of Neil St. and Foul Bay Rd.	Eng.	Improve pedestrian sightlines and visibility	Improve visibility and sightlines of pedestrians & cyclists waiting to cross the crosswalk in front of Tomley Market	High	Not started		Explore potential solutions for this intersection such as adding bicycle parking in place of removing the first cross parking space south of the crosswalk	Curb on the east side is close to angled parking. Causes reduced sightlines of pedestrians waiting to cross

Intersection of Neil St. and Foul Bay Rd.	Eng.	Install cyclist-activated signal	Add cyclist-activated signal on the northeast corner of the intersection to activate flashing beacons at crosswalk on the south side of the intersection	Med	Not started			This change will not happen because of liability. Intersection would need to become a full intersection for safety. Cyclists are advised to use the crosswalks as designed.
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	Eval.	Review Survey & Walkabout Summary Presentation	Review presentation and provide suggestions on which areas of concern municipality can address (short, medium & long term)	High	Complete	Apr-17	Review and provide all feedback for District actions	
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<b>District of Saanich</b>								
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Intersection of Taylor St., Myrtle Ave. and Townley St. south of school	Eng.	Improve north-south pedestrian crossings	Calm traffic at the intersection and improve pedestrian crossings from Townley St. to north side of Taylor St.	Med.	Not started		Review intersection to determine how best to calm traffic and improve pedestrian crossings	Recommendations: Review location for installation of traffic circle, improve intersection geometry, install curb extensions, install traffic control.
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Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
West side of Richmond Rd. between Watson St. & Forrester St.	Eng.	Improve pedestrian infrastructure	Improve sidewalk on the west side of Richmond St. south of the school and prevent parking on the curb/sidewalk	High	Not started		Review location and sidewalk priority ranking for sidewalk upgrades, review existing on street parking	
Neil St. between Foul Bay Rd and Richmond Rd	Eng.	Improve pedestrian infrastructure		High	Not started		Review location for putting in a sidewalk/improving existing sidewalks from Foul Bay Rd to Richmond Rd	
Richmond Rd. between Lansdowne Rd. and Neil St.	Eng.	Install cycling infrastructure	Install bike lanes on Richmond Rd. between Lansdowne Rd. and Neil St. to facilitate access to the school by cycling students and families	Med	Not started		Review location to receive bike lanes as priorities allow	Currently Richmond is a busy road with wide lanes and parking on both sides near the school. Reducing road size - removing 'some' parking near school and adding bike lanes - would be improvements. • There are no bike lanes on this stretch of Richmond
Forrester Street between Dean Ave. and Richmond Rd.	Eng.	Upgrade active transportation facilities on Forrester St.	Review what upgrades would be suitable for Forrester St to improve pedestrian and cyclist accessibility to Richmond Rd.	Low	Not started		Review location for possible infrastructure upgrades.	Recommend: Install bike lane stencil, review location to revive designated pedestrian facilities to Dean Ave
	Eval.	Review Survey & Walkabout Summary Presentation	Review presentation and provide suggestions on which areas of concern municipality can address (short, medium & long term)	High	Not started	17-Apr	Review and provide all feedback for District actions	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<b>School District</b>								
	Edu.	Improve bike parking facilities	Add student created inspirational signage near bike racks encouraging cycling	Med.	Not started	Aug - Oct 2017	Liaise with STP on student art Provide signage Install signage	
East/driveway entrance to staff parking lot on the west side of Richmond St. south of Lansdowne Rd.	Eng.	Create dedicated pedestrian entrance and pathway	Create dedicated, separated pedestrian pathway from Richmond Rd. from the driveway to the staff parking lot through or around parking lot on the east side of the school	Med.	Not started		Facilitate conversation between school Administration and SD about project Assist as needed Work with schools to submit "school funded requests"	
West/driveway entrance to parking lot on the south side of Lansdowne Rd.	Eng.	Create dedicated pedestrian entrance and pathway	Create dedicated, separated pedestrian pathway on school grounds for students approaching the school from the west on Lansdowne Rd. Path could run on the outside of the fence around the parking lot; or inside the parking lot, using curbs and bollards create a separated pedestrian walking path on the west side of the lot that connects to protected path on the south side of the lot	High	Not started		Facilitate conversation between school Administration and SD about project Work with schools to submit "school funded requests"	
North side of the school	Eng.	Improve and increase bike parking	Secure and install additional bike racks in front of the school. Provide shelter if possible	Low	Not started		Work with school community to provide this amenity	Further installation of bike racks needs to occur via a school funded request. Principals need to submit this request

