

SCHOOL TRAVEL PLAN

Tillicum Elementary



Transportation and
Development Division
9 January 2016



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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

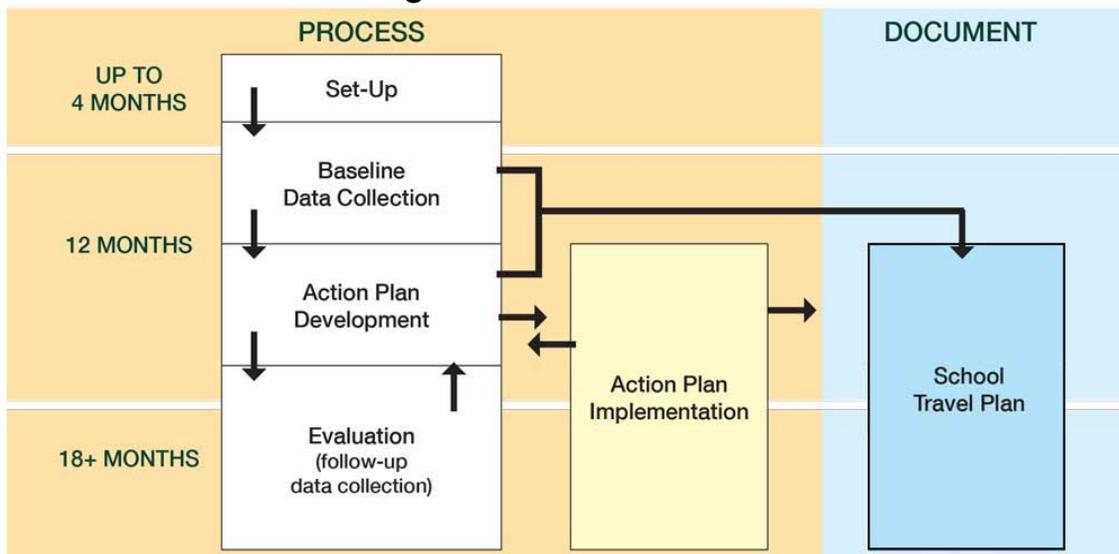
School Travel Planning is a community-based planning process that has been used with success to date in communities across Canada to increase the number of families choosing active transportation modes to get to and from school. School Travel Planning uses a collaborative approach, working to involve 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 Tillicum 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 Tillicum Elementary in the Fall of 2015.

School Overview

Tillicum Elementary is a part of the Greater Victoria School District, SD61. The school is located at 3155 Albina Street in the Tillicum area of the District of Saanich, but its catchment area spans into the Burnside Gorge neighbourhood of the City of Victoria.

Tillicum Elementary has an enrollment of approximately 330 students who are in 16 divisions from full-day kindergarten to grade 5 classes.

Tillicum Elementary's mission statement, as outlined in the Tillicum Elementary School Handbook 2014-2015:

"Tillicum Community School staff, in partnership with the students, parents and members of the community, is committed to providing a safe, healthy learning environment which enables children to develop their maximum potential for learning, promotes personal responsibility for one's learning and actions, develops a sense of personal self-worth, social responsibility and global citizenship."

Programs

Tillicum Elementary enjoys a partnership with the Burnside Gorge Community Association which provides after-school and lunch hour activities. Tillicum Elementary is also home to a Strong Start Program for preschoolers and their families.

Transportation

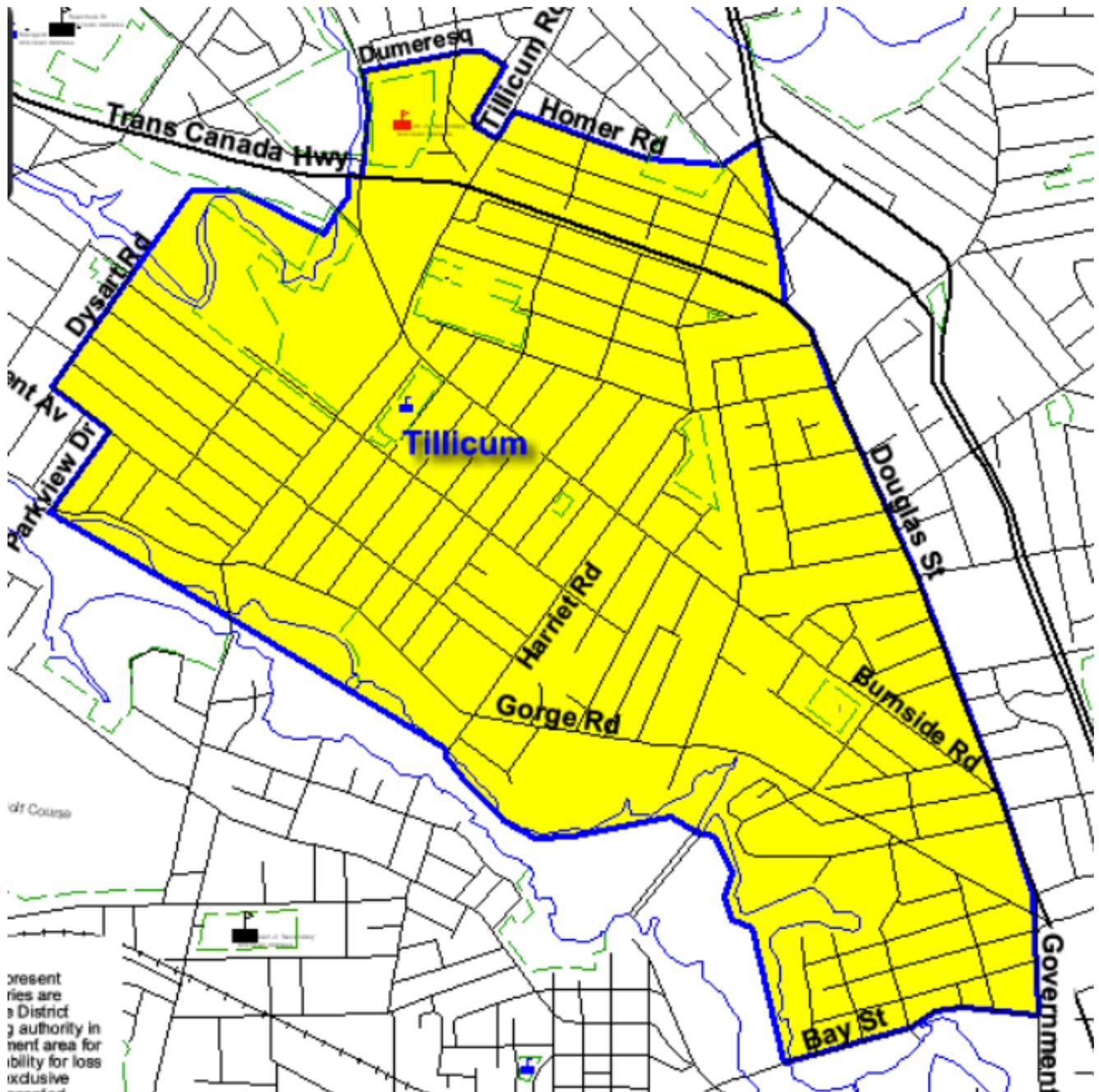
Tillicum Elementary's two school entrances are on the west and east sides of the building, and face Albina Street and Orillia Street. At the start of the school day, divisions line up and enter on the Orillia (east) side of the school.

Motor vehicle pick-up and drop-off is permitted on Orillia Street. There are three bike racks, with a capacity of 30 bikes, located on the Orillia side of the school grounds.

There is a staff parking lot on Albina Street with 37 parking spaces. It is prohibited to be used as a student pick-up and drop-off area. There are no bike racks on this side of the school.

Eligible special needs students may take a school bus offered by Thirdwave Bus Services.

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

Neighbourhood Overview

Tillicum Elementary School is located near the major intersection of Burnside Road West and Tillicum Road. Tillicum Elementary's fenced-in schoolyard borders on Burnside Road West while the entrances are off adjacent residential streets: Albina Street and Orillia Street.

Land Use

The catchment area is a primarily suburban residential zone with a mix of commercial, recreational, and institutional facilities. The area features one of the only grid road systems in Saanich.

There are several municipal facilities in the neighbourhood, including G.R. Pearkes Community Recreation Centre and the Greater Victoria Public Library's Saanich Centennial Branch, which are enjoyed by families at Tillicum Elementary and may also bring regional traffic into the neighbourhood.

The concentration of commercial centres in the neighbourhood may have bearing on school travel planning because it brings regional traffic – motor vehicle and other modes of transportation – into the area. Within the school catchment area, there are a few commercial centres: the Tillicum Centre, including a large multiplex movie theatre, at Tillicum Road and Burnside Road; the Burnside Plaza, across Burnside Road; and some commercial strips along Tillicum Road and Burnside Road.

