
SCHOOL TRAVEL PLAN

Hans Helgesen Elementary



Final Report - May 2018

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



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



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



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



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

Capital Regional District

www.crd.bc.ca/project/regional-transportation/active-safe-routes-to-school

HASTe BC

www.hastebc.org

National Active & Safe Routes to School

www.saferoutestoschool.ca/school-travel-planning

Summary

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

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

Background

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

School Travel Planning

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

Key benefits of School Travel Planning are:

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

STP involves a network of representatives of key school-transportation stakeholder groups who make up a Stakeholder Committee and inform and support the STP process. Organizations and individuals that contributed to the STP process included administrators, teachers, staff, parents, and students from the school as well as staff from Metchosin, the Sooke School District, the West Shore RCMP, Island Health, and other community partners.

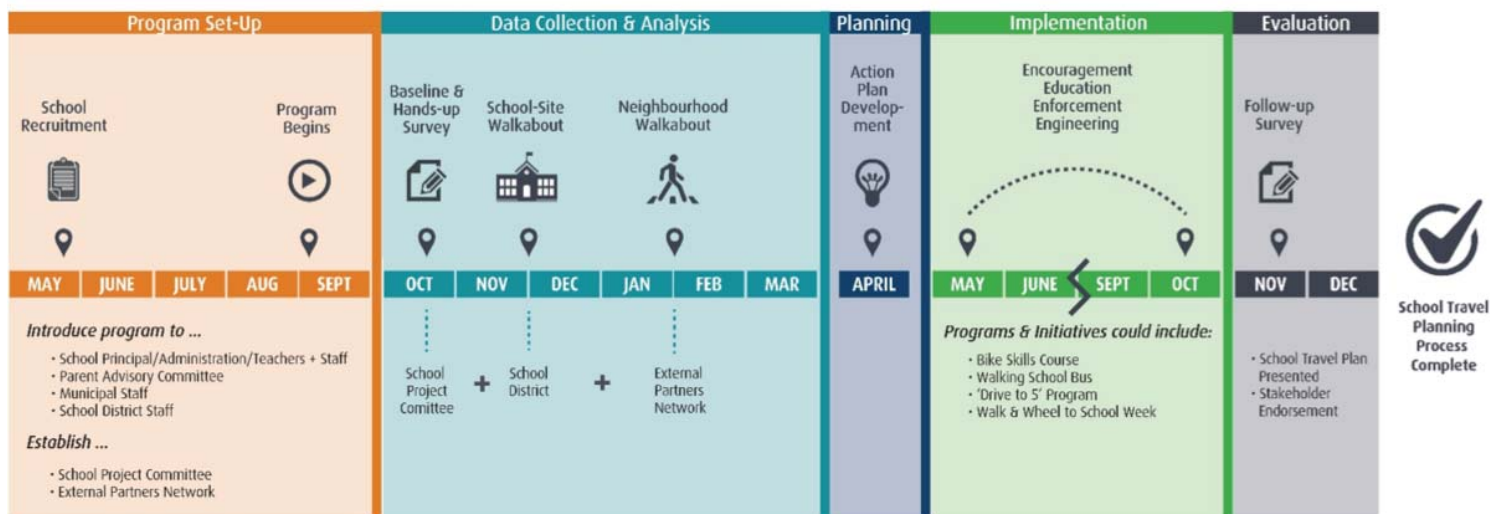
At individual schools, the STP process is led by an STP Facilitator, who convenes a School Committee, comprised of staff, parents, and administration, to outline specific active school travel barriers and solutions, developing the foundation and specifics for each school’s Travel Plan.

The School Travel Planning Process

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

Active & Safe Routes to School

SCHOOL TRAVEL PLANNING PROCESS



Hans Helgesen is a part of Sooke School District 62 and is located at 4983 Rocky Point Rd. in the District of Metchosin. The school enrolled almost 200 students in Kindergarten through grade 5 in the 2017/18 school year, and has had a fairly steady enrolment of over 150 students for the past six years. Hans Helgesen is located in a rural area surrounded by forest on the traditional territory of the Scia'new Nation.

The school property was originally purchased in 1968. The school building was constructed shortly thereafter, and the school first opened in 1969 as an annex to Metchosin Elementary. The original school building was torn down and rebuilt in 1991, and became an elementary school independent of Metchosin Elementary in 1992. Metchosin Elementary closed in 2003, and its staff and students were moved to Hans Helgesen.

Hans Helgesen runs sports programs for its students, and also runs a breakfast program that provides a no-charge breakfast to any student wishing to participate. As explained on the school's website, since students attending the school are typically familiar with an outdoor and rural lifestyle, Hans Helgesen strives to reflect this in its teaching, which involves many outdoor experiences.

Neighbourhood Overview

Hans Helgesen is located in a rural neighbourhood made up of single-family detached homes on acreages. The school is located on Rocky Point Rd., a collector road with paved shoulders but no sidewalks. There is a sidewalk along the driveway from Rocky Point Rd. leading to the front entrance of the school. The school site has a Walk Score of 5/100 and a Transit Score of 17/100, making it a very car-dependent area. Walk Score is a measure of neighbourhood walking and transit accessibility, and is often an indicator of community health and well-being (www.walkscore.com). The nearest bus stop to Hans Helgesen is 650m east of the school near the intersection of Rocky Point Rd. and Lombard Dr.

Transportation Overview

Hans Helgesen is roughly 1.5 km from 16-hectare Devonian Park, and 2.3 km from Taylor Beach and the Vancouver Island coastline. The 60 km-long Galloping Goose Regional Trail, which stretches

from Victoria to Sooke, passes east of Hans Helgesen less than 300 m from the school property; however, the nearest official access point to the trail is via Lombard Dr. off Rocky Point Rd., 900 m northeast of the school.

According to Statistics Canada's 2011 National Household Survey, 6% of employed Metchosin residents over the age of 15 report using active transportation modes to get to work, while 90% report using a car, truck or van.

Methodology and Results

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

Family take-home surveys were completed in October 2016.

