

SCHOOL TRAVEL PLAN

Northridge Elementary



Transportation and
Development Division
9 January 2017



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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

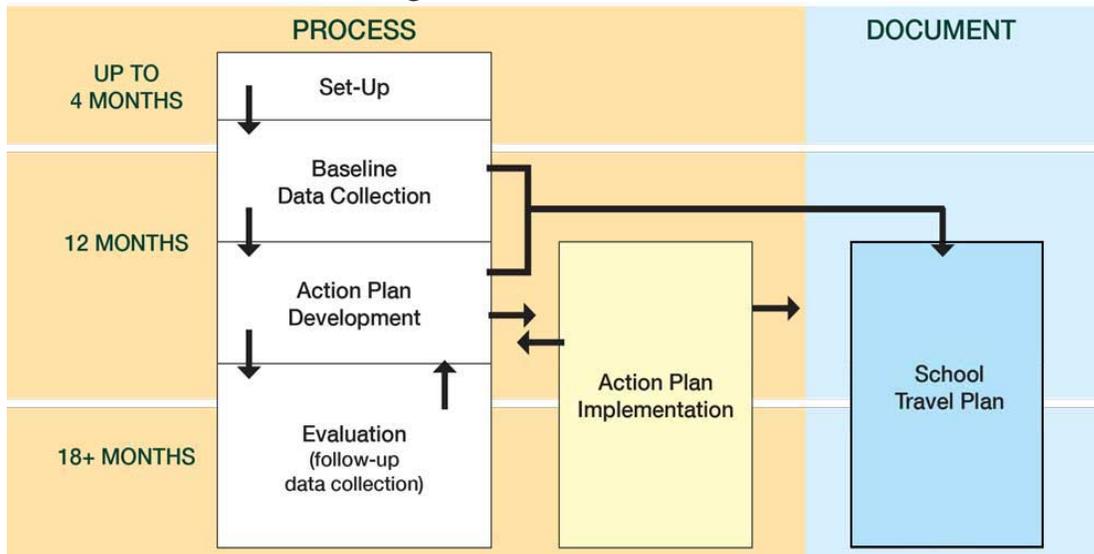
School Travel Planning is a community-based planning process that has been used with success to date in communities across Canada to increase the number of families choosing active transportation modes to get to and from school. School Travel Planning uses a collaborative approach, working to involve 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: Northridge Elementary School Travel Plan

The 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 Northridge Elementary School in the fall of 2015.

School Overview

Northridge Elementary School (hereinafter: Northridge) is part of the Greater Victoria School District, SD61. It is located at 4190 Carey Road, in the Carey area of the District of Saanich.

Northridge had an enrollment of 285 students in September 2015, attending full-day kindergarten to grade 5 classes.

The Northridge website makes the connection between health and education: “At Northridge we know that taking care of our health will help us become the best learners we can be.”

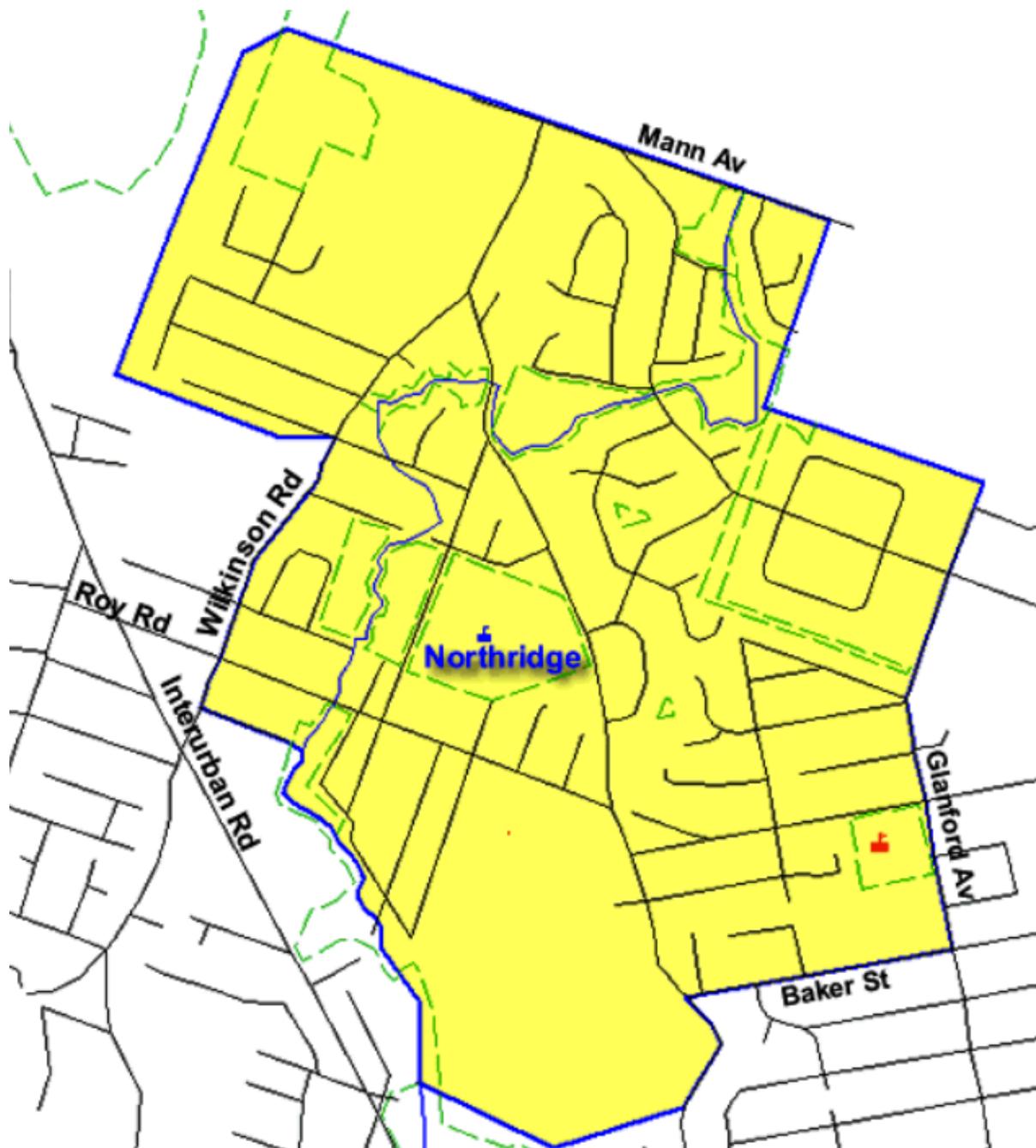
Transportation

Northridge is located on the west side of Carey Road, at Ridgebank Crescent. Carey Road is classified as a collector road and it is also a transit bus route.

Northridge’s main school entrance, with a ramp for access, faces north. Carey Road features sidewalks: on the west side of the road, north of the school; and on the east side of the road, south of the school. There is an enhanced crosswalk directly outside of the school’s front entrance, crossing Carey Road just north of Ridgebank Crescent.

There is a motor vehicle drop-off loop directly off Carey Road at the front entrance of the school, into which cars pull in, move in one direction, and briefly stop to drop off students. There is a staff parking lot next to the drop-off loop.

There are bike racks located to the west of the main school entrance, adjacent to the parking lot.



▲ Northridge catchment area (Source: SD61's website)

Neighbourhood Overview

Land Use

The Carey area, in which Northridge is located, is primarily suburban residential with some rural elements. According to the Carey Local Area Plan, 98% of all residential parcels feature single-family dwellings.

The area does not contain any large commercial centres that draw regional traffic to the region. There is a small commercial/industrial area to the northeast of the school, at Glanford Avenue and Vanalman Avenue.

Transportation

Northridge is located near multiple parks, including Panama Flats, Hyacinth Park, Copley Park, and Layritz Park. The school is also located in close proximity to the Colquitz River trail network, which provides connections to Glendale Trail, Royal Oak Trail, and the regional Galloping Goose pedestrian and cycling trail.

There are several major motor vehicle routes throughout the catchment area. Both Glanford Avenue and Wilkinson Road are classified as major roads. There are also several collector roads, including Carey Road, Interurban Road, and Vanalman Avenue.

Walk Score is an online walkability index that rates how easy it is to get around a given neighbourhood and access community amenities by walking (www.walkscore.com). The website gives the Carey area a Walk Score of 30/100, considering it to be car-dependent for most errands. However, the number of parks and trails within Northridge's catchment, and the fact that many Northridge families live close to the school, suggest that the school is a walkable destination for many.

