

SCHOOL TRAVEL PLAN

McKenzie Elementary



Transportation and
Development Division
9 January 2018



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National Active & Safe Routes to School

<http://www.saferoutestoschool.ca/>

HASTe BC

<http://www.hastebc.org/>

District of Saanich Active & Safe Routes to School

<http://www.saanich.ca/EN/main/community/getting-around/walking/safe-routes-to-school.html>

School Travel Planning

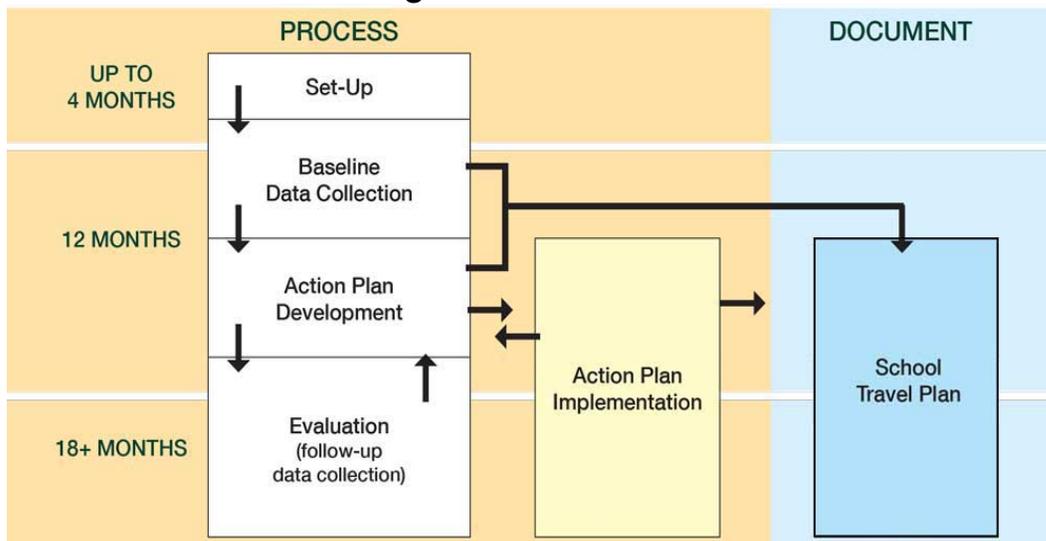
School Travel Planning is a community-based planning process that has been used with success to date in communities across Canada to increase the number of families choosing active transportation modes to get to and from school. School Travel Planning uses a collaborative approach, working to involve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

School Travel Planning is overseen and resourced in each community by a Stakeholder Committee comprised of representatives of key school transportation stakeholder groups. At individual schools, the School Travel Planning process is led by an STP Facilitator, who convenes a School Committee comprised of staff, parents, administration, and other community stakeholders, to outline specific active school travel barriers and solutions, developing the foundation and specifics for each school’s School Active and Safe Travel Plan.

Key benefits of School Travel Planning are:

- Improved health and fitness of students
- Reduction in traffic congestion
- Improved traffic safety
- Reduction in pollution
- Improved air quality

▼ School Travel Planning Process



The District of Saanich's Active and Safe Routes to School Program

In 2015, the Hub for Active School Travel (HASTe) was contracted by the District of Saanich to implement the School Travel Planning process as part of the District's Active and Safe Routes to School Program (ASRTS). That school year, 2015-2016, was the introductory year of the multi-year program.

The District of Saanich selected five schools in total – three elementary schools and two middle schools – to receive invitations to participate in the first year of the ASRTS program. All five schools accepted the invitation.

The 2015-2016 schools are:

- McKenzie Elementary
- Northridge Elementary
- Tillicum Elementary
- Colquitz Middle
- Glanford Middle

This Document: the McKenzie Elementary School Travel Plan

This School Travel Plan is a living document belonging to the school. It should be revisited regularly in order to update the status of the Action Plan items and to incorporate future evaluation findings. This document consists of information compiled since the District of Saanich's Active and Safe Routes to School program began at McKenzie Elementary in the fall of 2015.

School Overview

McKenzie Elementary School (hereinafter: McKenzie Elementary) is part of the Greater Victoria School District, SD61. It is located at 4005 Raymond Street North, in the District of Saanich.

McKenzie Elementary had an enrollment of 228 students in September 2015. The school enrolls students from full-day kindergarten to grade 5.

Programs:

McKenzie Elementary is home to StrongStart BC, a free drop-in early learning program for preschoolers and their families.

Transportation:

McKenzie Elementary's main school entrance is on the west side of the school, facing Raymond Street North. There is a vehicle drop-off loop just north of this school entrance.

There are two 7-hanger bike racks, with a total capacity of 28 bikes, on the north side of the school grounds bordering Margaret Street.

There is a staff parking lot on the south side of the school and off-street parking to the north of the school just off Margaret Street.

Neighbourhood Overview

McKenzie Elementary's catchment area spans the Carey and Tillicum areas of the District of Saanich.

Land Use

The catchment area is primarily residential, with a suburban character populated mainly by single-family dwellings. There are few commercial areas within the catchment area.

Multiple parks are located within the catchment area, some of which feature walking and cycling trails, including connections to regional trail systems. Swan Creek Park runs from Swan Lake, which is located to the east of the catchment area, with pathways that run from Kent Street up to McKenzie Avenue, and also along Columbine Way and up to Hyacinth Park. Hyacinth Park and Edge Park feature trails that connect to the Colquitz River Trail system,

which is a part of the Saanich Centennial Trail network. The catchment also features a sports field, Glanford Park.

Transportation

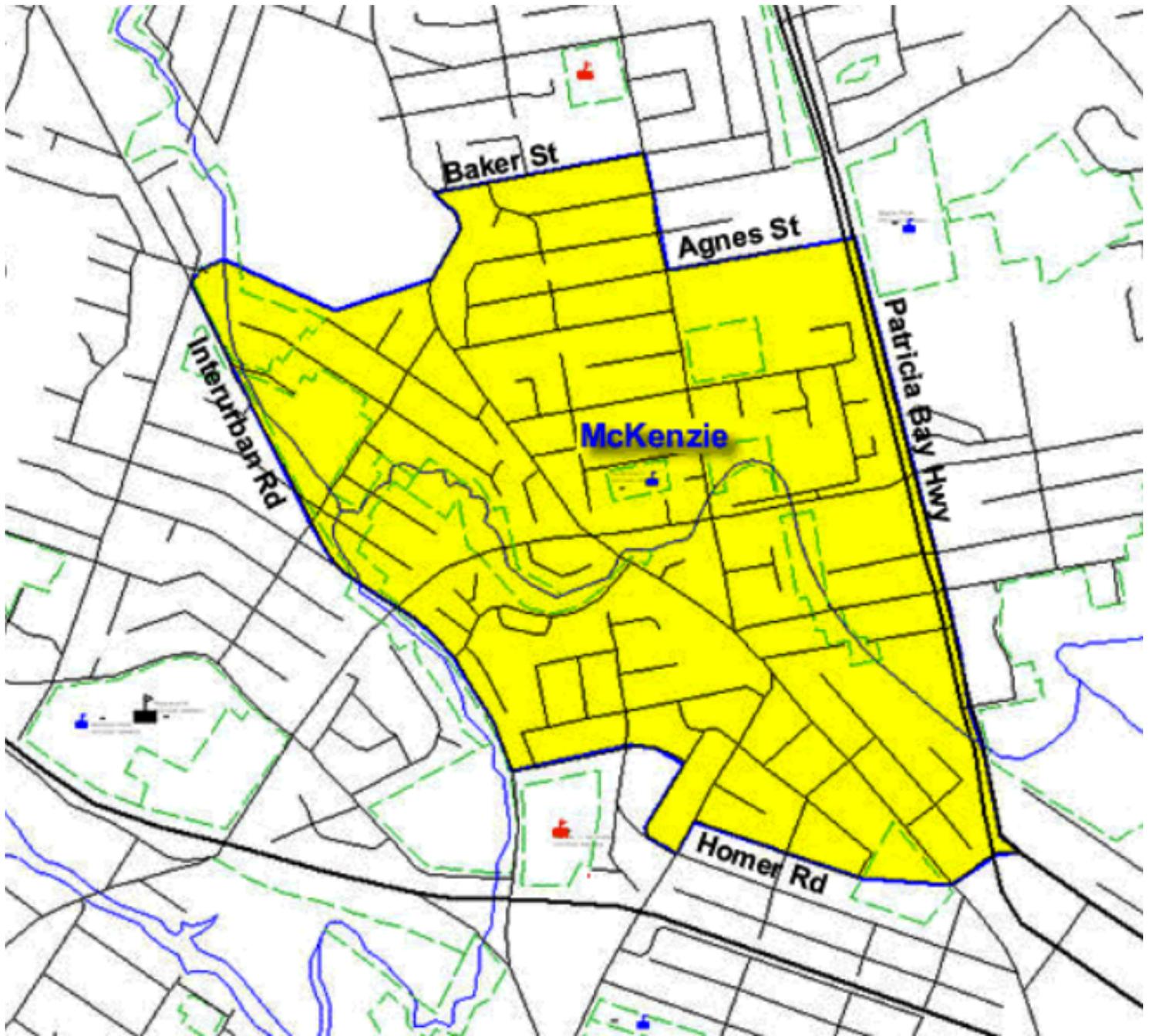
The catchment area is bordered to the east by Provincial Highway 17, the Patricia Bay Highway.

McKenzie Elementary is located just north of McKenzie Avenue. The portion of McKenzie Avenue the school's catchment is classified as a provincial highway. The school grounds are grade separated from McKenzie Avenue, and a smaller road, Raymond Street North, runs between the two. There is a north-south pedestrian overpass with ramp inclines over McKenzie Avenue at Carey Avenue, allowing pedestrians (and walking cyclists) to cross McKenzie Avenue without having to do so at street level.

There has been recent roadwork at the intersection of McKenzie Avenue and Glanford Avenue, east of the school. Glanford Avenue between Vanalman Avenue and Ralph Street is expected to undergo a Complete Streets upgrade beginning in 2021.

Walk Score is an online walkability index which rates how easy it is to get around a given neighbourhood and access community amenities by walking (www.walkscore.com). The neighbourhood has a Walk Score of 40/100, and is classified by the website as "car-dependent," in the sense that "most errands require a car." It should be noted, however, that this ranking is due in part to the lack of shopping centres within the neighbourhood.

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▲ McKenzie Elementary School catchment area (Source: SD61's website)

Methodology

School travel data was collected using a variety of methods including hands-up surveys in the classrooms, take-home family surveys, and school travel walkabouts.

Surveys

Baseline hands-up and take-home surveys were conducted in October 2015.

Take-Home Family Survey

In October 2015, students were sent home with take-home family surveys. Families were to complete and return the survey to the school, and 144 families did so. For a copy of the baseline take-home family survey, please see Appendix 2.