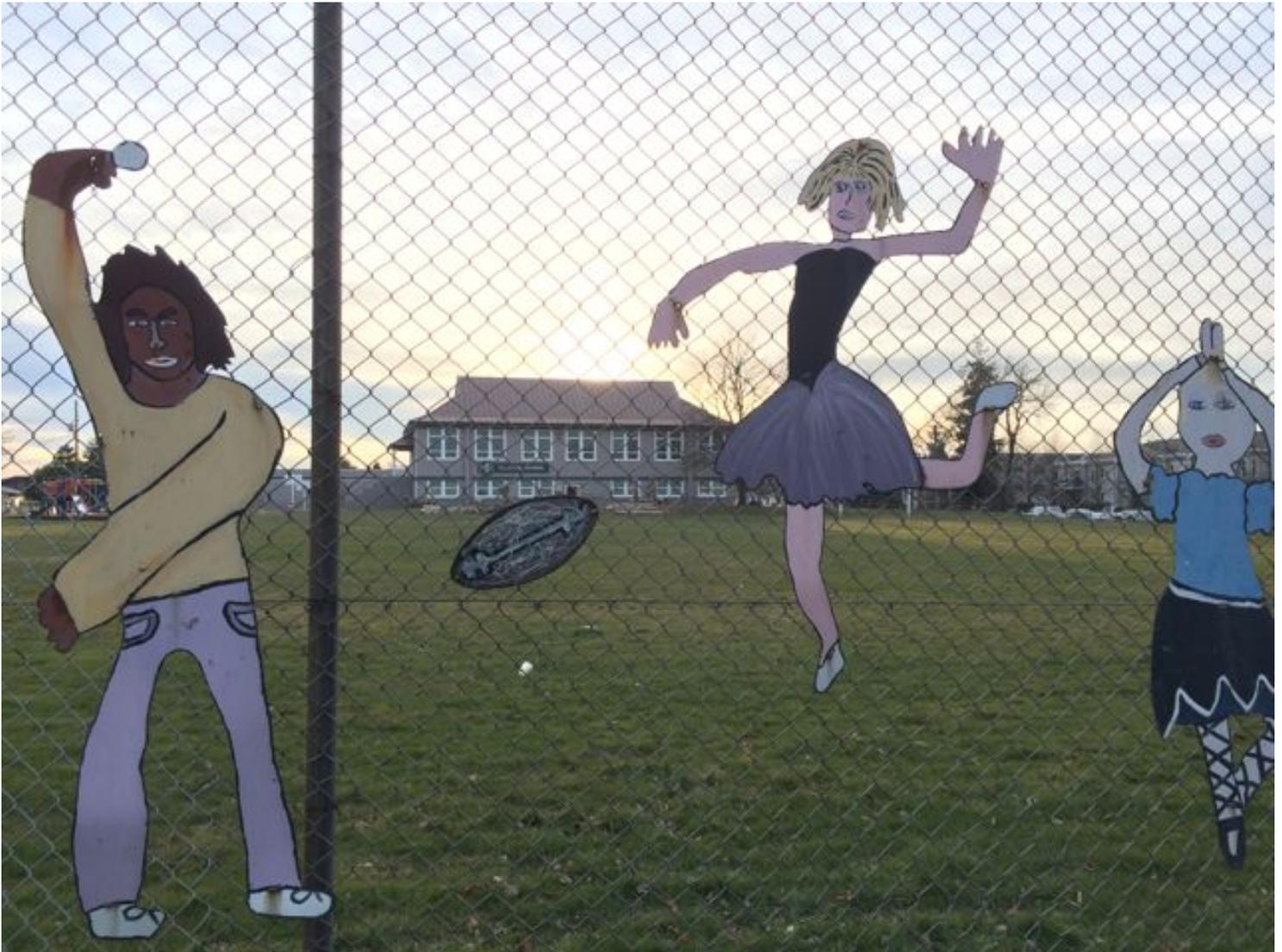
Transportation

The catchment area features several parks and trails, including the Galloping Goose Regional Trail, the Colquitz River Park system and trails, Cuthbert Holmes Park, and Hampton Park and sports field. The neighbourhood's Walk Score is 83/100, which indicates that the area is considered to be very walkable; 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 Trans-Canada Highway runs through the north and east ends of Tillicum Elementary's catchment area. Major roads include Tillicum Road, Burnside Road West, Gorge Road, and Harriet Road.

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The school area is served by several transit routes. Connections to downtown Victoria include buses 8 and 11 (which run along Gorge Road and Tillicum Road, connecting to Camosun College and the University of Victoria); 21 and 22 (along Burnside Road/Interurban Road, running to Camosun College and Victoria General Hospital); and 26 (which connects the Tillicum neighbourhood to Esquimalt, and runs along Tillicum Road).



▲ Student art decorates the fence separating Tillicum's fields from Burnside Road.

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, a take-home family survey was sent home with students. Families were to complete and return the survey to the school, and 143 families did so. For a copy of the baseline take-home family survey, please see Appendix 2.

Hands-Up Survey

Fourteen 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 October 8 to 15, 2015. For a copy of the baseline hands-up survey, please see Appendix 3.

Pictured below

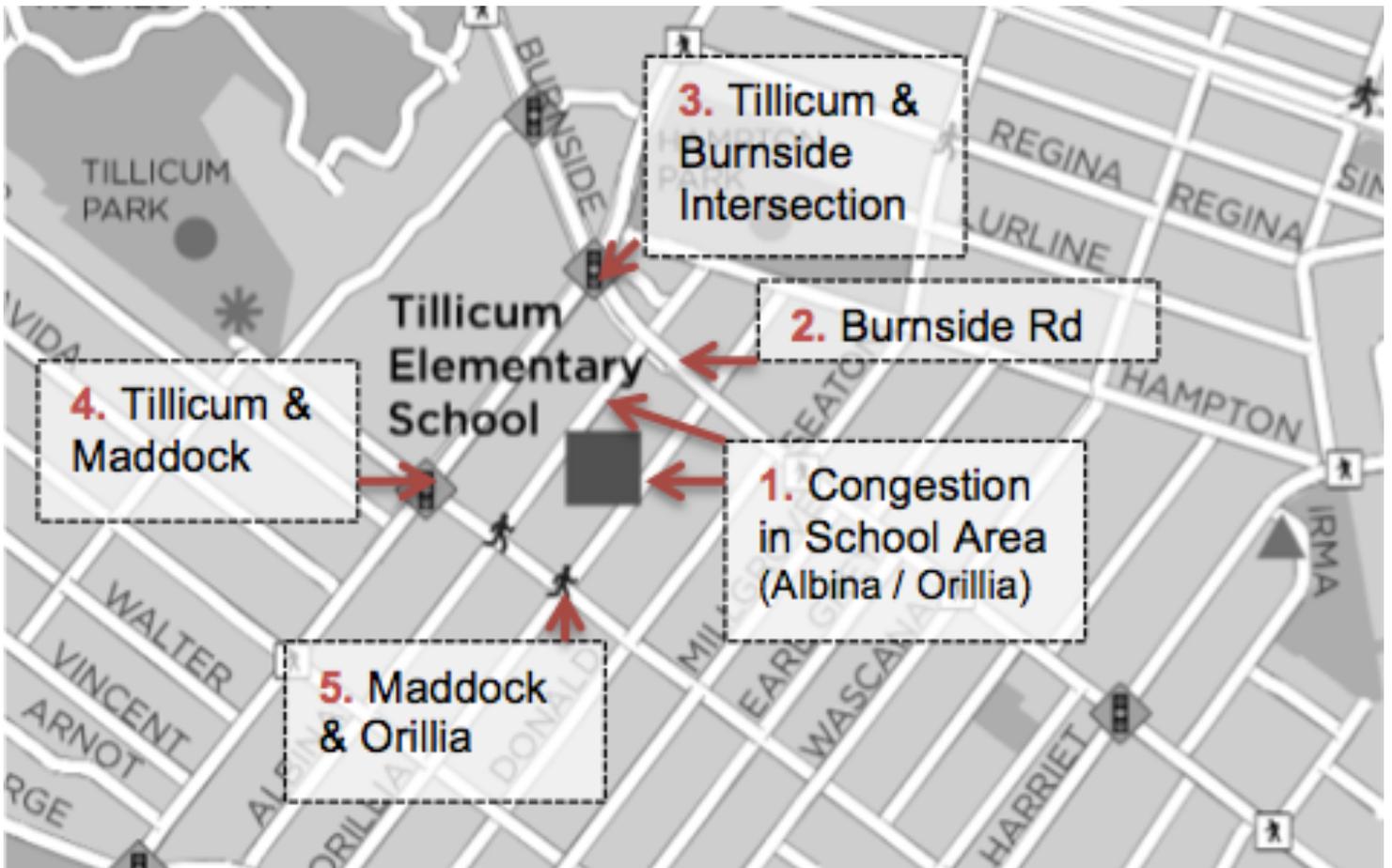
Members of the school community and municipal stakeholders gathered to explore and discuss school travel challenges during a walkabout at Tillicum Elementary School.

School Travel Walkabout

The Tillicum Elementary walkabout took place on January 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.