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
	Eval.	Review Survey & Walkabout Summary	Review suggestions on which areas of concern school district can address (immediately, mid-term & long-term)	High	In progress	Apr-17	Review and provide all feedback for School District actions	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<b>School Travel Planning Facilitator + Education and Engagement Coordinator</b>								

STP	Baseline Survey	Administer baseline family and in-class surveys	High	Complete	Sept - Oct 2016	Distribute, collect and analyze surveys. Create summary presentation created and present to PAC.	Present summary to key External Project Partners	
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STP	Create School Active Travel Committee (ATC)	Identify: 1. 1* Administrator 2. 2* Teachers/Staff 3. 2* Parents 4. 2* Students (if possible) to create School Active Travel Committee who are 'go to' people for the project	High	Complete	Oct-17	Still need two: parents, students Need one staff (one left on maternity leave)		
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STP	School site walkabout	Walkabout of the school site to observe barriers to active travel	High	Complete	Dec-17	Facilitate School site walkabout. Write concise walkabout report including recommended solutions		
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Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
	STP	Neighbourhood Walkabout	Walkabout of the area around the school to observe barriers to active travel	High	Complete	Dec-17	Facilitate discussion with school administration, parents and External Project Partners Network.	Create neighbourhood walkabout map to aid with discussion. Created invitation poster and promoted event opportunity to all mentioned External Project Partners.
	STP	Present Survey & Walkabout Summary	Present survey and walkabout summary to PAC and School Administration	High	Complete	Dec-17		
	Edu.	Organize Bike Skills Course	Liaise between GVB TWS and Admin to organize bike skills course(s) developing traffic knowledge for students in Grades 6 - 8	High	In Progress	Jan - June 2017	Liaise with Administrator to schedule course Facilitate conversation between GVB TWS and Admin Liaise with GVB TWS as needed Arrange bike shop to look over other bikes (1wk before course)	
	Edu.	Promote Drive to Five Zones	Identified Drive to Five zones 1. Allenby Park 2. Richmond School, Dean Ave 3. Dean Ave Fall 2017 launch	High	Not started	May-17	Work with school on messaging to parents Add Drive to Five Zones to Best Routes Map Follow-up with CRD on signage/Discuss signage with School District Promote Drive to Five with parents. Launch drive to five zones with fun events	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
	Enc.	Bike/Wheel to School Week	An encouragement initiative held the last week of May as part of Bike to Work/School Week	Med	In Progress	Jun-17	Provide information to ATSC re. Bike to School Week event	
	Enc.	Facilitate connections between active-travel curious parents	<p>Connect parents living near each other with information on drop zones + carpooling</p> <ol style="list-style-type: none"> <li>1. Orientation day (parents)</li> <li>2. Newsletter</li> <li>3. Interactive Google Map + Google Forms direct feed</li> </ol>	Med	Not started	All year	<p>Provide Best Routes map to use for communications</p> <p>Work with Administration and ATC/PAC on promotion and messaging</p> <p>Provide inspiration for use of google map</p> <p>Highlight carpool websites available</p> <p>Reconnect with eager Father from Neighbourhood walkabout</p>	<p>BC RideShare: <a href="http://bcrideshare.com/">http://bcrideshare.com/</a></p> <p>BC Carpool World: <a href="https://www.carpoolworld.com/ca">https://www.carpoolworld.com/ca</a></p> <p>rpool_British_Columbia_CAN.html</p>
	Enc.	Transit Trippers	An encouragement initiative held during October encouraging/supporting youth taking transit	High	In Progress		<p>Lise create transit trip program outline for BC Transit</p> <p>Discuss opportunity</p>	Youth-led teams work together to accumulate most 'new riders' – people who haven't ridden the bus for school before – in a week.
	Enc.	Walk and Wheel to School Week (Oct 2 – 6 2017)	<p>Participate in Walk and Wheel to School week using CRD provided resources</p>		Not started		Promote campaign and encourage participation	
Intersection of Neil St. and Foul Bay Rd.	Eng.	Install cyclist-activated signal	Add cyclist-activated signal on the northeast corner of the intersection to activate flashing beacons at crosswalk on the south side of the intersection	High	Not started		<p>Connect with Richard Ding for review of this intersection</p>	

Action Types:

STP: School Travel Planning

Edu: Education

Enc: Encouragement

Enf: Enforcement

Eng: Engineering

## Appendix B: Best Routes to School Map

# Use Your Street SMARTS

**Sidewalks:** Walk on the sidewalks, if possible. Stay on the inside edge, and stand back from the curb when waiting to cross the street. No sidewalk? Walk facing traffic so you can see approaching vehicles.