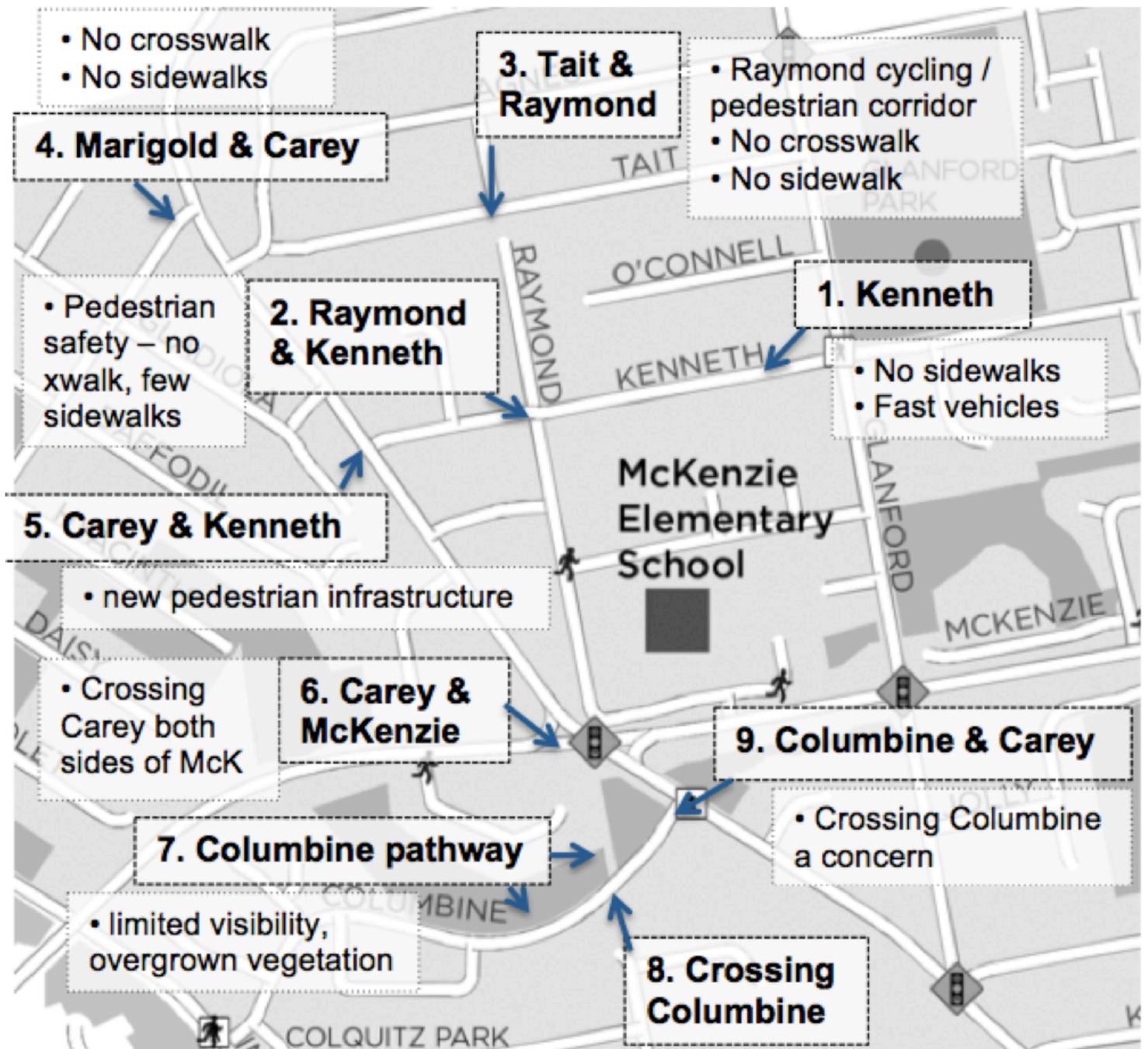
Hands-Up Survey

Six classrooms participated in the hands-up survey. Classroom teachers recorded how students travelled to and from school every day over a one-week period, from October 15 to 21, 2015. For a copy of the baseline hands-up survey, please see Appendix 3.

School Travel Walkabout

The McKenzie Elementary walkabout took place on March 8, 2016. It was an opportunity for municipal stakeholders to come together with the school community and walk around the neighbourhood in order to explore school travel challenges and brainstorm actions that might address those challenges.

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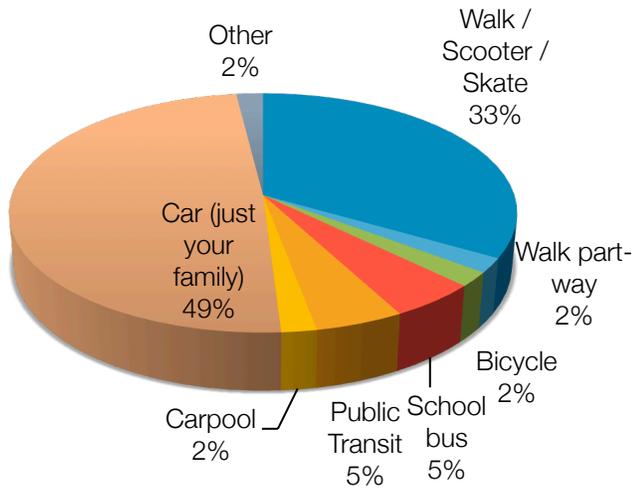


▲ Points of interest on the McKenzie Elementary walkabout

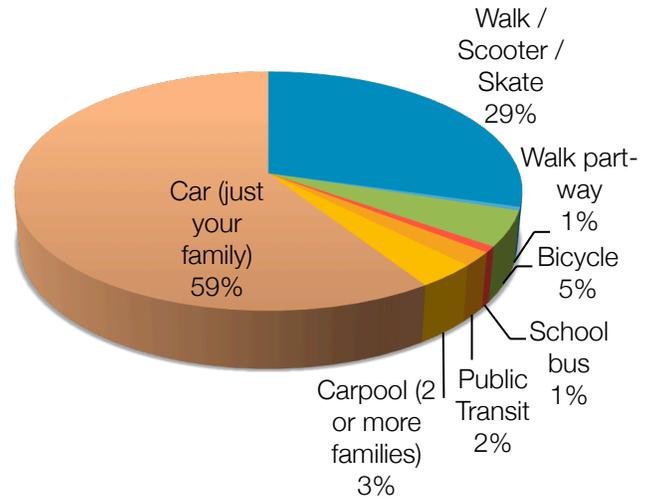
Baseline Survey Findings

Mode Share to School

▼ Take-Home Survey



▼ Hands-Up Survey



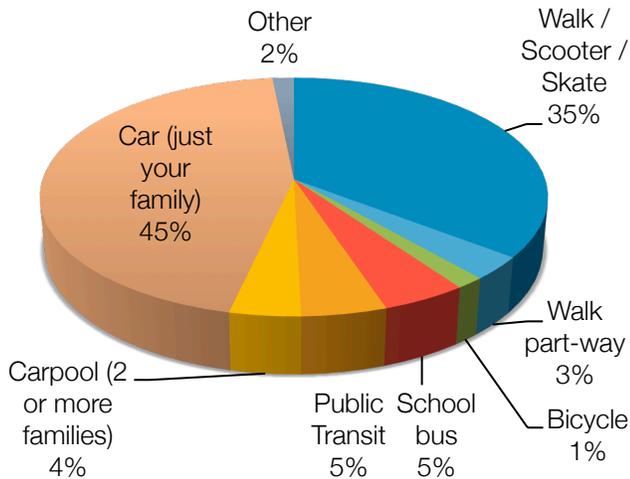
Families at McKenzie Elementary arrive at school by car more than any other mode of travel, according to the take-home survey, which found single-family car travel mode share at 49%. A third (33%) of families at McKenzie Elementary walk to school, with another 2% walking part way. Public transit was identified as the primary mode of travelling to school by 5% of respondents. At 2%, bicycling does not currently represent a significant portion of McKenzie Elementary's mode share to school.

The hands-up survey records trips to and from school during a particular week. HASTe's experience has been that the hands-up survey tends to be a more accurate reflection of actual transportation practices than the take-home survey because it captures recorded data over a five day period, compared to the reported data on how families "usually" travel. During the week of October 15 to 21, 2015, car travel was by far the most common mode of choice for travel to school, with 59% of families at McKenzie Elementary travelling by single-family car and another 3% carpooling. Walking to school was the mode for 29% of trips that week, with another 1% of families walking part way. Bicycling represented 5% of trips to school that week, and public transit represented 2%.

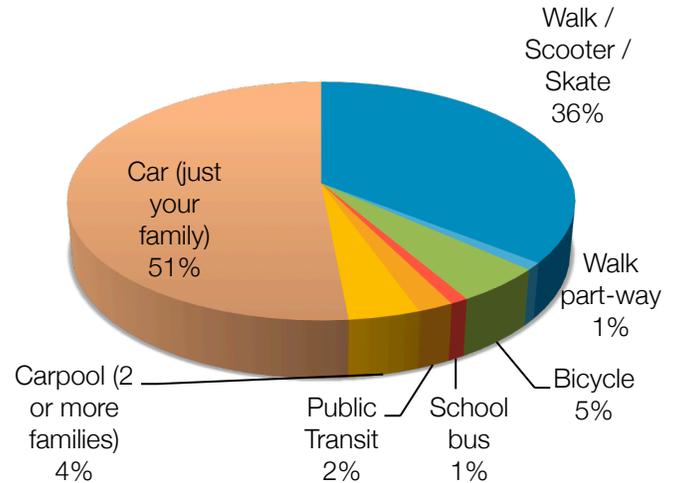
SCHOOL TRAVEL PLAN

Mode Share From School

▼ Take-Home Survey



▼ Hands-Up Survey

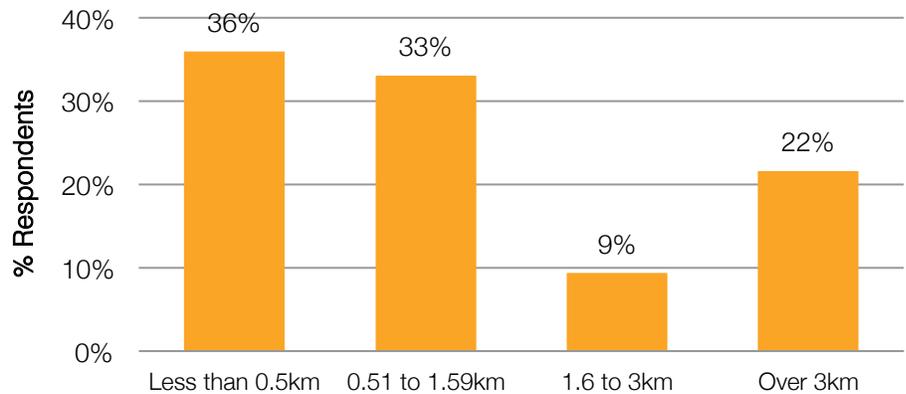


According to the take-home survey, fewer families at McKenzie Elementary travel by single-family car at the end of the school day (45%) than in the morning (49%), and slightly more families carpool (4%). Walking from school is the mode of choice for 35% of families, with another 3% walking part way. Public transit represents 5% of families' travel mode choice from school, and school bus transportation represents another 5% of travel mode share from school.