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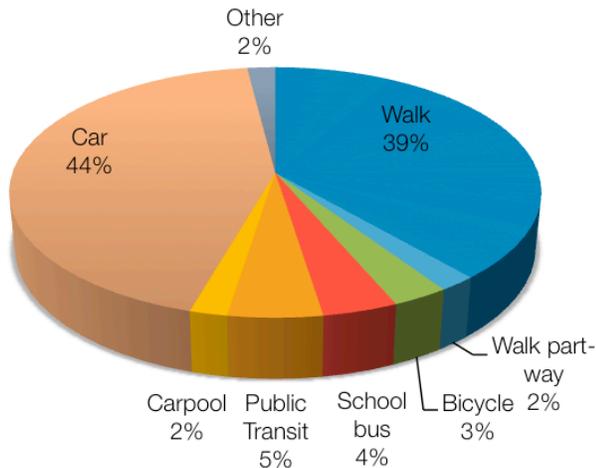


▲ Points of interest on the Tillicum Elementary walkabout

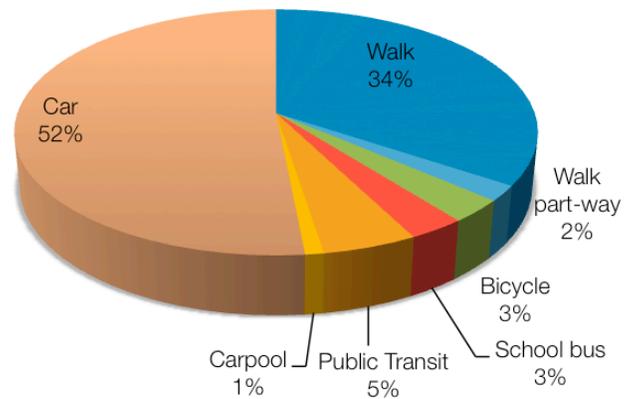
Baseline Survey Findings

Mode Share to School

▼ Take-Home Survey



▼ Hands-Up Survey



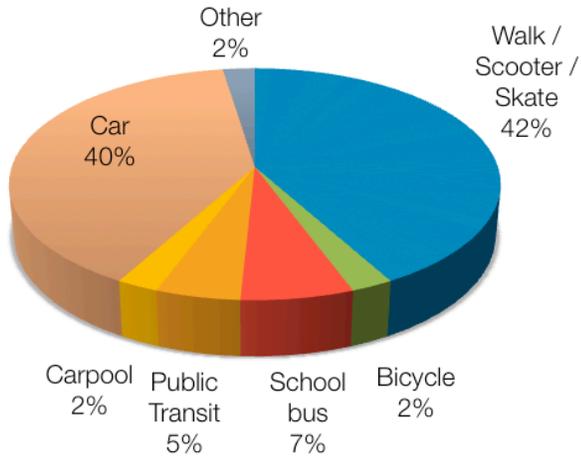
Families at Tillicum Elementary arrive at school by car more than any other mode of travel, according to the take-home survey, which places single-family car travel mode share at 44%. A portion of families at Tillicum Elementary do walk to school, with 39% of respondents walking and another 2% walking part way. Public transit was identified as the primary mode of travelling to school by 5% of respondents. At 3%, bicycling does not currently represent a significant portion of Tillicum Elementary families' mode share to school.

The hands-up survey collects data about mode share to and from school during a particular week, and tends to be a more accurate reflection of actual transportation practices than the generalized take-home survey. During the week of October 8 to 15, 2015, more than half of recorded trips to school were taken by car, with 52% by single-family car travel and another 1% as carpool. Walking to school was the travel mode of choice for 34% of recorded trips, and 2% of students walked part-way.

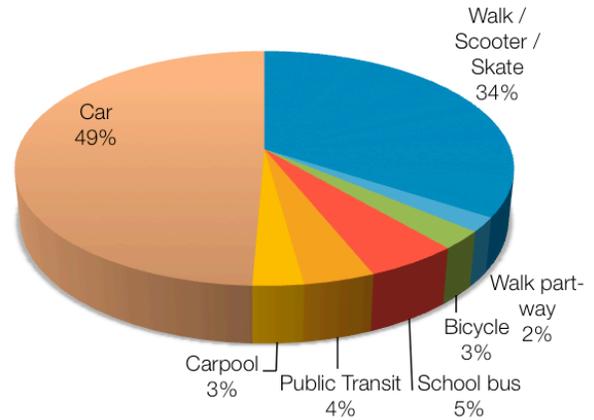
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Mode Share from School

▼ Take-Home Survey



▼ Hands-Up Survey

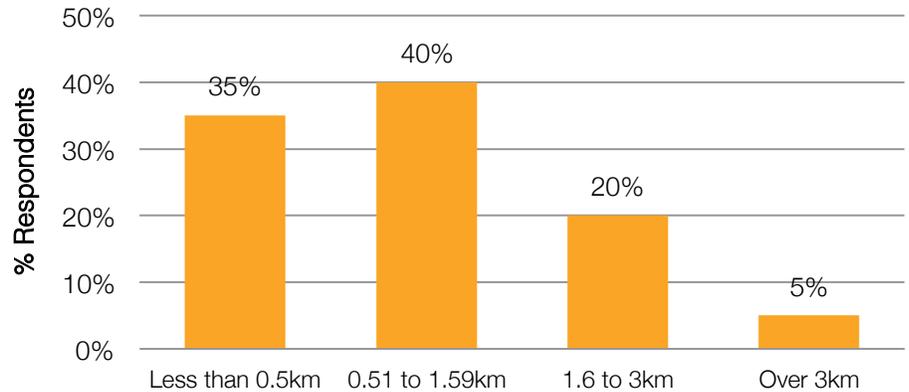


At Tillicum Elementary, the travel patterns at the end of the day (i.e. travelling from school), do not significantly change from the morning travel patterns. There is a slight decrease in car travel in the afternoon (down 4 percentage points), and a slight increase (up 3 percentage points) in walking from school.

During the week of October 8 to 15, 2015, mode share remained relatively steady from morning to afternoon travel. Walking rates remained at 34% for both travel to and travel from school. Car travel decreased slightly in the afternoon.

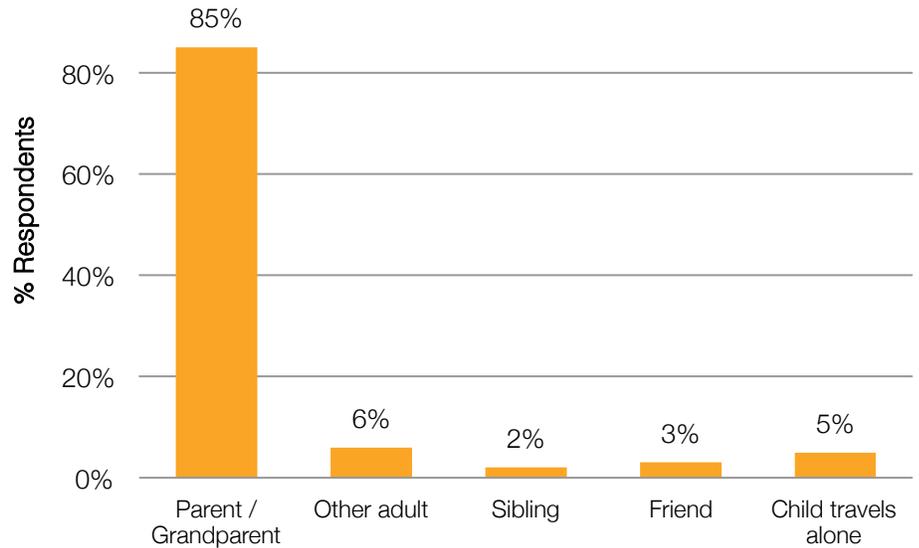
Other Notable Findings

▼ How far away do you live from school?



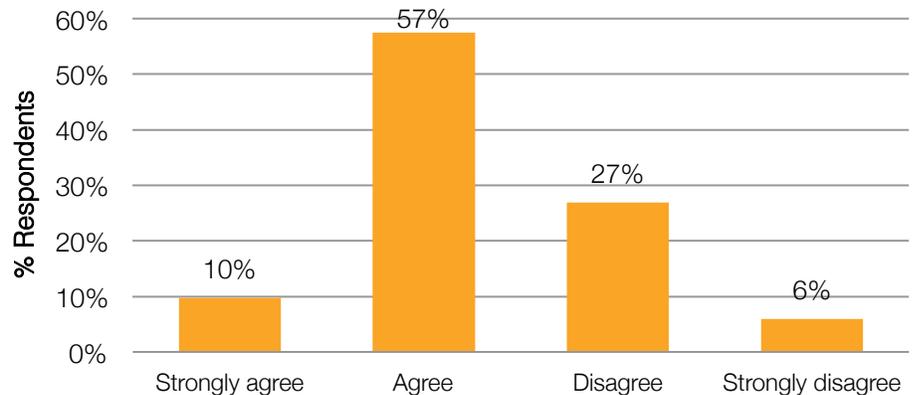
Tillicum Elementary families live, for the most part, within a walkable distance from the school. Of families who responded to the take-home survey, three-quarters (75%) live within a 20-minute walk of the school (under 1.6 km). One-fifth (20%) of respondent families live between 1.6 km and 3 km from the school. A small percentage of families who responded (5%) live more than 3 km away from the school. Given that only one-third (34%) 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 Tillicum Elementary.

▼ With whom do students travel to school?



Of families who responded to the take-home survey, 85% said their child(ren) travel to school with a parent/grandparent and 6% responded that another adult accompanies the child(ren). A small percentage of children travel alone, with 5% of families providing that response; 3% travel with a friend; and 2% travel with a sibling.