**Music:** If you are listening to music, remove an ear piece before crossing the street or walking in less populated areas.

**Attention:** Look out for moving vehicles at driveways, back lanes, and in parking lots.

**Road Crossing:** Always cross at an intersection or crosswalk if available. Make eye contact with the drivers to make sure you are seen. Be bold; extend your arm to indicate you want to cross!

**Team-Up:** It is safer and fun to walk to school with family or friends.

**Stranger-aware:** Do not go with a stranger. Practice and remember a special family password that only a trusted adult knows. With your family, identify safe places to go for help.



# SUPER Road Cycle Safety

**Signs:** Use your hand signals when turning, slowing down or stopping. Follow all posted signs and obey the traffic laws.

**Urban Awareness:** See and be seen! Be aware of your surroundings. Wear light or bright coloured clothing, and use your lights and reflectors in low-light and at night.

**Protection:** It's the law to wear your helmet when riding — plus it protects your brain!

**Eye contact:** Communication is key! Make eye contact with other road users such as drivers and cyclists, especially when crossing intersections.

**Right hand side:** Ride single file and on the right-hand side of the road. Always leave one door length of space when riding next to parked cars.



# Drive to Five – It's a 5-Minute Walk to School

 **Look for this location on your Best Routes to School Map.**

Too far to walk or cycle? Stretch your legs and help relieve traffic congestion around your school by parking or dropping off at least five minutes away from school.



## Landsdowne Middle

### September 2017

# Best Routes To School Map

Best Routes to School are developed based on information we've received from parents, your school community and the municipality's transportation department. They are chosen to use the safest crossing points and to enable more people walk and cycle together.

The Best Route To School map is a product of the Capital Regional District's 2016-17 Active and Safe Routes to School program, to encourage and enable students and families to walk, bike and roll to and from school. The program is funded by the Capital Regional District, the Real Estate Foundation of BC and the CRD Traffic Safety Commission, and delivered by HASTe, the Hub for Active School Travel. Visit [crd.bc.ca](http://crd.bc.ca) for more information.