During the week of October 15 to 21, 2016, most families travelled from McKenzie Elementary by car, with 51% of families travelling in single-family vehicles and 4% carpooling at the end of the school day. This represents a decrease in car travel compared to the morning mode share, and is possibly related to the most common reason why driving families at McKenzie choose to drive: because they are on the way to somewhere else. Morning schedules, work and otherwise, may encourage increased driving rates. Walking represented 36% of trips from school that week, with another 1% of students walking part way. Bicycling was the travel choice for 5% of trips from school during the week of the survey.

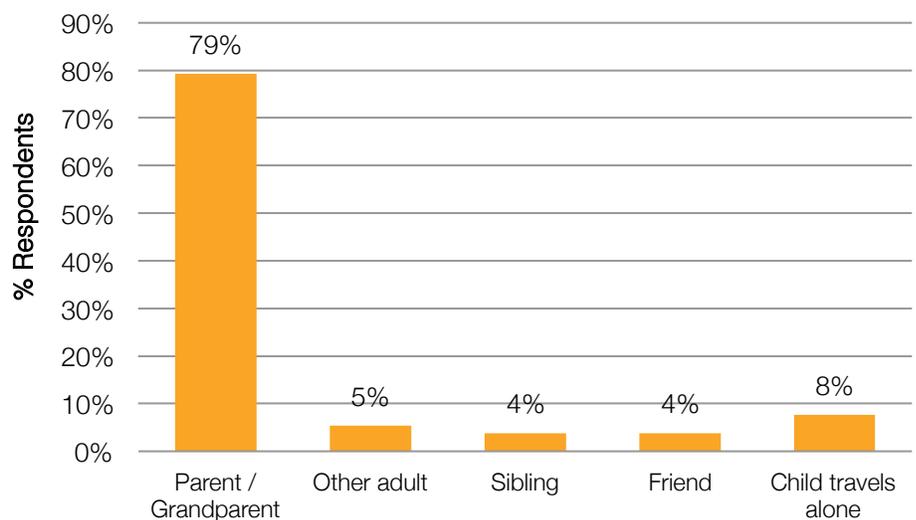
Other Notable Findings

▼ How far away do you live from school?



Most families at McKenzie Elementary live within a walkable distance from school. Of families who responded to the take-home survey, 69% reported that they live within 1.6 km of the school. Over one-fifth (22%) live over 3 km from the school, and 9% live between 1.6 km and 3 km. Given that only about one-third of students currently walk to school, this information suggests that walking could potentially be the school travel mode of choice for many more families at McKenzie Elementary.

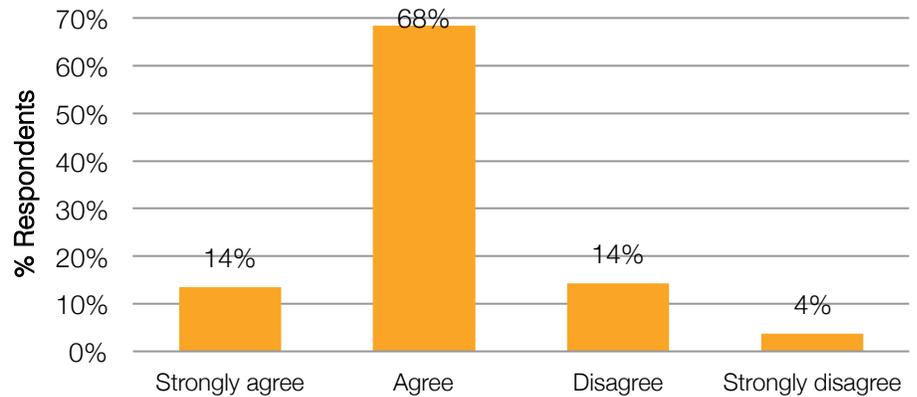
▼ With whom do your children travel to school?



Of families who responded to the take-home survey, 79% said their child(ren) travelled to school with a parent or grandparent and 5% responded that another adult accompanied the child(ren).

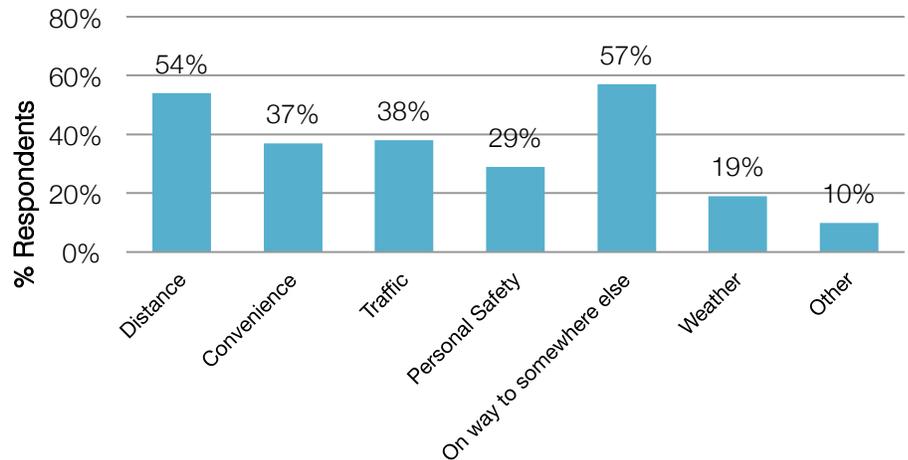
Some children (8%) travel alone, 4% travel with a friend, and 4% travel with a sibling.

▼ Our neighbourhood safe for children,



Most families at McKenzie Elementary (82%) felt that the neighbourhood was safe, with 68% agreeing and 14% strongly agreeing. A small portion of families (4%) strongly disagreed with the statement, and 14% disagreed.

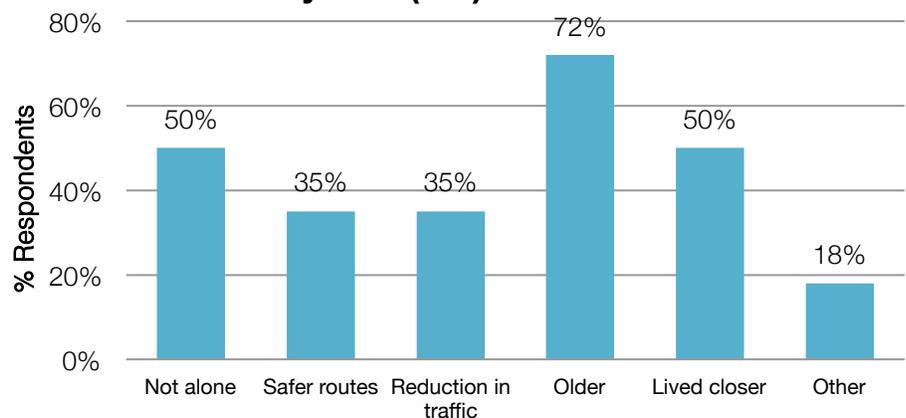
▼ Why do families at McKenzie Elementary drive?



Driving to and from school is the most popular travel mode for families at McKenzie Elementary. When asked about why they drive, the following are the most common responses from families at who completed the take-home survey: 57% of families said it was because they were on their way to somewhere else; 54% indicated distance was a factor; and 38% chose to drive due to traffic.

According to take-home survey results, distance is indeed a determining factor in mode choice for many families at McKenzie Elementary. For families who live within 0.5 km of the school, walking is the predominant mode of choice at 70%, while driving represents just over one-fifth (21%) of trips to and from school. When looking at the families who live between 0.51 km and 1.59 km, the popularity of those two modes becomes reversed: the driving rate rises to 69% and walking drops to 24% for mode share to and from school.

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

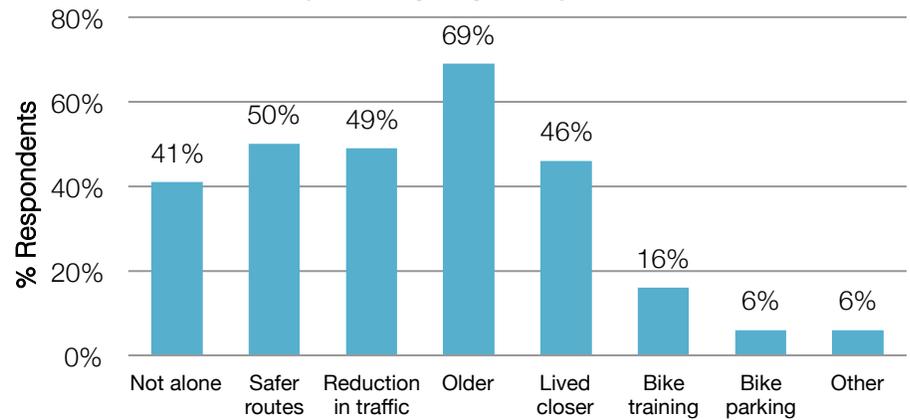


When driving families at McKenzie Elementary were asked what would contribute to them feeling more comfortable about allowing their child(ren) to walk to school, most of the respondents to the take-home survey indicated that they would allow their child(ren) to walk to school if they were older (72%), while about half indicated they would do so if their children were not alone (50%), or if they lived closer (50%).

Additionally, more than a third (35%) of respondents felt that a reduction in traffic would encourage them to allow their child(ren) to walk to school, and more than a third (35%) felt that safer routes would contribute to this.

Age seems to be a relevant factor for students who are currently walking to and from school. According to the take-home survey results, the likelihood of walking to and from school increases as student age increases: the walking rate at McKenzie Elementary is 28% among students aged 4-6, 31% among 7-9 year-olds, and 50% for 10-12 year-olds.

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



Driving respondents also felt strongly that the age of their child(ren) had a bearing on whether they would be allowed to cycle to school, with 69% indicating they would allow their child(ren) to cycle to school if they were older. However, safer routes (50%) was the most popular response aside from age. Nearly half of respondent drivers at McKenzie Elementary also indicated the importance of a reduction in traffic (49%) when thinking about allowing their child(ren) to cycle to school. A number of families also would feel more encouraged to allow their child(ren) to cycle if they lived closer (46%) or if they were not alone (41%).

School Travel Challenges Summary

School travel challenges are the barriers to active travel faced by families and students at McKenzie Elementary.

These challenges were identified in a variety of ways: through the take-home family surveys, where families were presented with a map to identify particular areas of concern in the neighbourhood; through Parent Advisory Committee (PAC) meetings; and through conversation with the Principal and other members of the school community.

Many of the travel challenges were explored through a school travel walkabout, where municipal stakeholders and the school community came together to explore these areas of concern and to brainstorm potential solutions.

This document, along with the attached Action Plan in the Appendix, identifies some of the challenges and potential ways to address and overcome these challenges in order to encourage more active school travel at McKenzie Elementary.

1.

A Culture of Driving

Based on conversations with families at McKenzie Elementary at PAC meetings and at STP-related events, it seems that school and family/cultural factors may be influencing the decision to drive rather than travel actively to and from school as much as the presence of physical or safety barriers. Parents frequently spoke of being “too busy” and having to manage their own schedules; they often expressed feeling like they didn’t have time to walk or cycle with their child(ren) to school; and many reported feeling uncomfortable with the idea of allowing their child(ren) to travel to school alone.



