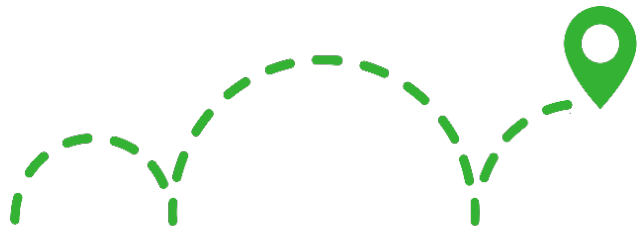




Colwood Elementary School

Active School
Travel Report
2021/2022



READY STEP ROLL
ACTIVE SCHOOL TRAVEL PLANNING

Facilitated by the Capital Regional District (CRD) and published in August 2022. Proudly supported by:



Thank you to the Colwood Parent Advisory Committee (PAC) for their support!

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Appendices

- Appendix A – Colwood Elementary - Plan Your Route Map to School and Activity
- Appendix B – Colwood Elementary - Action Plan
- Appendix C – Colwood Elementary Consultation Data Summary
- Appendix D – 7 Es of Active School Travel - Online Resources for School Communities

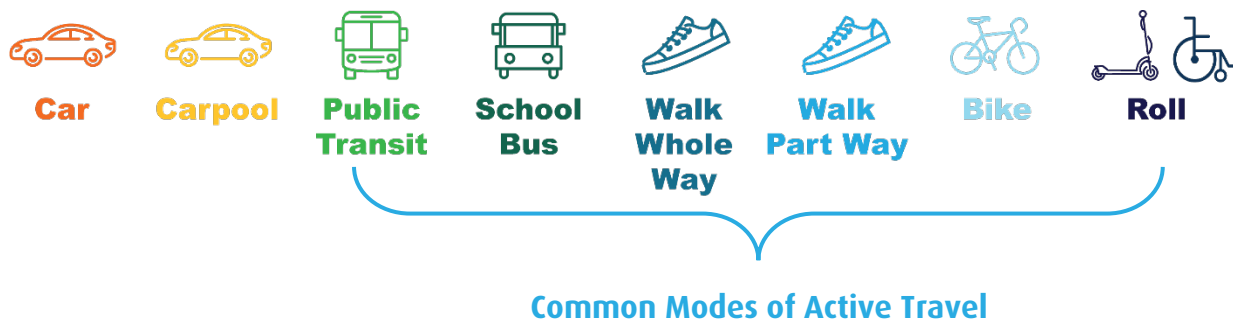
ACTIVE SCHOOL TRAVEL PLANNING



Active School Travel Planning aims to increase rates of students walking and wheeling to/from school, using a school catchment/neighbourhood-based planning process. Walking and wheeling encompasses bikes, scooters, rollerblades, skateboards, using a wheelchair or riding the bus fully or part-way to and from school. Active School Travel Planning initiatives have already been successfully implemented in many communities across Canada and internationally. The [“International Best Practices in Regional Planning for School Travel”](#) (Ryerson University, Toronto, April 2016) looks at a number of case studies and key learnings from around the world.

The [Capital Regional District \(CRD\) Board Priorities](#) and [Corporate Plan](#) identifies transportation as a key regional priority and envisions that residents have access to convenient, green and affordable multi-modal transportation systems that enhance community well-being. Helping to further this priority through behaviour change and infrastructure improvement(s) at a foundational level, the CRD coordinates an active and safe routes to school planning initiative, known as the CRD’s **Ready Step Roll – Active School Travel Planning Initiative**.

Active travel means using any form of transportation that relies on human power to get to your destination - fully or part-way.



BENEFITS OF ACTIVE SCHOOL TRAVEL

Active travel means using any form of transportation that relies on human power to move, such as riding a bike, a skateboard, rollerblades, a scooter, walking/using a wheelchair, or taking the bus.

Students who **walk and wheel** to and from school (fully or part way!) can:



→ Build individual confidence & capability



→ Arrive alert & ready to learn after a short burst of activity



→ Become more self-reliant, supporting families & household schedules



→ Create safer streets by reducing congestion before & after school



→ Improve their physical & mental health



→ Help save time & money by avoiding waiting in school traffic



→ Support safety in numbers & create connected communities



→ Participate in climate action by lowering community
Greenhouse gas emissions

CRD'S READY STEP ROLL INITIATIVE

What is the Ready Step Roll initiative?



The Ready Step Roll (RSR) - Active School Travel Planning initiative works annually with five school communities and respective local government agencies to **encourage and enable more students to have the choice to use active travel to get to/from school**. Students who walk and wheel to/from their school or their bus stop arrive alert and ready to learn, while reducing regional greenhouse gas (GHG) emissions to support safe and connected communities. The RSR initiative is a comprehensive and sustainable approach to **making school neighbourhoods more comfortable to walk and wheel**.

Working with partners, **RSR identifies and addresses safety and social barriers** to better support and enable confident active travel choices. The initiative's success relies on **participatory partnerships** with provincial and local governments, school districts and schools (administration, PACs and students), the Insurance Corporation of British Columbia (ICBC), Island Health Authority, police forces, local businesses, and non-profits. Working together, the partners focus on creating solutions through **Equity, Evaluation, Engineering, Environment, Enforcement, Education and Encouragement**, known as our "7-E's approach to active school travel planning."

What is the active school travel planning process?

Over the 18-month RSR initiative (approximately January through to the following June), the CRD works collaboratively with partners to:

1. **Identify** schools and local governments that are **committed to working** together.
2. **Facilitate**, create and implement a school-catchment **Active School Travel Report** to enable and inspire active transportation mode choice. During the initiative, local active travel safety concerns on common school routes are identified via school travel surveys, a School-Neighbourhood Walkabout, and various consultation activities.
3. **Build capacity** of the school for ongoing initiatives that focus on **Equity, Evaluation, Engineering, Environment, Enforcement, Education and Encouragement (the 7 E's)**.

What is the goal of RSR?

Increase the rate of student and staff active travel trips to and from school by reducing barriers in active travel accessibility, safety, comfort and capacity.

Who are the key partners?

Capital Regional District (CRD) – Facilitator and Project Manager of the RSR initiative.

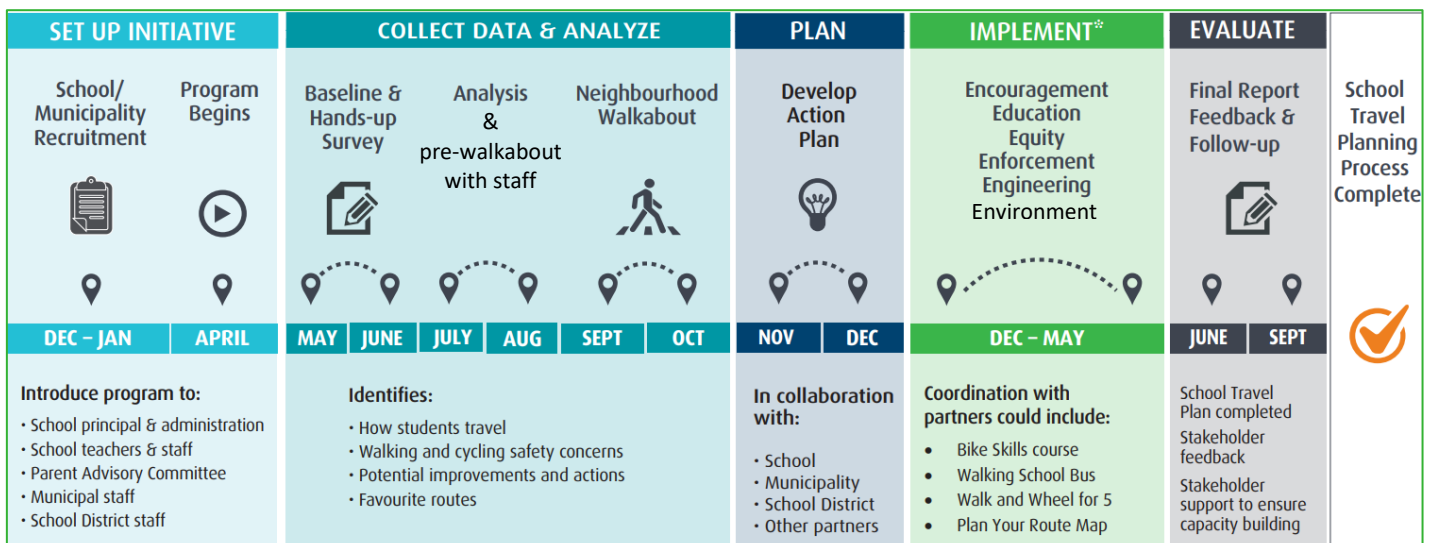
The City of Colwood – Jurisdictional owner of municipal roads, road right-of-way and municipal lands provides local knowledge on street level infrastructure, assists in the development of Action Plan, evaluates and considers proposed solutions, supports/undertakes implementation and follows up with the school regarding safety improvements post RSR initiative.

ICBC – Provides insight into school sites and bussing, evaluates and considers the implementation of proposed solutions on school property, and supports education and engagement initiatives during and post RSR initiative.


School Administration and School District – Provides insight into school sites and bussing, evaluates and considers the implementation of proposed solutions on school property, and supports education and engagement initiatives during and post the RSR initiative.

School Community (Parents/Guardians, PACs, and Students) – Provides perspectives on the school neighbourhood, identifies opportunities for safer drop-off/pick-up, contributes to action planning, and supports education and encouragement initiatives during and post RSR initiative.

What is the initiative's timeline?



SCHOOL PROFILE

	<h3>Colwood Elementary School Profile</h3>
School District	School District 62
Local Government	City of Colwood
Grades	K-5
2021 Enrollment	180
School-Based Active Travel Support	<ul style="list-style-type: none"> → Crossing Guard starts at 7:45 am and is done by 3:15 pm → Multiple bike racks → Wheelchair/accessible parking spots → Active PAC and school parent community
New! Ready Step Roll Active Travel Initiatives (ongoing)	<ul style="list-style-type: none"> → Outdoor school supervision begins at 8:15 am to encourage parents to "Kiss & Go" or "Park and Stroll" → "Walk & Wheel for 5" site established at the Sooke Road. parking lots → Installation of a new bike rack → 7 Es of Active Travel Companion Guide for Schools → City and PAC are interested in trying a "School Street"

7 E'S APPROACH TO ACTIVE SCHOOL TRAVEL PLANNING

A comprehensive and sustainable approach to making school-neighbourhoods more comfortable to walk and wheel, by identifying and addressing safety and social barriers to better support and enable active travel with confidence.



EQUITY

Intentionally consider the needs and impacts of all regional demographic groups with particular attention to ensuring safe, healthy, and fair outcomes for residents of diverse families, cultural, socio-economic backgrounds, abilities and identities.



EVALUATION

Collect data and user insights to understand residents' travel context, identify appropriate approaches, and improve the effectiveness of approaches for respective communities while monitoring changes over time.



ENVIRONMENT

Support actions that would enable a reduction in transportation related GHG emissions and vehicle pollution through the focus on increasing rates of active travel.



ENGINEERING

Make physical improvements to the streetscape, regional trails and built environment to improve the walk/wheel-ability and bike-ability within and between municipalities with region-wide connectivity.



ENFORCEMENT

Increase awareness and compliance with traffic laws, bylaws and guidelines to ensure a sense of personal safety and comfort for those using active travel.



EDUCATION

Change perceptions of active travel and support programs to improve safety, reduce conflicts between transportation modes, and build the confidence and skills needed to safely and confidently walk/wheel or cycle.



ENCOURAGEMENT

Support and expand the number of individuals to choose active modes of transportation to meet local travel needs with purpose and confidence.



EQUITY

Ensure that the initiative is benefiting all demographic groups across the region, with particular attention to ensuring safe, healthy, and fair outcomes for all students of diverse family, cultural, socio-economic backgrounds, abilities and identities.