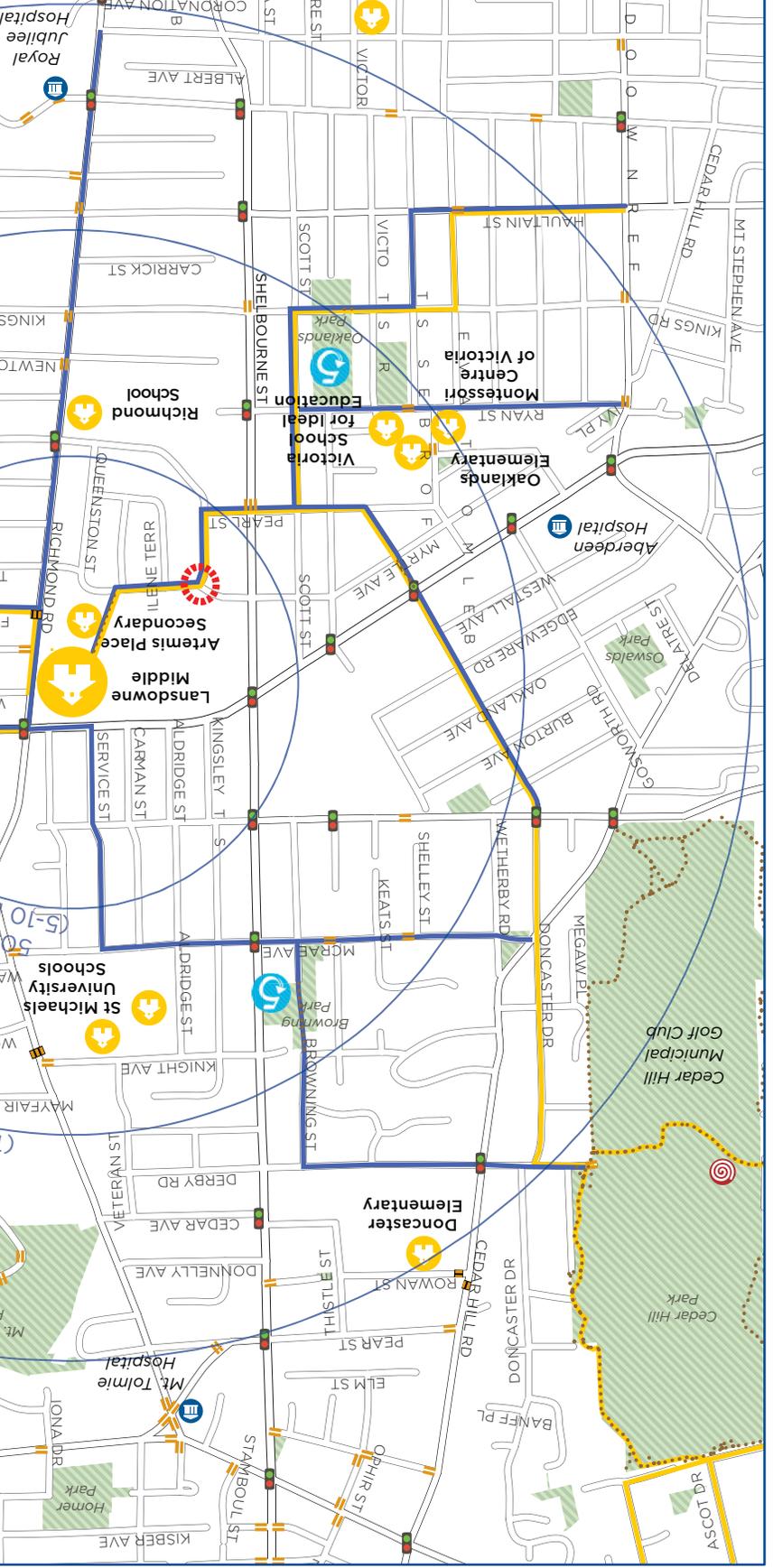


# September 2017

## Landstowne Middle: Best Route to School Map

The Capital Regional District (CRD) does not warrant or guarantee the safety or suitability of any route depicted. This information is provided for general information purposes only and the use of this document by any person or entity will be entirely at their own risk.

- Best Route
- Bike Route
- Traffic Signal
- School
- Park
- Municipal
- Recreational/Cultural
- Drive to 5 Zone
- Caution Crossing
- Crosswalk
- Enhanced Crosswalk



# Appendix C: Student Hands-up Survey



**BOLDLY GO**  
LEAVE YOUR AUTO

## HANDS-UP SURVEYS

Please complete this survey, using stand-up or hands-up methods (ask students to raise their hand's or divide in separate corners of the classroom) for the week of:

**MONDAY OCTOBER 24<sup>TH</sup> – FRIDAY OCTOBER 28<sup>TH</sup> 2016**

Teacher: \_\_\_\_\_ Grade: \_\_\_\_\_

Division #: \_\_\_\_\_ # Students: \_\_\_\_\_

**Ask students: "How did you travel to school this morning?"**

	<i>Weath er</i>	Walked /scooter	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
<b>Mon</b>	Example: Rainy/6C									
<b>Tues</b>										
<b>Wed</b>										
<b>Thurs</b>										
<b>Fri</b>										
<b>Total</b>										
<b>Avg=Total/5 not for teachers</b>										

**Ask students: "How will you travel from school today?"**

	<i>Weath er</i>	Walked /scooter	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
<b>Mon</b>	Example: Rainy/6C									
<b>Tues</b>										
<b>Wed</b>										
<b>Thurs</b>										
<b>Fri</b>										
<b>Total</b>										
<b>Avg=Total/5 not for teachers</b>										

Walked part-way = \*Walked at least one entire block. (e.g. Park & Walk)

## Appendix D: Family Take-home Survey



**BOLDLY GO**  
LEAVE YOUR AUTO

# Lansdowne Middle School

## School Travel Planning

Monday October 24<sup>th</sup>, 2016

Dear Parent (Guardian):

Lansdowne Middle School is taking part in the CRD's People Power, School Travel Planning process this school year to enable more students and families to walk, scooter or cycle on their journey to and from school.