- ▲ **The 2013 Report Card on Physical Activity for Children and Youth asks “Are we driving our kids to unhealthy habits?”**



▲ **Margaret Street, looking east, at the northwest corner of McKenzie Elementary school grounds.**



▲ **Margaret Street looking west towards the east side of McKenzie Elementary school grounds.**

2.

Pedestrian Safety on Margaret Street

Margaret Street is a small, residential road that runs between Glanford Avenue and Raymond Street North, and it borders the McKenzie Elementary schoolyard to the north. There is a small pull-in parking area on the southwest side of Margaret Street. Families at McKenzie Elementary expressed concerns about pedestrian safety on Margaret Street in the take-home survey, at the walkabout, and during PAC meetings.

According to many families at McKenzie Elementary, visibility on Margaret Street is limited due to the incline of the street, and becomes especially compromised when the street is congested with motor vehicle traffic. McKenzie families noted, through PAC meetings and in the take-home surveys, that many driving families use this street as a drop-off and pick-up area, that drivers often behave unpredictably in this area, and that parking rules are not always observed. The school has requested that the Saanich Police Department School Liaison Officer monitor this area.

According to families at McKenzie Elementary, pedestrian space is limited on Margaret Street, as there are no sidewalks or curbs and the edges of the roadway have ditches in some places.

There are multiple entrances to the school grounds through the fencing along Margaret Street. However, families have noted that since there is no dedicated pedestrian pathway on the school grounds, the trodden ground becomes very muddy on wet days.

3.

Pedestrians Safety on Kenneth Street

Kenneth Street, located just north of McKenzie Elementary, is a popular walking—and driving—route to school. In conversations and through the take-home survey, families at McKenzie Elementary raised concerns about a number of physical features along this route.

Families at McKenzie Elementary expressed concerns about the lack of pedestrian connectivity between the walking routes and pedestrian amenities that exist north of the school, on Kenneth Street between Carey Road and Glanford Avenue. Most prominently, there are no sidewalks on Kenneth Street between Carey Road and Glanford Avenue, and often no shoulder either.

Families at McKenzie Elementary reported observing that cars often travel at high speeds on Kenneth Street between Glanford Avenue and Carey Road. The roadway is wide and well maintained, which can encourage high speed driving, and there are no intersection controls or traffic calming for motor vehicles travelling on this stretch of Kenneth Street. Parents report that Kenneth Street is frequently used by drivers cutting between Carrey Road and Glanford Avenue during morning rush hour, which overlaps with many families' trip to school.

At Carey Road and Kenneth Street, the District of Saanich recently installed a new crosswalk across, and sidewalks on, Carey Road. While there are sidewalk extensions at the corner on Carey Road and Kenneth Street, the sidewalks do not continue on Kenneth Street to the east of Carey Road.

Kenneth Street east of Glanford Avenue features sidewalks, and there is a crosswalk across Glanford Avenue at Kenneth Street. However, the sidewalks do not continue on Kenneth Street in the portion



▲ **Kenneth Street, just east of Carey Road, where the pedestrian pathway ends.**

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between Glanford Avenue and Carey Road.



▲ **Kenneth Street and Raymond Street intersection, looking east. Kenneth Street jogs and decreases in width on the east side of Raymond Street.**

4.

Intersection of Kenneth Street and Raymond Street

The intersection at Kenneth Street and Raymond Street is a source of pedestrian and cycling safety concerns for many families at McKenzie Elementary. According to data from the take-home surveys, this intersection is crossed by many families who regularly walk and cycle to school.

The intersection has an unconventional orientation, with a slight jog in the roadway. According to families at McKenzie Elementary, this jog causes motor vehicle traffic along Kenneth Street to shift course while in the intersection. Furthermore, the intersection is controlled by a two-way stop for traffic along Raymond Street, but there is no stop sign or control for traffic along Kenneth Street. This means that motor vehicle traffic may be moving along Kenneth Street at a continuous rate of speed and navigating the jog in the intersection, which can lend to the feeling expressed by families at McKenzie Elementary that cars are moving fast and erratically and also encroaching on space where pedestrians and cyclists may be waiting to cross.

5. Street Crossings on the Raymond Street Corridor

McKenzie Elementary families expressed pedestrian and cycling safety concerns about the places where the Raymond Street Corridor meets intersecting streets, including Tait Street, Agnes Street, Broadway Street, Baxter Avenue, and Baker Street.

Raymond Street North has recently undergone phase one of a series of scheduled improvements – including improvements to the existing pathways that adjoin portions of roadway – aimed at creating a high-quality pedestrian and cycling corridor. Additional actions to improve the pedestrian and cycling safety of the Raymond Street Corridor are scheduled to be undertaken by the District of Saanich.

Motor vehicle traffic at these intersecting streets is notified of a crossing with signage, yet it is not traditional crosswalk signage and there is no painted crosswalk. There are no traffic calming mechanisms used or intersection controls for traffic along these intersecting streets when they meet the Raymond Street Corridor.

When the Raymond Street Corridor meets these intersecting streets, it is traffic (pedestrian, cyclist, and motor vehicle) along the Raymond Street Corridor that faces intersection controls in the form of stop signs. According to families at McKenzie Elementary, this gives the impression that pedestrians and cyclists are solely responsible for their safety in crossing intersections, and fails to provide the right-of-way or traffic calming required to facilitate pedestrian crossings and make the Raymond Street Corridor an attractive route for pedestrians and cyclists.



▲ Tait Street looking east, as it meets the Raymond Street Corridor.

▼ Travelling north on the Raymond Street Corridor, approaching Tait Street.





- ▲ **Overlooking McKenzie Avenue and Carey Road intersection looking east, illustrating the long pedestrian crossing distance across Carey Road.**

6.

McKenzie Avenue and Carey Road

McKenzie Avenue is classified as a provincial highway at the point at which it intersects with Carey Road, which is a collector road. The speed limit is 60km/hr on McKenzie Avenue and 50km/hr on Carey Road, and the intersection of these roads receives a high volume of traffic. The intersection has an unconventional orientation, with traffic islands and varying angles. While there is a pedestrian overpass for those crossing McKenzie Avenue north-south, pedestrians and cyclists looking to cross Carey Road must do so at street level; pedestrian crossings on Carey Road, both on the north and south side of McKenzie Avenue, are a source of concern for families at McKenzie Elementary.

On the north side of McKenzie Avenue, the northeast corner of the intersection is an obtuse angle and has a concrete wall and vegetation; all of this reduces visibility and impedes drivers' sightlines around the corner.

Pedestrian crossings on the south side of McKenzie Avenue must be done in two stages: (1) across the right-hand turn lane on Carey Road, separated by a median; and (2) across the north-bound, south-bound, and left-hand turn lanes.

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7.

Columbine Way

Through the take-home family survey, McKenzie Elementary families voiced concerns about Columbine Way and the pedestrian paths that cross and run near it.

Swan Creek, which runs alongside Columbine Way, is accompanied by the pedestrian pathways of Swan Creek Park. According to comments in the take-home surveys, these pathways can become overcrowded by vegetation, limiting visibility and leaving little space for pedestrians and cyclists.

A gravel trail connects the pedestrian overpass over McKenzie Avenue and Carey Road to Columbine Way, with a small bridge over Swan Creek. There is no crosswalk to facilitate pedestrian crossings from where the pathway meets Columbine Way, although according to families at McKenzie Elementary, there used to be one there. In that area, a curb drop in the median in the middle of Columbine Way in that area is present, but the pedestrian crossing is neither painted nor signed, leaving families reluctant to consider it part of a “safe” walking route to school.

On the south side of Columbine Way, the pedestrian pathway meets a stairway on the other side of Columbine Way, which leads up to Raymond Street and Fermoy Place. Parents commented in the take-home surveys that this stairway is often dark and unwelcoming due to overgrown vegetation and poor lighting.



▲ **Columbine Way, where trail from Swan Creek meets stairs at Fermoy Place.**

▼ **Swan Creek Pathway near Carey Road and Columbine Way**





▲ **Marked crosswalks across Carey Road (right side of the image) and Columbine Way (front of the image).**

8.

Crossing Carey Road and Columbine Way

The intersection of Carey Road and Columbine Way is a source of pedestrian and cycling safety concerns for some parents at McKenzie Elementary, particularly with respect to pedestrian crossings.

The intersection features one zebra-striped and signalled crosswalk across Carey Road on its south side. However, according to parents, motor vehicle traffic on Carey road is fast, and drivers don't always yield right-of-way to pedestrians who are in the crosswalk or waiting to cross.

Crossing Columbine Way at Carey Road seems to be an even greater source of concern for families at McKenzie Elementary. The crosswalk is painted with parallel lines, but the large curb radii on both sides mean that the distance pedestrians must travel is quite long, and parents commented through the take-home survey that motor vehicles turning left from Carey Road onto Columbine Way are often moving quickly and not looking for pedestrians.

9.

Marigold Road

In late 2015 and early 2016, a sidewalk was installed on the south side of Marigold Road in the northwest corner of the catchment. The new sidewalk has improved walkability, but this has highlighted another issue: some families at McKenzie Elementary expressed concerns about the safety of crossing Marigold Road from the north side, in order to access the new sidewalk, due to the high volumes and speeds of motor vehicle traffic on Marigold Road.

There is a zebra-striped crosswalk just east of Interurban Road, across Marigold Road, which connects portions of the Colquitz River trail system. However, there are no intersection controls or traffic calming measures on Marigold Road between Interurban Road and Carey Road. The District of Saanich did not install a crosswalk across Marigold Road at Carey Road, because restricted visibility and poor sightlines due to the geometry of the intersection and the incline at Marigold Road make it an unsafe crossing point for pedestrians.

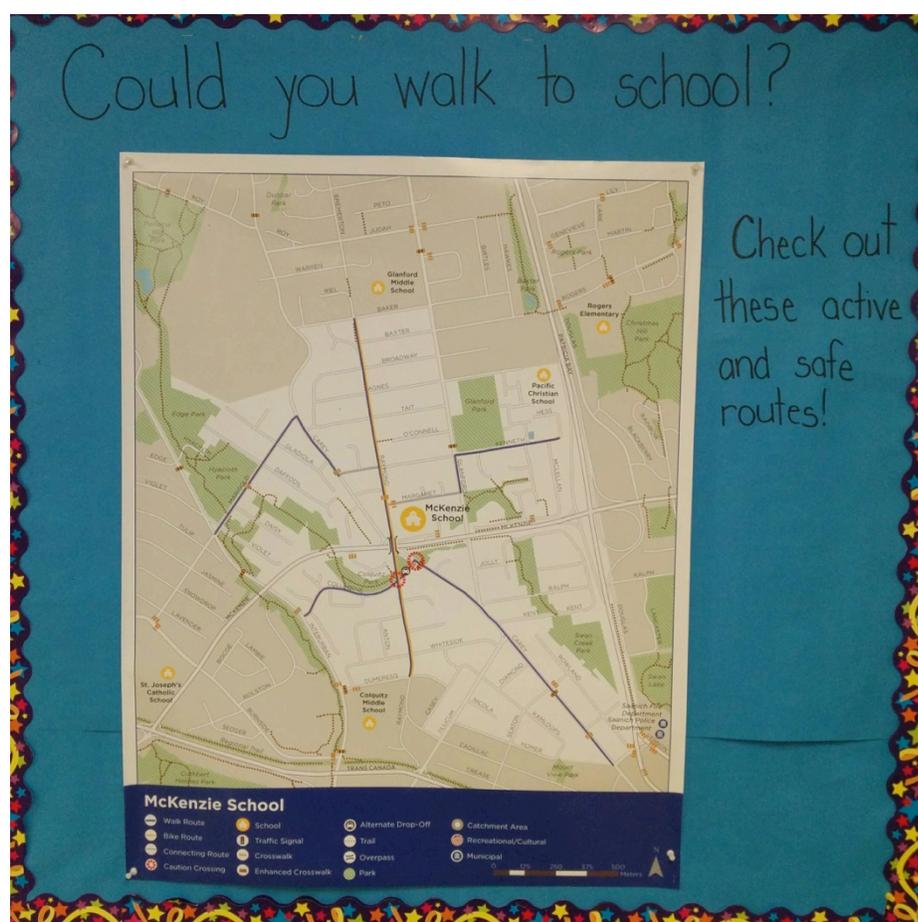


- ▲ **Marigold Road at Daffodil Road, with sidewalks on the south side of Marigold Road but not on the north side, and no marked pedestrian crosswalk in the area.**

School Travel Planning Implementation

Best Routes to School Map

Best Routes to School Maps feature the best walking and cycling routes that connect various areas of the catchment to the school. Routes were selected based on information from baseline family take-home surveys, walkabout information, and PAC consultation. The routes selected feature sidewalks, cycling lanes when applicable, and supported crossings (crosswalks and intersections).