How does the RSR initiative integrate 'Equity' at a local government level?

- ✓ Works to consult with all relevant school and community/government partners by offering multiple engagement opportunities on various platforms.
 - **In person:** Walkabout, PAC and principal meetings, mapping, engagement/celebration stations, Hands-Up surveying method.
 - **Virtual:** Baseline Online Travel Surveys, email/phone parent/guardian consultation, 24/7 access to resources via the website, material sharing with initiative partners.

How does the RSR initiative integrate 'Equity' at a school community level?

- ✓ Works with PACs to facilitate equity in all opportunities and ideas.
 - **Educational:** Works with PAC representatives to facilitate PAC volunteer coordination for active travel events (bike skills etc.).
 - **Financial:** Hosts equipment exchange station (bikes, helmets, rain gear) at PAC and after-school events, shares available bursary and grant opportunities, and highlights continuing safety efforts that support all students (crossing guard appreciation).
- ✓ Works with School Administration to address before and after supervision gaps to support family and work schedules.
 - Proposes "Walk & Wheel for 5", Walking School Bus or Bike Train initiatives.
 - Realignment of school ground supervision as needed.
- ✓ Works with School District Facilities and Transportation to address accessibility issues when travelling to/from school.
 - Safe and accessible school sites: Eliminating tripping hazards and improved wheelchair access at school access points, pedestrian visibility issues at school access points, considering safety and accessibility of active travel near school bus stops.



EVALUATION

Collect data and user insights to better understand the school-neighbourhood context, assess which approaches are appropriate, identify opportunities to improve the approach and monitor changes over time.

The initiative collects data through various means of formal and informal consultation To help better understand how students travel to and from school, why families make their travel choices, and what would encourage families to shift towards active travel modes. The CRD evaluates and uses the data and insights of the school community to facilitate developing the Action Plan with the local government, school and other participating community members.

Hands-Up Survey

The hands-up survey is a daily survey taken in-class for one week in the beginning, middle and end of the initiative to understand how students typically travel to and from school. This survey may be used as a baseline throughout the initiative and in future years by the school to gauge change over time.

Baseline School Travel Survey

The baseline school travel survey is an online questionnaire answered by parents and guardians is a deeper dive into identifying current and preferred travel modes, specific barriers, safety concerns and suggestions to encourage families to shift towards using more active travel.

School-Neighbourhood Walkabout

The school-neighbourhood walkabout builds on the school survey data to better understand families' challenges walking and wheeling to school. Participants work together to brainstorm engineering, education and encouragement solutions. This information is used to create the Action Plan to guide improvements.

Personal Communications

Personal communications, including meetings, email, and phone conversations throughout the initiative with the Principal, PAC and local government, confirm collected data and facilitate the development of the Action Plan.



ENVIRONMENT







Support actions that would enable a reduction in transportation-related GHG emissions and vehicle pollution through the focus on increasing rates of active travel.

Increasing rates of Active Travel, fully or part-way to school is one positive step children may take towards taking climate action. As part of BC's 2030 commitment to reduce province wide GHG emissions by 40% from 2007 levels, the province has set a 2030 target to reduce transportation GHG emissions by about a third. One means of achieving this target is increasing active travel rates to school. The province has set out a goal for about 30% of trips to take place by walking, cycling or using public transit instead of personal vehicles. Stormwater pollution from roads and parking lots may also be reduced by increasing rates of active travel.

The RSR initiative is one example where the municipalities, the CRD and the Province work directly with school districts, schools and school families on various engineering, education and encouragement initiatives to help achieve transportation mode shifts to active travel on a school-neighbourhood scale.

Participating schools may have the opportunity to align the RSR initiative data, actions and outcomes to provide additional environmental and educational opportunities.

CONSULTATION

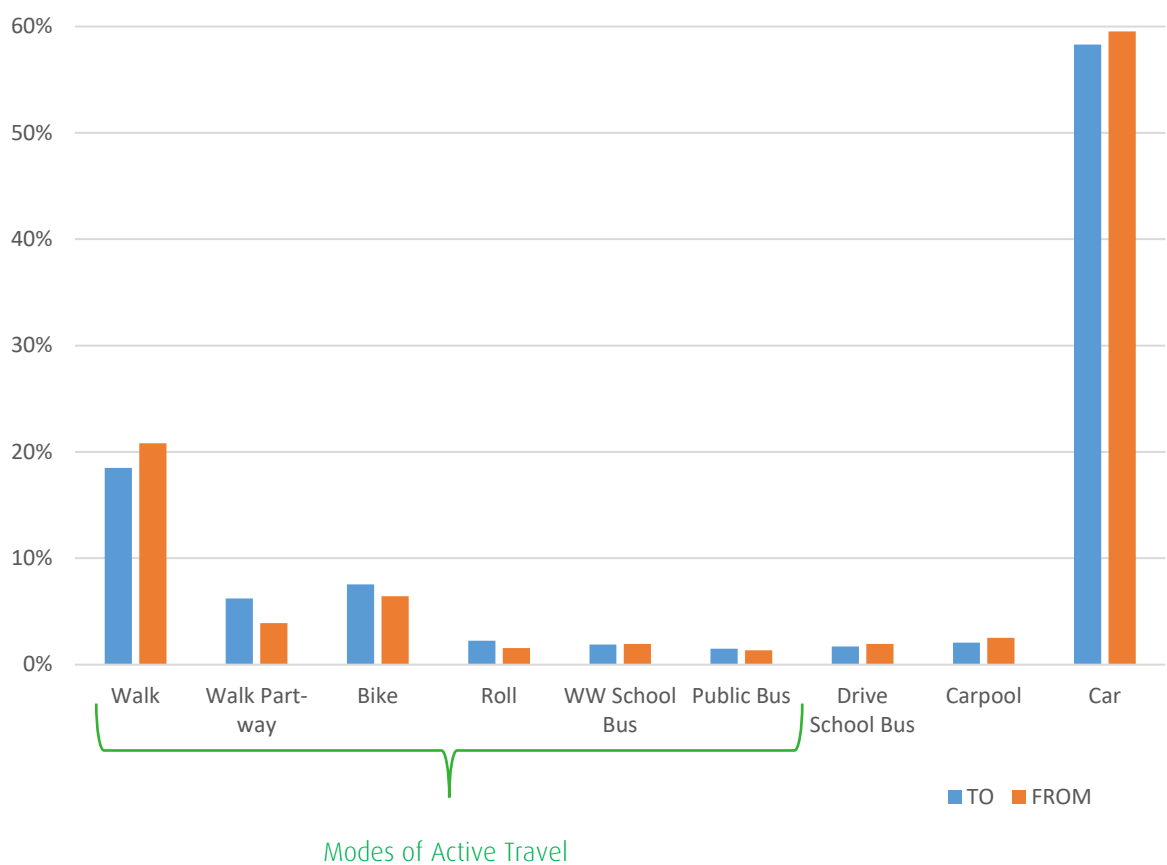
Colwood Elementary - School Consultation Summary	
	146 Baseline School Travel Surveys, representing 81% of students
	1044 Student trips recorded on Hands-Up Surveys
	<p>In-School Encouragement & Education Activities</p> <ul style="list-style-type: none"> → Grade 4/5 Bike Skills (Spring 2022 – IRide) → BC Transit “Get on Board” Training (Fall 2021) → ICBC “Think of Me” - K-3 Road Safety (Spring 2022) → Crossing Guard & School Bus Appreciation Month (February 2022) → New “Walk and Wheel for 5” sites and signage (Fall 2022 – Ongoing)
	<p>Pre-Walkabout with staff (school, municipal, and CRD) Spring 2021</p> <p>School-Neighbourhood Walkabout (PAC, parents, school administration, municipal staff, SD62, ICBC and CRD staff, Royal Canadian Mounted Police (RCMP)) Fall 2021</p>
	Principal &/or PAC meetings (2021-2022)
	Local government meetings, with numerous phone & email communications, focused on drafting the Action Plan (2021-2022)

SCHOOL TRAVEL SNAPSHOT

Data were obtained from the 2021 Colwood Elementary Baseline School Travel Survey (online – parents and guardians) & *Hands-Up Survey (in-class – students).

How did you get to and from school this week*?

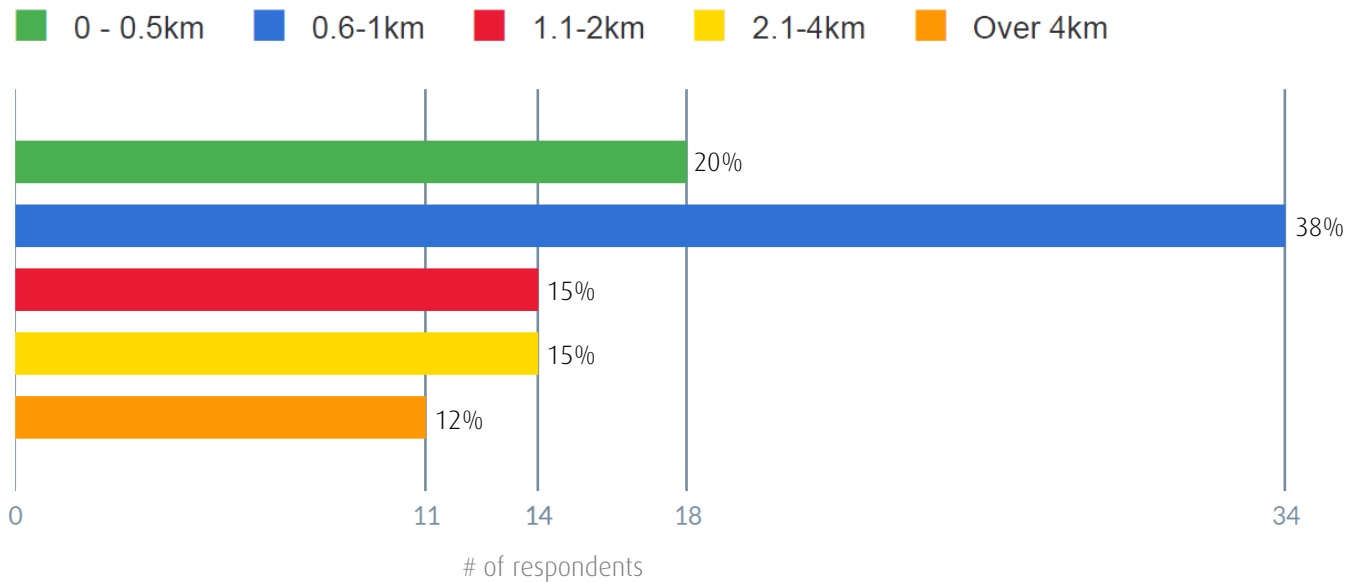
- 37% of Colwood Elementary students are using active travel to get to/from school – that includes walking to/from the school bus



Safety in numbers – actively commute together!

- 23% of Colwood Elementary students bike, walk, wheel (fully or part-way) to/from school, alone or with a friend or sibling (without an adult).
- If you drive, try dropping off your student a block or two away (Walk & Wheel for 5).