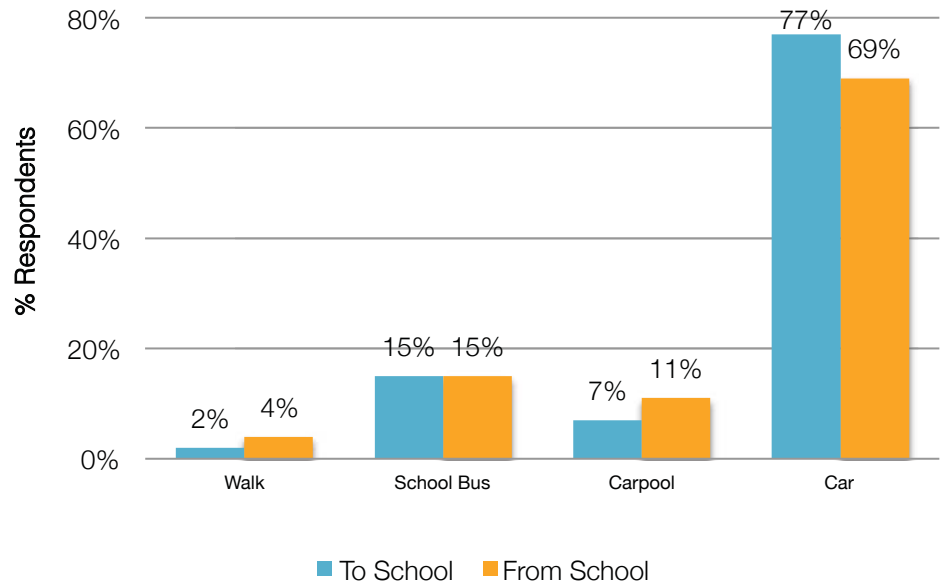
The school site walkabout at Hans Helgesen took place during the first week of December 2016 and the neighbourhood walkabout occurred on March 13, 2017. The walkabouts were attended by parents, students, the principal and various other Stakeholder Committee members, who observed the school's travel patterns and toured the area to investigate and examine concerns. The walkabout informed the Travel Challenges section of this report, as well as the School Travel Action Plan (Appendix A).

Family Take-Home Surveys

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

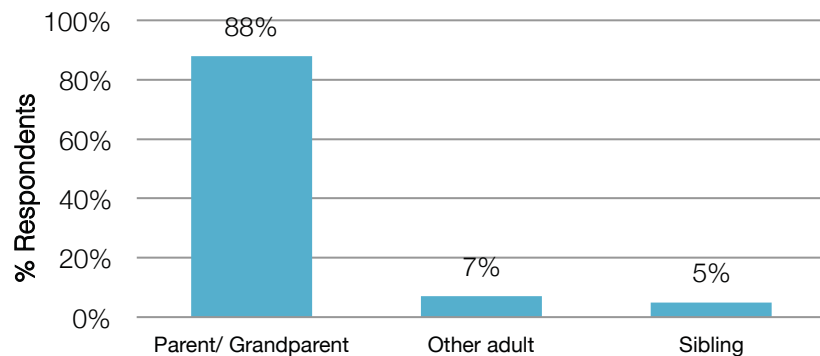
65 families representing 87 students completed the baseline family take-home survey, for a return rate of 45%. The findings from this survey are presented below.

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



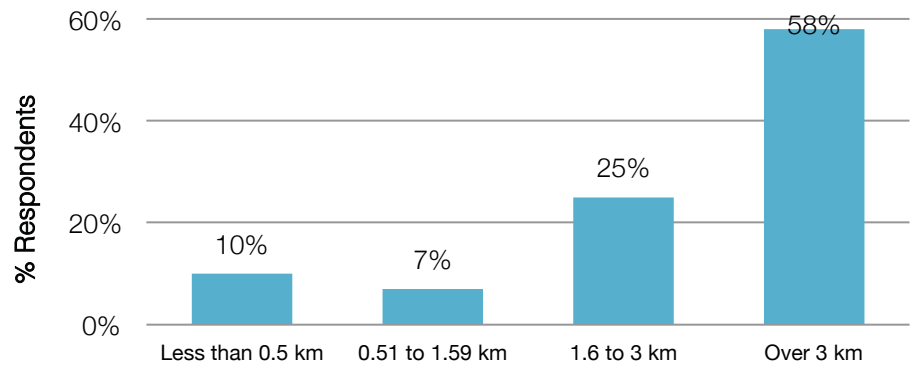
According to parents, driving – either as a single family or in a carpool – accounts for the vast majority of trips to and from Hans Helgesen (82% on average). The school bus is the next most common means of travel (15%), while walking account for only 2% and 4% of trips to and from school, respectively.

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



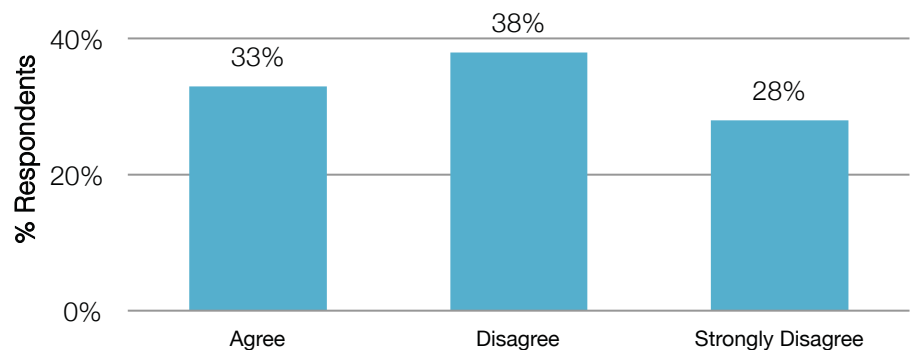
Among families surveyed, almost all students (95%) travel to and/or from Hans Helgesen with an adult, while 5% travel with a sibling. No students travel alone.

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



Of all families surveyed, 58% live over 3 km away from the school, with 89% of these students being driven or carpooled to school and 11% taking the school bus. Of the 6 families (10%) that they live within 0.5 km of the school, only 1 indicated that their child walks to school, while the other 5 indicated that their children are driven.

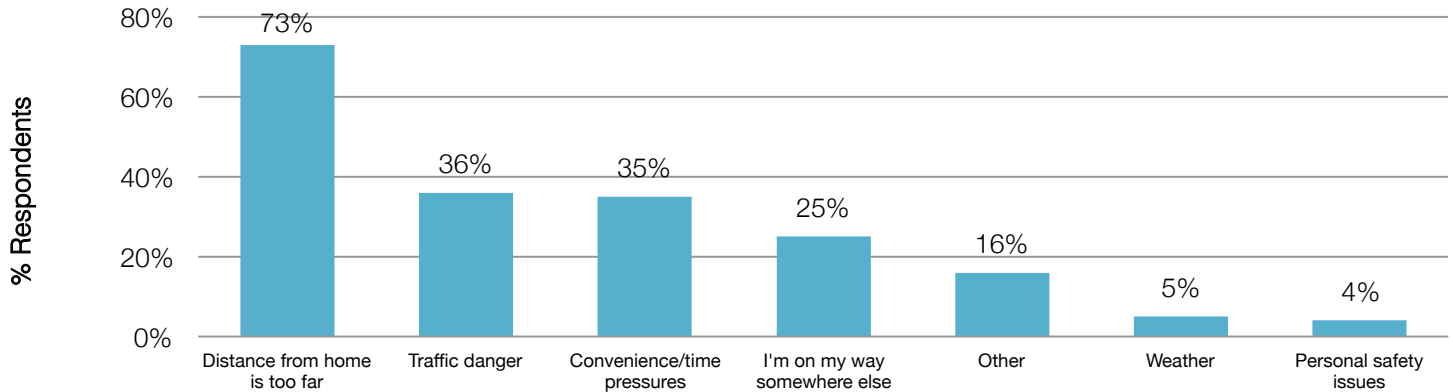
▼ **Our neighbourhood is safe for children to walk to and from school.**



The majority of families at Hans Helgesen (66%) disagree with the statement that it is safe for their children to walk to and from