▲ McKenzie's Best Routes to School map displayed in the main foyer of the school

A printed, poster-sized copy of McKenzie's draft Best Routes to School map is displayed prominently in the main foyer of the school for all to see. Students, families and teachers are encouraged to consult the map to find the walking or cycling route.

or Drive to Five location, that works best for them. In the fall of 2017, McKenzie's principal shared the location of the Best Routes to School with the school's families through social media.

Action Plan

An Action Plan was developed to document the itemized recommendations and actions that have emerged from the school travel planning process. It features actions for which various stakeholders are responsible, including infrastructure recommendations that the District of Saanich staff will investigate as well as engagement and education opportunities that the school community will explore.

Each action listed in the Action Plan supports one or more of the following goals:

- 1) Improve walking routes to school
- 2) Improve cycling routes to school
- 3) Improve traffic safety in the school zone
- 4) Encourage uptake of active travel to and from school
- 5) Promote alternative student drop-off location
- 6) Monitoring effectiveness of school travel planning efforts

School Efforts

Bike to School Week

McKenzie Elementary participated in Bike to School Week 2016, from May 30 to June 3. Some families offered to lead bike trains to bike to and from school with other families.

Bike Rodeo

In May 2016, Saanich Police held a Bike Rodeo at McKenzie Elementary. Students were taught basic road safety. An obstacle course was set up in the schoolyard, and students could cycle, scooter, or walk the course to learn about how to manoeuvre safely.



▲ Saanich Police held a Bike Rodeo at McKenzie Elementary

HASTe's Active & Safe Routes to School facilitator ran a bike-decorating station during this event, encouraging students to form a personal relationship with their bikes.

Walking School Bus

In the fall of 2017, McKenzie began a formal Walking School Bus program, led by a parent volunteer. Participants meet at Trinity United Church at the corner of Tillicum Rd. and Carey Rd. once per month and walk to school together along Carey Rd.

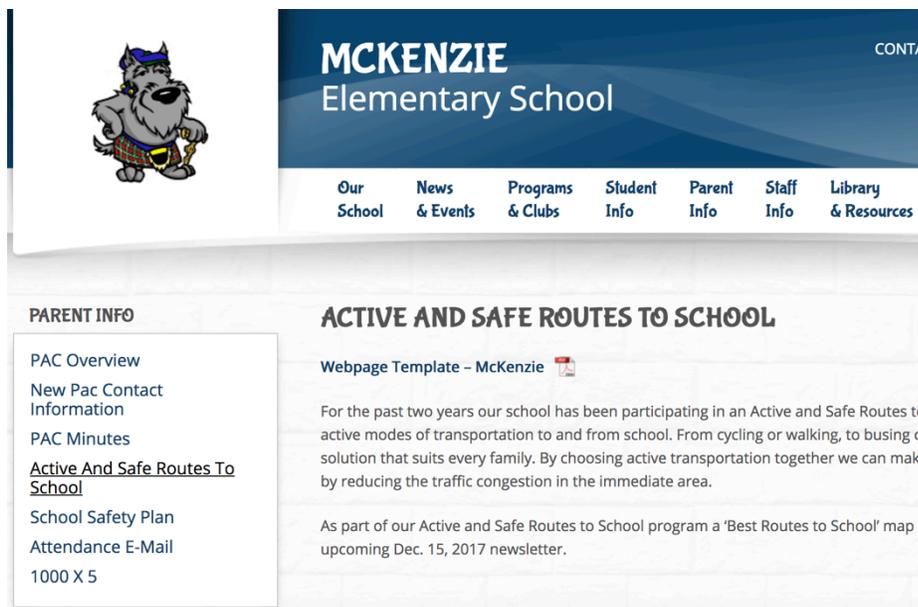
The PAC provided funding to have a 5ft by 3ft 'bus' sign printed out for students to display as they walk to school. The sign adds an element of fun and excitement for the students, encourages participation, and raises community awareness of the initiative.

Active Travel on the School Website

The STP facilitator provided the administration with a webpage template highlighting the benefits of active travel, active travel data specific to McKenzie Elementary, and resources to assist parents in planning active trips to school. The template formed the basis of

SCHOOL TRAVEL PLAN

an Active and Safe Routes to School page on the school's website.



The screenshot shows the McKenzie Elementary School website. At the top left is a cartoon mascot of a grey dog wearing a blue and yellow sash. To the right is a dark blue header with the school name 'MCKENZIE Elementary School' and a 'CONTACT' link. Below the header is a navigation menu with links for 'Our School', 'News & Events', 'Programs & Clubs', 'Student Info', 'Parent Info', 'Staff Info', and 'Library & Resources'. The main content area is divided into two columns. The left column is titled 'PARENT INFO' and contains links for 'PAC Overview', 'New Pac Contact Information', 'PAC Minutes', 'Active And Safe Routes To School', 'School Safety Plan', 'Attendance E-Mail', and '1000 X 5'. The right column is titled 'ACTIVE AND SAFE ROUTES TO SCHOOL' and features a 'Webpage Template - McKenzie' link with a red icon. Below this is a paragraph of text: 'For the past two years our school has been participating in an Active and Safe Routes to active modes of transportation to and from school. From cycling or walking, to busing or solution that suits every family. By choosing active transportation together we can make by reducing the traffic congestion in the immediate area.' At the bottom of this column is another paragraph: 'As part of our Active and Safe Routes to School program a 'Best Routes to School' map h upcoming Dec. 15, 2017 newsletter.'

▲ **Active and Safe Routes to School on McKenzie's website**

Methodology

Follow-up school travel data at McKenzie Elementary was collected through hands-up surveys in the classrooms and take-home family surveys.

Surveys

Follow-up hands-up and take-home surveys were conducted in November 2017, 2 years after baseline data was collected.

Take-Home Family Survey

In November 2017, students were sent home with a take-home family survey, which families were asked to complete and return to the school. A total of 95 families completed the follow-up survey representing 124 children, for a return rate of 59%. For a copy of the follow-up take-home family survey, please see Appendix 6.

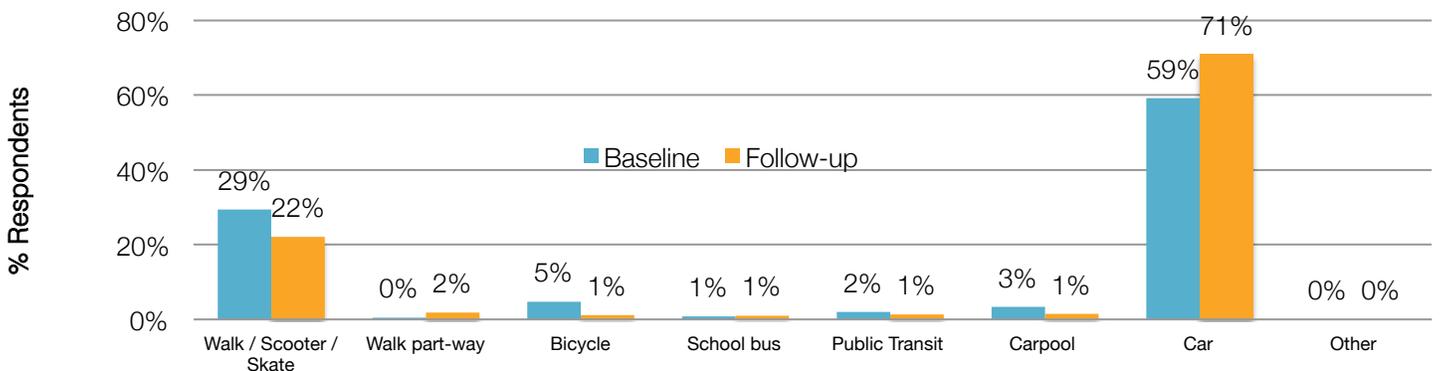
Hands-Up Survey

10 classrooms participated in the hands-up survey. Classroom teachers recorded how students travelled to and from school every weekday over a one-week period. The format of the follow-up hands-up survey was identical to the baseline survey (Appendix 3) conducted in 2015.

Survey Findings

Mode Share to School

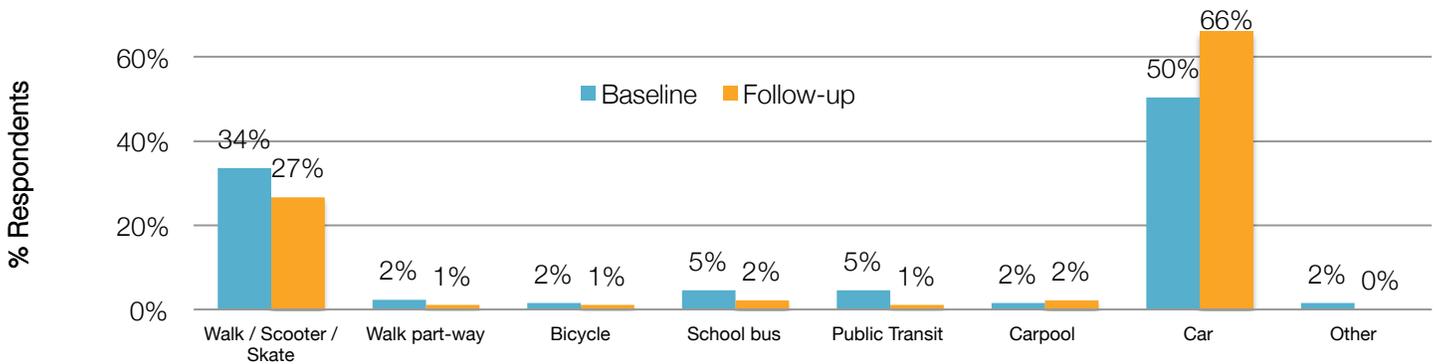
▼ Hands-Up Survey



SCHOOL TRAVEL PLAN

Data from the follow-up hands-up survey found that the rate of walking to school at McKenzie Elementary decline by almost a quarter (24%), while the rate of driving increased by 20%.