There are a few Victoria Regional BC Transit routes that run through Northridge's catchment area.

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 November 2015.

Take-Home Family Survey

In November 2015, students were sent home with take-home family surveys. Families were to complete and return surveys to the school, and 118 families did so. For a copy of the baseline Take-Home Family Survey, please see Appendix 2.

Hands-Up Survey

Nine classrooms participated in the hands-up survey. Classroom teachers recorded daily mode share students used to get to and from school over a one-week period, from November 2 to 6, 2015. For a copy of the baseline hands-up survey, please see Appendix 3.

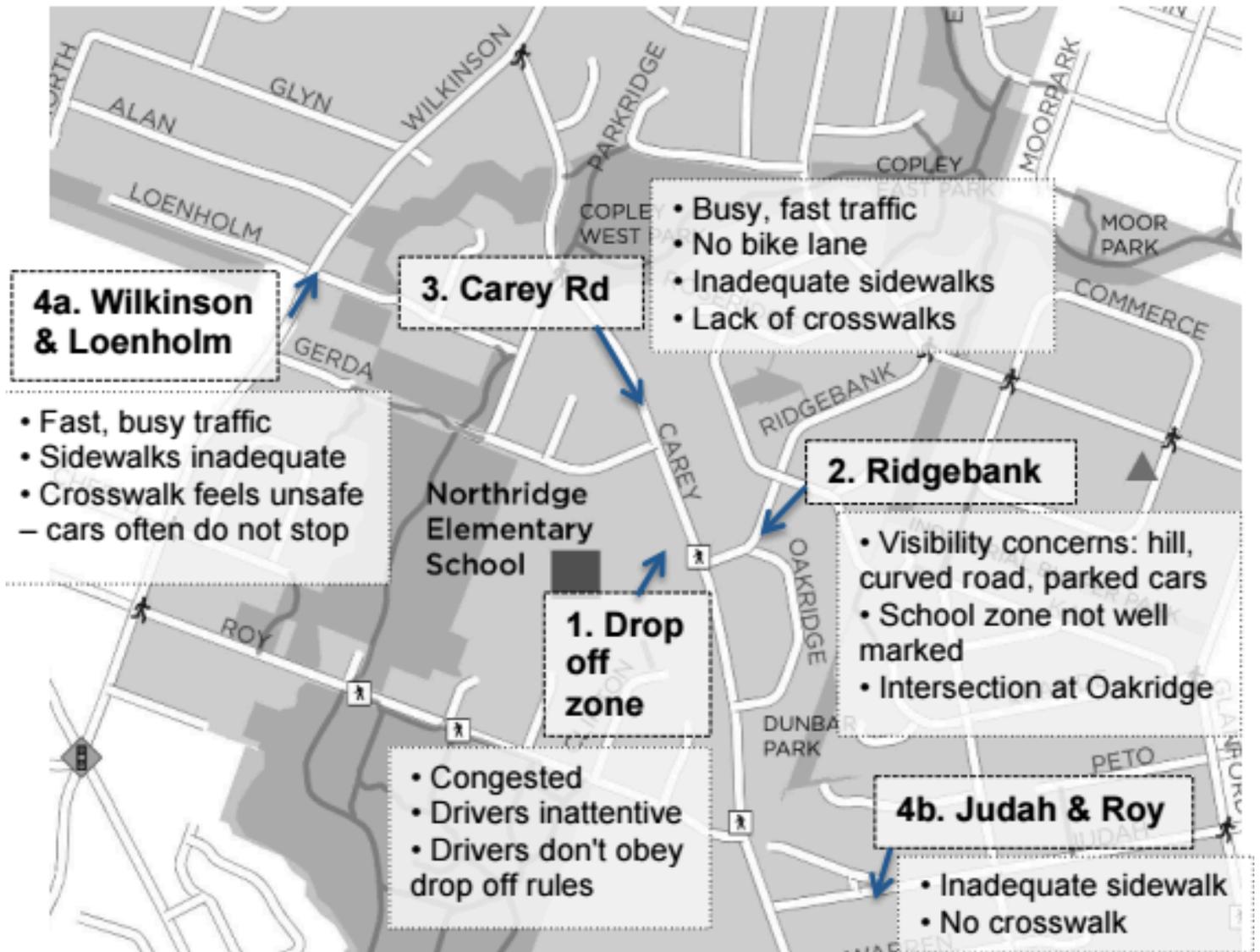
School Travel Walkabout

The Northridge walkabout took place on February 26, 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.

Pictured here

One walkabout group examining the crosswalk at Vanalman Avenue and Ridgebank Crescent.



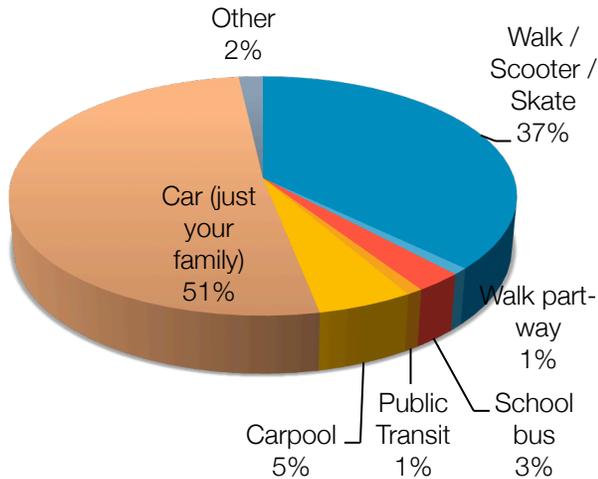


▲ Map of concerns visited during Northridge walkabout.

Baseline Survey Findings

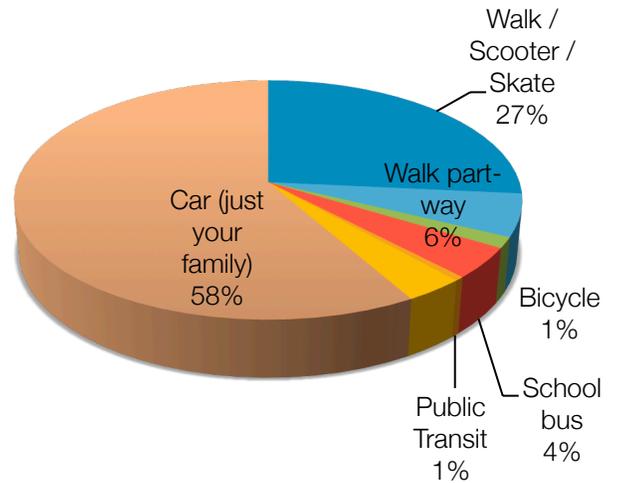
Mode Share to School

▼ Take-Home Survey



According to the take-home survey, more than half (56%) of families usually arrive at Northridge by car. While 5% of trips to school are carpools involving more than one family, 51% of Northridge students arrive at school by car with just their family. 37% of students usually walk, scooter or skate to school, 3% arrive using the school bus and 1% use public transit. No families indicated that they usually travel to Northridge by bicycle.

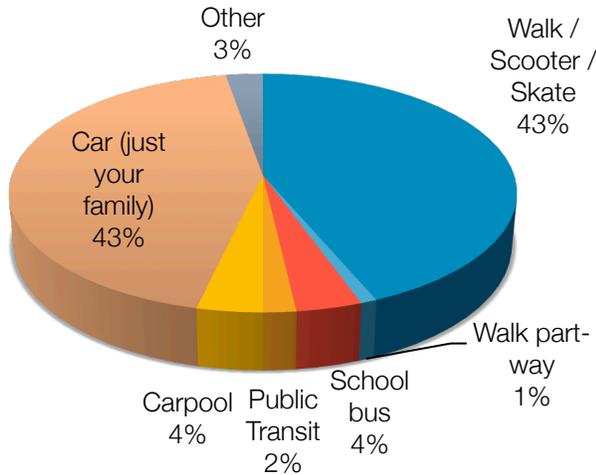
▼ Hands-Up Survey



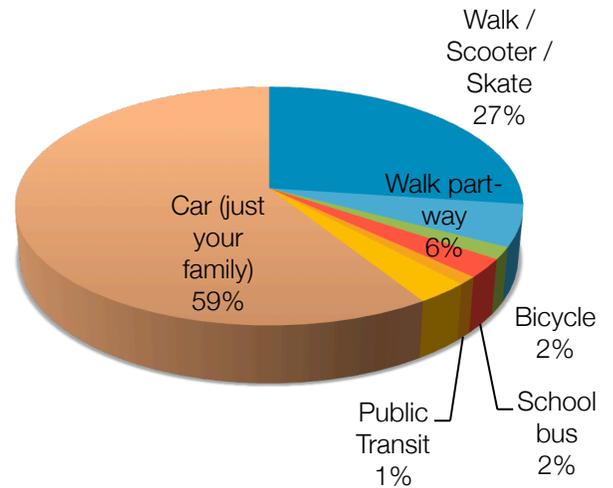
According to the hands-up survey, during the week of November 2 to 8, 2016, 61% of Northridge families arrived at school by car. Single-family vehicle travel made up 58% of all trips that week, while carpooling made up 3%. 27% of students walked, scooted or skated to school, and an additional 6% walked part way. 4% of students arrived at school via the school bus, 1% took public transit and 1% rode their bicycles.