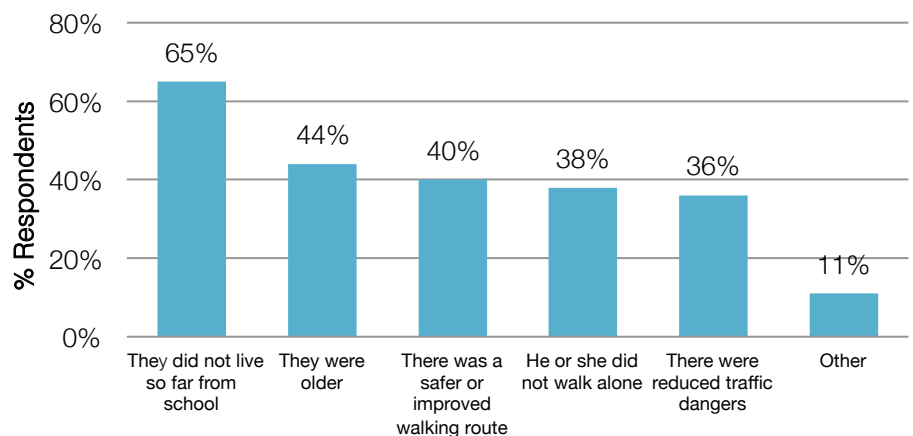
school in their neighbourhood, with over one quarter of parents strongly disagreeing.

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



Parents cited distance (73%) as the most common reason for driving their child to and/or from school, followed by traffic dangers (36%) and convenience (35%). Common “Other” responses related to a lack of proper walking and cycling infrastructure (namely, sidewalks and bike lanes), concerns over wild animals, the age of the children, and the lack of viable bus options.

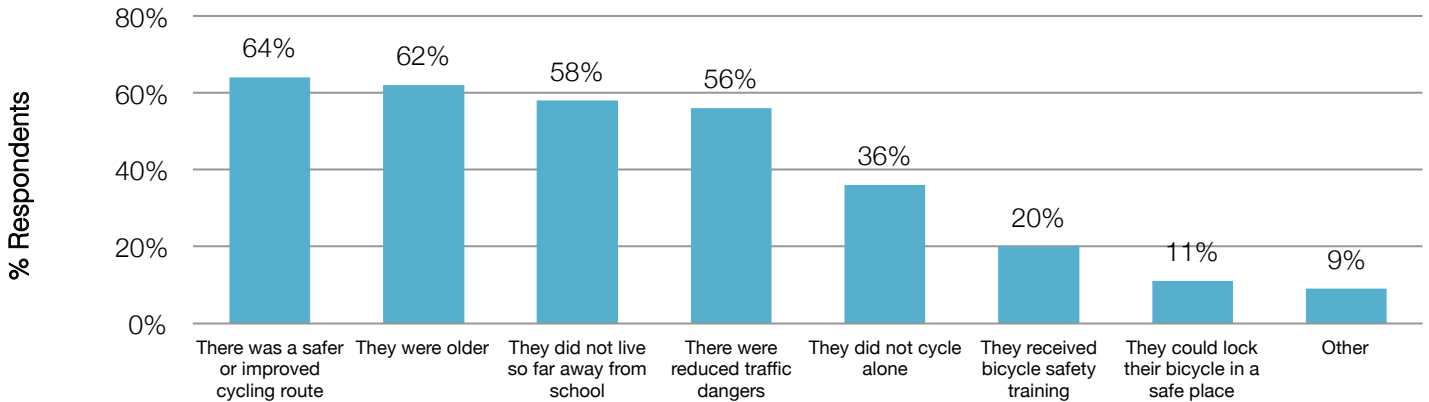
▼ **I would allow my child(ren) to walk to school if...**



Among the 55 families that reported driving their child(ren) to and/or from school, the most common conditions under which

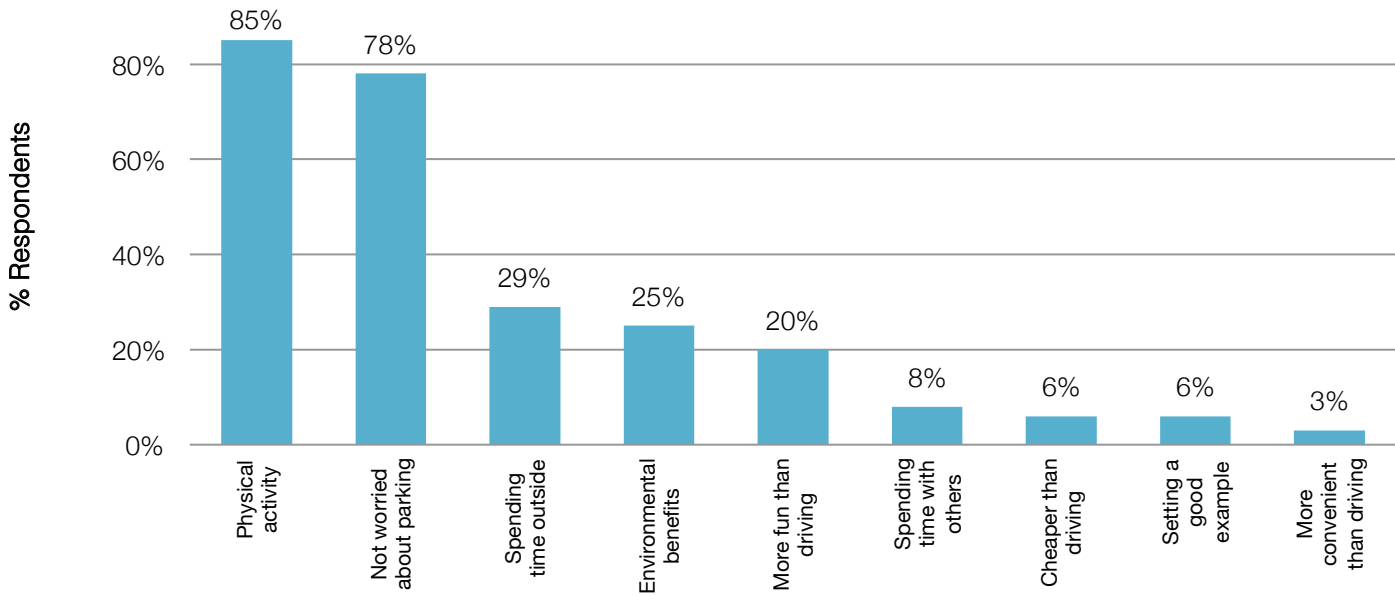
parents indicated they would allow their child to walk to and/or from school were if they lived closer (65%) and if the child were older (44%). It is notable that all remaining responses still played a role for over 35% of parents. “Other” responses reiterated needing to live closer, as well as the need for sidewalks.

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



Parents indicated that they would allow their child to bike to and/or from school primarily if there were safer routes (64%), if the child were older (62%), if they lived closer (58%), and if there was reduced traffic dangers (56%). Similar to walking, “Other” responses mentioned needing to live closer, having appropriate weather, and bike lanes.