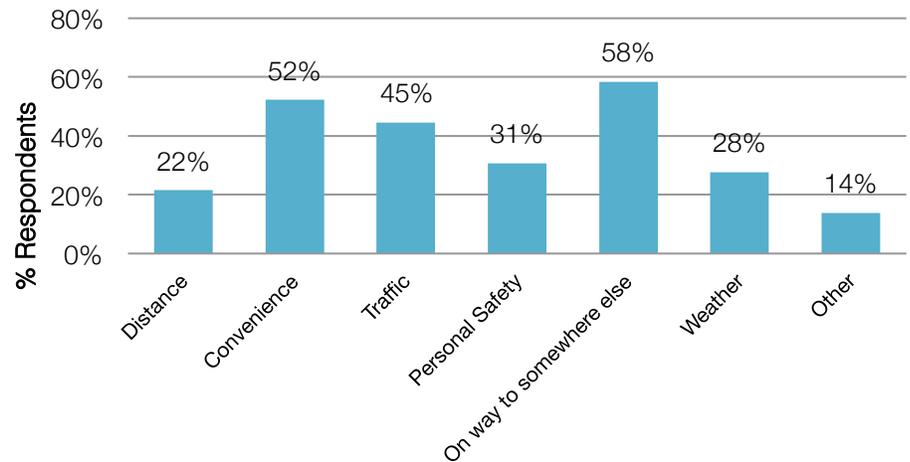
▼ Our neighbourhood safe for children.



When asked whether the Tillicum Elementary neighbourhood is safe for children, respondents to the take-home survey had mixed responses. While two-thirds of the respondents felt the neighbourhood was safe – with 57% agreeing and 10% strongly

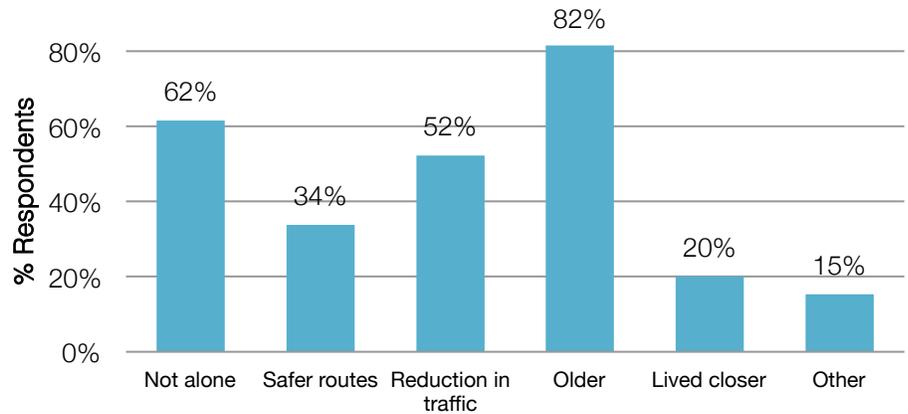
agreeing – one-third either disagreed (27%) or strongly disagreed (6%). The responses to the following questions about what would allow Tillicum Elementary families to feel more confident in having their children walk or cycle to school may illuminate some of the safety concerns.

▼ Why do families at Tillicum Elementary drive?



According to the take-home survey, nearly half (45%) of Tillicum Elementary’s families drive because of traffic. Other common reasons include the fact that they are on the way to somewhere else (58%) and convenience (52%).

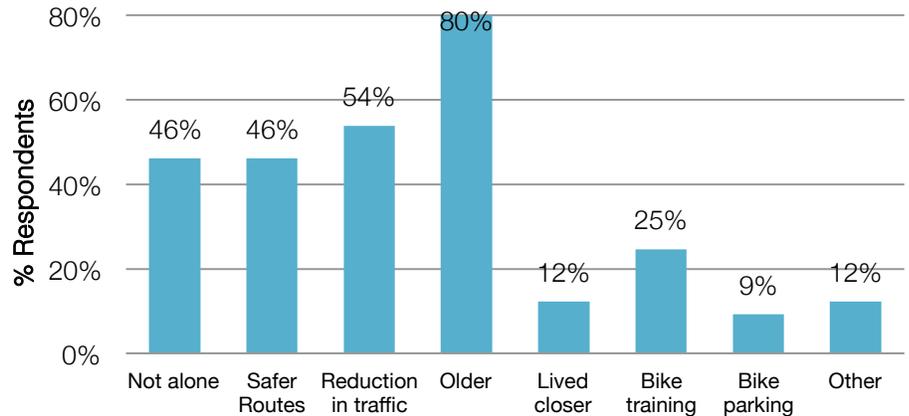
▼ I would allow my child(ren) to walk to school if...



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 (82%) and not alone (62%). More than half of respondents (52%) would allow their child(ren) to walk to school if there was a reduction in traffic. Additionally, a third (34%) of respondents felt that safer routes would encourage them to allow their child(ren) to walk to school.

The high number of parents who indicated that they drive their child(ren) to school because there is too much traffic, and that they would allow their child(ren) to walk to school if there was less traffic, suggests that a whole school active transportation event or campaign, like International Walk to School Week, would give Tillicum Elementary families the opportunity to experience what walking to school might be like if fewer of them drove.

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



Respondents also felt strongly that the age of their child(ren) had a bearing on whether they would be allowed to cycle to school. However, reduction in traffic (54%) was the most prominent response next to age (80%). Nearly half of respondents also indicated the importance of safer routes (46%) and having their child not travel alone (46%) when cycling to school. A strategy that may be helpful to address these concerns would be to organize group rides, or “bike trains,” to and from school. Through such programs families can leave their cars behind (thus reducing traffic) and experience safer routes to cycle to school together.

School Travel Challenges Summary

School travel challenges are the barriers to active travel faced by families and students at Tillicum 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 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 these areas of concern and brainstorm potential solutions.

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

1.

Motor vehicle congestion in school zone

The beginning and end of the school day currently see the Tillicum Elementary area congested with motor vehicle traffic, particularly on the residential streets that border the school – Orillia Street and Albina Street. Surveyed families indicated that this congested traffic poses a safety concern in thinking about allowing their child(ren) to walk or cycle to school.

There has been recent roadwork on Orillia Street, installing an asphalt curb to provide some order to motor vehicle traffic's navigation of the street and to protect the boulevard. An on-street parking bay was recently added to Albina Street, related to an



▲ **Albina Street, with parked cars on both sides of street, looking south upon the Tillicum Elementary schoolyard.**

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adjacent development.

Given that Orillia Street and Albina Street are residential streets, they cannot be made to comfortably accommodate the high volume of motor vehicle traffic that the area currently sees during arrival and pick-up times, with approximately half of Tillicum Elementary families driving to school.

The travel challenge posted by traffic congestion could be alleviated with the reduction of the number of motor vehicles traveling to and from the school by encouraging other modes of travel and/or the use of park-and-walk locations outside of the school zone.

2.

Poor active travel facilities on school campus

Participants in Tillicum Elementary’s school travel walkabout explored what it was like to arrive at Tillicum Elementary on foot or by bike; several of them found the school to be lacking in adequate active travel amenities.

There are a limited number pedestrian pathways into the schoolyard. Those that exist are often unwelcoming and pose challenges to accessibility. The narrowness of the entrances through the schoolyard fencing presents difficulty for families travelling with a stroller or mobility device, and the absence of established pathways on the school lawn means that the trodden areas often become wet and muddy in rainy weather.

Additionally, there are no pedestrian entrances into the schoolyard on the northwest side of the school; the only option for pedestrians approaching the school from this direction requires them to walk



▲ **Pedestrian entrance into schoolyard at southeast side – not welcoming, narrow, and muddy.**

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through the driveway of the staff parking lot and share space with motor vehicle traffic. This presents pedestrian safety concerns for parents.

Finally, there are no bike racks on the west side of the school, which houses the school's main entrance. Although divisions line up on the east side of the school before entering the building, responses to the mapping exercise component of the family take-home survey suggest that many walking families access the school from its west side.

3. Driver Behaviour

The transportation safety concern most commonly cited by Tillicum Elementary families in the take-home survey was poor driver behaviour. Families noted that drivers were often inattentive and careless when operating their vehicles in the catchment area broadly and the school zone in particular.



▲ Student art aimed at drivers in the school zone

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4.

Orillia Street and Maddock Street

Several families who responded to the take-home survey indicated that the intersection at the southeast corner of the schoolyard presents pedestrian safety concerns. There are several factors that may contribute to this: the sidewalk at the intersection is basically at road grade, with no curb to physically separate cars from pedestrians waiting to cross; an electrical pole at the north-west corner of the intersection may serve as an obstruction to visibility; and the raised crosswalk across Maddock Street is quite low.



▲ Looking west towards the northwest corner of Orillia Street and Maddock Street.

5.

Burnside Road West and Tillicum Road

Tillicum Elementary is located close to the busy intersection of Burnside Road West and Tillicum Road. Respondents to the take-home survey identified this intersection as an area of concern when thinking about active school travel.

The intersection experiences a high volume of fast-moving traffic; according to Saanich Engineering staff, it is the third busiest intersection in the District of Saanich. Additionally, the intersection has an unconventional orientation, posing potential challenges to visibility; the US National Association of City Transportation Officials' Urban Street Design Guide notes that "[i]rregular intersections... [are] often overbuilt and confusing, [and] present safety hazards to all users."

A few respondents mentioned the pedestrian signal phasing at the intersection. Countdown timers were installed in 2016, providing pedestrians with



▲ Burnside Road West and Tillicum Road intersection, from the southeast corner, closest to Tillicum Elementary.