Mode Share From School

▼ Take-Home Survey



▼ Hands-Up Survey

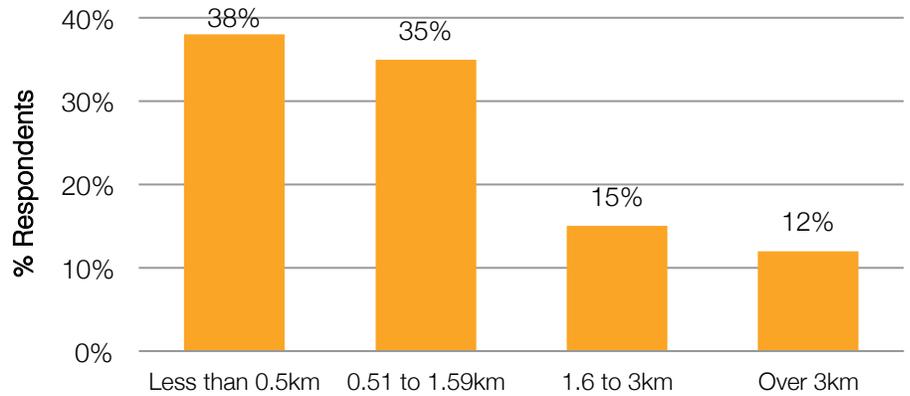


Car travel from school was slightly reduced compared to the morning mode share. 43% of students made the trip from school in a single-family vehicle, while another 4% carpooled. 43% of students walked, scootered or skated from school, with another 1% walking part way. 4% of students travelled from school on the school bus, while another 2% took public transit.

According to the hands-up survey, afternoon travel mode share splits were similar to those captured in the morning. 59% of students travelled from school in single-family vehicles, while 3% carpooled. 27% of students travelled from school by walking, scootering or skating, and another 6% walked part way. 2% of students travelled from school by bicycle, another 2% took the school bus, and 1% used public transit.

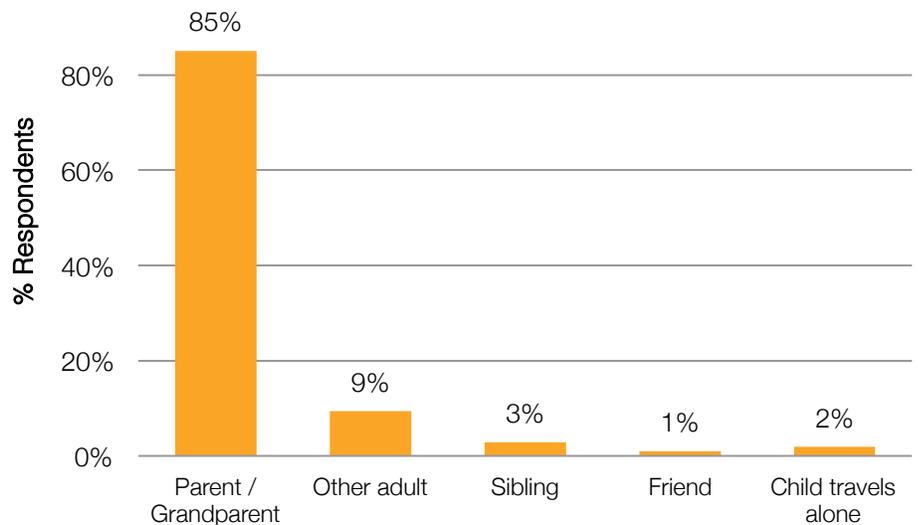
Other Notable Findings

▼ How far away do you live from school?



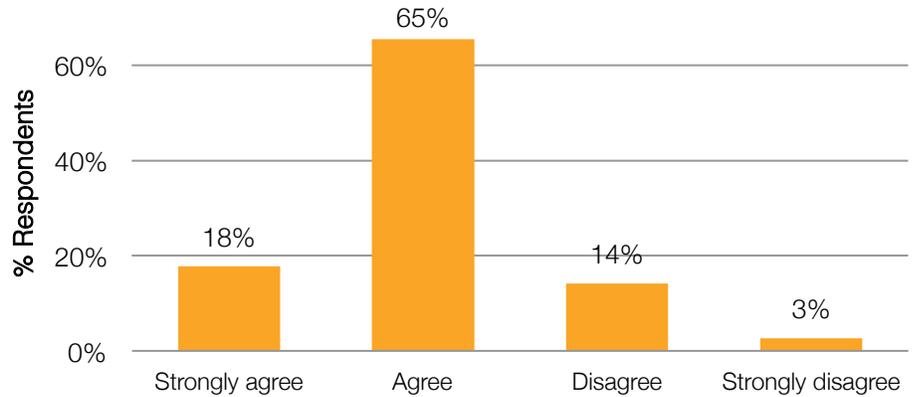
Nearly three-quarters of families (73%) live within 1.59 km of Northridge, which is generally considered a walkable distance for elementary school-aged children. 15% of families live between 1.6 km and 3 km from the school, and 12% of families live over 3 km away.

▼ With whom do your children travel to school?



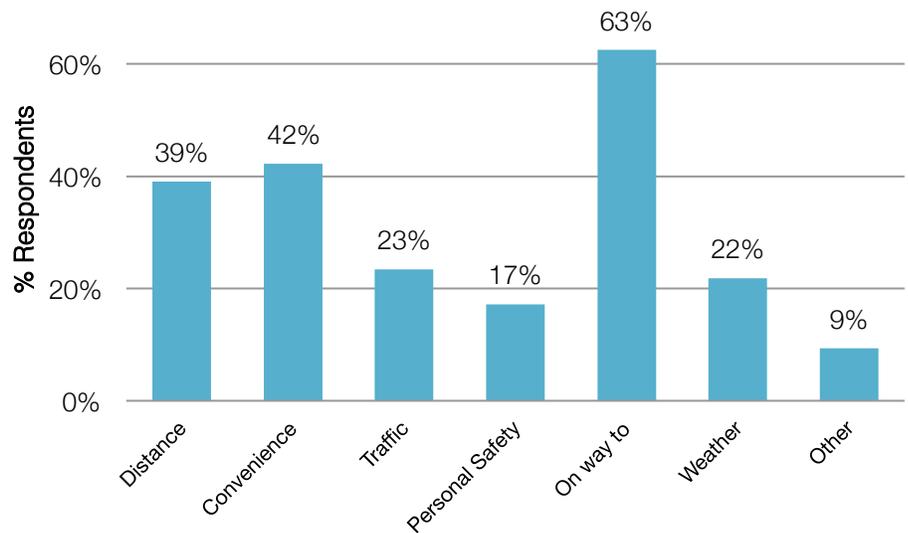
The large majority of students at Northridge travel to school with an adult, with 85% travelling with a parent or grandparent and 9% travelling with another adult. A small percentage (3%) travel with a friend, and 2% travel alone.

▼ **Our neighbourhood is safe for children.**



Most families (83%) who responded to the take-home survey agreed (65%) or strongly agreed (18%) that the Northridge neighbourhood is safe for children. Some families (14%) disagreed that the neighbourhood is safe, and 3% strongly disagreed.