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



When asked what motivates them to walk or cycle together as a family, the most common factors cited by parents were physical activity (85%) and not having to worry about parking (78%). Much less common but still relevant were spending time outside (29%), the associated environmental benefits (25%), and it being more fun than driving (20%). No parents indicated that they were motivated by the idea that walking and cycling saved time or were safer than driving.

Transportation Walkabout

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

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

A community walkabout, attended by members of both the school community and the external partner network, was held on March 13th, 2017 to explore traffic safety issues and potential walking and cycling routes around the school.



HANS HELGESEN WALKABOUT



MONDAY, MARCH 13
2:15 pm – 3:45 pm
 Walk leaves entrance promptly at 2:15

Please RSVP to
 Ebony Logins, School Travel Planning Facilitator
 (250) 507-0787 or ebony@hastebc.org



▲ Invitation to the community walkabout at Hans Helgesen

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

School travel challenges are the barriers to active travel faced by students, families and staff at Hans Helgesen. These challenges were identified through the take-home, family surveys where families identified on a map the areas of their highest concern, through Parent Advisory Council (PAC) meetings; and through conversations with the school Administrators and other members of the school community.

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

1.

Traffic Safety on Rocky Point Rd.

Rocky Point Rd. is a major collector road that connects the rural areas of East Sooke and southern Metchosin with Happy Valley Rd. and Metchosin Rd., which lead to larger population centres in the region. The stretch of Rocky Point Rd. in front of Hans Helgesen is a two-lane road with paved shoulders, and is signed as a school zone with a reduced 30 km/h speed limit.

Through the baseline family survey, many families expressed concerns about the safety impacts of speeding vehicles on Rocky Point Rd. According to participants of the school site walkabout, vehicles often travel at high speeds on Rocky Point Rd. – even in the school zone when school is in session – which is often used by dump trucks and large trucks towing boats and trailers.



▲ Looking northeast on Rocky Point Rd. from Windover Terr.



▲ **Looking northeast on Rocky Point Rd.
from the school's visitor parking lot**

Participants of the school site and neighbourhood walkabouts noted that the school sign, the entrance to the school, and the school itself all suffer from poor visibility, which may lead to drivers on Rocky Point Rd. missing or ignoring the presence of the school.

During the STP process, municipal staff mentioned that Metchosin does not have the resource capacity to conduct a traffic study, which would be necessary before further changes to Rocky Point Rd. were made, and would review best options for speed reduction within school zone only if another stakeholder, such as the Insurance Corporation of BC (ICBC) or Royal Canadian Mounted Police (RCMP), were able to conduct a traffic study in the area.

Several strategies to reduce vehicle speed in the school zone were explored over the course of the STP process at Hans Helgesen. Information about these strategies can be found in Hans Helgesen's School Travel Action Plan (Appendix A) and in the Implementation section of this document.



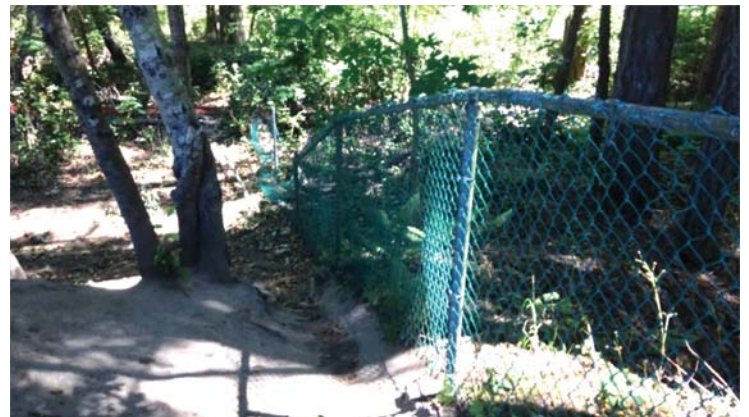
- ▲ **A canopy of trees covers the Galloping Goose trail near Taylor Road in Metchosin. Photo: Darren Stone/Times Colonist**

2.

Access to the Galloping Goose Trail

Hans Helgesen is located in a forested area within 300 meters of the Galloping Goose Regional Trail. The Galloping Goose is a popular multi-use trail in the Capital Regional District (CRD); it was originally a railway line built during the First World War, and is part of the Trans Canada Trail.

With no sidewalks or bikes lanes on Rocky Point Rd., the only road that provides access to Hans Helgesen, an official connection between the Galloping Goose and the school would greatly improve the school's accessibility by non-motorized means. However, based on property lines in the area, a path connecting the Galloping Goose to the school would have to cross private property. According to Hans Helgesen's principal and staff at Metchosin, past attempts to come to an agreement with property owners about such a path have been unsuccessful.



- ▲ **School site access to the current informal social trail connecting Hans Helgesen to the Galloping Goose.**

Discussions about how a connection could be

established and used occurred throughout the STP process at Hans Helgesen.



▲ **The current social trail connecting Hans Helgesen to the Galloping Goose.**

During the neighbourhood walkabout, participants suggested that, were an official connection between the Galloping Goose and the school established, access to the school grounds could be controlled with a lockable gate. They also suggested that the Juan de Fuca Trails Association might be willing and able to raise funds for a fence along the trail behind the school. Finally, participants noted that there is currently no lighting on the north side of the school where the connector trail would access the school grounds; if and when the connection is established, adding lights at the trailhead or along the trail would make it safer and more comfortable to use.



▲ **The current social trail connecting the Hans Helgesen to the Galloping Goose.**

During meetings at the school, school staff indicated a willingness to patrol the trail and ensure it is kept tidy, and parents offered to organize an event to highlight and celebrate the connection the Galloping Goose would provide to the school community. During a meeting at their offices, representatives from School District 62 committed to inquiring with the British Columbia School Protection Program as to whether the trail would raise any liability issues for the school.

3.

Lack of Active Travel Infrastructure on Rocky Point Rd.

Through the baseline family survey, many parents at Hans Helgesen expressed safety concerns about the lack of active transportation infrastructure on Rocky Point Rd., the only road that provides access to the school.

Currently, there are paved shoulders on both sides of Rocky Point Rd. near the school, but no sidewalks or bike lanes. A multi-use trail along Rocky Point Rd. is included in Metchosin's Community Trail Network Master Plan. Such a trail would be built as part of an upgrade to Rocky Point Rd. itself, and is contingent on funding being procured.



▲ **A multi-use trail, like this one on nearby Kangaroo Rd., is in the long term plan for Rocky Point Rd.**

Participants of the neighbourhood walkabout suggested that the frequent presence of gravel on the shoulder of Rocky Point Rd. is a barrier to cycling to school. Rocky Point Rd. is swept once a year in the spring, but parents commented that, for most of the year, its paved shoulder is not clear enough for children to bike on safely and comfortably. Municipal



▲ **Paved shoulders, but no sidewalks, on Rocky Point Rd.**

staff noted that supplementary funding would be required for the road to be swept more often.



▲ **The intersection of Rocky Point Rd. and Windover Terr.**

4.