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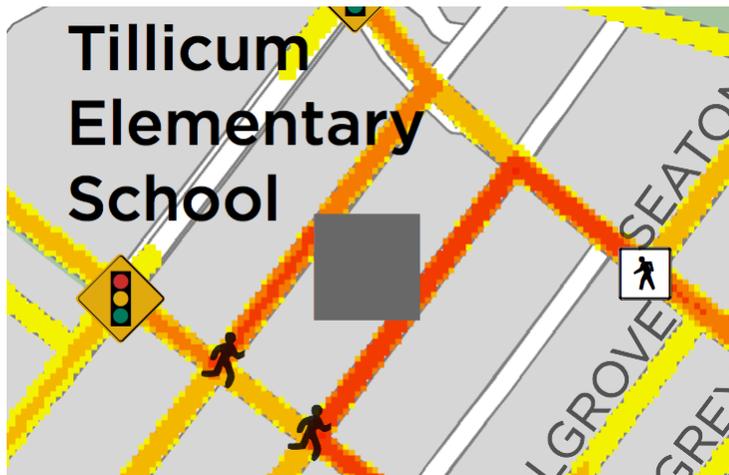
information about the time remaining for crossing the intersection safely. However, pedestrians are required to push a button to activate the pedestrian phase in the signal cycle; the preference stated by parents during the post-walkabout debrief meeting is that the pedestrian phase be an automatic part of the cycle, at least during the periods before and after school.

6.

Burnside Road West near school

Burnside Road West, a major road that experiences a high volume and speed of traffic, borders the fenced-in Tillicum Elementary schoolyard to the north.

A heat map was created using walking route data provided through the family take-home survey. The heat map suggests that Burnside Road West between Seaton Street and Orillia Street is a popular walking route for Tillicum Elementary families.



▲ The heat map created for Tillicum Elementary. The grey square is the school; routes grow darker the more survey respondents reported using them.



▲ South side of Burnside Road West at Donald Street, looking east upon the Seaton Road traffic lights.

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According to families at Tillicum Elementary (based on their feedback in the take-home surveys and in conversation), Burnside Road West is not the most comfortable street to experience as a pedestrian but in some cases it is a necessary connector route.

Burnside Road West features elevated sidewalks with concrete curbs. However, the sidewalks are fairly narrow and there is no buffer between them and the street. The traffic lights at Seaton Road, to the east of the school, are a heavily-used pedestrian and cycling crossing point across Burnside Road West for Tillicum Elementary families walking or cycling to school from the north end of the catchment. According to the family take-home survey, there are a significant number of families and students who walk on the south side of Burnside Road West between Seaton Street and Orillia Street to access Tillicum Elementary.

7.

Difficulty staffing crossing guard positions

The crossing guard positions around Tillicum Elementary are funded by the District of Saanich and coordinated by Beacon Community Services. Particular intersections and crossings have been designated as crossing guard crossings, with the intention of having crossing guards present at the beginning and end of the school day to facilitate school travel. The designated intersections are: Burnside Road West and Seaton Road, and Tillicum Road and Maddock Street. There have been challenges staffing some of these crossings, and through the take-home survey and at PAC meetings several parents noted that crossing guards are often absent in the morning and afternoons.



- ▲ **Crossing guard ensuring students are able to cross road safely.**

8.

Crossing Harriet Road

Harriet Road is a major road that bisects the Tillicum Elementary catchment area. It is also part of the boundary between municipal jurisdictions, with the north side being part of the District of Saanich and the south side being part of the City of Victoria.

According to several respondents to the take-home survey, Harriet Road poses challenges to safe active travel. The foremost concern expressed was the safety of pedestrians and cyclists crossing the street.

While Harriet Road is a single lane in both directions, it experiences a high volume of motor vehicle traffic and is classified as a major road. Between Burnside Road West and Obed Avenue there are sidewalks only on the east side of the street.

There is one marked crosswalk across Harriet Road between the signalled intersections of Burnside Road West and Gorge Road: at Maddock Street.

According to families' responses to the take-home survey, this leaves students and families travelling from east of Harriet Street with limited options for safe and comfortable crossings. Additionally, the curb drop on the east side of the intersection of Harriet Road and Maddock Street does not align with the crosswalk.

This crosswalk crossing is on the only Best Route to School from the east end of the catchment.



▲ Harriet Road at Maddock Street, on the north (Saanich) side of Harriet Road.

9.

Overall lack of sidewalks on residential streets

Due to the era in which the neighbourhoods were developed and the high cost of retrofitting sidewalks, the District of Saanich does not have sidewalks on many of its residential streets. Among the streets that do not have sidewalks are several residential streets close to the school.

The lack of sidewalks on walking routes to school was identified as a concern by families at Tillicum Elementary, through the take-home survey and during the walkabout. For example, Albina Street, a popular walking route for Tillicum Elementary families, features sidewalks while it is adjacent to the school but not south of Maddock Street.

While the Best Routes to School map features walking routes on streets with sidewalks from all quadrants of the catchment area, increased options for safe and attractive walking routes with sidewalks could improve neighbourhood walkability and provide more families with direct, convenient walking routes to school.



▲ **Albina Street looking north, just south of Tillicum Elementary.**

10.

Uncertainty about how to navigate traffic circles

Traffic circles were recently added to several intersections within the school catchment area. Traffic circles provide traffic calming and intersection control. However, through the take home survey, Tillicum Elementary families expressed uncertainty about how various road users are meant to navigate traffic circles.

In particular, respondents expressed that pedestrian pathways through the intersections are not always clear, which causes some pedestrians or would-be pedestrians to feel nervous about navigating certain intersections on foot. Additionally, several respondents commented that drivers do not seem to be familiar with how to navigate intersections with traffic circles.



- ▲ **Obed Avenue and Albina Street, looking south. The curb letdown placement may guide pedestrians into the pathway of vehicles travelling through the intersection.**



- ▲ **Maddock Avenue and Donald Street, where pedestrian crossing of intersection is clear out of the pathway of vehicles moving through the intersection.**

School Efforts

School Mapping Initiative

Tillicum Elementary School produced its own school catchment area map to display where students lived and were traveling from to get to school. A wall-sized map was posted in the school. Each classroom teacher had their students locate their home addresses and identify the shortest, longest and safest routes to school.

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, encouraging students to nurture a personalized relationship with their bikes.



▲ **Bike racks full of bikes at Tillicum Elementary, the day of the bike rodeo.**

School Travel Planning Implementation

Best Routes to School Map

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).

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

Lunch Program: “Move with Us: Encourage Active Travel from Peer to Peer”

In the spring of 2017, 10 Tillicum students participated in a three-week-long lunchtime program called Move with US, a peer-to-peer active travel encouragement program.

During the first two weeks, students explored the benefits of traveling actively through creative expression and art. In week one they looked at the health benefits of active travel, creating mixed media drawings representing to represent a favorite, unique or new

way to travel actively to school. In week two they looked at the environmental benefits of active travel, acting out short skits about things within the eco-system that are impacted by a lack of clean air

In the third week, students used their new knowledge to create radio 'public service announcements' about the benefits of active travel. These PSA's were broadcast over the school's PA during morning or afternoon announcements.

School Efforts

Bike to School Week 2017

From May 29 to June 2, 2017, Tillicum participated in Bike to School Week. Students could highlight their success on a school ride-tracking sheet posted in the main foyer. Tracked rides were then inputted into the Greater Victoria Bike to Work Society's online ride-tracking system with the support of the school's Public Health Nurse.

Tillicum Spring Fair

The STP facilitator hosted an active travel information table at Tillicum's 2017 Spring Fling. The table featured a large map of the surrounding Gorge neighbourhood, drawn by a local artist, which was displayed on the wall behind the table. Families and students were encouraged to find their home, street or connecting street, place a sticker on the map in that area, and visually explore the walk to school. Copies of Tillicum's draft Best Routes to School map were handed out to school community members, along with incentive items such as reflectors and snap bracelets.

Inspiration/communication board

Tillicum's principal set up a board in the main foyer of the school to inspire and inform the school community about active travel. Items featured on the board included inspiring posters, pictures of students enjoying active travel, and tracker sheets for various active travel encouragement campaigns. The main feature on the board was the poster-sized print of Tillicum's draft Best Routes to School map, which was included to allow students, teachers and parents to visually explore and grow familiar with their active travel route to school.

Engineering

Pedestrians Countdown Timers

Countdown timers were added to all pedestrian signals at the intersection of Burnside Road and Tillicum Road.

Methodology

Follow-up school travel data at Tillicum 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 98 families completed the follow-up survey representing 122 children, for a return rate of 33%. For a copy of the follow-up take-home family survey, please see Appendix 6.