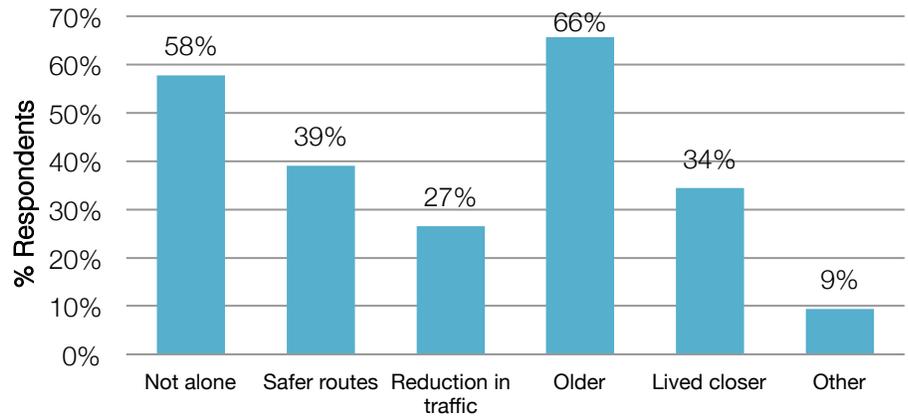
▼ **Why do families at Northridge drive?**



When families who usually drive to and from Northridge were asked why they drive, the most common reasons given were being on the way to somewhere else (63%) and convenience/time

pressures (42%). The third most common reason, distance, was given by 39% of driving respondents.

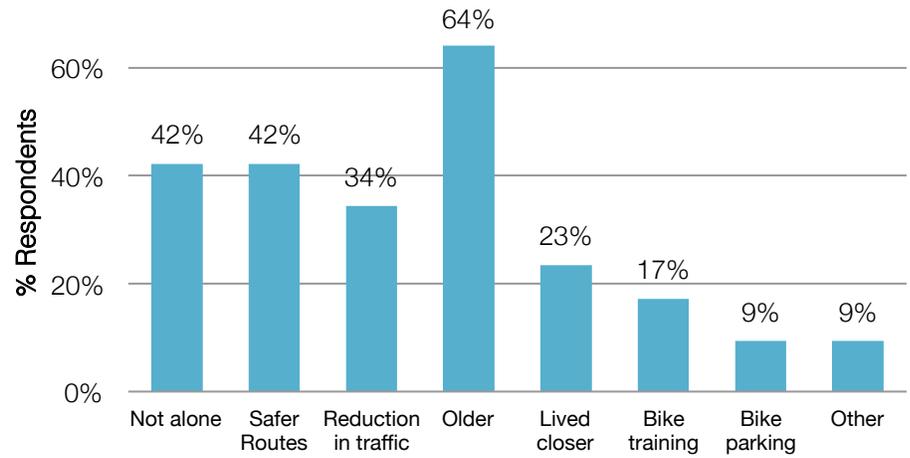
▼ **I would allow my child(ren) to walk to school if...**



Respondents to the take-home survey said they would allow their child(ren) to walk to school if they were older (66%), if they were not alone (58%), or if there were safer routes (39%).

These responses suggest that an intervention such as a walking school bus might be successfully implemented at Northridge, as families and students would be walking together on routes that had been identified as Best Routes.

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



Respondents to the take-home survey provided similar responses to the question of what it would take to allow their child(ren) to cycle to school as they did with the question regarding walking to school. Respondents indicated that they would allow their child(ren) to cycle to school if they were older (64%), if they were not alone (42%), and if there were safer routes (42%).

School Travel Challenges Summary

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

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 conversations with the Principal and other members of the school community.

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

This document, including the attached Action Plan, identifies some of the challenges and potential ways to address and overcome them in order to encourage more active school travel at Northridge.

1.

School area and drop-off loop

A wide one-way vehicle drop-off loop provides vehicle motor vehicle access to Northridge. Drivers enter the loop from the north side and enter exit from the south. The loop shares an entrance with the school's staff parking lot, which is wide enough for two cars. There is no dedicated pedestrian entry way or path to the school's front entrance; to access the school's front entrance, pedestrians must walk in or through the vehicle drop-off loop.

Through the take-home survey, parents expressed pedestrian safety concerns about the school's vehicle drop-off loop. Parents reported that drivers sometimes failed to notice or give right of way to pedestrians walking in or through the loop, or on the



▲ **Driveway entrance to the drop-off loop where it crosses the sidewalk.**

sidewalk, and expressed concerns that the sidewalk's progress through the entrance to and exit from the drop-off loop is not marked or indicated in any way.

Through the take-home survey, parents also expressed concerns about drivers not following the rules of the drop-off area. This behaviour, according to their comments, poses problems for pedestrians and cyclists accessing the front entrance of the school. During the walkabout, participants observed that the markings and signage meant to indicate the direction of traffic flow through the driveway, and to prohibit left turns, are small and not as clear and visible as they could be.

2. Carey Road

Carey Road is a collector road running through the Northridge catchment, and is also a transit route. Carey Road runs adjacent to the school and its front entrance, and was the subject of concerns raised by Northridge families in the take-home survey and through conversations at PAC meetings.

Northridge families expressed concerns about motor vehicle traffic volumes and speeds on Carey Road, and the close proximity of vehicles on the roadway to pedestrians on the sidewalk.

The comfort and safety of pedestrians crossing Carey Road was also a common concern expressed by Northridge families. An enhanced east-west crosswalk directly outside of the school, just north of Ridgebank Crescent on Carey Road, is used by a number of walking families at Northridge. During the walkabout, Saanich Engineering staff identified some changes that could potentially improve pedestrian



▲ **Carey Road, looking south upon Northridge and the enhanced crosswalk.**

comfort and compliance at the crosswalk. These changes are documented in the Action Plan in the Appendix.

For drivers approaching from the south, the school zone signage and posted speed reductions are visible long before the school itself is. There is a slight incline, which reduces the visibility of the school; in the take-home surveys and in conversation, Northridge families noted that approaching vehicles often increase in speed as they crest the hill. During the walkabout, engineering staff at the District of Saanich suggested that current school zone signage and posted speed restrictions may not be placed in the most effective location, and could be moved to improve impact.

A few parents expressed concerns about the lack of sidewalks on Carey Road south of Judah Street.

3. Ridgebank Crescent

Ridgebank Crescent is a wide road that intersects with Carey Road in front of Northridge. It is also a BC Transit route. Parents noted that the section of Ridgebank Crescent east of the school becomes congested with school traffic and parking around the beginning and end of each school day. There are sidewalks on the north side of Ridgebank Crescent; however, the curb is sloped rather than elevated, providing reduced separation between pedestrians and motor vehicles.

Due to its curved profile, the conspicuousness of school zone signage, and visibility and sightlines generally, are compromised on Ridgebank Crescent. To address this, Northridge staff have been placing additional mobile signage on the sidewalk to alert



▲ Ridgebank Crescent, just east of Carey Road, where it intersects with Oakridge Crescent.

approaching drivers to the presence of the school.

Through the take-home survey, some parents who walk to school on Ridgebank Crescent raised concerns about excessive vehicle speeds in the school zone on Ridgebank Crescent. However, because it is a transit route, there are restrictions on the type of infrastructure and traffic calming that Ridgebank Crescent can accommodate.

On the walkabout, participants noted that the paint markings on the curbs, intended to indicate where parking is and is not permitted, might be contributing to confusion over the parking rules on Ridgebank Crescent; this may in turn be causing congestion in the school zone.



▲ **School zone sign on Ridgebank Crescent.**

4.

Vanalman Avenue pedestrian facilities

Through the take-home survey and in meetings, parents expressed safety concerns relating to two issues on Vanalman Avenue. The first was the lack of crosswalk facilities between Copley East Park and Copley West Park. The second was gaps in the connectivity of the pedestrian infrastructure at the intersection of Vanalman Avenue and Ridgebank Crescent.

The Colquitz River Trail, a pedestrian path that runs northeast-southwest through the Northridge catchment, runs through both Copley East Park and Copley West Park. However, there is no crosswalk on Vanalman Avenue linking the two parts of the trail or facilitating pedestrian crossings between the two parks.

Near the intersection of Vanalman Avenue and Ridgebank Crescent, there is a sidewalk on the south side of Vanalman Avenue east of Ridgebank Crescent; it is separated from the roadway by a boulevard. As the sidewalk approaches Ridgebank Crescent, it leads out onto Vanalman Road east of the intersection, with no crosswalk to facilitate pedestrian crossings across Vanalman Road or Ridgebank Crescent (the north-south crosswalk across Vanalman Road is on the other – west – side of Ridgebank Crescent.)



▲ **Absence of crosswalk facilities where Copley East and Copley West Park meet at Vanalman Avenue.**



▲ **South-east corner of Vanalman Avenue and Ridgebank Crescent, where sidewalk channels pedestrian path onto roadway.**

5.