Pedestrian Crossings in Front of the School

Windover Terr., which extends west from the T-intersection at the entrance to the school property, is used as a park-and-walk location by Hans Helgesen families, who must cross Rocky Point Rd. on their way to school. During meetings at the school, the principal and PAC expressed concerns about the safety of pedestrian crossings at this intersection, and requested that an east-west crosswalk with pedestrian activated flashing lights be installed at the intersection of Rocky Point Rd. and Windover Terr.

As of the fall of 2017, there are no traffic lights, signals or beacons in Metchosin; the only crosswalks in the municipality are located in the village centre and do not have any enhancements, such as pedestrian activated lights.

5.

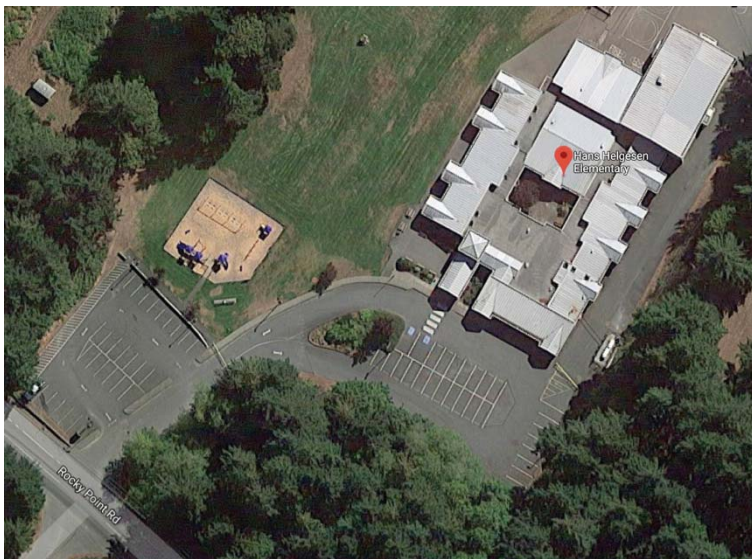
Traffic Safety Around the School

With 83% of the school community living further than 1.6 km from the school and arriving at school by car, Hans Helgesen sees heavy volumes of motor vehicle traffic during the periods before and after school. As a result, many of the concerns expressed by parents through the take-home survey and during the walkabouts pertained to traffic safety on school grounds, particularly in the driveway and parking lot and near the front entrance of the school.

A two-lane driveway connects Hans Helgesen to Rocky Point Rd. The driveway is divided as it approaches the school, forming a loop around parking lot that accesses the main entrance of the school. This parking lot is reserved for staff, and parents are asked not to park, pick-up or drop-off in the lot or driveway loop.



▲ Hans Helgesen’s visitor parking lot



▲ An overhead view of the school’s parking lots and driveway loop

Just north of the junction of the school’s driveway and Rocky Point Rd. is a parking lot set-aside for

parents and visitors that accommodates 29 vehicles. There is a pedestrian path between the parking lot and the school's playground, and a pedestrian path along the north side of the driveway that connects the parking lot to the school. Parents are asked to drop off and pick up their children in this parking lot.



▲ **Parking in the school's driveway despite clear signage and communications from the administration**

According to comments in the take-home survey and during the walkabout, the parking lot set aside for parent parking and student pick-up and drop-off often fills to capacity during the periods before- and after-school. Parents wait for their children and parking spaces to become available, and vehicle traffic becomes backed up, often blocking traffic on Rocky Point Rd.

On the walkabout, participants mentioned that, despite instructions from the school and signage in the driveway, driving parents frequently use the driveway, loop around the staff parking lot, fire lane,

and bus parking areas to park and pick-up and drop-off their students. Participants reported that students dropped off in these areas often walk through the parking lot and driveway to access the school, putting them in potential conflict with vehicles in these areas.



▲ **The pedestrian walkway between the visitor parking lot and the school (left) and signage asking parents not to use the staff parking lot obscured by foliage (right)**

Walkabout participants also mentioned that, during the periods before and after school, the narrow pedestrian walkway between the visitor parking lot and the school becomes crowded. When this happens, students often walk in the driveway, again putting them in potential conflict with parents using the driveway to access the school or pick-up/drop-off their children.

Participants of the school site walkabout noted that drivers often drive at high speeds in the school driveway. Vehicle speeds were of particular concern in the areas near the playground, and where the

pedestrian path runs alongside the driveway. Participants suggested that traffic calming measures should be installed in the driveway to reduce vehicle speeds on school grounds, especially near the playground.



▲ **Buses lined up at the Sooke School District’s yard. Photo: Sooke News Mirror**

6. School Bus Service

Three school buses currently service Hans Helgesen elementary, providing bussing services to families who live south, west and north of the school. However, according to the family baseline survey, only 15% of students regularly travel to school via the school bus, versus 83% who are driven.

Hans Helgesen serves as a bus transfer station for middle school students. On Fridays, when the school is dismissed an hour earlier than usual, the buses leave one hour after the end of the school day due to the schedule of other schools serviced by the same routes. As a result, most students are picked up on Fridays – and many parents opt to drive their children to and from school regularly rather than work around a mixed schedule.

Increased dependability and convenience would encourage more families at Hans Helgesen to use the school bus program, and reduce the number of car trips to, and resulting congestion at, the school. The School District has agreed to review the timing and schedule of busses servicing Hans Helgesen when it implements its new routing software, which should be available for the 2018/19 school year.

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

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

Infrastructure

Efforts to establish a connection to the Galloping Goose

As part of the STP process at Hans Helgesen, Metchosin staff reached out the new owner of one of the properties the school and the Galloping Goose in the summer of 2017 to start a new discussion about establishing a connecting trail. A copy of the letter that was sent is attached to this document as Appendix G. As of November 2017 there had been no response. Metchosin has committed to updating the school administration on a regular basis on progress regarding its efforts to establish the connecting trail.

Traffic calming on Rocky Point Rd.

During the STP process, Hans Helgesen's PAC expressed its intent to fundraise for a solar-powered speed reader board to be installed on Rocky Point Rd. in front of the school. Municipal staff advised that Metchosin would be willing to provide permission for the speed-reader to be installed, but that the School District would likely need to install the device. A representative from the Insurance Cooperation of British Columbia (ICBC) indicated that Metchosin could apply for \$2500 in funding from ICBC to support the PAC's efforts to purchase the solar-powered speed reader.

In November 2017, two parents presented to Metchosin's Highways and Public Works Committee, requesting that the

municipality support the PAC's fundraising efforts by applying for funding from ICBC for a variety of improvements, including a crosswalk, signs, flashing lights and a solar speed reader. The Committee asked the PAC to come back with more information at a subsequent meeting. Minutes from the Highways and Public Works Committee's November meeting can be found at:

www.district.metchoosin.bc.ca/content/agendas-minutes

Enforcement

Think of Me Campaign

Think of Me is an ICBC campaign to promote safe driving in school zones. The enforcement campaign helps to raise awareness about the importance of safe driving, especially around schools.



▲ The West Shore RCMP's Traffic Unit distributes Think of Me postcards to drivers on Rocky Point Rd.