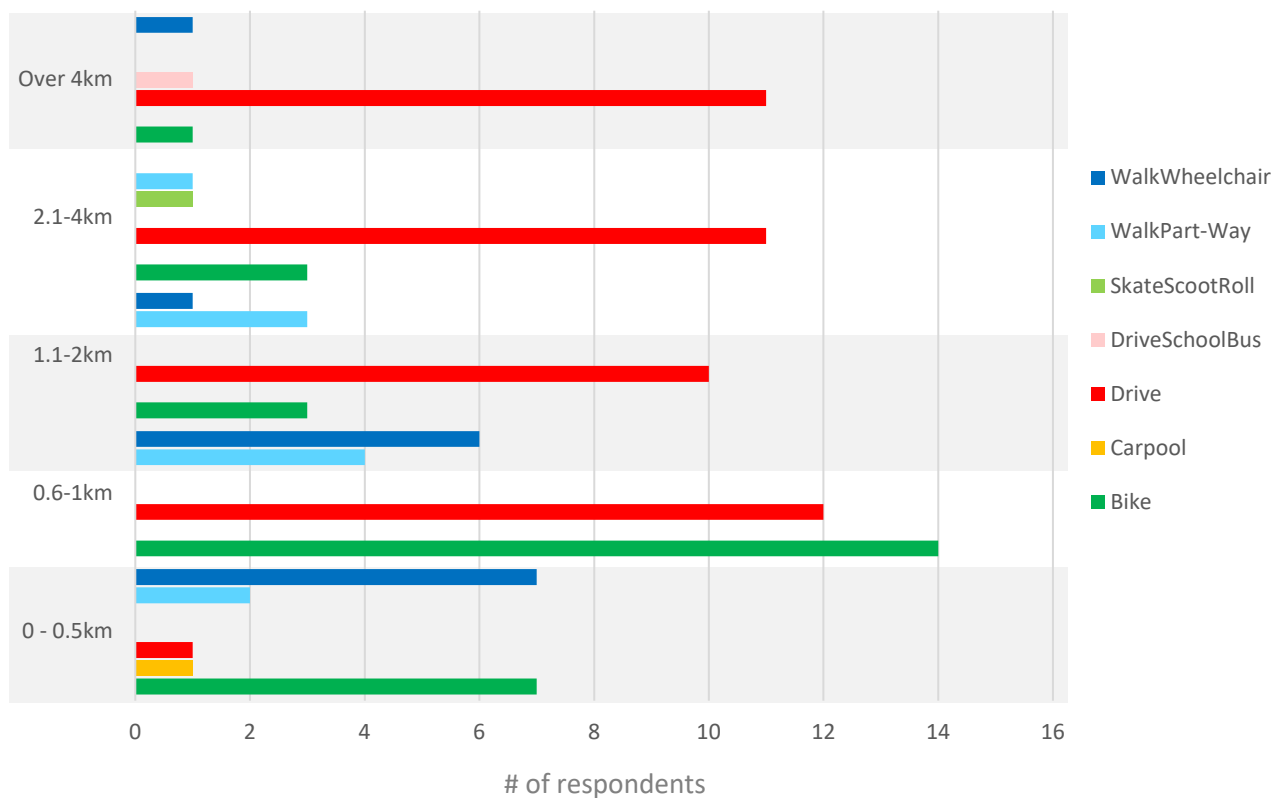
How far do students live from Colwood Elementary?



CURB OUT CONGESTION! 500 m = 5-minute walk & wheel 1 km = 5-minute bike ride

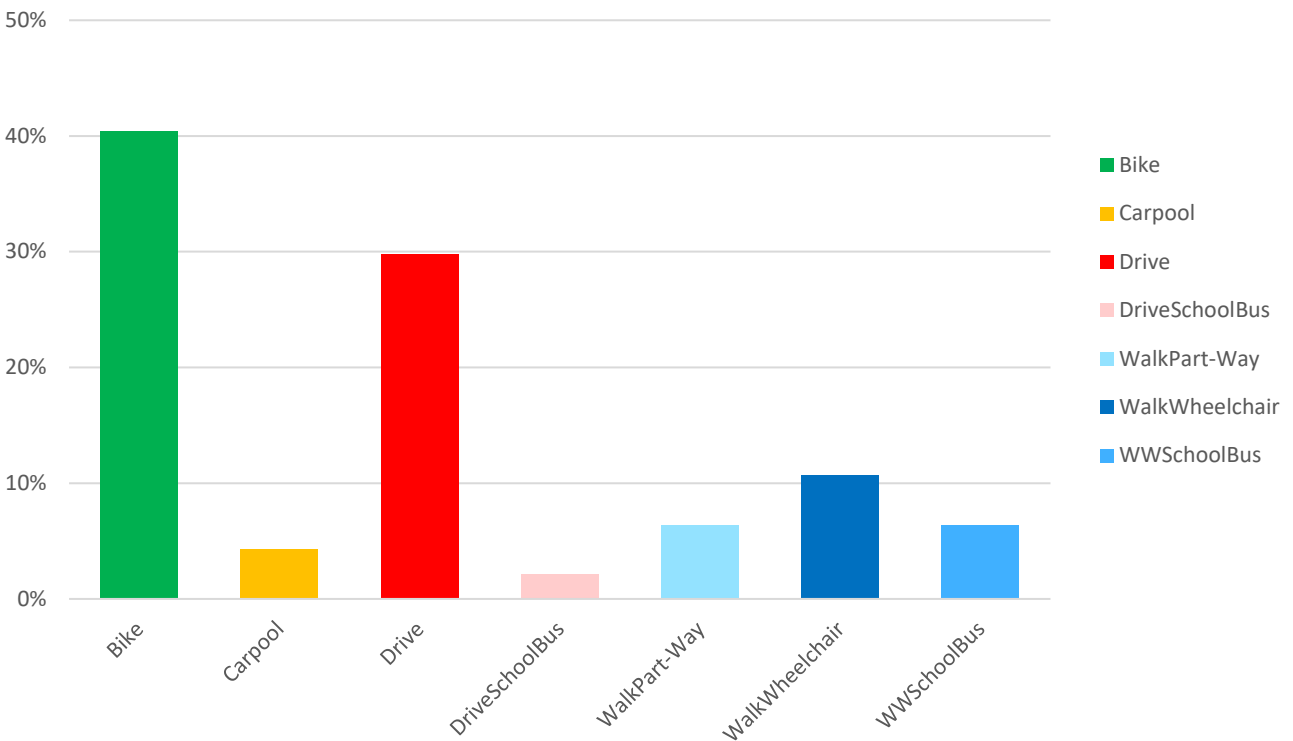
- 58% of Colwood Elementary students live within 1 km of the school.
- 27% of those students that live within 1km of Colwood Elementary are regularly driven to school – that is only a 10-minute walk or 5-minute bike ride!

How does distance impact travel choices at Colwood Elementary?



How would you prefer your student to commute to Colwood Elementary?

- 83% of all Colwood Elementary families surveyed *prefer* their students to commute to school using active travel, but currently, 47% of families regularly drive (fully or part-way).
- Only 30% of the families that regularly drive would prefer to drive.
- These driving families said they would *prefer* to commute to school by:

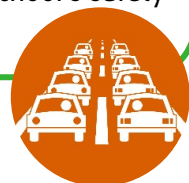


Regularly driving families school commute preference



HOW YOU CHOOSE TO MOVE MATTERS!

Every car off the road means more space for students to walk & wheel to school. If you cannot choose active travel all the way, Walk & Wheel for 5 to support your school's safety and to give your student the benefits of active travel!



ACTIVE SCHOOL TRAVEL INFRASTRUCTURE CHALLENGES

The following infrastructure challenges were identified through formal and informal consultation and are listed in order of commonly raised concerns, priority, and proximity to the school.

Safety concerns were cited regarding the route to and from Colwood Elementary at these top three locations:

Sooke Road

- Along extent - vehicle volumes & speeds.
- At Kelly-- frequent accidents.
- At Acacia - vehicle volumes & lack of bike lanes.
- At Ledsham - request for crosswalk.
- At Metchosin - vehicle volumes & speed, dangerous pedestrian crossing.
- At Mount View Road - vehicle volumes & speed, vehicles disobeying traffic lights (not stopping for red light).

Wishart Road

- Along extent - sidewalk accessibility, visibility of pedestrians, parking compliance, lack of curb cutouts.
- At Hallsor - request for crosswalk.
- At Langholme - sidewalk accessibility, sidewalk connectivity, visibility of road users.
- At Ledsham - request for crosswalk, sidewalk connectivity.
- At Metchosin - sidewalk connectivity, pedestrian and cyclist buffer needed, vehicle volumes, increased pedestrian/cyclist safety at the intersection.

Metchosin Road

- Along extent - vehicle speed & volumes, intersection comfort/safety, lack of active travel – pedestrian and cyclist buffers, lack of crosswalks, lack of wayfinding signage.

General comments:

- Need more bike storage at school.
- Vehicle speed & volumes: Narrow road at drop off location, too much parking congestion at pick up and drop off, increase in traffic on Metchosin Road from Royal Bay.
- Catchment size for walkability/ biking/bus: lack of buses for out of catchment students, concerns over catchment area changing/increasing.
Lack of designated space for Active Transportation (AT): Increase sidewalk connectivity, locate and use alternate drop off and pick up locations to reduce congestion, improve pedestrian safety on the roads. Poor visibility: sight on Sooke Road and Ridley Dr.

ACTIVE SCHOOL TRAVEL OPPORTUNITIES

Opportunities are identified through formal consultation.

When you walk or wheel as a family, what motivates you?

Motivation to Take Active Transportation	Percent
Desire to feel physical and mental health benefits	23%
Desire to support climate action by reducing travel in our personal vehicle	12%
Desire to avoid stress from traffic congestion/parking	14%
Desire to build our child's confidence, independence and capabilities	22%
Desire to save money	4%
Desire to play/spend time outside	16%
Desire to feel present and connected with my community/peers	7%
We don't currently walk or wheel together as a family	3%

What capacity building would encourage you to take active transportation?

Desired Capacity Building	Total score	Overall Rank
Bike skill sessions for parents to learn how to ride with young children	86	1
Workshops for simple bicycle repair and maintenance	77	2
Information on parks/trails to explore on evenings/weekends	74	3
Education on route planning in our region	52	4
Support accessing equipment (safety gear, lights, locks)	51	5
Access to free webinars offering tips and advice for cycling	40	6
Support accessing weather appropriate clothing for our family	14	7

What would make your route to school more comfortable to walk/wheel or bike?

Desired Pedestrian Improvements	Total score	Overall Rank
Improved pedestrian separation/buffer from motorists	133	1
Improved connectivity (sidewalks/trails)	130	2
Traffic calming measures in school zone/nearby streets to improve driver behaviour	79	3
Improved existing crosswalks (raised, pedestrian activated etc.)	73	4
Additional marked pedestrian crosswalks	68	5
Alternative drop off/pick up locations where students can walk/wheel part-way	37	6
New and/or improved school property access points	30	7
Improved awareness/compliance from motorists at school bus stops	24	8
Ability to bring and store scooter/skateboard on school bus	15	9
Additional Crossing Guard	11	10

Desired Cycling Improvements	Total score	Overall Rank
Improved cyclist separation/buffer from motorists	161	1
Traffic calming measures in school zone/nearby streets to improve driver behaviour	142	2
Improved connectivity (bike lanes/trails)	133	3
Alternative drop off/pick up locations where students can bike part-way	56	4
New and/or improved school property access points for cyclists	43	5
Improved existing crosswalks (cyclist priority infrastructure at crossings)	37	6
Additional marked crosswalks	27	7
Additional Crossing Guards	21	8

ACTION PLAN HIGHLIGHTS

One of the main deliverables of the RSR Initiative is the **Action Plan** (see Appendix B). The Action Plan outlines possible solutions to higher priority active travel challenges and opportunities commonly raised during the consultation process. The suggested actions are subject to the respective jurisdictions for consideration, approval and required budgetary processes.

The following sections highlight key active travel challenges raised and possible solutions presented in the Action Plan through the lens of the 7 E principles.

In the following 'Action Plan – Highlights,' actions are marked with:

- Completed at the time of this final report
- May not have been committed to OR are not yet completed
- Committed ongoing actions

ENGINEERING



Infrastructure upgrades to improve the comfort of walking and wheeling on streetscapes and built environments located within immediate school-neighbourhoods, on common/high-use routes, and on school property.

Active Travel Challenges Raised

Traffic, speed, volume and improved pedestrian safety in School Zone and surrounding neighbourhood

"Speed on Wishart Road is problematic."

"Vehicles don't always stop for pedestrians crossing major and minor crosswalks."

"The lack of sidewalks and cars parked on the shoulders is discouraging walking to school."