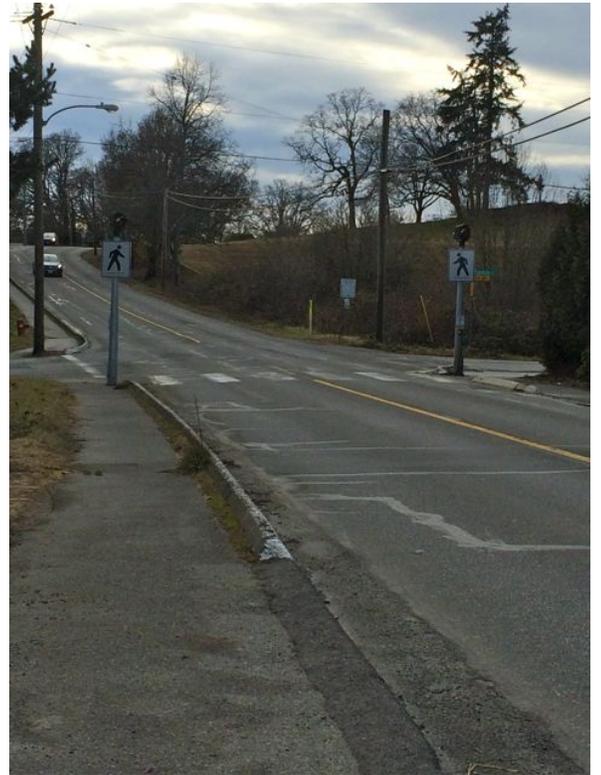
Wilkinson Road

According to Saanich's Official Community Plan, Wilkinson Road has "major" road classification, which means it experiences a high volume of traffic, with approximately 15,000 vehicles travelling along it per day.

Through the take-home surveys and in conversation, several Northridge families expressed feeling that the sidewalks along Wilkinson Road within Northridge's catchment – specifically those between Roy Road and Mann Avenue – are inadequate. In some places there is little demarcation between pedestrian and vehicle space; Northridge families communicated that this feels particularly uncomfortable and unsafe on a road like Wilkinson, which features a high volume of fast-moving motor vehicle traffic.

According to the take-home survey and conversations, there are few places for pedestrians and cyclists to cross Wilkinson Road with which families at Northridge feel comfortable. While there is an enhanced crosswalk across Wilkinson Road at Loenholm Road, it is a source of concern for some parents, and is explored in the next School Travel Challenges section.

Some respondents to the take-home survey expressed cycling-safety concerns about Wilkinson Road. While there are painted bike lanes on a portion of Wilkinson Road (between Mann Avenue and Carey Road), south of Carey Road the roadway narrows, the bike lane and paved shoulder disappear, and cyclists must share the roadway with motor vehicles between Carey Road and Interurban Road.



▲ Wilkinson Road, looking south at Loenholm Road, with asphalt pedestrian sidewalk.

6.

Crosswalk across Wilkinson Road at Loenholm Road

In the take-home survey and in conversations at PAC meetings, Northridge families expressed concerns about the location of the crosswalk across Wilkinson Road at Loenholm Road. The crosswalk is located at the base of two small hills, and there are concerns about the visibility of signage, markings, and pedestrians. Additionally, according to some families, downhill traffic from either direction tends to pick up speed as it approaches the crosswalk.

In meetings, some parents suggested relocating the crosswalk to Glyn Road. This would allow families travelling from the northeast corner of the catchment to walk on the sidewalk all the way to Northridge if they crossed to the east side of Wilkinson Road at Glyn Road, and walked north up Wilkinson Road to Carey Road, and then walked south on Carey Road to the school.

The District of Saanich previously conducted a study assessing options for crosswalk placement on Wilkinson Road. Glyn Road was explored, but was determined not to be an appropriate location for an east-west crosswalk across Wilkinson Road due to the oblong cul-de-sac of Smith Place, the width of the crossing, and motor vehicle speeds in the area. The District of Saanich ultimately decided that Loenholm Road, with its shorter crossing distance, was the safer location for a crosswalk.



▲ **Enhanced east-west crosswalk across Wilkinson Road at Loenhoelm Road.**

7. Wilkinson Road and Carey Road

The irregular angle of the intersection of Carey Road and Wilkinson Road requires pedestrians using the north-south crosswalk on the east side of the intersection to travel a long distance. The sidewalk on the southeast corner of this T-junction is obscured by vegetation; this raised concerns for Northridge families about the visibility of pedestrians waiting to cross. There is no street lighting on the southeast side of the intersection, which raised further concerns about visibility.

Anecdotally, in conversation parents expressed that many people choose to cross Carey Road south of its intersection with Wilkinson Road, where there is no crosswalk, rather than use the marked crosswalk at the intersection.



▲ **Carey Road, looking west to where it meets Wilkinson Road.**

8. Judah Street

Through the take-home survey as well as PAC meetings, many families at Northridge expressed pedestrian safety concerns about Judah Street, a two-lane street on the south side of the Northridge catchment.

Northridge families expressed concerns about inadequate pedestrian facilities along Judah Street, as well as the lack of a safe north-south crossing point. Currently, a concrete curb separates pedestrian space from the vehicle roadway on a portion of the south side of Judah Street east of Carey Road.

According to the take-home survey, many walking



▲ **Judah Street, just east of Carey Road.**

families travelling to and from Northridge use Roy Road as a shortcut to get to and from Carey Road rather than walking along this portion of Judah Street. However, there is currently no crosswalk across Judah Street between Carey Road and Glanford Avenue to facilitate pedestrian access to and from Roy Road.



▲ The intersection of Judah Street and Roy Road.

School Travel Planning Implementation

Best Routes to School Map

Best Routes to School Maps are currently being created from baseline family take-home surveys, walkabout information, and PAC consultation.

Best Routes to School Maps feature what are deemed to be the safest walking and cycling routes that currently exist connecting 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 highlight supported crossings (crosswalks and intersections).

A copy of Northridge's Best Routes to School map was printed in poster size and displayed prominently in the main foyer of the school for all to see. Students, families and teachers were encouraged to consult the map to find the walking or cycling route, or Drive to Five location, that works best for them.

Action Plan

An Action Plan was developed to document the itemized recommendations and actions that have resulted from the School Travel Planning process. It features actions for which various stakeholders are responsible, including infrastructure recommendations that the District of Saanich will investigate as well as engagement and education that the school community will explore. In the holistic process of school travel planning, a variety of actions can be taken to support more active travel to and from school.

Each action can be identified to support 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) Monitor effectiveness of School Travel Planning efforts

School efforts

Bike Rodeo

In May 2016, Saanich Police held a Bike Rodeo at the school. 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.

HASTe's Active & Safe Routes to School facilitator ran a bike decorating station during this event.

Bike to School Week

From May 30 to June 3, 2016, Northridge participated in Bike to School Week. The school displayed a poster to track active travel rides during the week, and many people participated by travelling to and from school by bike, scooter, skateboard, or foot.

A Northridge parent led a bike train for families and students to bike to and from the school together for the week.



▲ An overloaded bike rack at Northridge during Bike to School Week 2016.



▲ Bike to School Week poster, displaying stickers that were used to track active travel trips during the event.

Walk and Wheel to School Week

From October 3-7, 2016, Northridge participated in Walk and Bike to School Week. Several classrooms tracked their active travel for the week. The winning class had 64% active travel for the week.

Car-Free Fridays/Walk Bike to School

Northridge has designated every other Friday to be an active travel/car-free day. The dates have been marked in the school calendar, and reminders are sent out to families to encourage them to leave the car at home at least once every two weeks. Each month there is a new poster posted on PAC board and on the front door of the school to reminding people of the dates of that month's Car-Free Fridays. The Principal makes announcements about the days frequently, and the message goes out in both the school newsletter and the PAC newsletter.



SAVE THE DATES:

September 16 & 30

October 14 & 28

November 4 & 25

December 9

January 6 & 20

February 3 & 17

March 10

April 7 & 21

May 5 & 26

June 9 & 23

▲ Northridge Car-Free Friday event schedule

According to the PAC chair, uptake has been fairly successful. Parents who drive to Northridge on event days are heeding the request to park a short distance from the school and walk part way.