In the fall of 2017, students at Hans Helgesen were given Think of Me postcards with blank spaces on the front and pedestrian and vehicle safety information on the back. The students were asked to draw and colour a picture on the front of the postcard on the topic of vehicle safety around the school and active transportation. Staff made colour copies of the cards, and the West Shore RCMP

Traffic Unit distributed them to drivers in the school zone during an enforcement blitz on November 29, 2017.

The Goldstream News Gazette published an article about the Think of Me campaign at Hans Helgesen on November 30, 2017. A copy of the article is attached to this document as Appendix F.

Education and Encouragement

Think of Me Campaign Art Work

Some of the student's Think of Me drawings were used to create signage communicating the importance of driving safely to drivers in the school zone. As part of the ASRTS program, student artwork was turned into double-sided posters (18" x 24"), which were displayed as lawn signs around the school. The goal was to increase drivers' awareness of the school zone, and encourage them to slow down and drive safely around the school.



▲ Student art displayed on Rocky Point Rd. encouraging drivers to slow down in the school zone

Bike Skills Course

Hans Helgesen Elementary received a bike skills course for 24 students. Students were encouraged to bring their own bikes to the course, and additional bikes were provided to ensure every student was given the opportunity to participate. After a maintenance check to ensure the bikes were in good working order, the course was underway.

The bike skills course taught safe bike handling skills, rules of road, and traffic safety including hand signals. In addition to teaching skills and knowledge, the curriculum focused on confidence building through exercises. Students learned and practiced starting in the 'ready position' riding in a straight line and turning, and safely stopping. Individual and group feedback was provided to build cycling skills. Finally, games and obstacles were used to integrate and practice skills.

Active Transportation Information Table

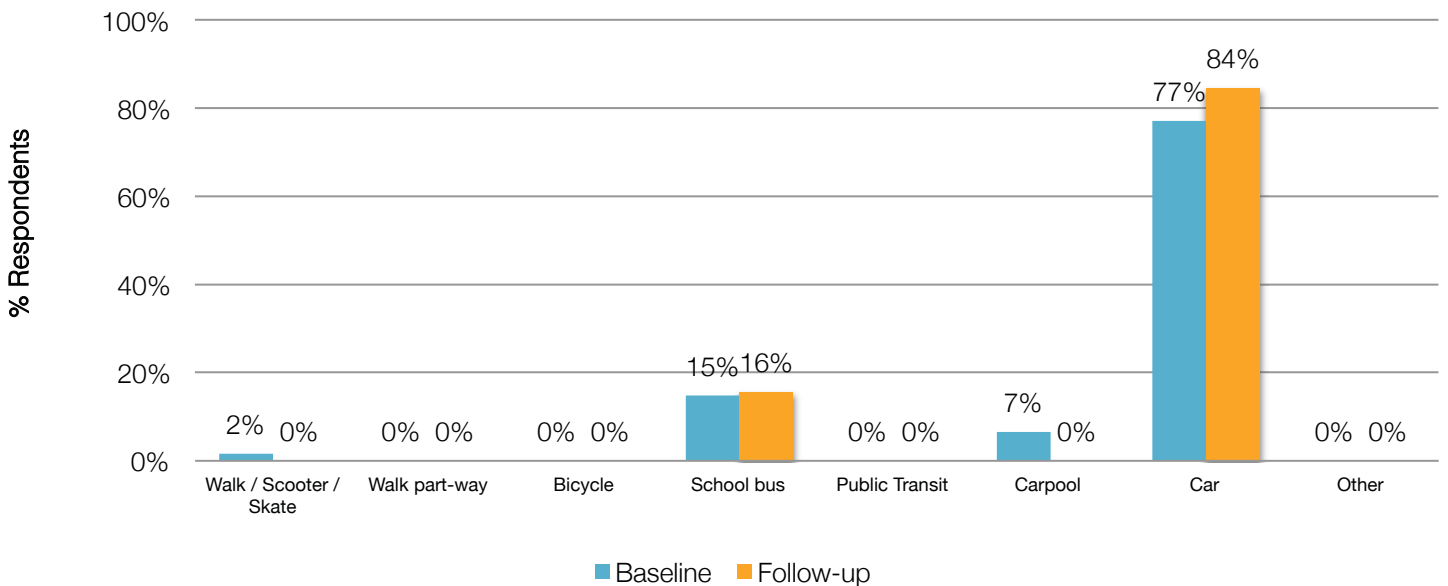
In the fall of 2017, the CRD's ASRTS program set up an information table Hans Helgesen's Meet the Teacher night. ASRTS staff spoke with approximately 30 parents about active travel and handed out resource material. Many parents asked questions and shared concerns about transportation infrastructure and road safety around the school.

Methodology and Results

Online surveys were completed during October and November 2017, a year after baseline data was collected. A total of 46 families completed the follow-up surveys.

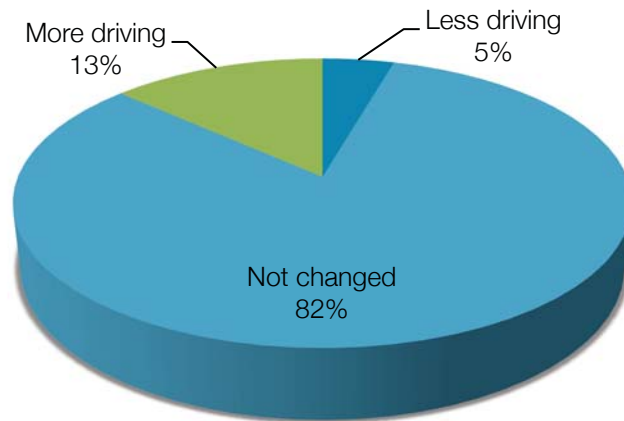
To confirm the data, generally speaking the travel mode trends were similar between the take home and hands up surveys across the participating schools. Still, it is important to note there are some limitations to the follow-up survey data. There was a lower response rate to the follow-up survey than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

▼ How does your child usually get to school?



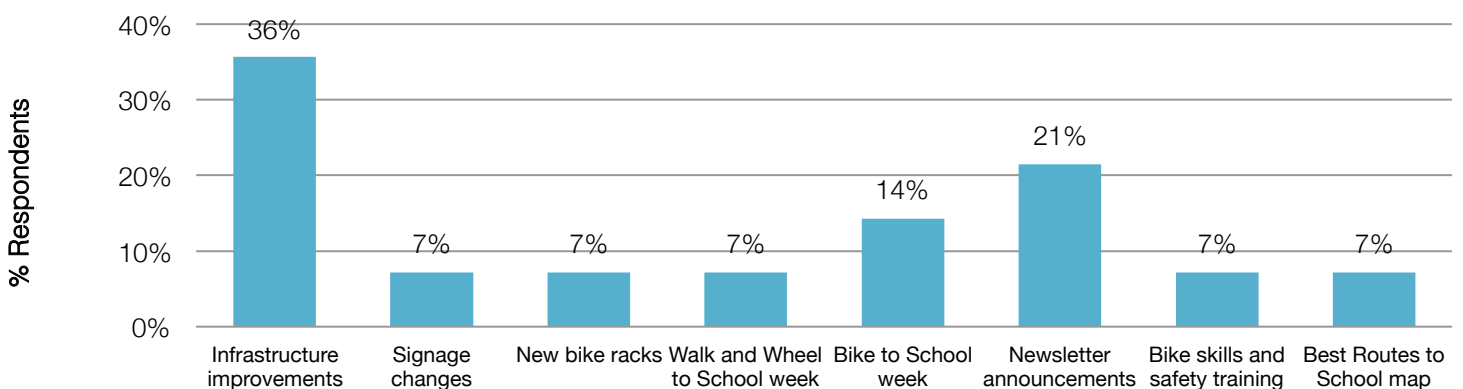
In the baseline survey conducted in the fall of 2016, 77% of families reported driving to school, 7% reported carpooling, and another 15% reported that their children took the school bus. In the follow-up survey, 84% of families reported driving to school and 16% reported that their children took the school bus. Overall, the rate of single-family driving increased, the rate of carpooling decreased, and school bus use remained unchanged.