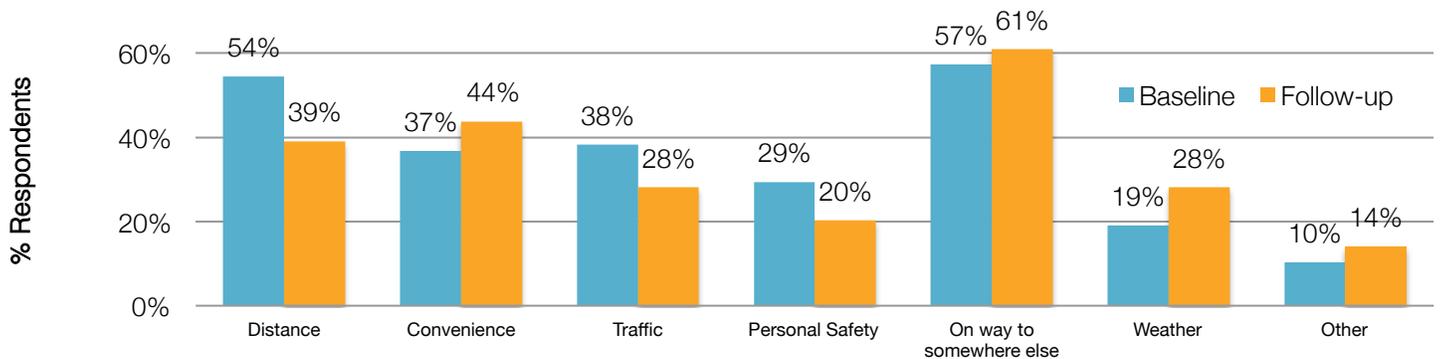
▼ Take-Home Survey



Similarly, data from the follow-up take-home survey found that the rate of walking to school decreased, this time by 20%, while the rate of driving increased by 32%.

Other Notable Findings

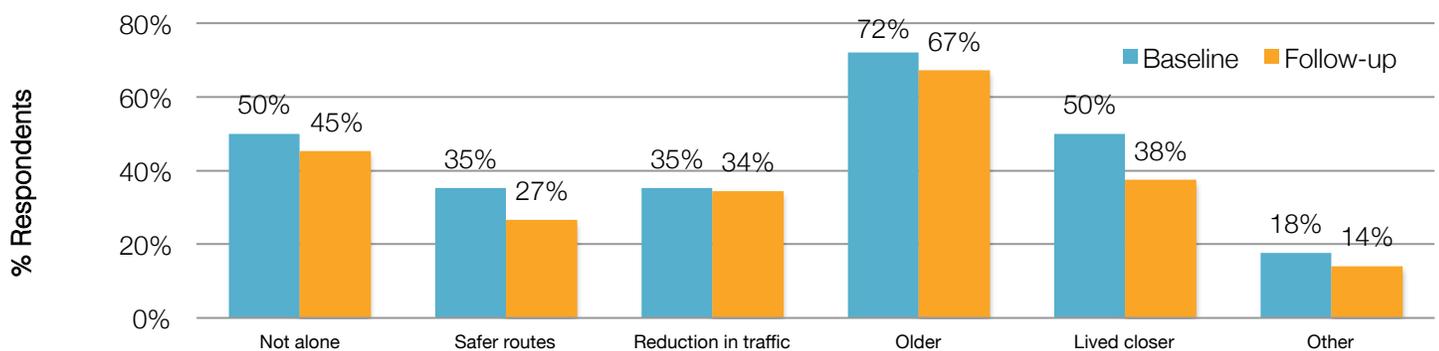
▼ I drive my child to school because...



Between the baseline and follow-up surveys, being on the way somewhere else remained the reason most commonly cited by parents for why they drove their children to school. Convenience replaced distance as the second most popular reason given, even

though roughly the same proportion of parents reported living more than 1.6 km away from the school in the baseline (31%) and follow-up (31%) surveys. Indeed, almost half of parents (45%) who responded to the follow-up survey and indicated that they live within 500 m of the school reported that they usually drive their child(ren) to school, more than double the number (21%) in the baseline survey.

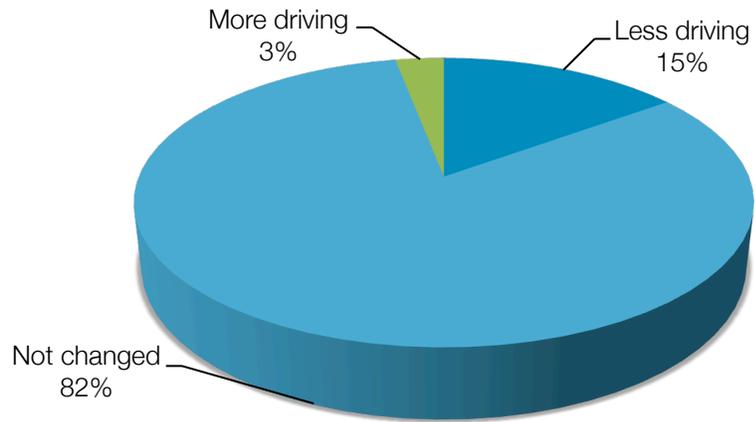
▼ I would allow my child(ren) to walk to school if...



Between the baseline and follow-up surveys, not being alone and being older remained the most common conditions under which parents who usually drove their children to school would consider allowing them to walk. Distance became a less important consideration, as it did in the survey question about reasons for driving.

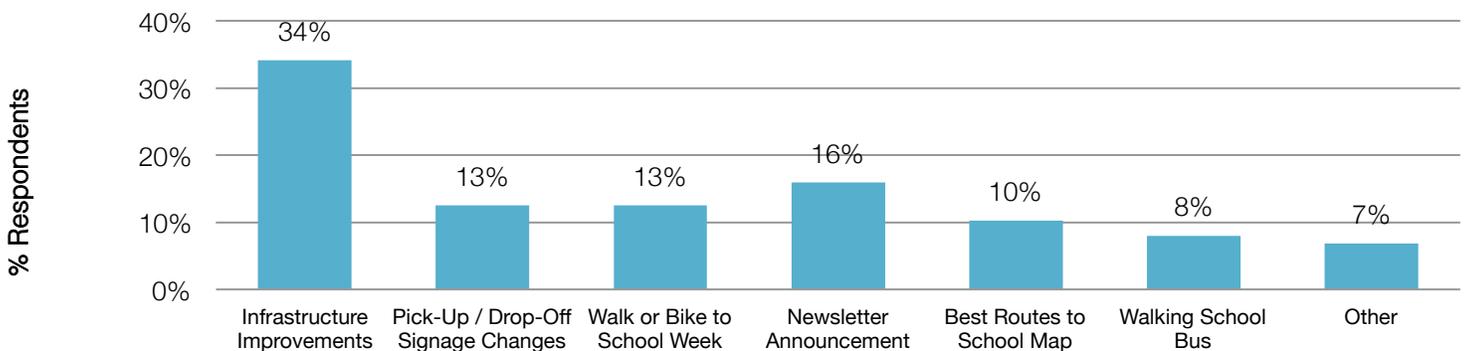
Though two-thirds of parents (67%) who responded to the follow-up survey suggested that they would allow their child(ren) to walk to school if they were older, survey data shows that students between the ages of 10 and 12 years old were just as likely to be driven to school (65% single family and carpool rate combined) as were students between the ages of 4 and 6 years old (64%).

▼ In what ways have your family's school travel habits changed?



In the follow-up survey, 15% of families reported that they were driving less to school, 3% that they were driving more to school, and 82% 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 follow-up survey felt that infrastructure improvements were the most effective activities implemented during the STP process.

STP Municipal Stakeholder Committee

A Municipal Stakeholder Committee was formed to support the School Travel Planning process, with representatives from various organizations, agencies, and departments that have an interest in addressing the barriers to safe active travel to and from school.

The STP Stakeholder Committee for 2015-2016 involved:

District of Saanich

- Troy McKay, Senior Transportation Technologist
- Sandra Liddell, Engineering Technologist IV
- Mike Goldsworthy, Park Planner Designer
- Doug Roberts, Senior Bylaw Enforcement
- Shari Holmes-Saltzman, Planner

Greater Victoria School District

- David Loveridge, Director of Facilities
- Marnice Jones, Coordinator of Healthy, Safe and Caring Schools
- Harold Caldwell, District Principal

Capital Regional District

- Sarah Webb, Active Transportation Program Manager

Saanich Police

- Constable Dani Frohloff, School Liaison Officer

BC Transit

- Adriana McMullen, Transportation Planner
- Nicole Simpson, Bus Stop Coordinator

Other agencies

- ICBC - Colleen Woodger, Road Safety Coordinator
- Island Health - Shannon Marshall, Director Community Relations
- Ministry of Transportation and Infrastructure - Shawn Haley, Area Manager, Roads

Cycling and Walking Advocates

- Greater Victoria Cycling Coalition - Ray Straatsma
- Greater Victoria Bike to Work Society - Lise Richard, Event and Bike Skills Coordinator
- WeBike/CanBike - Cindy Marven

McKenzie Elementary School STP Steering Committee

- Principal Read Jorgensen (2015-2016), Joanna Snow (2016-2017)
- PAC Chair: Michelle Schmit
- PAC Members and parents:

Appendix 1: Invitation to Principal

Appendix 2: Baseline Take-Home Survey

Appendix 3: Hands Up Survey

Appendix 4: Walkabout Info Sheet

Appendix 5: School Travel Action Plan

Appendix 6: Best Route to School Map

Appendix 7: Follow-Up Take-Home Survey

File: Active and Safe Routes to School Program

September 2, 2015

Read Jorgensen, Principal
McKenzie Elementary
4005 Raymond Street N.
Victoria, BC V8Z 4K9

Dear Mr. Jorgensen:

Re: Active and Safe Routes to School Program and Participation

McKenzie Elementary has been selected as one of five schools invited to participate in the District of Saanich's 2015-2016 Active and Safe Routes to School program, including the School Travel Planning process.

School Travel Planning is a successful national process that creates informed stakeholders and partnerships to help tackle the challenges schools currently face in promoting safer walking and cycling trips to school and addressing traffic safety in the school zone (www.saferoutestoschool.ca). The District of Saanich will be partnering with HASTe BC, the Hub for Active School Travel in British Columbia (www.hastebc.org), to facilitate the School Travel Planning process. The School Travel Planning process will bring together members of the school community -- parents, teachers, staff, students, etc. -- along with external stakeholders to identify barriers to active travel while working together to implement solutions. Participating in this facilitated, collaborative process will help your school identify opportunities to encourage and support active trips to school, and solutions to traffic safety concerns. This process will include the production of a Best Routes to School Map, guiding safe active routes to school, as well as a useful Action Plan documenting the program development.

Attached is an example of a school travel plan recently completed by HASTe in partnership with W.E. Kinvig Elementary and the City of Surrey.