“Drive to 5”

As part of the School Travel Planning process, several locations were identified to serve as alternative drop-off and pick-up locations for families that travel to and from school by car. Northridge families have been making use of these locations, particularly on Car-Free Fridays. The locations include:

- Carey Road and Roy Road (entrance to school grounds through Clinton Place)
- Gerda Road and Grange Road (entrance to school grounds through field off Gerda Road)
- Copley West Park (entrance to school grounds through parking lot off Parkridge Street, then on foot through park and on street)



▲ Pathway to Northridge school grounds from Clinton Place.



▲ Entrance to Northridge school grounds from Gerda Road.

Bike to School Week

From May 29 to June 2, 2017, Northridge participated in Bike to School Week. Every day during Bike to School Week, parent and teacher volunteers hosted an encouragement table immediately in front of the school's bike racks, providing participating students with their choice of a prize each day. Students could choose from a cookie, a juice box, cheese slices, a sticker, or a pencil.

122 Northridge students rode their bicycles to school at the peak of the event, overflowing the school's bike racks. This was the highest level of one-day participation of any school in the Capital Region District.



▲ **Northridge's bike racks at the height of Bike to School Week. Photo: Northridge PAC**

Using stickers, students and staff tracked their rides on a large tracking poster located in the main foyer of the school. Each day, total participation numbers were logged online on the Bike to Work website.

To encourage participation, Northridge's principal rewarded the class with the highest level of participation with a pizza lunch.

Walk and Wheel to School Week

Walk and Wheel to School Week is a program designed to celebrate active travel, and is an opportunity for schools to

encourage students and families who currently drive to school to explore different active travel options.

The campaign was held from October 2-6, 2017. Schools that registered for the program received help from CRD staff with events and resources such as travel tracking sheets, giveaways and prizes, and information on the benefits of active travel.

Northridge students who travelled actively during the week were given a sticker to place on a large poster in the main foyer. Total participation numbers were counted and submitted to the CRD at the end of the week.

To encourage participation, the class with the highest level of participation received a pizza lunch.

Methodology

Follow-up school travel data at Northridge 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 65 families completed the follow-up survey representing 91 children, for a return rate of 35%. For a copy of the follow-up take-home family survey, please see Appendix 6.

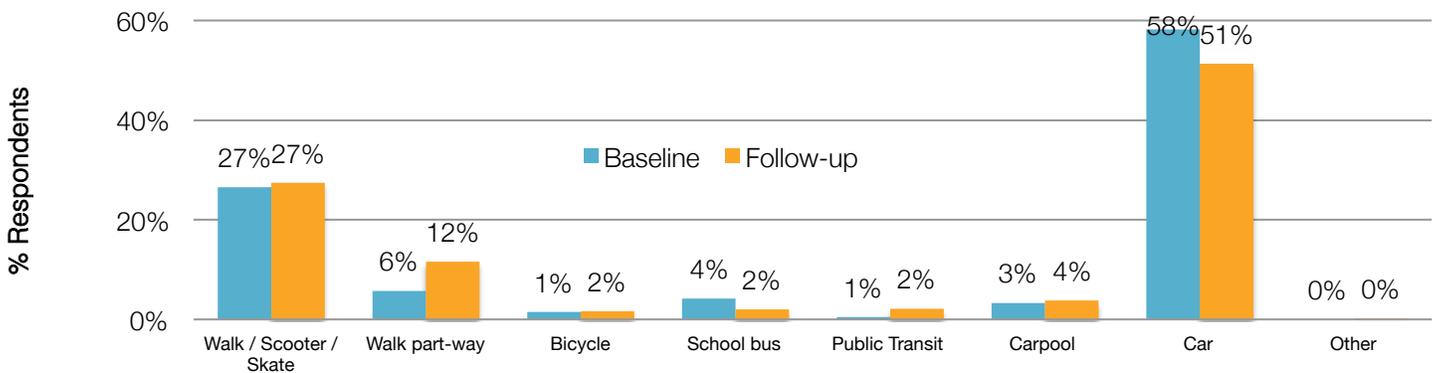
Hands-Up Survey

7 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

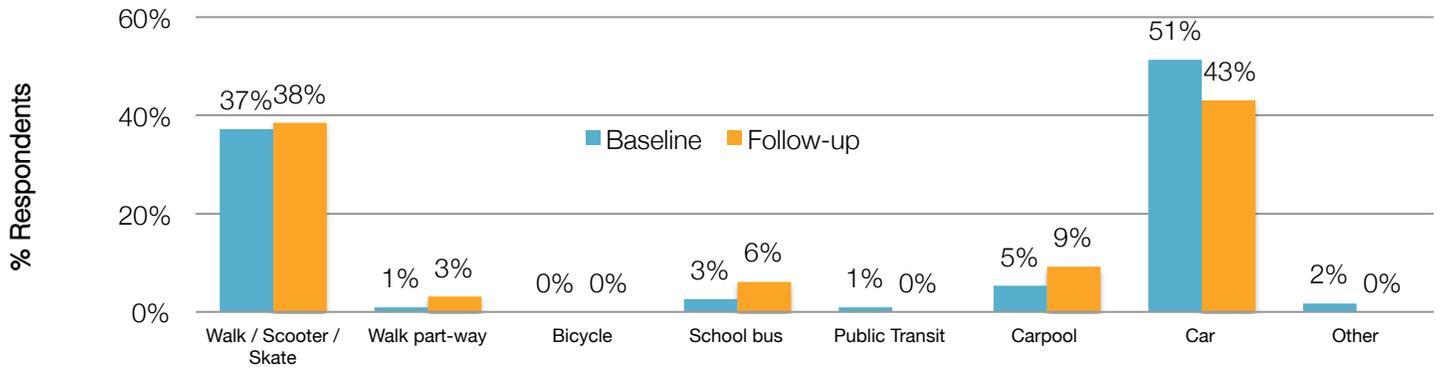
Mode Share to School

▼ Hands-Up Survey



Data from the follow-up hands-up survey found that the rate of walking to school remained unchanged at Northridge, while 12% fewer were driving to school, and twice as many were walking part-way.

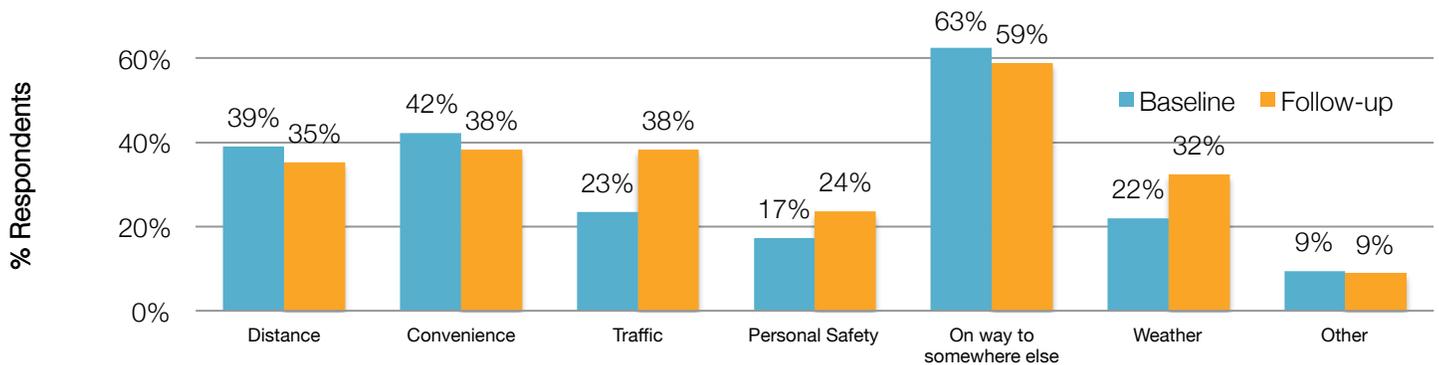
▼ **Take-Home Survey**



Similarly, data from the follow-up take-home survey found that rates of walking to school at Tillicum elementary remained largely unchanged, while 16% fewer families were driving school, and more were walking part-way, taking the school bus, or carpooling.