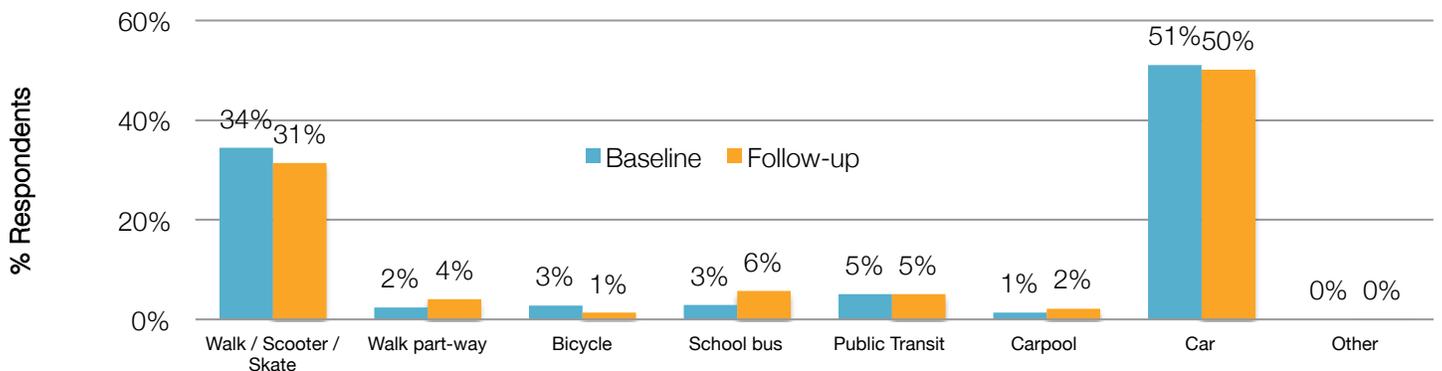
Hands-Up Survey

12 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

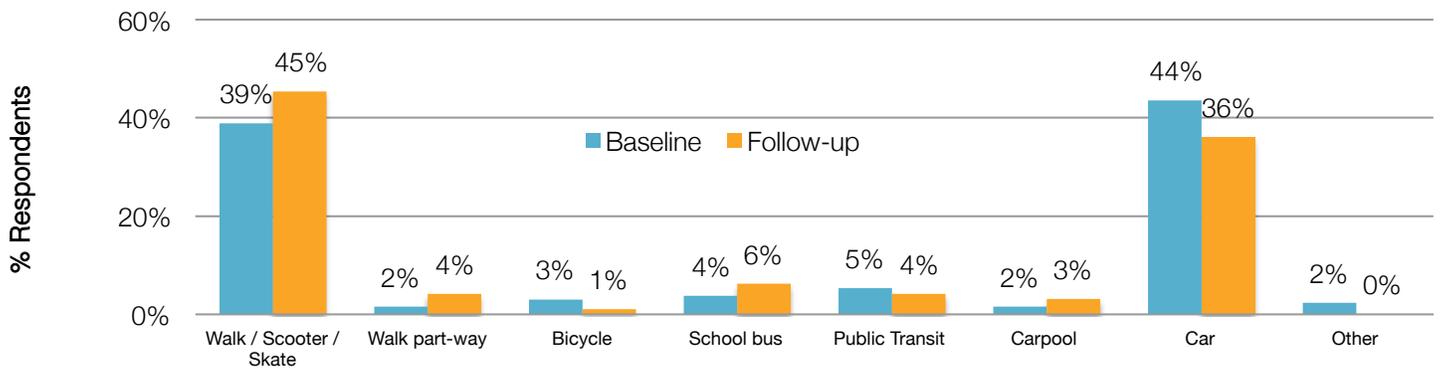
▼ Hands-Up Survey



SCHOOL TRAVEL PLAN

Data from the follow-up hands-up survey found that to-school travel mode share splits remain largely unchanged at Tillicum, with slightly fewer students walking (34% vs. 31%) and being driven (51% vs. 50%) to school, and a small number walking part-way, cycling, taking the school bus or public transit, or carpooling.

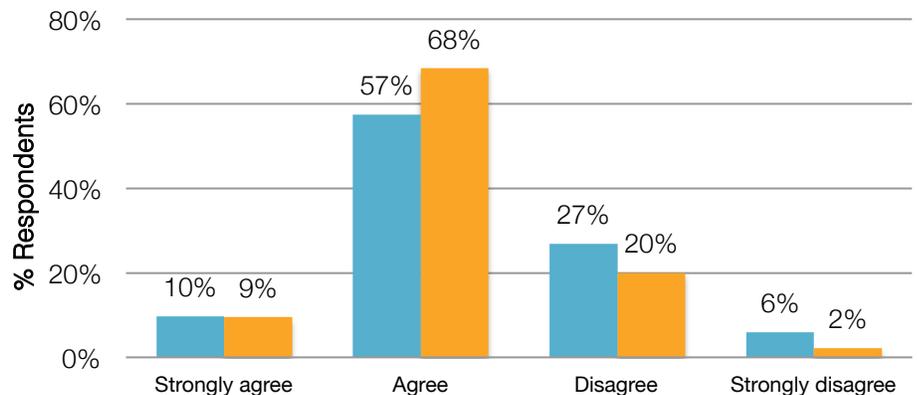
▼ Take-Home Survey



Data from the follow-up take-home survey found that rates of walking to school at Tillicum elementary had risen by 15% (39% vs. 45%), while rates of driving had decreased by 19% (44% vs. 36%).

Other Notable Findings

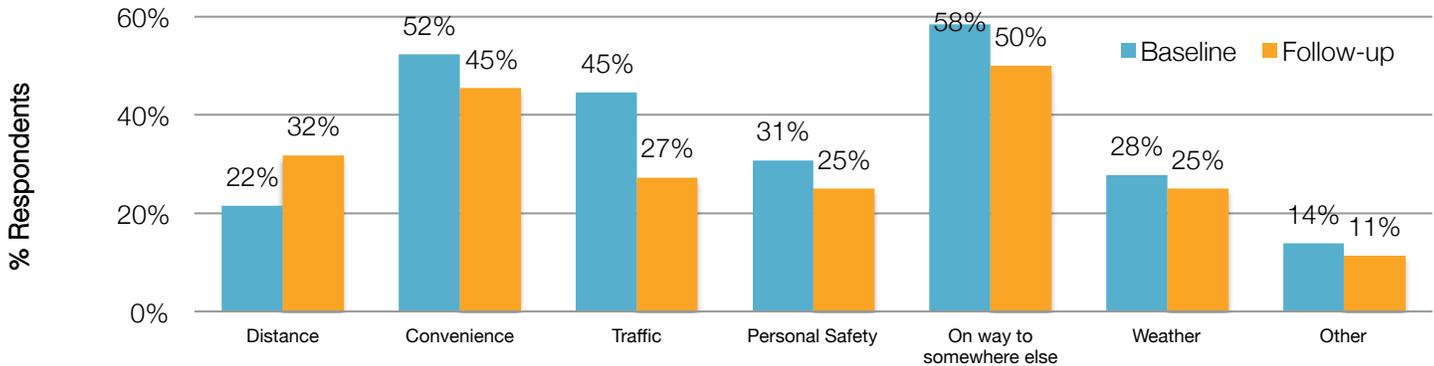
▼ Our neighbourhood is safe for children to walk to school



SCHOOL TRAVEL PLAN

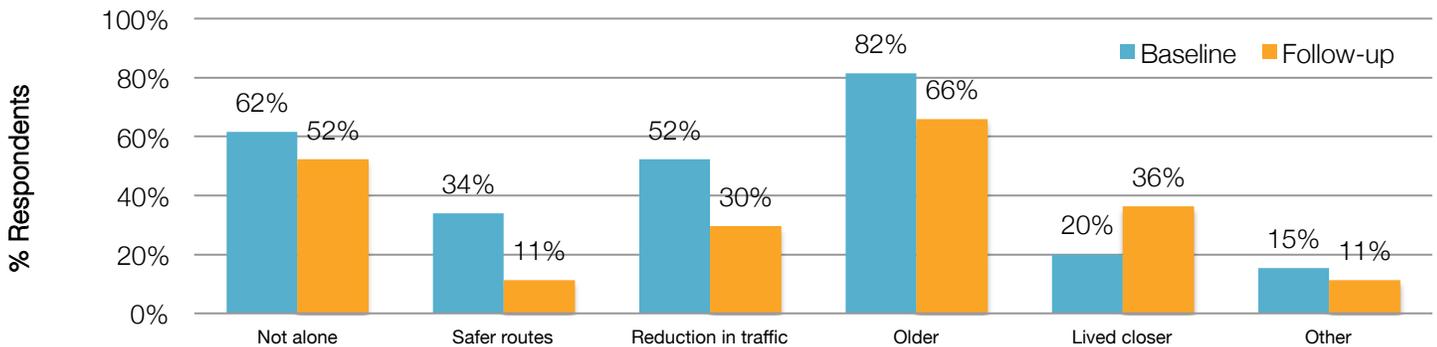
Data from the follow-up take-home survey found that 15% more parents agreed or strongly agreed that their neighbourhood was safe for children to walk to school than did in the baseline survey.

▼ 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 decreased more than any other factor, while distance was the only consideration that became more popular.

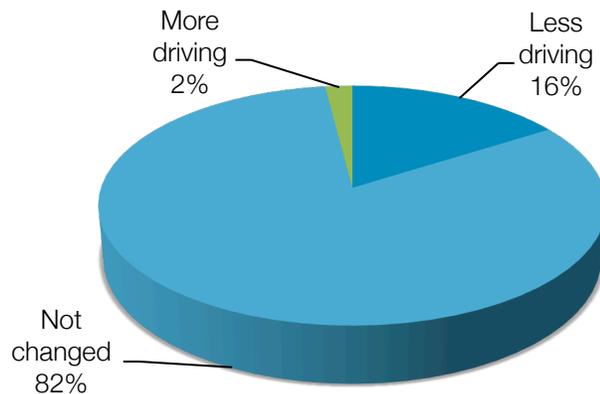
▼ I would allow my child(ren) to walk to school if...