The benefits of active school travel include:

- Increased safety
- Improved health
- Arriving alert and ready to learn
- Less stress, greater happiness
- Reduced traffic congestion near the school
- Less pollution

Please take 8 to 10 minutes with your child(ren) who attend this school to complete this survey. Your answers will help us better understand the travel choices made by families at Lansdowne Middle, with the purpose of improving the safety and health of the school community. **You only need to submit one survey per family and return it with your youngest child by October 28<sup>th</sup>, 2016** There will be a prize for the first classroom that collects all of their surveys.

If you have any questions about the survey or the School Travel Planning project, please contact: Lise Richard at [lise@hastebc.org](mailto:lise@hastebc.org)

Thank you,

Sean Powell and Paul Stevenson  
Principal & Vice Principal



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***To protect your privacy*** this survey does not require you to provide your name. *All information will be kept strictly confidential.*

# A. Family Transportation Survey

Please include the date (month/day/year) that you filled this survey out

(e.g. October / 25 / 2016): \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

**Please complete ONE survey per family.**

1. How does your child(ren) **usually** get to and from school?  
 (If two modes are common, e.g. *walking* and *driving*, choose the one they do **most often**.)

## CHOOSE ONLY ONE BOX FROM EACH COLUMN

	TO school	FROM school
Walk / Scooter / Skate	<input type="checkbox"/>	<input type="checkbox"/>
Walk part-way (at least one entire block)	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>
School bus	<input type="checkbox"/>	<input type="checkbox"/>
Public transit (BC Transit)	<input type="checkbox"/>	<input type="checkbox"/>
Carpool (2 or more families)	<input type="checkbox"/>	<input type="checkbox"/>
Car (just your family)	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

If Other (explain) \_\_\_\_\_

2. Who usually accompanies your child on the way to school?  
 Parent /Grandparent    Other Adult    Sibling    Friend    Child travels alone
3. How far away from school do you live? If you are not sure, check Google Maps.  
 Less than 0.5 km    0.51 to 1.59 km    1.6 to 3 km    Over 3 km
4. What language does your family speak at home?  
 English    Mandarin/Cantonese/Chinese    Punjabi/Hindi    Spanish  
 Other please specify: \_\_\_\_\_

5. Please fill in the age and gender of your child(ren) attending this school.

Child	Age	Gender		
		Boy	Girl	Another Gender Identity
1		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Our neighbourhood is safe for children to walk to and from school. (Please circle one answer).

STRONGLY AGREE      AGREE      DISAGREE      STRONGLY DISAGREE

**ONLY ANSWER Questions 7-9 if your child/ children are usually driven to or from school. If not, please skip to question 10**

7. What are the main reasons your child(ren) is/are **usually** driven to/from school?  
(Choose up to three)

- Distance from home too far
- Convenience/time pressures
- Traffic danger
- Personal safety issues (e.g. bullying, stranger danger, etc.)
- I'm on my way somewhere else (e.g. to work)
- Weather
- Other (explain)\_\_\_\_\_

8. I would allow my child(ren) to **walk** to school if... (choose up to three)

- He or she did not walk alone
- There was a safer or improved walking route
- There were reduced traffic dangers
- He or she were older
- He or she did not live so far from school
- Other (explain)\_\_\_\_\_

9. I would allow my child(ren) to **cycle** to school if... (choose up to three)

- They did not cycle alone
- There was a safer or improved cycling route
- There were reduced traffic dangers
- They were older
- They did not live so far from school
- They received bicycle safety training
- They could lock their bicycle in a safe place
- Other (explain)\_\_\_\_\_

**Everyone continue at question 10 below**

10. When you walk or cycle as a family, what motivates you? (choose up to three)

- Getting physical activity/exercise
- Environmental benefits
- Saving time
- Safer than driving
- More convenient than driving
- More fun than driving
- Cheaper than driving
- Setting a good example
- Not having to worry about parking
- Spending time outside
- Spending time with other people
- Other (explain)\_\_\_\_\_

11. Please share any further comments about your child's journey to and from school.

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12. Do you support ongoing School Travel Planning efforts to make the school area safer, healthier and better connected to the community, reducing the number of children travelling to and from school by car?