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



In the follow-up survey, 5% of families reported that they were driving less to school, 13% that they were driving more to school, and 82% that their travel habits were unchanged.

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



Parents who completed the survey felt that infrastructure improvements, school newsletters and Bike to School Week were the most effective activities implemented during the school travel planning processes.

Results of the follow-up surveys demonstrate limited behaviour change. Still, the follow-up survey was administered after a limited implementation period. The education and engagement programs continue at participating schools, while infrastructure improvements can take considerable time to implement with budget process and council approvals. If schools are re-assessed in 3-5 years, a stronger reflection of travel behaviour change is expected.

Conclusion

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

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

Appendix A: School Travel Action Plan

Appendix B: Family Take-home Survey

Appendix C: School Travel Planning Membership

Appendix D: Base Map

Appendix E: Think of Me News Story

Appendix F: **Galloping** Goose Access Letter



Appendix A: School Travel Action Plan

Hans Helgesen Elementary School Action Plan

30/11/2017

School Profile

Hans Helgesen has a student population of approximately 170 students. It is located in the District of Metchosis. The ASRTS survey was completed by 65 families (49%) and determined:

- 77% of students are driven to school and 7% carpool.
- Only 2% walk or cycle to school.
- 15% of the school population lives within a .15 minute walk, usually along the Galloping Goose, which is currently accessed by active students through private property upon agreement with the landowners.
- 64% of parents would allow cycling on safer routes and 65% would allow walking if they lived closer.
- Rocky Point Rd is the only access point to the school, and the road is currently too dangerous for active transportation.

NOTE: Action Types: STP = School Travel Planning; Enc = Encouragement; Eng = Engineering; Edu = Education; Eval = Evaluation; Enf = Enforcement

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|---|-------------|----------------------------|---|----------|-------------|-----------------------|------------|-------|
| School Travel Planning Facilitator | | | | | | | | |
| N/A | STP | Baseline Survey | Distribute, collect and analyze surveys. Create and deliver summary presentation to administrators. | High | Complete | Sep-16/Oct-16 | | |
| Hans Helgesen Elementary School | STP | Bike Skills Course | Coordinate delivery of bike skills course for up to 24 students. | High | Complete | Apr-17/May-17 | | |
| N/A | STP | Follow-up Survey & Summary | Distribute, collect and analyze surveys. Create and deliver summary presentation to administrators. | High | In progress | Nov-17 | | |

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|---|-------------|----------------------------|--|----------|----------|-----------------------|------------|-------|
| Rocky Point Road, from school to Arden Rd | STP | Neighbourhood Walkabout | Facilitate discussion with school administration, SD62, municipal staff, RCMP, Island Health and parents. | High | Complete | Mar-17 | | |
| Hans Heigesen Elementary School | STP | School Site Walkabout | Facilitate school site walkabout. Create and distribute walkabout summary to administrators and staff. | High | Complete | Nov-16 | | |
| N/A | STP | School Travel Action Plan | Report on actions for the STP, SD62 & school administration, and municipality | High | Complete | Apr-17 | | |
| N/A | STP | Survey & Walkabout Summary | Present survey and walkabout summary to External Partner Network, including administrators, SD62, municipal staff, school board trustees, and RCMP Liaisons. | High | Complete | Feb-17 | | |

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|---|-------------|---|--|----------|----------|-----------------------|------------|---|
| <i>Education and Encouragement Coordinator</i> | | | | | | | | |
| N/A | Edu/ Enc | Provide information on Pace Car Program | Present information on Pace Car Program and stickers to PAC and parents. | Medium | Complete | Fall 2017 | | The Pace Car Program is a locally delivered, nation-wide program that focuses on raising awareness around speed reduction in the community. |
| N/A | Edu | Active transportation information table | Engage with parents about transportation infrastructure and road safety concerns and solutions at Meet the teacher night | Medium | Complete | September 2017 | | |
| N/A | Edu | Think of me campaign | Kids drawing traffic related pictures for RCMP officers to distribute; coordinate with ICBC | High | Complete | November 2017 | | |
| Rocky Point Road, in front of the school | Edu | Think of me posters for road display | Enlarge student Think of me art for temporary display along Rocky Point Rd | Medium | Complete | November 2017 | | |

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|---|-------------|---|--|----------|-------------|--------------------------|---|--|
| District of Metchosin | | | | | | | | |
| North/south from Windover Terrace to Hans Helgesen entrance across Rocky Point Rd | Eng | Consider installing crosswalk with pedestrian-activated lights. | Install an official and safe crossing for pedestrians and those who park on Windover and cross Rocky Point | Medium | Not Started | | Facilitator, PAC and Principal currently investigating need for crosswalk among school community. | District policy generally does not support crosswalks or lights. Council would need to approve request from school. If installing crosswalk consider pedestrian-activated solar-powered flashing beacon. |
| South side of Rocky Point Rd from Hans Helgesen to Lombard Rd | Eng | Install multi-use trail | Create a safe active travel corridor from the Galloping Goose to Hans Helgesen using a multi-use trail. | High | Not Started | | Install multi-use trail when upgrading Rocky Point Rd. | Multi-use trail along Rocky Point Rd is in the municipal plans. The priority level for this project is below upgrades on William Head Rd. |
| Frontage of Hans Helgesen on Rocky Point Rd | Eng | Install solar-powered speed sign | A solar-powered speed sign in front of the school to enhance speed control signage that is already in place. | Medium | Not Started | | Determine best location for sign if acquired by PAC and ICBC and install. | PAC fundraising for sign? |
| Rocky Point Road, from Happy Valley Rd to Hans Helgesen | Eng | Schedule regular roadside sweeps | Support active travel by sweeping road to remove winter debris buildup | Low | Not Started | | Receive request from School District. | Additional funding would be required. School could apply for grant. |
| N/A | Eng | Goose Access Project | Investigate options for accessing Galloping Goose | High | In progress | Fall 2017 | Investigate options for accessing Galloping Goose. District has inquired with landowner about access. | |
| N/A | Eng | Goose Access Update | Stay in contact with school administration on an annual basis regarding any changes that may allow access to the trail | High | In progress | Until access established | | |