Other Notable Findings

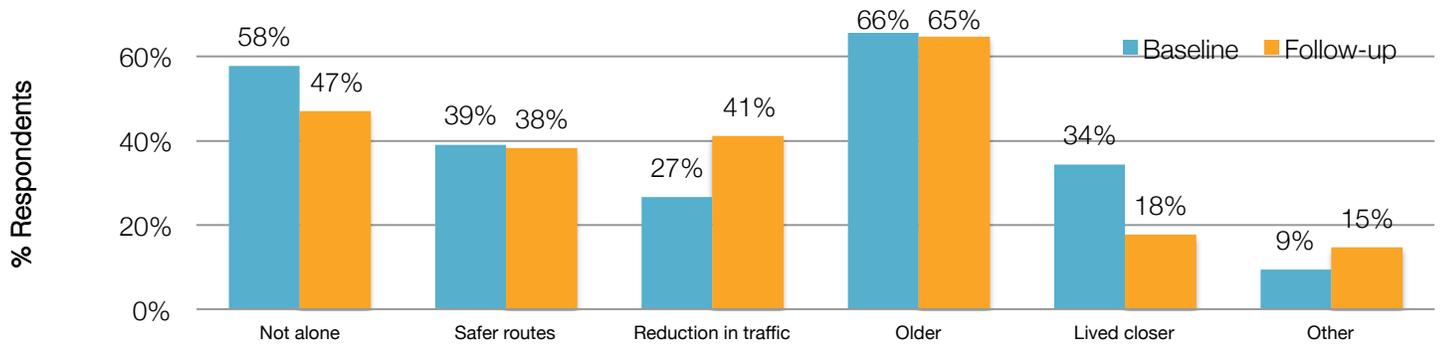
▼ **I drive my child to school because...**



Between the baseline and follow-up surveys, convenience and being on the way somewhere else remained the reasons most

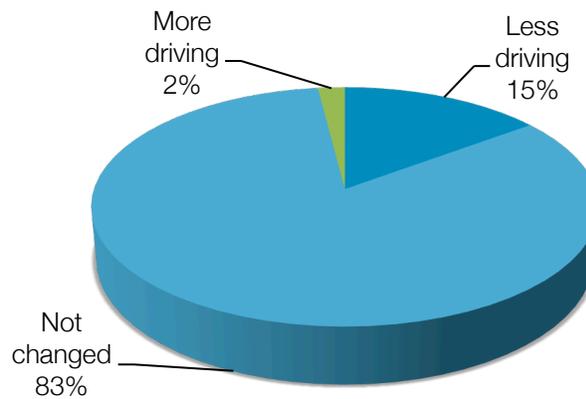
commonly cited by parents for why they drove their children to school. Traffic safety concerns increased, as did concerns about the weather.

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



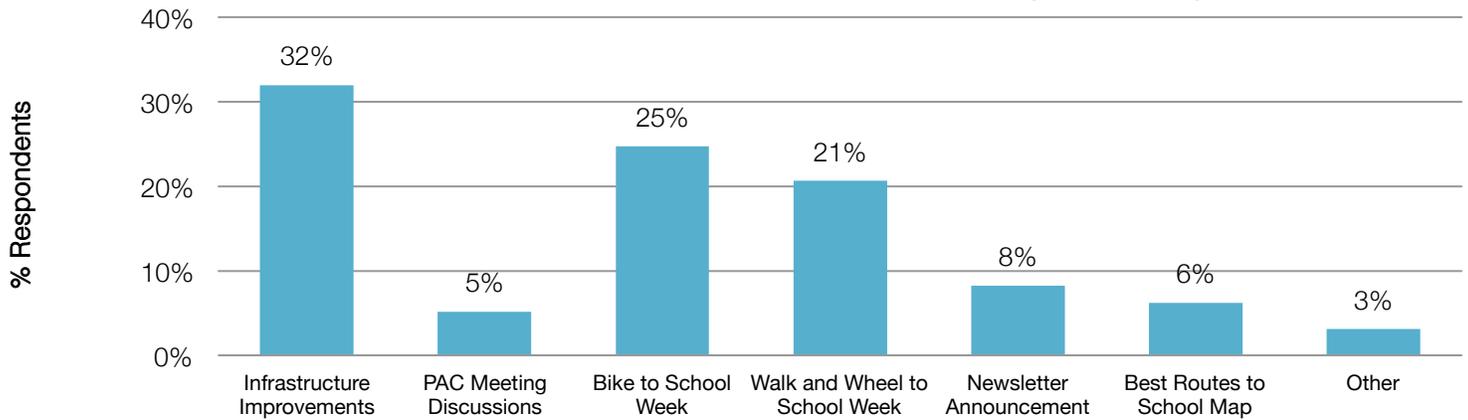
Between the baseline and follow-up surveys, not being alone and being older remained the most common conditions under which parents who usually drove their children to school would consider allowing them to walk. Distance became a less important consideration, while concerns about traffic dangers increased.

▼ **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, 2% that they were driving more to school, and 83% 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, and events like Bike to School Week and Walk and Wheel to School Week, were the most effective activities implemented during the STP process.

STP Municipal Stakeholder Committee

A Municipal Stakeholder Committee was formed, 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 representatives:

- 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

Northridge Elementary School STP Steering Committee

- Principal Lynda Whittam (LWhittam@sd61.bc.ca)
- PAC Chair: Linsay Kellow
- PAC Members and parents: Carol Tickner, PAC Education Coordinator

Appendix 1: Invitation to Principal

Appendix 2: 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

File: Active and Safe Routes to School Program

September 2, 2015

Lynda Whittam, Principal
Northridge Elementary
4190 Carey Road
Victoria, BC V8Z 4G8

Dear Ms. Whittam:

Re: Active and Safe Routes to School Program and Participation

North Ridge 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. I can be reached at 250-475-5575 or by email at sandra.liddell@saanich.ca .

Regards,

Sandra Liddell
Engineering Technologist IV

SL/cn

Enclosure

**Northridge
Elementary**
School Travel Planning



November 2, 2015

Dear Parent (Guardian):

Northridge 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 Northridge 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, November 6.** 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,

Lynda Whittam & Tiffany Poirier
Principal & Vice 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. November / 2 / 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 (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 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:

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, NOVEMBER 6th, 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 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.





Northridge 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:

Monday, November 2nd – Friday November 6th, 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
Mon										
Tues										
Wed										
Thur										
Fri										
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
Mon										
Tues										
Wed										
Thur										
Fri										
Total										
Avg=Total/5 not for teachers										

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

Northridge Elementary School – Traffic Safety Walkabout

Friday, February 26 – 8:15-10:15am



→ **Meeting point:** Outside main school entrance, Carey & Ridgebank, at 8:15am

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

School profile:

Principal - Mrs Lynda Whittam
 Grades K-5
 Enrolment ~ 270

Why does Northridge drive?

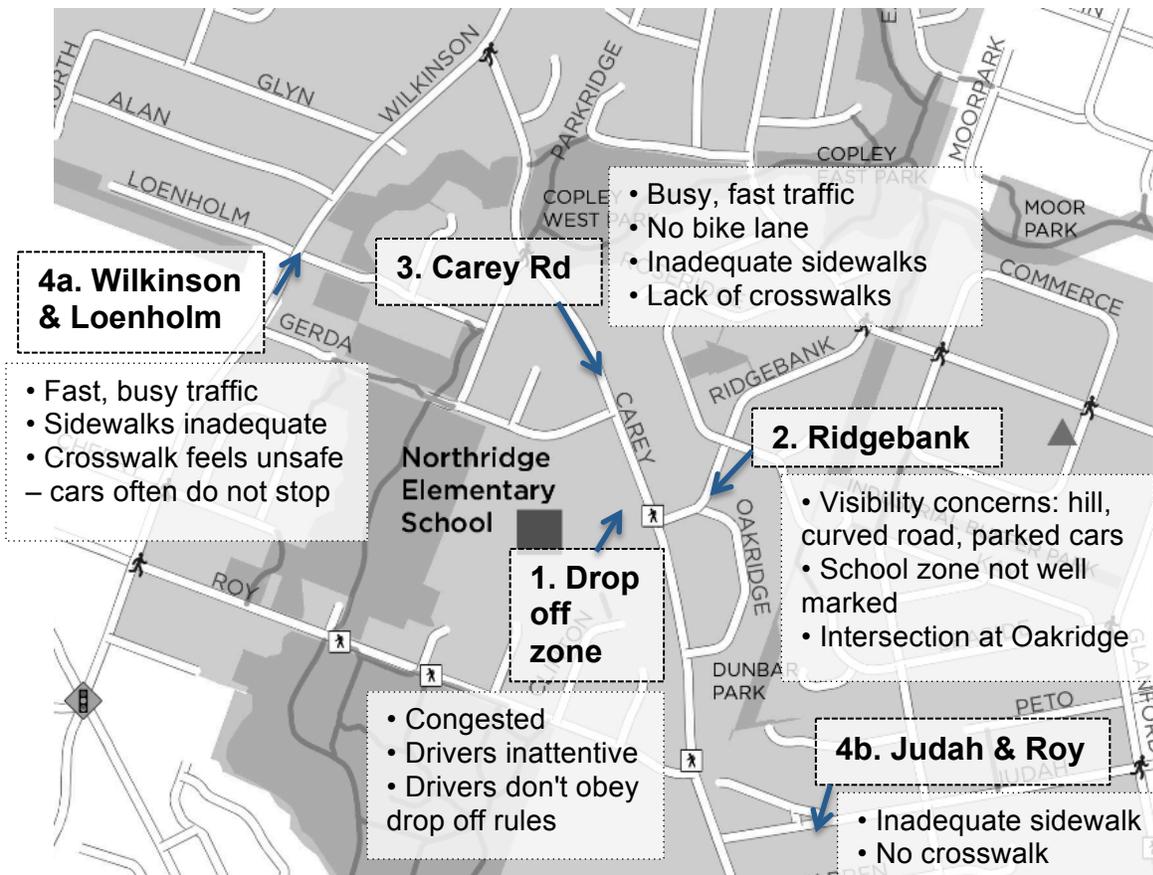
- 63% On way to somewhere else
- 42% Convenience
- 39% Distance