Between the baseline and follow-up surveys, not being alone and being older remained the most common conditions under which

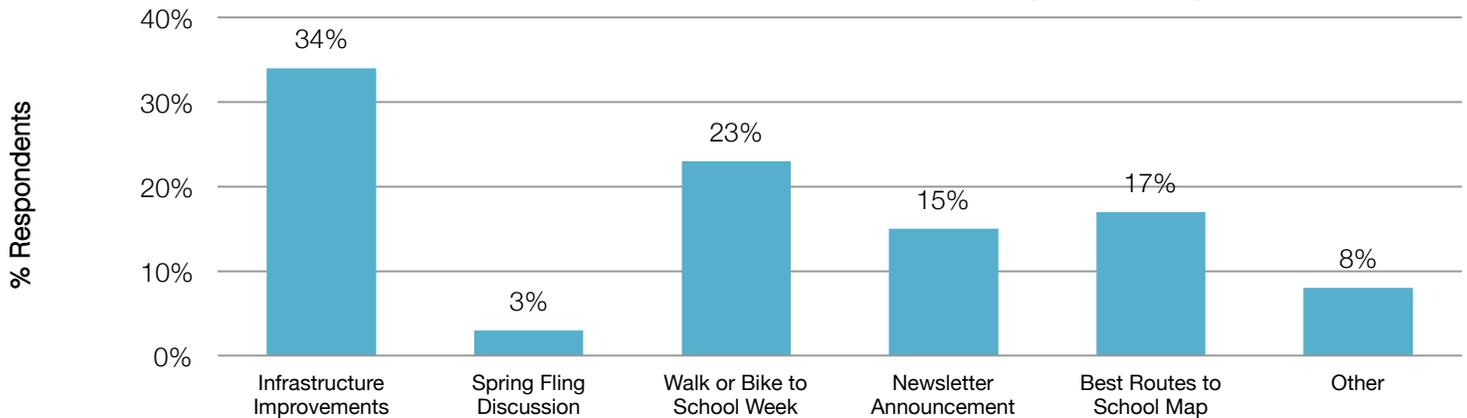
parents who usually drove their children to school would consider allowing them to walk. The presence of safe routes and a reduction in traffic were less commonly cited conditions, while living closer became a more popular consideration.

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



In the follow-up survey, 16% of families reported that they were driving less to school, 2% that they were driving more to school, and 16% that their travel habits were unchanged.

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



SCHOOL TRAVEL PLAN

Parents who completed the follow-up survey felt that infrastructure improvements and Walk or Wheel to School Week events were the most effective activities implemented during the school travel planning processes.

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

Tillicum Elementary School STP Steering Committee

- Principal Lori Burley (lburley@sd61.bc.ca)
- PAC Chair: Christine Surridge
- PAC President: Nicole Nyvall
- PAC Members and parents including Hollie Johnson, Brynne Croy, Lisa Gelling

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

Lori Urley, Principal
Tillicum Elementary
3155 Albina Street
Victoria, BC V9A 1Z6

Dear Ms. Urley:

Re: Active and Safe Routes to School Program and Participation

Tillicum 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 .

Sincerely,

Sandra Liddell
Engineering Technologist IV

SL/cn

Enclosure

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Tillicum Elementary

School Travel Planning



October 26, 2015

Dear Parent (Guardian):

Tillicum 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 Tillicum 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,

Lori Burley
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?

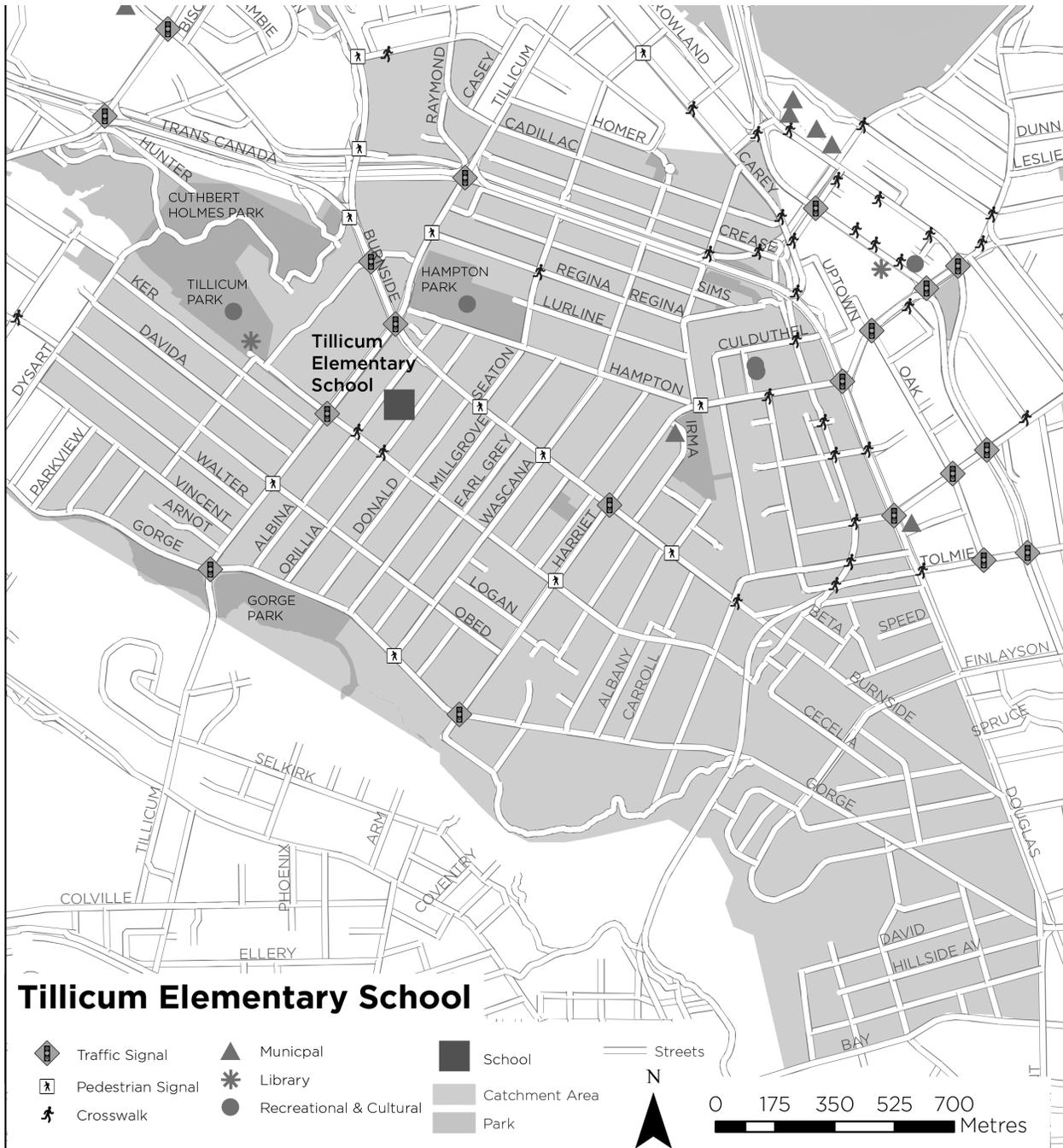
- YES NO

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.



For any questions, contact Stefanie Hardman: stef@hastebc.org



**Tillicum 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 8th – Thursday, October 15th, 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										
Tues										
Wed										
Thur										
(HASTe will fill out) Total										
Avg=Total/5 (HASTe will fill out)										

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										
Tues										
Wed										
Thur										
(HASTe will fill out) Total										
Avg=Total/5 (HASTe will fill out)										

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

Tillicum Elementary – Traffic Safety Walkabout

Tuesday, January 26, 8:15am-10:00am

Meeting point: at main entrance (on Albina)

School Profile :

- Tillicum Elementary
- 3155 Albina St
- Principal - Mrs Lori Burley
- Grades K-5
- Enrolment ~ 330

Student Travel Modal Split (to school):	(%)
Walk / Scooter / Skate	34%
Walk part-way (at least one entire block)	2%
Bicycle	3%
School bus	3%
Public Transit (BC Transit)	5%
Carpool (2 or more families)	1%
Car (just your family)	51%

Points of interest / concern:

1. School Area (Albina, Orillia)

- Congestion, Parking
- Cycling & Pedestrian Safety

2. Burnside, in front of School

- High volume of fast moving traffic
- No bike lanes (bike lane ends)