"Metchosin Road is extremely busy, and often drivers travel at a high rate of speed. The sidewalks are nonexistent in most places, and drivers often pass on the shoulder (which is "the sidewalk" or bike lane) to get around cars that have stopped to turn."

"The corner of Sooke Road and Mount. View Ave lacks a defined walkway for pedestrians to cross the wide gas station entrance/exit onto Mount View."

Action Plan Key Messages and Solutions

City of Colwood

- Annually repaint all crosswalks on Wishart.
- ☑ Considered adding a crosswalk across Wishart at the path that leads from Wookdperk Drive, but safety-wise is too close to Metchosin Road intersection.
- Assess adding a new crosswalk across Wishart at Hallsor Drive.
- When undertaking upgrades to Metchosin Road. consider crosswalk improvements at various intersections that include curb bulges (to slow town vehicle turning speeds and shorten walking distance where there are crosswalks and new crosswalks), advanced and longer walk times at existing and new pedestrian activated intersections, and protected bike lanes.
- Continue to work with ICBC on better defining and improving a safe walking/cycling space across the gas station entrance/exit on Mount. View.
- When undertaking upgrades to Sooke Road. Consider additional improvements to enhance pedestrian safety.

SD62/School

- ☑ Install raised painted crosswalk from school to side playground.
- ☐ Consider removing the zebra crosswalk that leads from the front door into the parking space



ENFORCEMENT

Crossing guards, school supervision and police working together to improve awareness and compliance of parking regulations, traffic laws, and personal safety with a focus on the immediate school-neighbourhood and on school property.

Active Travel Challenges Raised

Action Plan Key Messages and Solutions

Drivers speeding & not stopping in school neighbourhood

"Speed is a problem on Wishart..."

"Vehicles don't often yield to pedestrians at crosswalks."

Sooke Road at Mount View Road – drivers often run the red lights."

"Crossing Metchosin Road at Sooke Road. Intersection is extremely dangerous. Even with the pedestrian flashing lights, drivers are completely oblivious to pedestrians waiting at the crosswalk and are more focused on accelerating into the short merge lane onto Sooke Rd."

City of Colwood

→ Work with ICBC and RCMP to have a speed and stopping enforcement blitz at key locations as part of "Think of Me" programming follow-up.

City of Colwood & school/School district

Continued funding for crossing guard at Sooke Road at Mount View Road.

CRD, ICBC & School Administration

- ICBC's "Think of Me" in-class lesson (Spring 2021).
- Placement of "Think of Me" student artwork on Wishart Road. RRU fence (September 2022).
- ICBC's "Think of Me" Enforcement with RCMP (September 2022).

Parent/Guardian behaviour at arrival and dismissal times

"High volume of pick-up and drop-off, especially on rainy days."

City of Colwood & school/SD62

- Continued funding of crossing guard at Sooke Road and Mount View Road. before and after school.
- Encourage use of "Walk & Wheel for 5" at Sooke Road school parking lots.
- Identify the drop-off loop in the main parking lot as a "Kiss & Go" (limited to 2-minute parking maximum) to keep traffic moving.

EDUCATION



Change perceptions of active travel and support initiatives to improve safety, reduce conflicts between transportation modes, and build the confidence and skills needed to safely and confidently walk or wheel to and from school.

Active Travel Challenges Raised	Action Plan Key Messages and Solutions
<p><i>Traffic Safety Skills Needed</i></p> <p><i>“Teaching road sense skills at school would excite the kids about walking and riding to school.”</i></p>	<p>CRD & School Administration</p> <ul style="list-style-type: none"> ☑ Host grade 4/5 bike skills (Spring 2022). <ul style="list-style-type: none"> → School/PAC to consider annually hosting bike skills with GoByBike or iRide. ☑ Partner with ICBC & Police to deliver the “Think of Me” Road Safety education campaign for students K-3 (Spring 2022). ☑ Partnered with BC Transit – classes participated in “Get On Board” – in-class public transit education & rode on a BC Transit bus (Fall 2021).
<p><i>Identifying Safer Routes to School and Promoting Alternative Drop-off/Pick-up Areas</i></p> <p><i>“Many parents/guardians regularly arrive 45 minutes early to secure a parking spot to pick up their student – this causes congestion in the parking lot.”</i></p>	<p>CRD, School & PAC</p> <p>Develop:</p> <ul style="list-style-type: none"> → “Walk & Wheel for 5” at school/SD parking lots off Sooke Road (potential for others in future). → See “Plan Your Route Map/Brochure” (identifies Walk & Wheel for 5 sites/routes & active travel infrastructure). → Educational resources to support student physical literacy (see Appendix D). <p>School & PAC</p> <ul style="list-style-type: none"> → Promote “Walk & Wheel for 5” site and “Plan Your Route to School Map/Brochure” to families.
<p><i>Need for Educational Resources for School Communities Post-Initiative</i></p> <p><i>Online RSR resources for school and PAC to continue active travel initiatives.</i></p>	<p>CRD</p> <ul style="list-style-type: none"> ☑ Created <i>Ready Step Roll “7 Es of Active School Travel - Online Resources for School Communities”</i>.

ENCOURAGEMENT



Promote walking and wheeling to kids as easy, exciting, practical, fun and inclusive ways to travel to and from school alone or with friends.

Active Travel Challenges Raised	Action Plan Key Messages and Solutions
<p data-bbox="207 552 776 632"><i>Encourage active travel by providing supports and building confidence</i></p> <p data-bbox="207 674 776 810"><i>“Another bike rack would be amazing. It would be 100% utilized as I often see other children struggle to find a spot.”</i></p> <p data-bbox="224 926 760 1010"><i>“Our Crossing Guards are essential service and a familiar friendly face.”</i></p>	<p data-bbox="803 527 885 558">School</p> <ul data-bbox="803 590 1490 663" style="list-style-type: none"> ☑ Start before & after school supervision to support families. <p data-bbox="803 695 998 726">City of Colwood</p> <ul data-bbox="803 758 1388 831" style="list-style-type: none"> → Develop Active Transportation Network Plan (Fall 2022). <p data-bbox="803 863 998 894">CRD and School</p> <ul data-bbox="803 926 1490 1356" style="list-style-type: none"> ☑ Purchase & install a new bike rack (Spring 2022). ☑ Enable more students to ride confidently by providing Grade 4/5 Bike Skills. ☑ Enable more students to walk confidently by hosting K-3 ICBC’s ‘Think of Me’ pedestrian education. ☑ Classes participated in RSR’s Crossing Guard and School Bus Driver Appreciation Campaign. ☑ Partner with BC Transit – classes participated in “Get On Board” - in-class public transit education & rode on a BC Transit bus. <p data-bbox="803 1419 852 1451">PAC</p> <ul data-bbox="803 1472 1453 1587" style="list-style-type: none"> → Try a “Walk-A-Thon” as a fundraiser. Contact Macaulay Elementary (Esquimalt) for a successful template.



EQUITY

Ensure that the initiative is benefiting all demographic groups, with attention to ensuring safe, healthy, and fair outcomes for all students of diverse family, cultural, socio-economic backgrounds, abilities and identities.

Active Travel Challenges Raised	Action Plan Key Messages and Solutions
<p style="text-align: center; background-color: #f39c12; color: white; padding: 5px;"><i>Desire for improved accessibility to the school site</i></p> <p style="text-align: center; padding: 10px;"><i>“The school bus needs to ensure that students with accessibility issues can have direct front door access.”</i></p>	<p>CRD & School</p> <ul style="list-style-type: none"> → Promote RSR “Plan Your Route” map and RSR resources to encourage more families to choose active travel with confidence. ☑ Hosted Bike Skills (iRide) for grade 4/5, ensured that assisted bikes were provided and that students at all bike skill levels were included. ☑ Worked with ICBC to host ICBC’s “Think of Me” program (Spring & September 2022). ☑ Ensure numerous school property access points are wheelchair accessible.
<p style="text-align: center; background-color: #f39c12; color: white; padding: 5px;"><i>Identifying and promoting safer routes to school and alternatives to drop-off/pick up at the school</i></p> <p style="text-align: center; padding: 10px;"><i>“Catchment changes in fall 2022 will bring many new families to the school - this is a good time to encourage active transportation.”</i></p>	<p>CRD</p> <ul style="list-style-type: none"> ☑ Developed resources specific to Colwood. <ul style="list-style-type: none"> → “Walk & Wheel for 5”. → “Plan Your Route Map” (identifies active travel infrastructure along school routes). → Educational resources to support student physical literacy. <p>School & PAC</p> <ul style="list-style-type: none"> → Promote new resources to families to help them identify safe active travel infrastructure along school routes. → Consider starting a “Walking School Bus” or “Bike Train” for any neighbourhood – specifically new students coming from Belmont Park (see RSR Resources).

NEW ACTIVE TRAVEL INITIATIVES AT COLWOOD ELEMENTARY

To continue to support active travel to and from school, parents/guardians and school administration need to support each other, work together, and practice!

Plan Your Route to Colwood Elementary

As identified on the “Plan Your Route to School” map, Colwood Elementary has adopted the following ongoing encouragement initiatives to support active travel. These school-specific resources are bundled in Appendix A. See [7 E's of Active Travel – Online Resources for School Communities](#) for more ideas.

Walk & Wheel for 5



These unsupervised sites and routes are about a five minute (500 metres) walk from the school and may be used as alternative meeting sites for families that drive, walk, wheel, bike or take public transit. The goals of “Walk & Wheel for 5” include easing vehicle congestion at the school, saving time and building student confidence, all while enabling more families to benefit from using active travel to get to/from school. These sites have been selected as they are on common routes

that encourage the use of pedestrian and cycling infrastructure (sidewalks, quiet streets, pedestrian activated crosswalks, multi-use trails, etc.).

How to use these sites

Your school’s “Plan Your Route to School” map and brochure identify the site and routes. Whether you drive, walk or wheel, use these sites to “Meet-Up & Go,” “Park & Stroll,” or simply “Kiss & Go” on your way to school, work or back home. Arranging to meet with a friend – or just knowing that others will be walking and wheeling along this route – increases everyone’s comfort and enables more families to choose to use active travel fully or part-way to/from school.



Kiss & Go!



These sites are located in the school drop-off loop, parking lot and nearby streets where parking is limited or not permitted. The intent of Kiss & Go is to reduce congestion. This creates safer spaces for those students taking active travel, ensuring those families with mobility or student needs have access to drop-off/pick-up parking, as well as reducing congestion for everyone!

Crossing Guard/School Bus Appreciation

A Crossing Guard/School Bus Driver Appreciation event hosted by the CRD, ICBC and the school. Every day, no matter the weather, dedicated crossing guards and school bus drivers help students and their families safely get to and from school. Crossing guards and bus drivers were gifted an ICBC travel mug, and classes created hand-made thank you cards to express gratitude.

Grade 4/5 Bike Skills

Cycling education for students helps raise a generation of sustainable transportation and safe road users. To encourage and enable more students to be able to bike to school, Ready Step Roll secured bike skills for all the participating grade 4 and 5 classes through HopOn (<https://hoponcanada.ca/>) (formally IRide). For future years, options for in-school bike skill classes may also include Capital Bike (<https://capitalbike.ca/>).

ICBC – Think of Me & Online Resources for Educators



The “Think of Me” program is in partnership with ICBC and RCMP. This program aims to have the police enforce traffic issues near the school using messages drawn on “warning tickets” created by students to raise awareness around road safety. The program is focused on students in grades K-3. Classes will also be encouraged to go outside around the school neighbourhood to identify infrastructure, street signs, alternative routes and hazards. Free learning resources developed to teach B.C. students road safety skills and awareness: (<https://www.icbc.com/road-safety/teaching/Pages/For-educators.aspx>).