(Hands Up, Oct 2015)	TO	FROM
Walk / Scooter / Skate	27%	27%
Walk part-way	6%	6%
Bicycle	1%	2%
School bus	4%	3%
Public Transit	1%	1%
Carpool	3%	3%
Car (just your family)	58%	59%
Other	0%	0%

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

- older
- not alone
- safer routes

Distance: **73% live within a 15 minute walk of Northridge**



Northridge Elementary – 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 Northridge Elementary School families.	4,5	Complete	District of Saanich
	Engagement & Programming	HASTe Facilitator; Northridge 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 Committee;	Facilitator to complete draft plan, solicit feedback from school planning committee and steering committee.	1,2,3, 4,5,6	Complete	District of Saanich

		PAC				
Reporting		HASTe 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		HASTe 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

Bike to School Week (May 30-June 3, 2016)						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Northridge Elementary School	Event planning & promotion	Northridge administration & staff	Participate in annual Bike to School Week event. Register in BTSW, publicize throughout school community, put up BTSW 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	Northridge PAC	Support event with volunteers. Promote through PAC communication channels.	4	Complete	HASTe, District of Saanich
Northridge Elementary School	Event planning & promotion	Northridge administration, staff, PAC	Promote BTSW during Bike Rodeo on May 27.	4	Complete	HASTe

Active Travel Programming at Northridge Elementary						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Bike/Walk to School Days	Programming & promotion	Northridge PAC & administration	Select a regular recurring days to encourage active travel. Days will be marked in school calendar for 2016-2017. Develop programming to encourage active travel on those days.	4	Complete	HASTe

Best Routes to School Map	Promotion	Northridge PAC & administration	Promote the Best Routes to School Map to encourage active travel to and from Northridge	4,5	Complete	HASTE
Walking School Bus at Northridge Elementary	Programming	Northridge PAC & administration	One parent from the PAC will start a pilot project for a Walking School Bus at Northridge, from Wilkinson & Glyn – to be followed up with broader efforts.	4	As priorities and budget permit	HASTE

Alternative Drop Off Areas						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Alternative Drop Off Spots within 5 minute walk to school	Programming & Infrastructure	Northridge administration; PAC	Promote alternative drop off locations within a 5 minute walk to school. Promote usage on a regular/weekly basis (“Freedom Friday”). Possibly provide incentives.	5	Complete	District of Saanich; SD61; HASTE

Traffic Safety

Wilkinson Rd						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Wilkinson Rd	Infrastructure	District of Saanich	Consider Wilkinson Rd for Complete Streets upgrades. Pedestrian and cycling safety concerns due to inconsistent/nonexistent sidewalks and cycling lanes. *This item has been added to the sidewalk priority list	1,2,3	As priorities and budget permit	TBD
Wilkinson Rd & Loenholm Rd	Infrastructure	District of Saanich	Evaluate intention to update curb returns at Wilkinson Rd and Loenholm Rd pedestrian crossing. Pedestrian safety concerns due to	1	As priorities and	TBD

			long crossing distance across Wilkinson, and lack of clearly demarcated pedestrian and vehicle space, particularly on NE corner. *This item has been added to the sidewalk priority list		budget permit	
--	--	--	---	--	---------------	--

Carey Rd						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Carey Rd & Wilkinson Rd	Infrastructure	District of Saanich	Explore opportunities for safer pedestrian crossing across Carey at this wide, acute intersection. *This item has been added to the Districts crosswalk priority list.	1	As priorities and budget permit	TBD
Carey Rd at Wilkinson Rd	Infrastructure and maintenance	District of Saanich	Review pedestrian lighting and vegetation issues. Sidewalk at SE corner enters into vegetation area with limited visibility. *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 at Grange Rd & Gerda Rd	Infrastructure	District of Saanich	Review curb drops along Carey Rd, at Grange & Gerda. Update curbs to increase accessibility where there are currently inaccessible curb drops. *This item has been added to the Districts curb return priority list.	1	As budget and priorities permit	TBD

Drop Off Area						
Location	Type of	Responsible	Description	Related	Time	Funding

	Action	Party		Goals	Frame	and Partners
North driveway of drop off area	Infrastructure	SD61	Consider painting pedestrian pathway across north side of driveway for drop off loop (entry point). Pedestrian safety concerns crossing driveway.	1	As priorities and budget permit	TBD
Drop off area road surface	Infrastructure	SD61	Consider paint markings on road surface to indicate “no entry” / “no left turn”. Currently confusion and lack of clarity about drop off area rules.	3	As priorities and budget permit	TBD
Drop off area	Signage	SD61	Considering increasing size of signage for “no entry” and “no left turn”. Currently confusion and lack of clarity about drop off area rules.	3	As priorities and budget permit	TBD

School Zone						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Crosswalk outside of school on Carey Rd	Infrastructure	District of Saanich	Review pedestrian safety at crosswalk. Consider updating curbage, as there is currently no obvious demarcation between pedestrian area and street. Considering moving button pole to location that protects, but does not obscure, pedestrians. *This item has been added to the Districts crosswalk priority list.	1	As priorities and budget permit	TBD

Ridgebank Cres						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and

						Partners
Ridgebank Cres, near Oakridge Cres	Signage	District of Saanich	Review existing parking restrictions. Improve signage and markings to clarify parking rules, as faded curb markings currently causing confusion. *This item has been added to Engineering's calls for service at engineering@saanich.ca for review	3	As budget and priorities permit	TBD
Ridgebank & Oakridge Cres	Infrastructure	District of Saanich	Explore options to improve pedestrian safety crossing this wide intersection. Consider installing curb extensions or planter to tighten up intersection & decrease crossing distance for pedestrians. *This item has been added to the Districts crosswalk priority list.	1,3	As budget and priorities permit	TBD
Ridgebank Cres & Vanalman Ave	Infrastructure	District of Saanich	Review sidewalk on Vanalman on SE corner of intersection. Consider rerouting sidewalk on south east side of intersection that currently leads pedestrians out onto the road (Vanalman) with no crosswalk. *This item has been added to the sidewalk priority list	1	As budget and priorities permit	TBD

Judah St						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Judah St & Bremerton St	Infrastructure	District of Saanich	Review warrant for crosswalk across Judah at Bremerton. Currently, pedestrian and cycling safety concerns crossing Judah St, on this popular walking and cycling route. Currently, no crosswalks on Judah between Carey Rd and Glanford Ave. Sidewalk only	1,2,3	Complete 2017	TBD

			on south side of Judah St.			
Judah St	Infrastructure	District of Saanich	Review sidewalks on Judah. Consider installing sidewalk on north side of Judah (between Roy & Bremerton) that could connect to a possible crosswalk at Bremerton St on this popular walking route.	1	Complete 2017	TBD



Northridge Elementary

School Travel Planning

Monday November 20th 2017

Dear Parent (Guardian):

Northridge 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.

Northridge 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; a poster-size print out of our Best Routes Map and our incredibly successful Bike to School Week encouragement campaign.

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 Northridge 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

Thank you,

N.Naughton & K. Simmonds
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"/>
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
- Parent Advisory Council announcements
- Bike to School Week events and prizes
- Walk and Wheel to School Week events and prizes
- Newsletter Announcements
- Best Routes to School Map
- 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)