Over the next few weeks HASTe's Active and Safe Routes to School Facilitator, Stefanie Hardman, will be contacting you directly to arrange for a meeting to provide a more detailed overview of the program, process and confirm your school's interest in participating.

In the meanwhile, please do not hesitate to contact me should you have any questions or require additional information.

Sincerely,

Sandra Liddell
Engineering Technologist IV

SL/cn

Enclosure

G:\!Protect_Admin\SUBJECT\SAFE ROUTES TO SCHOOL 2015\McKenzie Elementary School ltr Sept 02 15.docx

**McKenzie
Elementary**
School Travel Planning



October 26, 2015

Dear Parent (Guardian):

McKenzie Elementary is taking part in the District of Saanich's School Travel Planning process this school year to help reduce school traffic congestion and encourage more students 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. This survey will help to better understand the travel choices made by families at McKenzie 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 Friday, October 30th, 2015.** 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: Stefanie Hardman at stef@hastebc.org

Thank you,

Read Jorgensen
Principal

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 / 26 / 2015): _____ / _____ / _____

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 (Translink)	<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 Korean
 Other please specify: _____

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

Child	Age	Sex	
		Boy	Girl
1		<input type="checkbox"/>	<input type="checkbox"/>
2		<input type="checkbox"/>	<input type="checkbox"/>
3		<input type="checkbox"/>	<input type="checkbox"/>
4		<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. Please share any further comments about your child’s journey to and from school.

11. 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?

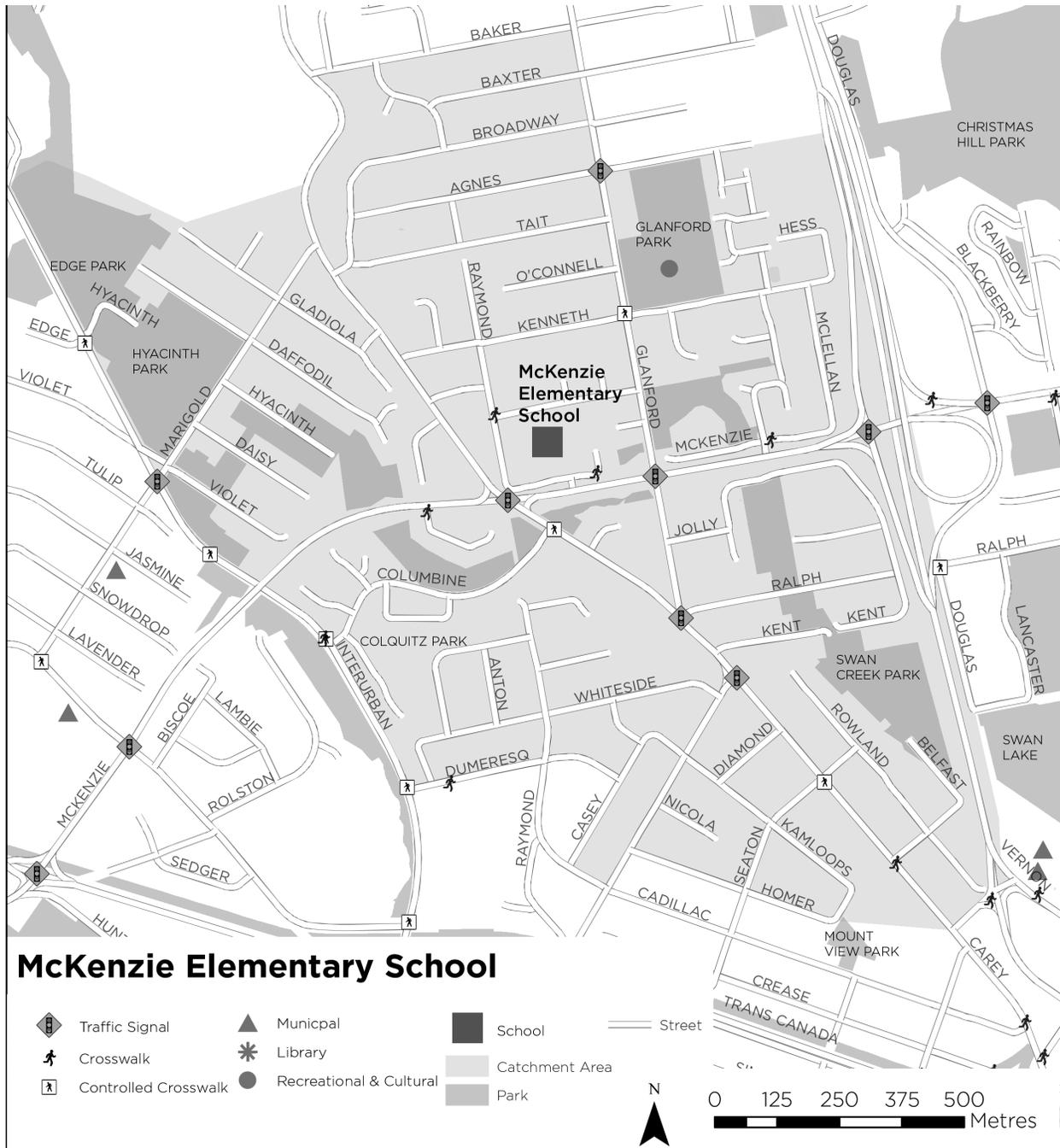
- YES NO

12. 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:

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 on the following page.



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 FRIDAY, OCTOBER 30th, 2015

HASTe BC (The Hub for Active School Travel) is the provincial lead for School Travel Planning in British Columbia: (www.hastebc.org)
 School Travel Planning in Saanich is sponsored by the District of Saanich (www.saanich.ca)

For more information please visit both of our websites or join us on Facebook or Twitter.





McKenzie Elementary School

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:

Thursday, October 15th – Wednesday, October 21st, 2015

Teacher: _____ Grade: _____ Division #: _____ # Students: _____

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

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

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

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

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

McKenzie Elementary School – Traffic Safety Walkabout

Tuesday, March 8 – 8:00-10:00am

→ **Meeting point:** Outside school entrance on Raymond at 8:00am

School profile:

Principal – Mr Read Jorgenson
 Grades K-5
 Enrolment ~220

Mode	BL (%)	BL (%)
Walk / Scooter / Skate	29%	36%
Walk part-way	0%	1%
Bicycle	5%	5%
School bus	1%	1%
Public Transit (BC Transit)	2%	2%
Carpool (2 or more families)	3%	4%
Car (just your family)	59%	52%

Why does McKenzie drive?

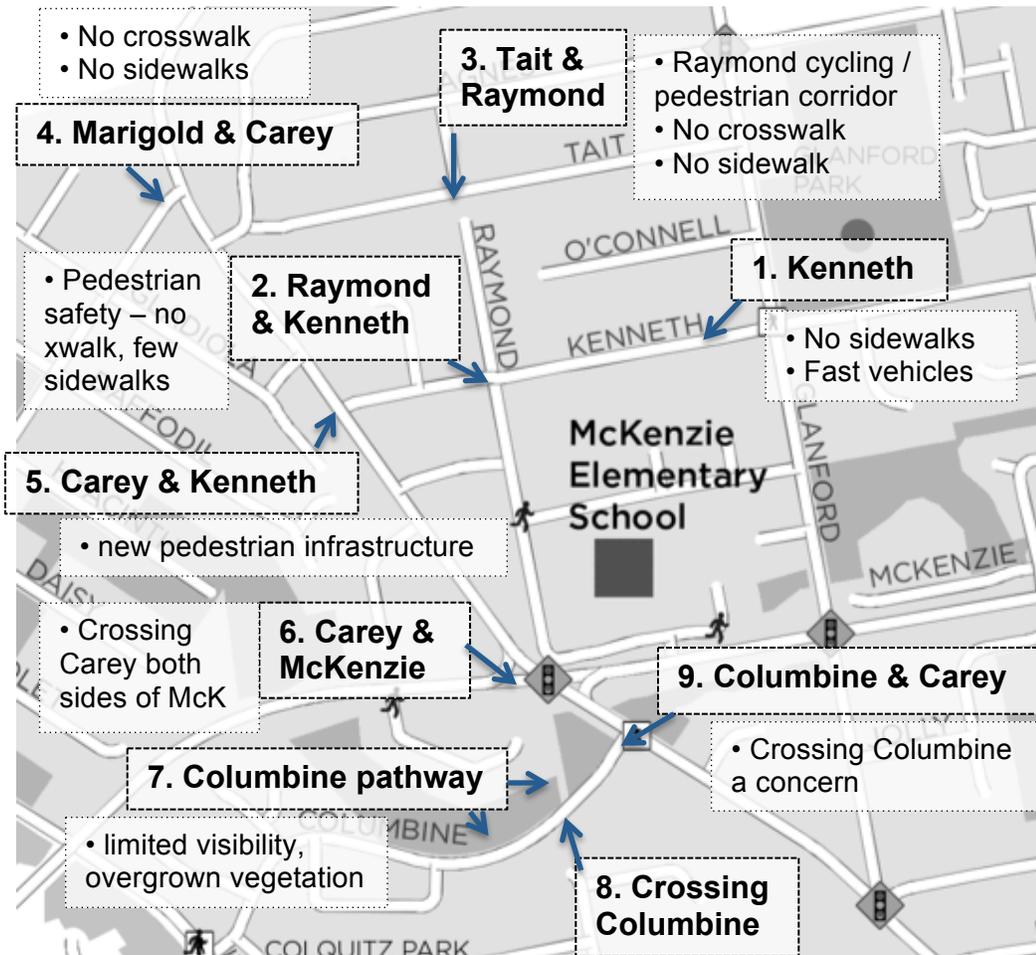
- 57% On way to somewhere else
- 54% Distance
- 38% Traffic

I would allow my child(ren) to walk or bike to school if:

- older
- not alone
- safer routes
- reduction in traffic

Distance: **69% live within a 15 minute walk of McKenzie**

Stef Hardman
 stef@hastebc.org
 416-520-8141





MacKenzie Elementary

School Travel Planning

Monday November 20th 2017

Dear Parent (Guardian):

McKenzie Elementary is working together with the District of Saanich's School Travel Planning program to support and encourage more students to walk, scooter, skate or cycle on their journey to and from school.

McKenzie Elementary took part in this program to:

- Improve safety in our community.
- Improve health and well-being of our students.
- Increase the number of students arriving alert and ready to learn.
- Reduce pollution where our students play.
- Reduce traffic congestion at and around the school.

Some highlights from the project include; the beginning of our Walking School bus program (including a giant walking bus!) and a poster-size print out of our Best Routes Map. We have been using the poster map as well as the print out version to educate students about the safest routes currently to use to get to school.

Please take 5 minutes to complete this survey. This survey is to help us understand the impact School Travel Planning has had on travel behavior to and from McKenzie Elementary. **You only need to submit one survey per family by Friday November 24th 2017.** 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 process, please contact: Lise Richard, lise@hastebc.org or jsnow@sd61.bc.ca to find out more about the Walking School Bus program

Thank you,

J. Snow & M. Postle
Principal & Vice Principal



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

Family Transportation Survey

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

(e.g. November / 22 / 2017): _____/_____/_____

Please complete ONE survey per family.