Capital Bike – GoByBike

Capital Bike (<https://capitalbike.ca/>) programming such as ‘All Aboard Family Cycling Program’ and ‘Bike to Work & School Week’ includes online family cycling resources focusing on three topics: Cycling While Pregnant, Cycling With Kids (On Your Bike) and Cycling With Kids (On Their Bikes). They also offer in school skills workshops and family rides where instructors teach best practices, bike maneuvering skills and tips, ending with a fun all ages and abilities group ride to a fun destination.

Get on board – BC Transit

Children (aged 12 & under) across British Columbia (BC) can ride transit for free. BC Transit offers a “Get on Board” (<https://www.bctransit.com/kidsridefree>) educational presentation to all elementary and middle schools preparing children to take the bus. A BC Transit Youth

Outreach Coordinator leads in-class educational children-oriented presentations. BusReady (<https://busready.bctransit.com/>) provides educational materials for parents and guardians and fun and engaging content for children to support them on their transit journey.



PLAN YOUR ROUTE TO COLWOOD ELEMENTARY

The “Plan Your Route to Colwood Elementary” map was created to show the pedestrian and cyclist infrastructure that provides for safer active travel in the Colwood Elementary school neighbourhood, as well as the “Walk & Wheel for 5” sites and routes and “Kiss & Go” sites.

Try planning & practicing your family’s active route to school! See Appendix A: Plan Your Route to School Resources:

- ✓ Brochure with map – Colwood Elementary
- ✓ Route Planning Activity for Families

Families who **plan**, **prepare**, and **practice** walking and wheeling to school help support children of all ages and abilities to learn safe and smart street skills while gaining confidence, independence, and daily physical activity. Children will discover how easy, fun, and sustainable any trip can be when you plan, prepare and practice using active travel.

Plan

- ✓ Plan the route to school with your child (see “Plan Your Route” map/brochure)
- ✓ Identify landmarks, road names, crosswalks to use, as well as potential hazards
- ✓ Help your child dress for the weather and visibility in the dark
- ✓ Ensure all equipment is safe and suitable for your child
- ✓ Try a “Walk and Wheel for 5” site and route (see “Plan Your Route” map/brochure)

Prepare

- ✓ Set a good example when walking/wheeling and driving
- ✓ Practice walking/wheeling with your child on weekends - [CRD Bike Map](#)
- ✓ Teach Pedestrian Skills and rules of the road using [ICBC educational materials](#)
- ✓ Teach Bike Skills and road rules using the [“Bike Sense – Edition 7”](#) & www.capitalbike.ca
- ✓ Encourage independence – allow your child to help make decisions along the way

Practice

- ✓ Quiz your child on road rules and street signs
- ✓ Keep things fun with [CRD’s Active Travel Resources for School Communities](#)
- ✓ Practice your route, invite friends to join you in walking/wheeling
- ✓ Explore new trails, parks, and activities that encourage active travel

KEEP ROLLING WITH NEXT STEPS

By design, the RSR initiative's focus on the 7 E's approach aims to build capacity within partners to fulfill the action plan items and further enable and inspire active travel mode choice. Recognizing that many of the school partners (administration, teachers, PAC, parents and students) move on to new schools, Next Steps aim to facilitate the hand-off to the new school community over time, so they can continue to foster Colwood Elementary's active travel culture, using the 7 E's.

Keep Rolling with Next Steps:

Shifting Gears...

As the RSR initiative with your school concluded in Summer 2022. Paper and [digital](#) copies of the final report and resources will be provided to the school and local government, including a large poster size map for the school to display. CRD staff are available to present the final report to the new PAC in Fall 2022.

Taking the Next Steps...

The school and the local government should continue implementing the **Action Plan** (Appendix B). Suggested actions to be completed or considered by the various partners identified. Each new school year, the School Administration and PAC should review the "Kiss & Go" sites and "Walk and Wheel for 5" locations and routes to ensure they are meeting the needs of the school families in a changing urban environment. **Promote the "Plan Your Route to Colwood Elementary" brochure and activity, updating as needed.**

Gaining Momentum...

We update the [7 E's of Active School Travel - Online Resources for School Communities](#) activities, resources and key messages as we learn and develop to continue fostering an active travel culture. Try a "Walk and Wheel for 5" site and route. Identify members of the PAC that can lead active travel initiatives!

PARTNER KEY CONTACTS & LINKS TO RESOURCES

- City of Colwood, Planning Department planning@colwood.ca
- [Go Colwood](#) (Transportation & Active Transportation planning)
- CRD Regional and Strategic Planning (RSR) regionalplanning@crd.bc.ca - 250.360.3195
- [CRD Bike Map](#)
- [GoByBike-Greater Victoria](#) (GoByBike, bike skills) and [HopOn](#) (formally IRide) (bike skills)

APPENDICES

Appendix A – Colwood Elementary - Plan Your Route Map to School and Activity

Appendix B – Colwood Elementary - Action Plan

Appendix C – Colwood Elementary Consultation Data

Appendix D – 7 Es of Active School Travel - Online Resources for School Communities

Appendix A: Plan Your Route to Colwood Elementary Map & Activity



August 2022

PLAN YOUR ROUTE TO SCHOOL ACTIVITY

Families who **plan, prepare and practice** walking and wheeling to school will help support children of all ages and abilities to learn safe and smart street-skills while gaining confidence, independence and daily physical activity. On top of this, children will learn how easy, fun and sustainable using active travel for any trip can be when you plan, prepare and practice.

This activity aims to help families plan their route to their school by mapping out pedestrian and cyclist infrastructure, to show safe routes for walking and wheeling.

1. On a sheet of paper, record each family member's morning & afternoon commute. Be sure to consider any additional stops along the way to their final destination.

Most mornings, _____ travels _____ by: _____
(family member name) (alone/with others to destination:) (mode of transportation)

Most afternoons, _____ travels _____ by: _____
(family member name) (alone/with others to destination:) (mode of transportation)

Most days, _____ would prefer to travel _____ by: _____
(family member name) (alone/with others to destination:) (mode of transportation)

2. Set family goals! Be sure to consider the age, ability, and independence of each child.

(Ideas: "Our child will be dropped off 5-minutes away from school so they can walk part-way", "We will practice biking as a family to school on weekends, so our child can bike alone", "I will start a walking school bus so other kids don't have to walk alone")

1. _____

2. _____

3. _____

I would like to accomplish:

_____ by _____
(write your personal goal here) (date)

TRAVEL TIP: SKIP THE LINE!

'Kiss and Go' or 'Park and Stroll' at any of the "Walk & Wheel for 5" sites available at your school to avoid long lines and idling in the drop off loop line up.

3. Consider and make note of potential barriers in each family member’s goal.

i.e. Barrier “Timing – we can’t bike to school together in the morning, because I will arrive late.

Strategy Use school’s early supervision to allow our family to drop Sam off early and then bike to work.

Barriers	Strategies for success

4. Use Google Maps to determine the most direct route to school for your family. Explore different routes and travel time estimates for your preferred travel mode.

Route option 1: _____

Route option 2: _____

5. Plan your family’s route! Use the attached map to compare suggested Google routes to your school’s local infrastructure. With your child, identify safe crossings, caution points, and landmarks to help prepare them to walk and wheel to school.

What walk and wheel infrastructure can you use on the way? (Check all that apply)

- Sidewalk
- Marked Crosswalk
- Signalized Crosswalk

- Pedestrian Overpass
- Crossing Guard
- Bike Lane

- Walking School Bus
- Drive to 5 Parking Area
- Pedestrian/Cyclist Trail

To travel my route, I will use:

(circle the modes you will use)



It will take about _____ minutes to travel _____.

(time in minutes) (distance; m or km)

Plan, Prepare, Practice!

Appendix B:

Action Plan – Colwood Elementary



August 2022

Colwood Location	Issues Raised	Proposed Solutions	Key Players	E's	Progress
Colwood School Site Access					
School Parking Lot & Drop Off Loop	<p>Busy & bottle neck at parking lot/drop-off loop entrance/exit.</p> <p>Principal and vice-principal note that drop off is chaotic in the mornings; many parents use drop off loop off of Wishart, less use drop off loop via Sooke Road (Rd) due to distance and grassy field walk.</p> <p>Accessible parking spaces placed at random and crosswalk currently directs users towards a parking space.</p> <p>Rainbow crosswalk to be painted across drop off loop to new nature play space</p> <p>Existing parking lot crosswalk does not lead anywhere - assumed purpose is to mark where the front door is.</p> <p>Need more bike racks; busy during warm months.</p>	<p>1. Investigate opportunities to increase pedestrian safety in drop off loop by reducing volumes.</p> <p>1a. Review accessible parking spaces - School District (SD) to confirm any required changes.</p> <p>1b. Remove parking allowance in the driveway to keep clear for vulnerable road users - current parking does not interfere with vulnerable users - School & SD to consider as this has changed a number of times over the years & can't really enforce.</p> <p>1c. Principal send out communications to school families parking in main loop/parking lot to encouraging them to arrive early for pick up.</p> <p>1d. Work with school, SD and city to identify sites encourage parking/drop-off pick-up at alternate locations (on SD property 2 parking lots off Sooke Rd and/or municipal sites off Wishart Road), "Walk & Wheel for 5" sites.</p> <p>1e. Parent Advisory Committee (PAC) to work with Capital Regional District (CRD) to pilot School Street in drop off loop (start with one day a week pilot; can be for "Walk and Wheel for 5" to School event).</p> <p>1.f. CRD, school & PAC to consider hosting a "School Streets" in May or June (event: 1 day, Wednesdays, 1 week?) Ledsham Rd to school property.</p> <p>2. Improve active travel parking.</p> <p>2a. CRD to provide bike rack & work with SD to install.</p> <p>2b. PAC & School consider hosting "Walkathon" to fundraise for new scooter or bike rack.</p> <p>2c. Potential to partner with Westshore Shop Class to build shelter for bike racks.</p>	<p>1a. SD62/School.</p> <p>1b. SD62.</p> <p>1c. PAC/School/CRD/SD6.</p> <p>1d. CRD/PAC/School.</p> <p>2a. SD62/CRD.</p> <p>2b. School/PAC.</p> <p>2c. SD62/School/PAC.</p>	Equity Education Encouragement Engineering Evaluation	Ongoing
School Access Points	Narrow pathway from Sooke Road.	<p>1. Consider widening pathway by relocating fence further into parking lot.</p> <p><i>SD62 recently improved the drainage of the pathway possible. Possible to widen, but may be costly with minimal results.</i></p> <p>RSR will mark all access points on "Plan Your Route to School Map" (final product).</p>	SD62 CRD-RSR	Engineering Encouragement	
Colwood School Perimeter Streets					
Royal Road University (RRU) Property and Paths	New catchment boundaries 2021/22. Opportunity to work with RRU when Belmont Park (English stream) students will be attending Colwood Elementary. Concerns for wildlife.	Include Belmonte Park - RRU- Colwood Elementary walking route in Plan Your Route to School Map.	CRD-RSR RRU		
At Wishart Road	Lack of paved AT space creates mobility challenges for some users; Poor access to the paved trail at crosswalks. Paint at crosswalks has faded at Ridley Drive. Speed hump traffic calming is in place. Limited curb access at some crosswalks. Missing crosswalks at Hallsor (has cut-through) & Woodpark Drive cut-through; Opportunities for increased wayfinding signage.	<p>1a. Repaint crosswalk on Wishart - <i>City completes annually.</i></p> <p>1b. Consider adding crosswalk with curb cut out at Wishart pathway to connect to Woodpark Drive cut-through and Hallsor Road (<i>Assessed, but too close - less than 200 m - from the Metchosin Rd/Wishart Rd intersection - not considering at this time.</i>)</p> <p>1c. Review curb access at crosswalk locations for potentially widening .</p> <p>2. Consider installation of directional signage along the path to encourage separation between cyclists and pedestrians.</p>	City of Colwood	Engineering	1a. Completed annually 1.c. To be determined (TBD) 2. TBD
	Good opportunity for "Walk & Wheel to School sites" to normalize walking to school.	No room to make WW5 sites on Wishart - as there is no place to pull over. Optional Locations end of: 1. Langholme, 2. Ridley, 3. Ledsham (all through streets and have crosswalks across Wishart). These streets are suitable, but with discussions with school, Parent Advisory Committee (PAC) and City determined that they will not be official signed WW5 sites. Identifying these sites on the Plan Your Route to School map could be done and could support the "School Streets" pilot and future years. Note: 2 other WW5 sites on SD parking lots off Sooke Rd - these sites are signed on fence (on school property).	CRD, City of Colwood, School & PAC	Encouragement Equity	TBD
At Sooke Road					
Along Extent	Arterial road designed to move vehicles. Vehicle Volume. Vehicle Speed. Stopping Compliance at intersection. Lack of separation between road users.	<p>1. Consider partnering with Royal Canadian Mounted Police (RCMP) to improve enforcement at intersections to encourage a greater stopping compliance from drivers.</p> <p>2. Development is ongoing - as land is developed, frontage improvements will be installed; historical site and cemetery create some constraints.</p>	RCMP Insurance Corporation of British Columbia (ICBC) City of Colwood	Enforcement Engineering	1. Ongoing 2. With development
At Kelly Road	Right hand turn from Sooke Rd to Kelly Rd is challenging (sight lines).	<p>1. Review vegetation maintenance at intersection to ensure meets Land Use Bylaw for sightlines.</p> <p>2. Consider reviewing intersection timing to give pedestrians/cyclists additional crossing time (<i>Will review timing when updated</i>).</p>	City of Colwood	Engineering	1. Ongoing 2. TBD
At Ledsham Road	Potential conflicts between road users. Lack of formal crosswalk; vehicles sometimes park and block pedestrian pathway.	<p>1. When doing any upgrades to Sooke Rd, consider light crosswalk at this intersection to create more pedestrian crossing points and traffic calming (<i>Less than 100 m from Mount View/Sooke Rd pedestrian activated crosswalk, may not warrant</i>).</p>	City of Colwood	Engineering	1. TBD
At Metchosin Road	Crosswalk improvements desired across (No Suggestions) - advanced & longer walk times, curb bulges to make walk distance shorter and slow down vehicles turning. Merge lane causes vehicles to accelerate through intersection. Crosswalk in front of Ridley Bros office is challenging to see from oncoming traffic.	<p>City is planning to upgrade Metchosin Rd. When this work is in planning phase:</p> <p>1. City to consider crosswalk improvements advanced & longer walk times, curb bulges to make walk distance shorter and slow down vehicles turning in upcoming major planning for Metchosin Rd.</p> <p>2. City to consider Improve wayfinding signage at cut-through.</p> <p>City to consider mid-block crossings at cut-through as Metchosin Road is improved.</p> <p>3. City to consider sidewalks.</p>	City of Colwood	Engineering	1-3. Currently under Planning Phase
At Woodpark Drive	Vehicle speeds on hilly road.	<p>February 2020: speed readers installed.</p> <p>May 2020: three month data collection complete.</p> <p>Results: data does not support traffic calming.</p> <p>https://www.colwood.ca/sites/default/files/engineering/traffic-calming/Woodpark%20Stats%20-%2050kmh.pdf</p>	City of Colwood	Engineering	Assessment completed
At Mount View Road	Mount View had traffic calming data collected and a traffic pilot calming study ensued. Council has voted to keep the interventions in place. Noted lack of directional markings for pedestrians after crossing intersection. Wide driveway entrance. Lack of lighting at intersection. Long wait time for pedestrian crossing (~3 mins); crossing guard on duty noted high speeds and requested enforcement and intersection revision to improve safety and stopping compliance. Vehicle volumes/Vehicle speeds. Stopping compliance at intersection. 13/14 comments reference seeing vehicles running red lights. Pedestrian/Cyclist safety at Intersection. Lack of allocation space for AT (Active Travel) and lack of separation between road users. Consistent crossing guard needed AM & PM.	<p>1. City to review opportunities to increase safety, reduce speeds and improve visibility of school crossing at intersection.</p> <ul style="list-style-type: none"> - Consider installation of overhead School Crossing Signs at intersection. - Consider reviewing traffic light timing where possible to give greater priority to pedestrians. - Consider opportunities to improve lighting at this intersection. - Request additional police enforcement at this intersection. <p>2. City to consider working with SD to secure Crossing Guard funding and Crossing Guards - as regular budget item for consistent funding stream (<i>To be considered in future budget</i>).</p> <p>Note: <i>Additional improvements along Sooke Road to arrive as corridor is re-developed.</i></p>	City of Colwood RCMP	Encouragement Equity	1. Ongoing/TBD 2. TBD

Colwood School Catchment Area					
At Campus Road (Royal Roads)	Lack of wayfinding signage; could serve future catchment students. Bi-directional travel OK for pedestrians & cyclists, narrow one way for vehicles - creates risk of user conflict. Lack of traffic calming in place for vehicles.	1. Royal Roads has several jurisdictional partners (Department National of Defense(DND), First Nations (FN), University etc.) unlikely to be able to fund any significant infrastructure. 1a. Work with Royal Roads and City of Colwood to enhance wayfinding signage. 1b. Request speedbumps for this road to slow vehicle traffic. Seek additional signage informing drivers to yield to cyclists.	City of Colwood Royal Roads CRD	Education Encouragement Engineering	TBD
At Mount View	lack of walking space - cars park on shoulder Very busy after school Wide driveway at gas station exit/entrance on Mt.View - no clear place to walk and busy with vehicles coming and going into gas station and also parked on shoulder due to busy gymnastics centre. City will be keeping the pilot traffic calming on Mt.View between Yeta and Oldcorn. There are no sidewalks on Mount View Ave and the roundabout is tight for bikes and strollers with poor visibility around the corner	Consider pedestrian safety improvements to better indicate where pedestrians should walk City to consider ways to define pedestrian way on Mount View Rd. from Sooke Rd. on both sides, especially along the stretch of Mount View with gas station driveway - City to consider seeking guidance from ICBC on potential pedestrian safety improvements.	City of Colwood ICBC	Engineering	TBD
Colwood-Wide					
Active Transportation Plan	City of Colwood is currently working on: 1. Trail networks proposed in the Parks & Recreation Master Plan, 2. Developing a Transportation Master Plan & Active Transportation Plan (which includes priority routes for new sidewalks and cycling).	In progress, Colwood to give details.	City of Colwood	Engineering	In progress
Traffic Calming - Pilots	City of Colwood is currently implementing and evaluating Traffic Calming - Pilots. Locations & traffic calming pilot types in/near Colwood Elementary catchment.	Details on Colwood website, no current additional requests.	City of Colwood	Engineering	In progress
Encouragement and Education Activities			Key Players	6 E's	Progress
Outside Supervision - Before School	Principal hired staff to start early supervisor at 8:15 am to encourage early arrival and thus decrease high traffic congestion near morning bell.		School	Education Encouragement Equity	Started early 2022
ICBC - "Think of Me" Campaign	Parents would like to see pedestrian education and improved driver behaviour in school zone. This K-3 in-class program and driver's awareness campaign aims to educate students and drivers on risky driver behaviours and pedestrian skills, specifically within school zones and best safety practices for young road users. Delivered in-class by CRD & ICBC, RCMP and ICBC to follow up with enforcement and student art work on postcards for police to handout for driver violations near the school and posters on fence.		CRD ICBC/RCMP School		Spring 2022
School Bus Appreciation Month (February)	This campaign aims to raise awareness on Active Travel Heros who enable students to walk/wheel and bus safely to school. Interested classes participated during February 2022, by making Thank You Cards to give to Crossing Guards and School Bus Drivers (along with mugs and coffee cards from ICBC). PAC supported with delivery/presentation to drivers & crossing guards.		CRD ICBC School/PAC		Feb-22
BC Transit - Get on Board	Starting September 2021 all children 12 and under may ride on BC Transit for free. BC Transit is a new partner in the Ready Step Roll initiative and is offering RSR schools in-class lessons and on-bus experience - delivered by BC Transit staff. New fall 2022: BusReady website (https://busready.bctransit.com/) provides educational materials for parents and guardians and fun and engaging content for children to support them on their transit journey.		CRD School BC Transit		Dec-22
School Street Pilot	This activity aims to decrease traffic in school zone. See CRD's "School Streets- A How To Toolkit". School administration and PAC could consider trying this idea via a limited time pilot to evaluate success to implement on a regular, longer or permanent timeframe along Whybury Avenue. School Streets aim to address safety concerns within the loop and the sidewalk at the entrance and exit. This could be piloted a number of ways – once a week with "Walk & Wheel Wednesdays", in cooperation with a School Streets (one week or one month long) or to promote the use of the Walk and Wheel for 5 sites.		School City of Colwood		Spring 2022 idea
Everybody Rides Bike Skills Grade 4 & 5	for This activity aims to build bike skills, knowledge of the rules of the road and confidence to bike to/from school. Scheduled for Grade 4-5 students, paid through RSR.		CRD School/PAC		Spring 2022 onward
Walking School Bus & Bike Train	Parents would feel more confident if students traveled together. Future consideration of PAC to start a Walking School Bus or Bike Train. See CRD resource: https://www.crd.bc.ca/project/regional-transportation/active-school-travel-planning/resources-for-school-communities		CRD School/PAC		Updated resource under development by CRD For consideration PAC
"Walk & Wheel for 5" sites	Congestion near school during arrival and dismissal hours, causes student safety issues. two SD61 parking lots off Sooke Rd identified and signed as "Walk and Wheel for 5" sites. See Final Report and Plan Your Route Map/Brochure for additional details on distances, routes and site information. PAC supported and will continue to promote. These sites may not work with new daycare development. Sites related to Wishart Rd could not be identified at this time.		CRD School/PAC	Fall 2022 onward	

Appendix C: Consultation Data Summary Colwood Elementary



August 2022

Consultation Data
Active School Travel Report
Colwood Elementary School 2021/22

Key consultation findings are presented in the *Active School Travel Report – Colwood Elementary School 2021/2022*

This appendix contains the data collected from the main sources of consultation as describe below. Please note that additional verification consultation was conducted as outlined in the main section of the report; this **qualitative data is not presented here**.

A. Hands Up Survey – Results

Collects in-class quantitative data from students by asking how students travelled to school and how they will be travelling home after school. Collected Date – May 17-21, 2021.

B. Online Baseline Parent Travel Survey – Data

Collects qualitative and quantitative data from parents to gain a deeper understanding of how students are travelling, as well as why they choose or may opt to change their travel mode. Conducted at the beginning of the program as baseline data – May-June 2021.

C. Walkabout – Data Summary

Collects qualitative data from public and professional stakeholders to determine infrastructure improvements. The route followed on the walkabout is developed through the analysis of the online parent travel survey comments and results. The initial Colwood Walkabout with the City of Colwood took place July 8, 2021. A second walkabout took place October 5, 2021 (7:45-9:30 am). Attendees included the school principal, Parent Advisory Council (PAC) representatives, municipal staff, Insurance Corporation of British Columbia (ICBC) and Capital Regional District (CRD) staff.

A. Student Hands Up Survey: May 17-21, 2021
Total students trips counted: 1044

“How did you travel to and from school today?”