3. Tillicum & Burnside Intersection

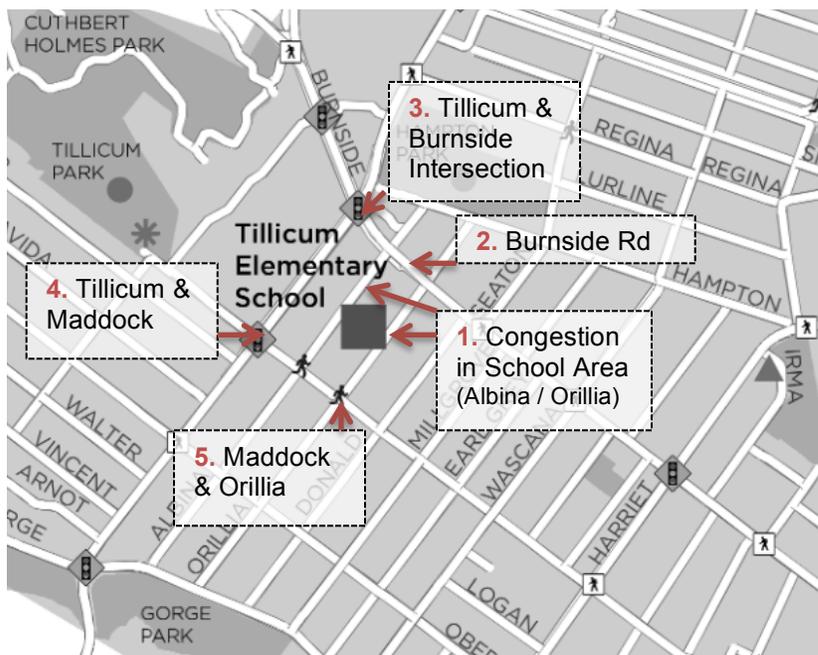
- Perceived to be a dangerous intersection, especially for pedestrians and cyclists
- High volume of fast moving traffic
- Some issues with the pedestrian controlled lights (required to press button in order to get signal, even if other side of street show walk signal; long waits between crossing; etc)

3. Maddock & Tillicum

- Pedestrian Safety - No crossing guard

4. Maddock & Orillia

- Pedestrian Safety - No crossing guard



Tillicum Elementary – STP Action Plan

Action Priority Legend:

Complete	High	Medium	Low
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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 Tillicum Elementary School families.	4,5	Complete	District of Saanich
	Engagement & Programming	HASTE Facilitator; Tillicum 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; PAC	Facilitator to complete draft plan, solicit feedback from school planning committee and steering committee.	1,2,3, 4,5,6	Complete	District of Saanich
	Reporting	HASTE	Oversee the implementation of Action Plan	6	Ongoing	District of

	Facilitator	items and track the actual timing and cost of initiatives versus planned.			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

Student Engagement Activities at Tillicum Elementary						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Mapping Exercise at Tillicum Elementary	Engagement & Education	Tillicum administration, staff, and students	Create a school wide map of where students live.	4	Complete	
Bike to School Week at Tillicum Elementary	Engagement & Event Planning	Tillicum administration, staff, and students	Support the development & execution of Bike to School Week	4	Complete	HASTE, District of Saanich
Ongoing Active Travel Initiatives at Tillicum – Tracking & Rewards Program	Engagement & Event Planning	Tillicum administration, staff, and students	Implement a program in classrooms to track and reward active travel by students, similar to take home reading program.	4	As priorities and budget permit	HASTE, District of Saanich

Bike to School Week (May 30-June 3, 2016)						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Tillicum Elementary School	Event planning & promotion	Tillicum administration & staff	Participate in annual Bike to School Week event. Register in BSW, publicize throughout school community, put up	4	Complete	HASTE, District of Saanich,

			BTSW poster in school foyer, and track active travel trips daily throughout the week.			Bike to Work Victoria
	Event planning & promotion	Tillicum PAC	Support event with volunteers. Promote through PAC communication channels.	4	As priorities and budget permit	HASTE, District of Saanich

Alternative Drop Off Areas						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Within 5 minute walk to school	Programming & promotion	Tillicum administration; PAC; HASTE Facilitator	Locate and promote alternative drop off locations within a 5-minute walk to school, starting on a weekly basis ("Freedom Friday").	5	As priorities and budget permit	HASTE, District of Saanich

Walking School Bus						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Tillicum Elementary	Programming	Tillicum administration; PAC	Distribute information and solicit feedback about level of interest for parents in coordinating and participating in a "Walking School Bus."	4	As priorities and budget permit	Seeking funding

Traffic Safety

Tillicum Elementary school grounds						
Location	Type of	Responsible	Description	Related	Time	Funding

	Action	Party		Goals	Frame	and Partners
West side of school	Infrastructure	SD61	Consider installing bike parking on West side of school. There is currently no bike parking on West side of school. In addition to serving students, this bike parking could serve staff as it is adjacent to staff vehicle parking lot. See school travel challenge #2 for more info.	2	As priorities and budget permit	
Entrances in perimeter fencing of school grounds	Infrastructure	SD61	Consider improvements to entrances in perimeter fencing of school grounds by creating pathways on schoolyard and widening entrance. See school travel challenge #2 for more info.	1	As priorities and budget permit	
North-west perimeter of school grounds	Infrastructure	SD61	Consider creating dedicated pedestrian entrance at north-west side of school yard to improve pedestrian safety. See school travel challenge #2 for more info.	1	As priorities and budget permit	

Orillia Street						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Orillia St & Maddock Ave	Infrastructure	District of Saanich	Review intersection (curbing, crosswalks) with attention to pedestrian safety. Sidewalk at NE, NW, SW corners is basically at road grade – no curb to separate cars from pedestrians waiting to cross. Poor visibility for pedestrians crossing Maddock, and hydro pole on NW corner obstructs visibility – review to see if it can be moved. Raised x-walk across Maddock is barely raised, quite low – investigate possible improvements. *This item has been added	1,3	As priorities and budget permit	TBD

			to the Districts crosswalk priority list.			
Orillia St & Burnside Rd W	Infrastructure	District of Saanich	Review possible pedestrian safety improvements for crossing Orillia at Burnside. Review possibility of curb bulge on the SE side of the intersection to improve visibility and shorten crossing distance. *This item has been added to the Districts crosswalk priority list.	1,3	As priorities and budget permit	TBD
Orillia St & Burnside Rd	Bylaw & Signage	District of Saanich	Review potential left-turn restriction at intersection. Currently there are concerns about traffic backing up in the school zone. *This item has been added to Engineering's calls for service at engineering@saanich.ca for review	3	As budget and priorities permit	

Albina Street						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Albina St & Maddock Ave	Infrastructure	District of Saanich	Review treatment options for pedestrian safety concerns on Albina St. No north-south crosswalk across Maddock and no sidewalk on Albina St south of Maddock Ave, especially problematic given steep grade and poor sightlines. Consider installing a sidewalk on one side of Albina St between Maddock Ave and Obed Ave or installing traffic calming measures. *This item has been added to the Districts crosswalk priority list. *This item has been added to the sidewalk priority list	1,3	As priorities and budget permit	TBD

Burnside Road West						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Burnside Rd W, between Tillicum Rd and Seaton St	Signage	District of Saanich	Review placement of school-zone signs. Explore possibility of installing signs on median for increased visibility. Traffic speed and volume (along with narrow sidewalks) were concerns for Tillicum parents on this popular walking route. Currently no signage on this portion of Burnside to indicate that road borders a schoolyard. *This item has been added to Engineering's calls for service at engineering@saanich.ca for review	3	As priorities and budget permit	TBD
Burnside Rd W, between Seaton St & Orillia St	Infrastructure	District of Saanich	Explore pedestrian improvements for popular walking route, south side of Burnside Rd W between Seaton St & Orillia St. Currently, sidewalk is fairly narrow and right next to fast moving traffic. Improvements could include a buffer between the sidewalk and motor vehicle traffic, which could take the form of landscaping/vegetation or the continuation of the bike lane along Burnside Rd W. *This item has been added to the sidewalk priority list	1	As priorities and budget permit	TBD
Burnside Rd W & Donald St	Infrastructure	District of Saanich	Review curb return and hydro pole placement. *This item has been added to the curb return priority list		As priorities and budget permit	TBD
Burnside Rd W & Tillicum Rd	Infrastructure	District of Saanich	Review pedestrian safety concerns at heavily used intersection with	1,3	As priorities	TBD

			<p>unconventional orientation. Check pedestrian signal phasing with standards of the Institute of Transportation Engineers to ensure it is accessible to all pedestrians, including children, seniors, and those with mobility challenges. Consider automatic pedestrian phase recall.</p> <p>Completed: pedestrian signal improvements, including countdown timers. *This item has been added to the Districts crosswalk priority list.</p>		and budget permit	
--	--	--	--	--	-------------------	--

Other locations						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Harriet Rd	Infrastructure	District of Saanich / City of Victoria	<p>Review pedestrian crossings of Harriet Road. Consider improvements to existing crossings, and increasing pedestrian crossing options. Harriet Road crossing at Maddock Ave W curb drops are currently not in alignment with the painted crosswalk – consider correcting to increase accessibility to pedestrians of all mobilities.</p> <p>*This item has been added to the Districts crosswalk priority list.</p>	1	As budget and priorities permit	TBD
Seaton St & Hampton Rd	Infrastructure	District of Saanich	<p>Review pedestrian safety concerns at intersection with askew orientation and inconsistent curb returns and sidewalks on four corners of the intersection. Review curb returns and consider improvements, particularly on west side of Seaton St as that side features a sidewalk but lacks curb returns. *This item has been added to the</p>	1	As budget and priorities permit	TBD

			Districts crosswalk priority list.			
Traffic circles throughout catchment	Infrastructure	District of Saanich	Review pedestrian pathways through traffic circles to ensure they are clearly separated from motor vehicle traffic. Review to ensure there are sidewalk pads with appropriately positioned curb letdowns at all intersections featuring traffic circles. Consider additional directional signage to clarify driver navigation through the intersection. *This item has been added to the sidewalk priority list	1	As budget and priorities permit	TBD