YES

NO

13. If you would like to help with School Travel Planning efforts at your school (for example attend Parent Advisory Council (PAC) Meetings or the school Walkabout), please provide your name, email and telephone (Optional: if you prefer to be called) below:

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## B. Walking / Cycling Routes to School

### MAPPING EXERCISE: FOR PARENTS & STUDENTS TO ANSWER AS A FAMILY

Please complete the following map with the **WALKING** or **CYCLING** route your child/children take to get to and from School. If you usually drive please indicate the route **you would** walk or cycle. Identify any locations that are of concern to you with a number (e.g. 1, 2, 3) and describe these in the table below.



Describe any areas of concern in this table.

Location (e.g. nearest intersection)	What do you think is unsafe in this area?
E.g. on ___Rd near ___St	E.g. Cars turn right without looking for pedestrians.
1.	
2.	
3.	

**THANK YOU FOR YOUR TIME. PLEASE HAVE THIS SURVEY COMPLETED ON THIS SHEET AND RETURNED TO SCHOOL BY OCTOBER 28<sup>th</sup>, 2016**

HASTe BC (The Hub for Active School Travel) is the provincial lead for School Travel Planning in British Columbia: ([www.hastebc.org](http://www.hastebc.org))  
 School Travel Planning in Saanich is sponsored by The Capital Region District's People Power Project (<http://www.crd.bc.ca/project/regional-transportation/people-power>)  
 For more information, please visit both of our websites or join us on Facebook or Twitter.



**BOLDLY GO**  
LEAVE YOUR AUTO



## Appendix E: ASRTS Announcement

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### Fwd: Your Weekly E-Bulletin from Lansdowne

1 message

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School Announcement from - Lansdowne Middle School

----- Forwarded message -----

From: **Lansdowne School** Date: Fri, Sep 23, 2016 at 3:31 PM

Subject: Your Weekly E-Bulletin from Lansdowne

To: [lise@hastebc.org](mailto:lise@hastebc.org)

We are excited to announce that Lansdowne Middle School is participating in the Capital Regional District's **Active and Safe Routes to School** project. School Travel Planning is a process that involves students, parents and community partners to find new ways to encourage, motivate and support more children and their families to safely walk, bike or roll to and from school.

Active transportation is a great way to support increased physical activity and contributes to our region's environmental, economic and social priorities. We are currently looking for interested parents and students to work with decision makers, law enforcement agencies and community partners to explore barriers and generate solutions that can make it easier for families to choose active modes more often. For more information or to sign up to help, contact Sean Powell, Principal at [spowell@sd61.bc.ca](mailto:spowell@sd61.bc.ca)

See attached Poster for more information.

*Sean Powell*

Principal/Directeur

**École Lansdowne Middle School**

Phone: (250) 598-3336 Fax: (250) 598-2945

## Appendix F: School Travel Planning Membership

### School Travel Planning Members

The School Travel Planning process for Lansdowne Middle (2016-) involved a School Travel Planning School Committee and a School Travel Planning Stakeholder Committee. Key members of each are listed below.

#### Stakeholder Committee

**HASTe BC**

STP Facilitator: Lise Richard

**District of Saanich**

Engineering: Troy McKay and Sandra Liddell

**Capital Regional District**

Regional and Strategic Planning: Kate Berniaz

**Great Victoria School District #61**

Facilities: David Loveridge and Marni Vistisen-Harwood

**BC Transit**

Transportation Planning: Adriana McMullen and Lindsay Taylor

Marketing: Anita Wasuita

**Community Organizations**

Greater Victoria Placemaking Network: Ray Straatsma

Walk On Victoria: Sally Reid

WeBike: Cindy Marven

Greater Victoria Cycling Coalition: Edward Pullman

Greater Victoria Bike to Work Society: Amelia Potvin

#### School Project Committee

**Principal**

Sean Powell

**Vice Principal**

Paul Stevenson

**Staff**

Tracy W.

Ros P.

**PAC**

Dan Del Villano



# Appendix H: Heat Map



## Lansdowne Middle (n = 124)

- 21-40 routes
- School
- Park
- 11-20 routes
- Traffic Signal
- Catchment Area
- 6-10 routes
- Crosswalk
- Municipal
- 1-5 routes
- Trail
- Recreational/Cultural