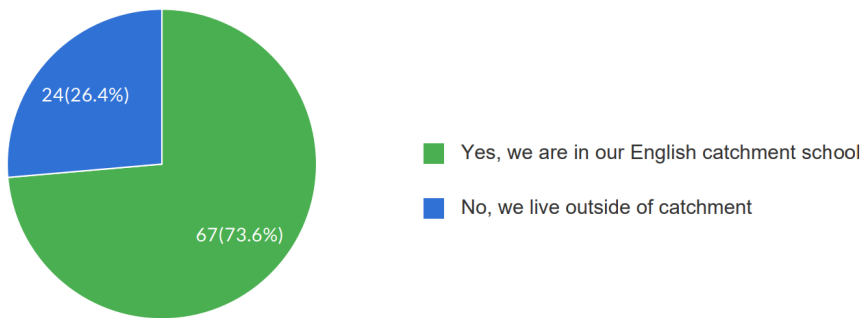
Travel Mode	MON	TUES	WED	THURS	Grand Total
Walk	18.7%	21.8%	18.5%	19.4%	19.6%
Walk Part-way	5.3%	8.0%	3.6%	3.2%	5.1%
Bike	6.7%	5.4%	7.3%	8.7%	7.0%
Roll	3.2%	2.3%	1.2%	0.8%	1.9%
WW School Bus	2.1%	1.1%	2.4%	2.0%	1.9%
Drive School Bus	0.7%	1.9%	2.4%	2.4%	1.8%
Public Bus	2.1%	0.8%	1.6%	1.2%	1.4%
Carpool	3.5%	1.9%	2.4%	1.2%	2.3%
Car	57.6%	56.7%	60.5%	61.1%	58.9%

Travel Mode	K	K/1	1	1/2	2/3	3/4	4/5	Grand Total
Walk	7.8%	11.9%	20.5%	24.2%	17.7%	15.8%	37.7%	19.6%
Walk Part-way	0.0%	4.0%	1.6%	2.1%	5.2%	8.6%	10.4%	5.1%
Bike	0.0%	8.7%	11.0%	4.2%	8.3%	8.6%	4.5%	7.0%
Roll	0.0%	2.4%	3.9%	2.1%	0.0%	6.6%	0.0%	1.9%
WW to School Bus	5.9%	4.8%	3.1%	0.0%	0.0%	2.6%	0.0%	1.9%
Drive to School Bus	0.0%	0.0%	3.9%	7.4%	2.4%	0.0%	0.0%	1.8%
Public Bus	0.0%	0.0%	3.9%	0.0%	1.7%	2.6%	0.6%	1.4%
Carpool	0.0%	6.3%	0.8%	0.0%	3.8%	0.0%	2.6%	2.3%
Car	86.3%	61.9%	51.2%	60.0%	60.8%	55.3%	44.2%	58.9%

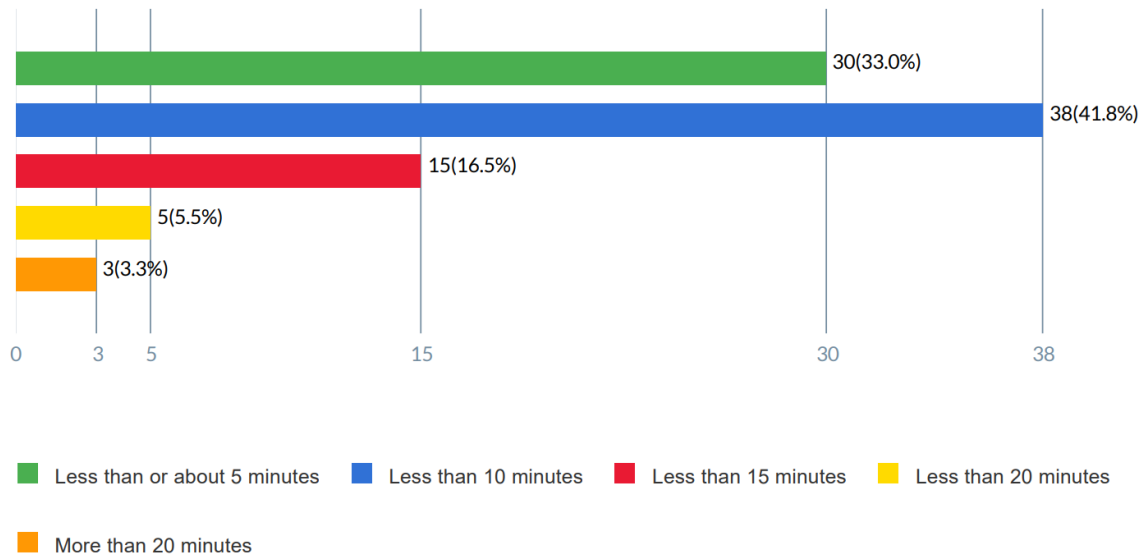
Travel Mode	TO	FROM	Grand Total
Walk	18.5%	20.8%	19.6%
Walk Part-way	6.2%	3.9%	5.1%
Bike	7.5%	6.4%	7.0%
Roll	2.3%	1.6%	1.9%
Walk to School Bus	1.9%	1.9%	1.9%
Drive to School Bus	1.7%	1.9%	1.8%
Public Bus	1.5%	1.4%	1.4%
Carpool	2.1%	2.5%	2.3%
Car	58.3%	59.5%	58.9%

B. Parent Baseline School Travel Survey: June 2021
Total number of surveys completed: 91

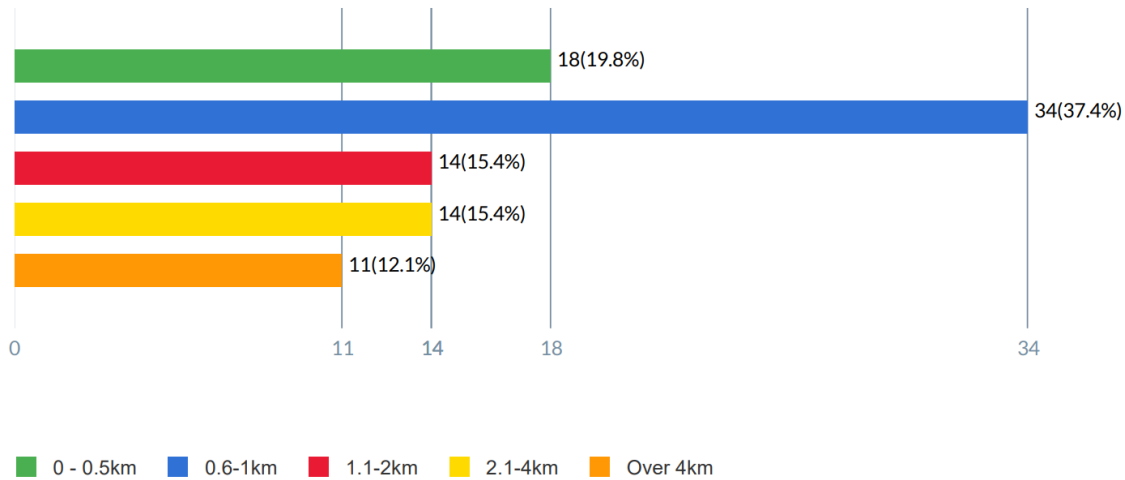
Q1. Is your residence located within the school catchment area?



Q2. How many minutes does it usually take to travel between your residence and the school?



Q3. How far away is your residence from the school?



Q4. Who usually travels with your child between your residence and the school?

(91 Responses)

Who Travels with Child	To	From
Alone	5.0%	7.9%
Grandparent	5.0%	7.9%
Neighbour-With Adult	3.0%	3.0%
Neighbour-Without Adult	5.9%	5.9%
Parent/Guardian	68.3%	66.3%
Sibling/Different	3.0%	2.0%
Sibling/Same	9.9%	6.9%
Grand Total	100%	100%

Q5. How does your child usually travel between your residence and the school?
(91 Responses)

Travel Mode	To School	From School
Walk/Wheelchair	14.9%	16.8%
Bike	27.7%	28.7%
Skateboard/Scooter/Rollerblade	1.0%	1.0%
Walk/Wheel Part-Way	9.9%	9.9%
Walk/Wheel to/from School Bus Stop	0.0%	0.0%
Walk/Wheel to/from Public Bus Stop	0.0%	0.0%
Drive	44.6%	41.6%
Carpool	1.0%	1.0%
Drive to/from School Bus Stop	1.0%	1.0%
Drive to/from Public Bus Stop	0%	0%
Grand Total	100%	100%

Q6. How would you prefer your child travel between your residence and the school?
(91 Responses)

Travel Mode	To School	From School
Walk/Wheelchair	11.9%	11.9%
Bike	61.4%	61.4%
Skateboard/Scooter/Rollerblade	1.0%	1.0%
Walk/Wheel Part-Way	5.9%	5.9%
Walk/Wheel to/from School Bus Stop	3.0%	3.0%
Walk/Wheel to/from Public Bus Stop	7.5%	7.5%
Drive	13.9%	13.9%
Carpool	2.0%	2.0%
Drive to/from School Bus Stop	1.0%	1.0%
Drive to/from Public Bus Stop	0%	0%
Grand Total	100%	100%

Q7. What are the top reasons your child is usually driven between your residence and the school?
(41 Responses)

Answer	Total score	Overall Rank
Child is too young to travel alone/no one to accompany	83	1
Personal scheduling constraints (out of school care/activities, work etc.)	53	2
Distance from home is too far	47	3
Traffic safety concerns	45	4
Personal safety concerns	28	5
Driving is more convenient than public bus routes/schedules	13	6
Physical/health limitations (self or child)	5	7
Route between residence and school is too dark	2	8

Q8. Which improvements do you feel would best support making the route between your residence and the school more comfortable to bike?
(91 Responses)

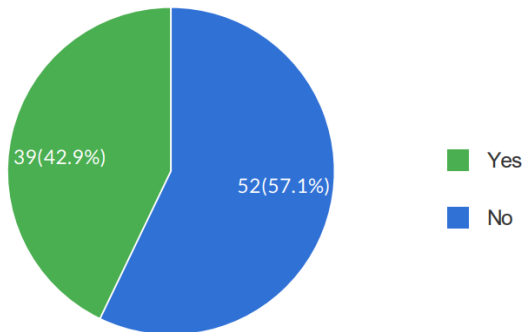
Answer	Total score	Overall Rank
Improved cyclist separation/buffer from motorists	161	1
Traffic calming measures in school zone/nearby streets to improve driver behaviour	142	2
Improved connectivity (bike lanes/trails)	133	3
Alternative drop off/pick up locations where students can bike part-way	56	4
New and/or improved school property access points for cyclists	43	5
Improved existing crosswalks (cyclist priority infrastructure at crossings)	37	6
Additional marked crosswalks	27	7
Additional Crossing Guards	21	8

Q9. Which improvements do you feel would best support making the route between your residence and the school more comfortable to walk/wheel?

(91 Responses)

Answer	Total score	Overall Rank
Improved pedestrian separation/buffer from motorists	133	1
Improved connectivity (sidewalks/trails)	130	2
Traffic calming measures in school zone/nearby streets to improve driver behaviour	79	3
Improved existing crosswalks (raised, pedestrian activated etc.)	73	4
Additional marked pedestrian crosswalks	68	5
Alternative drop off/pick up locations where students can walk/wheel part-way	37	6
New and/or improved school property access points	30	7
Improved awareness/compliance from motorists at school bus stops	24	8
Ability to bring and store scooter/skateboard on school bus	15	9
Additional Crossing Guard	11	10

Q10. Do you have any traffic safety or accessibility concerns located on the route between your residence and the school?