1. Did you complete the first Family Transportation Survey in October 2015? (Circle one)

YES NO NOT SURE

2. How does your child(ren) **usually** get to and from school?

CHOOSE ONLY ONE BOX FROM EACH COLUMN

(If two modes are common, e.g. *walking* and *driving*, choose the one they do **most often.**)

	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): _____

3. Who usually accompanies your child on the way to school?

Parent/Grandparent Other Adult Sibling Friend Child travels alone

4. 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

5. What language does your family speak at home?

- English Mandarin/Cantonese/Chinese Punjabi/Hindi
 Other please specify: _____

6. Please fill in the age and sex 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"/>

7. 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 8-10 if your child/ children are usually driven to or from school. If not, please skip to question 11

8. 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)_____

9. 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)_____

10. 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 11 below

11. In what ways have your family's school travel habits changed, since the School Travel Planning process began?

- less driving (e.g. more carpooling, walking, cycling, taking public transit, etc.)
- not changed
- more driving

Comments: _____

12. If you are driving less for trips to or from school, what are you or your child(ren) doing more of?

- Walking
- Cycling
- Transit
- Other: (explain): _____

13. Has the volume of vehicle traffic outside this school changed since the School Travel Planning process began?

- decreased not changed increased

Comments: _____

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

15. Which school travel planning activities do you feel have been most effective for your family? (check all that apply.)

- Infrastructure improvements, e.g. signage, crosswalk upgrades, speed bumps
- Pick-Up Drop-Off signage changes
- Walk or Bike to School Week events and prizes
- Newsletter Announcements
- Best Routes to School Map Brochure
- The Waking School Bus program
- Other

16. Do you support ongoing School Travel Planning efforts to make the school area safer, healthier and better connected to the community, by focusing on ways to reduce the number of children traveling to and from school by car?

YES

NO

17. If you would like to continue to help with School Travel Planning efforts (e.g: attend Parent Advisory Council (PAC) Meetings or encourage Walking Wednesday promotion) please provide your name, email and telephone (Optional: if you prefer to be called) below:

THANK YOU FOR YOUR TIME. PLEASE HAVE THIS SURVEY COMPLETED AND RETURNED TO THE SCHOOL BY FRIDAY NOVEMBER 24TH 2017

HASTe BC (The Hub for Active School Travel) is the provincial lead for School Travel Planning in British Columbia: (www.hastebc.org)

School Travel Planning in Saanich is sponsored by the District of Saanich (www.saanich.ca)



McKenzie Elementary School – STP Action Plan

Action Priority Legend:	Complete	High	Medium	Low
--------------------------------	----------	------	--------	-----

Goals:

- 1) Improve walking routes to school
- 2) Improve cycling routes to school
- 3) Improve traffic safety in the school zone
- 4) Encourage uptake of active travel to and from school
- 5) Promote alternative student-drop off location
- 6) Monitor effectiveness of school travel planning efforts

School Travel Plan						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
	Baseline Data Collection	HASTe Facilitator	Collect data re: school travel mode share and attitudes through Hands-Up and Take-Home surveys.	6	Complete	District of Saanich
	Complete “Best Route to School” maps	HASTe Facilitator; Stakeholder Committee; PAC	Develop Best Walking and Cycling Route to School using community input and feedback and codify them in a map of the catchment, to be distributed to McKenzie Elementary School families.	4,5	Complete	District of Saanich
	Engagement & Programming	HASTe Facilitator; McKenzie administration; PAC	Engage with school community, including students, to support the development of events and programming to encourage active travel	4	Complete	District of Saanich
	Complete School Travel Plan	HASTe Facilitator; Stakeholder	Facilitator to complete draft plan, solicit feedback from school planning committee and steering committee.	1,2,3, 4,5,6	Complete	District of Saanich

		Committee; PAC				
Reporting		HAS ^{Te} Facilitator	Oversee the implementation of Action Plan items and track the actual timing and cost of initiatives versus planned.	6	Ongoing	District of Saanich
Follow Up Data Collection		HAS ^{Te} Facilitator	Collect follow up data re: school travel mode share and attitudes through Hands-Up and Take-Home surveys.	6	Complete	District of Saanich

Engagement & Programming

Active Travel Programming at McKenzie Elementary						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Best Routes to School Map	Promotion	McKenzie PAC & administration	Promote the Best Routes to School Map to encourage active travel to and from McKenzie	4,5	Complete	HAS ^{Te}
Walking School Bus at McKenzie Elementary	Programming	McKenzie PAC & administration	Investigate parents interest and capacity to coordinate and participate in a Walking School Bus program at McKenzie	4	Complete	

Alternative Drop Off Areas						
Within 5 minute walk to school	Programming & Infrastructure	HAS ^{Te} Facilitator; McKenzie administration; PAC	Identify and promote alternative drop off locations within a 5 minute walk to school, starting on a weekly basis (for example, "Freedom Friday").	5	As priorities and budget permit	
Raymond St and Margaret St	Programming	McKenzie administration; District of Saanich	Investigate possibility of closing down streets to car traffic for a day to encourage active travel, or at least parking elsewhere and walking.	4,5	As priorities and budget	

					permit	
--	--	--	--	--	--------	--

Bike to School Week (May 30-June 3, 2016)						
McKenzie Elementary School	Event planning & promotion	McKenzie administration & staff	Participate in annual Bike to School Week event. Register in BSW, publicize throughout school community, put up BSW poster in school foyer, and track active travel trips daily throughout the week.	4	Complete	HASTE, District of Saanich, Bike to Work Victoria
	Event planning & promotion	McKenzie PAC	Support event with volunteers. Promote through PAC communicate channels.	4	Complete	HASTE, District of Saanich

Raymond St Corridor						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Raymond St corridor	Engagement & Infrastructure	District of Saanich & McKenzie Elementary	Involve students in wayfinding and placemaking initiatives when enhancing Raymond St Corridor.	1,4	TBD	TBD
Raymond St corridor	Engagement & event planning	McKenzie Elementary	Have a day of celebration of the Raymond St Corridor. Could have grade 5 kids guiding walking & cycling along it, wearing orange vests. Activities, games, art, rewards.	1,4	TBD	TBD

Traffic Safety

Margaret St						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
School yard bordering	Infrastructure	SD61	Explore feasibility of creating pathway along north side of schoolyard, adjacent to	1	2016	TBD

Margaret St			Margaret St. This could reduce the number of students having to walk along the length of Margaret St, which has no sidewalks or bikelanes.			
Margaret St	Infrastructure	District of Saanich	Explore pedestrian safety infrastructure changes. No sidewalks and limited visibility due to incline on this very popular pedestrian route directly bordering school. *This item has been added to the sidewalk priority list	1,3	As priorities and budget permit	TBD
Margaret St	Enforcement	Saanich PD	Monitor motor vehicle traffic and enforce parking bylaws on Margaret St during beginning and end of school day.	3	Ongoing	TBD

Kenneth St						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Kenneth St between Carey Rd & Glanford Ave	Infrastructure	District of Saanich	Pedestrian safety concerns along this very popular walking route: no sidewalks, lack of stop signs or traffic calming measures. Review options for improving pedestrian safety along Kenneth St. between Carey Rd & Glanford Ave. *This item has been added to the sidewalk priority list	1,3	As priorities and budget permit	TBD
Intersection of Raymond St & Kenneth St	Infrastructure	District of Saanich	Review options for appropriate intersection treatment to facilitate safe pedestrian/bike crossing on Raymond and also allow for traffic calming & control. Possible options identified by school community include:	As priorities and budget permit	2016	TBD

			<ul style="list-style-type: none"> ○ 4 way stop, installing stop signs on Kenneth. ○ Installing traffic circle. ○ Installing crosswalk across Kenneth. <p>*This item has been added to the Districts crosswalk priority list.</p>			
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Raymond St Corridor						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Riel Pl & Baker St	Infrastructure & Signage	District of Saanich	Explore intersection treatment options to facilitate safe crossing by all road users, with attention to pedestrian & cycling safety concerns when crossing Baker St while travelling along Raymond St pedestrian & cycling corridor. *Cycling infrastructure projects will be prioritized upon completion of the Active Transportation Plan	1,2,3	As priorities and budget permit	TBD
Raymond St & Agnes St	Infrastructure & Signage	District of Saanich	Explore intersection treatment options to facilitate safe crossing by all road users, with attention to pedestrian & cycling safety concerns when crossing Agnes St while travelling along Raymond St pedestrian & cycling corridor. *Cycling infrastructure projects will be prioritized upon completion of the Active Transportation Plan	1,2,3	As priorities and budget permit	TBD
Raymond St & Broadway St	Infrastructure & Signage	District of Saanich	Explore intersection treatment options to facilitate safe crossing by all road users, with attention to pedestrian & cycling safety concerns when crossing Broadway St while	1,2,3	As priorities and budget	TBD

			travelling along Raymond St pedestrian & cycling corridor. *Cycling infrastructure projects will be prioritized upon completion of the Active Transportation Plan		permit	
Raymond St & Tait St	Infrastructure & Signage	District of Saanich	Explore intersection treatment options to facilitate safe crossing by all road users, with attention to pedestrian & cycling safety concerns when crossing Tait St while travelling along Raymond St pedestrian & cycling corridor. *Cycling infrastructure projects will be prioritized upon completion of the Active Transportation Plan	1,2,3	As priorities and budget permit	TBD
Raymond St Corridor	Infrastructure & Engagement	District of Saanich & McKenzie students	Involve students in wayfinding and placemaking initiatives when enhancing Raymond St Corridor.	1,2,3,4	TBD	TBD

Columbine Way						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Carey Rd & Columbine Way	Infrastructure	District of Saanich	Investigate opportunities for pedestrian safety improvements, with attention to pedestrian safety concerns crossing both Carey Road and Columbine Way due to long crossing distances and busy traffic. *This item has been added to the Districts crosswalk priority list.	1,3	As priorities and budget permit	TBD
Columbine Way pathway & road	Infrastructure	District of Saanich	Review warrant for pedestrian crossing where pathway meets Columbine Rd (just	1,3	As priorities	TBD

			west of Carey Rd). Lack/removal of crosswalk a pedestrian safety concern for school community. *This item has been added to the Districts crosswalk priority list.		and budget permit	
Columbine Way / Swan Creek pathway	Maintenance	District of Saanich Parks	Trim and control vegetation to increase visibility.	1	As priorities and budget permit	TBD
Stairway from Raymond/ Fermoy PI	Infrastructure	District of Saanich	Review lighting in this area. Concerns about limited visibility – dark due to vegetation. *This item has been added to Engineering’s calls for service at engineering@saanich.ca for review	1	As priorities and budget permit	TBD

Carey Rd & Tait St / Marigold Rd						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Carey & Tait St / Marigold Rd	Infrastructure	District of Saanich	Review pedestrian connectivity in Marigold (& flower streets) area. *This item has been added to the Districts crosswalk priority list.	1	As priorities and budget permit	TBD
Marigold Rd & Daffodil Ave	Infrastructure	District of Saanich	Review warrant for pedestrian crossing Marigold Rd at Daffodil Ave. *This item has been added to the Districts crosswalk priority list.	1	As priorities and budget permit	TBD