Q11. Summary of safety concerns sited regarding route to/from Colwood Elementary at top three locations (Edited for privacy)

Sooke Road (31)

- Along extent (8) – vehicle volumes & speeds
- At Kelly (1) – frequent accidents
- At Acacia (1) – vehicle volumes and lack of bike lanes
- At Ledsham (1) – request for crosswalk
- At Metchosin Road (5) - vehicle volumes & speed, dangerous pedestrian crossing

- At Mount View Road (14) – vehicle volumes & speed, vehicles disobeying traffic lights (not stopping for red light)

Wishart Road (9)

- Along extent (4) – sidewalk accessibility, visibility of road users, parking compliance, lack of curb cutouts
- At Hallsor (1) – request for crosswalk
- At Langholme Road (1) – sidewalk accessibility, sidewalk connectivity, visibility of road users
- At Ledsham Road (1) – request for crosswalk, sidewalk connectivity
- At Metchosin Road (2) – sidewalk connectivity, pedestrian and cyclist buffer needed, vehicle volumes, increased pedestrian/cyclist safety at intersection

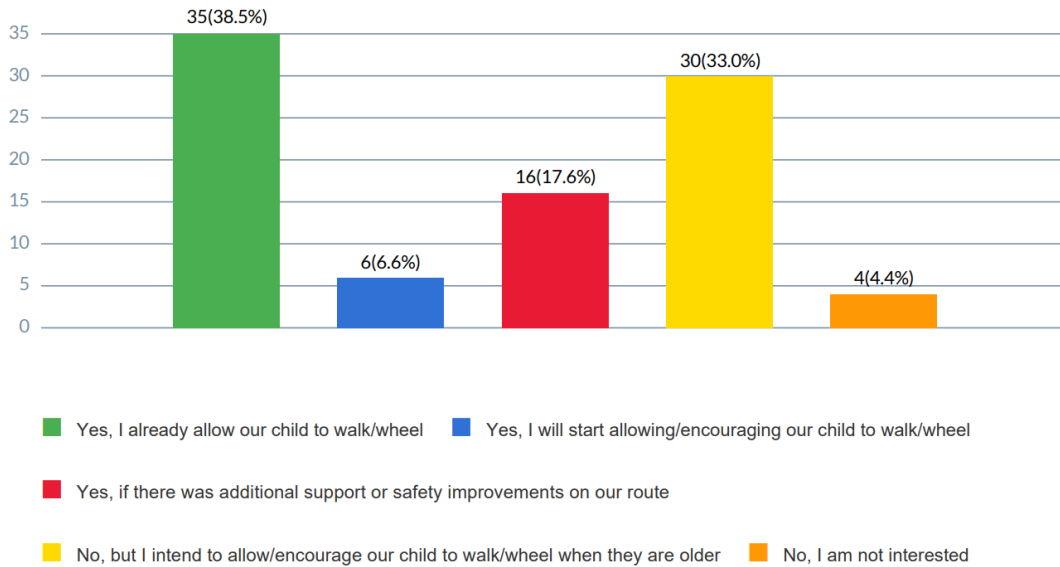
Metchosin Road (5)

- Along extent (5) - vehicle speed & volumes, intersection comfort/safety, lack of active travel – pedestrian and cyclist buffers, lack of crosswalks, lack of wayfinding signage

Q12. General comments regarding challenges and opportunities for active travel at Colwood Elementary (24) (Edited for privacy)

- Requests for more bike storage at school (6)
- Vehicle volumes (4): Narrow road at drop off location, too much parking congestion at pick up and drop off, increase in traffic on Metchosin Road from Royal Bay
- Catchment size for walkability/biking/bus (4): lack of buses for out of catchment students, concerns over catchment area changing/increasing
- Vehicle speeds (3)
- Request for pedestrian bridge over Sooke Road (1)
- Lack of designated space for AT/TDM (7): Increase sidewalk connectivity, locate and use alternate drop off and pick up locations to reduce congestion, improve pedestrian safety on the roads
- Poor visibility (1): Large trees blocking line of sight on Sooke Road and Ridley Drive

Q13. Would you allow / encourage your oldest child to walk & wheel to / from school?



Q14. Which of the following would best enable your oldest child to walk or wheel (fully or part way) between your residence and the school?
(16 Responses)

Answer	Total score	Overall Rank
Major traffic safety improvements were made (new sidewalks, bike lanes, intersection upgrades etc.)	23	1
If my child could walk/wheel with other students (NO adult)	16	2
Minor traffic safety improvements were made (signage, sightlines, traffic calming etc.)	13	3
If my child was more capable (better road safety awareness/practicing together on weekends)	9	4
If my child could walk/wheel with other students (WITH adult)	7	5
If more comfortable routes and nearby drop/pick up locations were identified for our household	6	6

Q15. When you walk or wheel as a family, what motivates you?
(91 Responses)

Answer	Count	Percent
Desire to feel physical and mental health benefits	65	22.65%
Desire to support climate action by reducing travel in our personal vehicle	33	11.50%
Desire to avoid stress from traffic congestion/parking	41	14.29%
Desire to build our child's confidence, independence and capabilities	62	21.60%
Desire to save money	11	3.83%
Desire to play/spend time outside	46	16.03%
Desire to feel present and connected with my community/peers	21	7.32%
We don't currently walk or wheel together as a family	8	2.79%

Q16. Which capacity building opportunities do you feel would most enable/encourage your household to walk and wheel together more often?
(250 Responses)

Answer	Total score	Overall Rank
Bike skill sessions for parents to learn how to ride with young children	86	1
Workshops for simple bicycle repair and maintenance	77	2
Information on parks/trails to explore on evenings/weekends	74	3
Education on route planning in our region	52	4
Support accessing equipment (safety gear, lights, locks)	51	5
Access to free webinars offering tips and advice for cycling	40	6
Support accessing weather appropriate clothing for our family	14	7

C. School Neighbourhood Walkabouts Summary

Walkabout 1 (Before school start up)

Date conducted: July 8, 2021

Walkabout 2 (After school start up)

Date conducted: Oct 5, 2021 (7:45-9:30)

Attendees: City staff, school and school district administration,
RCMP, ICBC staff, Parents, CRD staff

Location	Issues Raised	Potential Solutions Brainstormed	Key Player(s)
School Access Points (Parking Lot, Drop Off Loop, Entrance)	<ul style="list-style-type: none"> - Morning drop-off is busy (Wishart drop off loop is busier than Sooke Road drop off loop) - Crosswalk directs users towards a parking space - Accessible parking spaces placed at random - Existing parking lot crosswalk does not lead anywhere - Narrow pathway from Sooke Road - Need more bike racks 	<ul style="list-style-type: none"> - Reduce traffic volumes in drop off loop - Review accessible parking spaces, - Look for alternative drop (Walk and Wheel for 5) sites - CRD to provide bike rack and work with SD62 to install - Consider widening pathway by relocating fence further into parking lot 	SD62, PAC, School, CRD
RRU Property and Paths	<ul style="list-style-type: none"> - Concerns about wildlife, new catchment boundary in 2021/22 	<ul style="list-style-type: none"> - Include Belmont Park, RRU in 'Plan Your Route to School Map' - Inquire about wildlife safety classes 	CRD
Wishart Road	<ul style="list-style-type: none"> - Paint at crosswalk has faded (at Ridley Drive) - Limited curb access at some crosswalks - Missing crosswalk at Hallsor and Woodpark Drive (have cut throughs) - Opportunities for increased wayfinding signage 	<ul style="list-style-type: none"> - Repaint crosswalk on Wishart Road - Consider adding crosswalk with curb cut out - Review curb access at crosswalk locations for potential widening - Consider installation of directional signage 	City of Colwood

Location	Issues Raised	Potential Solutions Brainstormed	Key Player(s)
Sooke Road	<ul style="list-style-type: none"> - Road is designed to move vehicles, lack of crosswalk at Ledsham/Sooke Road - Crosswalk improvements desired across Metchosin - Lack of lighting at Mount View Road intersection - Long wait time for pedestrian crossing 	<ul style="list-style-type: none"> - Partner with RCMP on increased enforcement - Review vegetation maintenance at intersections to ensure meets Land Use Bylaw for sightlines - Review increasing intersection crosswalk timing - Review opportunities to increase safety - Reduce speeds and improve visibility of school crossings 	RCMP, City of Colwood
Campus Road (Royal Roads)	<ul style="list-style-type: none"> - Lack of wayfinding signage - Requires vehicle traffic calming - Potential user conflicts on narrow road 	<ul style="list-style-type: none"> - Enhance wayfinding signage - Request speed bumps 	City of Colwood, CRD, RRU
Mount View	<ul style="list-style-type: none"> - Lack of walking space 	<ul style="list-style-type: none"> - Consider pedestrian safety improvements 	City of Colwood

Appendix D:

7 E's of Active School Travel Planning

Online Resources for School Communities



August 2022

THE 7 E'S APPROACH TO ACTIVE SCHOOL TRAVEL PLANNING



The 7 E's of Active School Travel Planning – Resources for School Communities is an [online resource](#) which provides schools with the ideas, tools and activities needed to build and support the ongoing internal capacity needed to continue a school-wide active travel culture.

The 7 E's Approach to Active Travel aims to be a comprehensive, integrated and sustainable strategy to build school-neighbourhoods that are walkable and wheelable for all ages and abilities, by mitigating and addressing barriers preventing accessible active travel.

Students, families, educators, and Active Travel School Leaders are encouraged to [access the resources online](#) through the [Ready Step Roll webpage](#) to support school community equity, education, encouragement and environmental active travel initiatives, while complimenting evaluation, engineering, and enforcement actions facilitated by local government engineers, the CRD and community partners.

Visit our webpage to learn more about the [7 E's approach to active travel](#) with tips, tools and ideas to support active travel at your school!

7 Es of Active Travel

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

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

Education	Equity	Evaluation	Engineering	Enforcement	Encouragement	Environment
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With the right training, students can walk and wheel to school more often while enjoying increased physical skill sets and self-confidence. School communities learn about active travel benefits and caution points through road and traffic safety education and bike skills courses, developed in partnership with police, ICBC, and local non-profit organizations.

- Road Safety Scavenger Hunt** - Keep your eyes peeled! This resource challenges families to find different infrastructure, traffic signs, special vehicles, and neighbours while you walk through your community. Use it to teach your child about traffic safety or to change up your daily walks.
- Move your Feet on the Street Challenge** - How many ways can you move on your street? We're challenging kids to travel their "home stretch" using as many different forms of active transportation as possible. Includes a warm up brainstorming activity, followed by hands-on learning and finally, thematic-podcasts to help kids wind down after moving.
- Ready Step Roll Bingo** - On your marks, get set, BINGO! Challenge family members to be the first player to complete a line on their bingo card while performing different strength building movements, exercises, and stretches to help stay active at home.
- Backyard Adventure Course** - Get creative and see how you can move through your homemade obstacle course! This resource includes ideas on how to transform common household objects and toys into different obstacles for kids to maneuver through in the driveway, backyard, or even the living room!
- Physical Literacy Resource List** - a growing master list containing links to websites with ideas and activities to help keep kids active while they develop personal physical literacy. This list will continue to be updated.
- ICBC Road Safety Resources for Teachers** - Free learning resources developed to teach B.C. students road safety skills and awareness. These grade specific resources were developed to meet the Ministry of Education's curriculum guidelines and incorporate First Peoples' Principles of Learning.

[Equity »](#)

7 E'S Approach to Active School Travel Planning

A comprehensive and sustainable approach to making school-neighbourhoods more comfortable to walk and wheel, by identifying and addressing safety and social barriers to better support and enable active travel with confidence.



EQUITY

Intentionally consider needs and impacts of all regional demographics groups with particular attention to ensuring safe, healthy, and fair outcomes for residents of diverse family, cultural, socio-economic backgrounds, abilities and identities.



ENVIRONMENT

Support actions that would enable a reduction in transportation related greenhouse gas (GHG) emissions and vehicle pollution through the focus on increasing rates of active travel.



EVALUATION

Collect data and user insights to understand residents travel context, to identify appropriate approaches, opportunities to improve the effectiveness of an approach for respective communities while monitoring changes over time.



ENGINEERING

Make physical improvements to the streetscape, regional trails and built environment to improve the walk/wheel-ability and bike-ability within and between municipalities with region-wide connectivity.



ENFORCEMENT

Increase awareness and compliance of traffic laws, bylaws and guidelines to ensure a sense of personal safety and comfort for those taking active travel.



EDUCATION

Change perceptions of active travel and support programs to improve safety, reduce conflicts between transportation modes, and build the confidence and skills needed to safely and confidently walk/wheel or cycle.



ENCOURAGEMENT

Support and expand the number of individuals to choose active modes of transportation to meet local travel needs with purpose and confidence.