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|--|-------------|--|---|----------|-------------|-----------------------|--|--|
| Sooke School District | | | | | | | | |
| N/A | Eval | Clarify insurance coverage | Determine whether there are insurance issues related to students travelling through private land to access the Galloping Goose trail. | High | Not Started | | Contact BCSP | SD will follow up with BCSP by December 31, 2017 |
| N/A | Eval | Conduct review of school bus arrival time on Fridays | On Fridays, buses prioritize pick up at high schools, which creates a 1hr wait period for the elementary school. This may be reducing the popularity and use of the school bus overall as a transportation option for families, and promoting driving to and from school. | Medium | Not started | | Evaluate schedule (Transportation) | Bus routing/timing is continually reviewed for efficiencies. New routing software may be available for 18/19 school year at which time bus times will be reviewed again. |
| Sidewalk heading north/south from school entrance to Rocky Point Rd | Eng | Curb painting | Paint edge of sidewalk from school leading to lower parking lot for visibility & awareness | Low | Not started | | | SD supports this project and will add it to the list of Annual Facilities Grant (AFG) projects to be prioritized for the April 1 – March 31/19 AFG year. |
| School frontage along Rocky Point Rd | Eng | Improve school visibility | Install new school sign with lighting, paint roadside barriers to improve visibility and awareness for drivers. | Medium | Not Started | | Submit a request to Facilities for painting. Obtain funding for new school sign/lighting or repainting of school sign. | SD supports this recommendation and is committed to looking into the cost and feasibility. Consultation with Metchosis will be required. |

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|--|-------------|--|--|----------|-------------|-----------------------|--|---|
| School Administration | | | | | | | | |
| Hashed no-parking zone in lower parking lot of Hans Helgesen | Eng | Improve pedestrian pathway | Add curbing or some sort of physical barrier (low enough to be driven over if needed) along the hatched line separating the parking stalls from the East side of the parking lot to provide a safer space for pedestrians and those entering/exiting the playground. | Low | Not started | | Submit request to Facilities | |
| N/A | Enc | Provide active after school care | On Fridays when buses arrive 1 hr after school, provide active after-school care for children who are waiting for the bus. | Medium | Not started | | Conduct needs assessment of after school care | |
| Rocky Point Road, from Happy Valley Rd to Hans Helgesen | Eng | Schedule regular roadside sweeps | Support active travel by sweeping road to remove winter debris buildup | Low | Not Started | | Review conditions regularly and submit request to District of Metchosin as required. | Apply to District of Metchosin for additional funding. |
| School Zone / Frontage of Hans Helgesen on Rocky Point Rd | Enf | Scheduled regular enforcement blitz in school zone | Positive ticketing and general presence to increase awareness of school zone. Potentially during back to school week and after spring break. | Medium | Not Started | | Submit a request to the RCMP Liaison Officer | |
| N/A | Enc | Send letters to businesses who use Rocky Point Rd | Have students produce letters and drawings and send them to businesses to thank them for respecting the school zone. | Medium | Not Started | | Determine which businesses are using Metchosin Rd during school hours | PAC may be interested in observing vehicles during do/pu time |
| N/A | Enc | Goose Access Demonstration and Celebration | Organize school event to highlight the connection the Galloping Goose provides to the school and through the community. | Medium | Not started | If access granted. | Coordinate with PAC to organize event | |

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|----------|-------------|--------|-------------|----------|--------|-----------------------|------------|-------|
|----------|-------------|--------|-------------|----------|--------|-----------------------|------------|-------|

Parent Advisory Council

| | | | | | | | | |
|--|-----|--|---|--------|-------------|--------------------|---|---|
| N/A | Enc | Goose Access Demonstration and Celebration | Organize school event to highlight the connection the Galloping Goose provides to the school and through the community. | Medium | Not started | If access granted. | Coordinate with school administration to organize event | |
| Frontage of Hans Helgesen on Rocky Point Rd | Eng | Install solar-powered speed sign | A solar-powered speed sign in front of the school to enhance speed control signage that is already in place. | Medium | Not Started | | Agenda item for discussion at next PAC meeting | PAC fundraising. Partial funding may be obtained from ICBC/CRD. Will also improve visibility of school. |
| N/A | Enc | Observe businesses using Rocky Point Rd | Create a list of businesses that use the road during school arrival and departure times. | Medium | Not Started | | Coordinate with E&E coordinator. Provide list to administration | Strictly observation only |

ICBC

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|--|-------------|--|--|----------|----------|-----------------------|------------|-------|
| School Zone / Frontage of Hans Helgesen on Rocky Point Rd | Enf | Enforcement blitz in school zone (Think of me) | Coordinate positive ticketing and general presence to increase awareness of school zone with RCMP. | Medium | Complete | November 2017 | | |

Nolan Riding

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|--|-------------|--------------------|--|----------|----------|-----------------------|------------|-------|
| Hans Helgesen Elementary School | Edu | Bike Skills Course | Coordinate delivery of bike skills course for up to 24 students. | High | Complete | Apr-17/May-17 | | |

| Location | Action Type | Action | Description | Priority | Status | Start Date / End Date | Next Steps | Notes |
|----------|-------------|--------|-------------|----------|--------|-----------------------|------------|-------|
|----------|-------------|--------|-------------|----------|--------|-----------------------|------------|-------|

CRD

| | | | | | | | | |
|---------------------------------|-----|---|--|--------|-------------|---------------|--------------|--|
| Hans Helgesen Elementary School | Edu | Bike Skills Course | Coordinate delivery of bike skills course for up to 24 students. | Medium | Complete | Apr-17/May-17 | | |
| Hans Helgesen Elementary School | Enc | Provide Bike or Scooter/Skateboard Rack | Order and deliver racks for schools upon request from school | Medium | In Progress | Apr-17/Dec-17 | Source rack. | |



Hans Helgesen Elementary School

School Travel Planning

Wednesday, October 12th 2016

Dear Parent (Guardian):

Hans Helgesen Elementary School is taking part in Capital Regional District's People Power program and the School Travel Planning process this school year, to enable more students and families to walk, scooter or cycle on their journey to and from school.

The benefits of active school travel include:

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

Please take 8 to 10 minutes with your child(ren) who attend this school to complete this survey. Your answers will help us better understand the travel choices made by families at Cedar Hill middle school, 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 by Tuesday, October 18th, 2016. There will be a prize for the first classroom that collects all of their surveys.**

If you have any questions about the survey or the School Travel Planning project, please contact: Ebony Logins at ebony@hastebc.org

Thank you,

Debra Stoutley
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 / 7 / 2016): _____/_____/_____

Please complete ONE survey per family.

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

CHOOSE ONLY ONE BOX FROM EACH COLUMN

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

If Other (explain) _____

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

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

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

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

STRONGLY AGREE AGREE DISAGREE STRONGLY DISAGREE

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

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

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

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

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

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

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

Everyone continue at question 10 below

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

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

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

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

YES

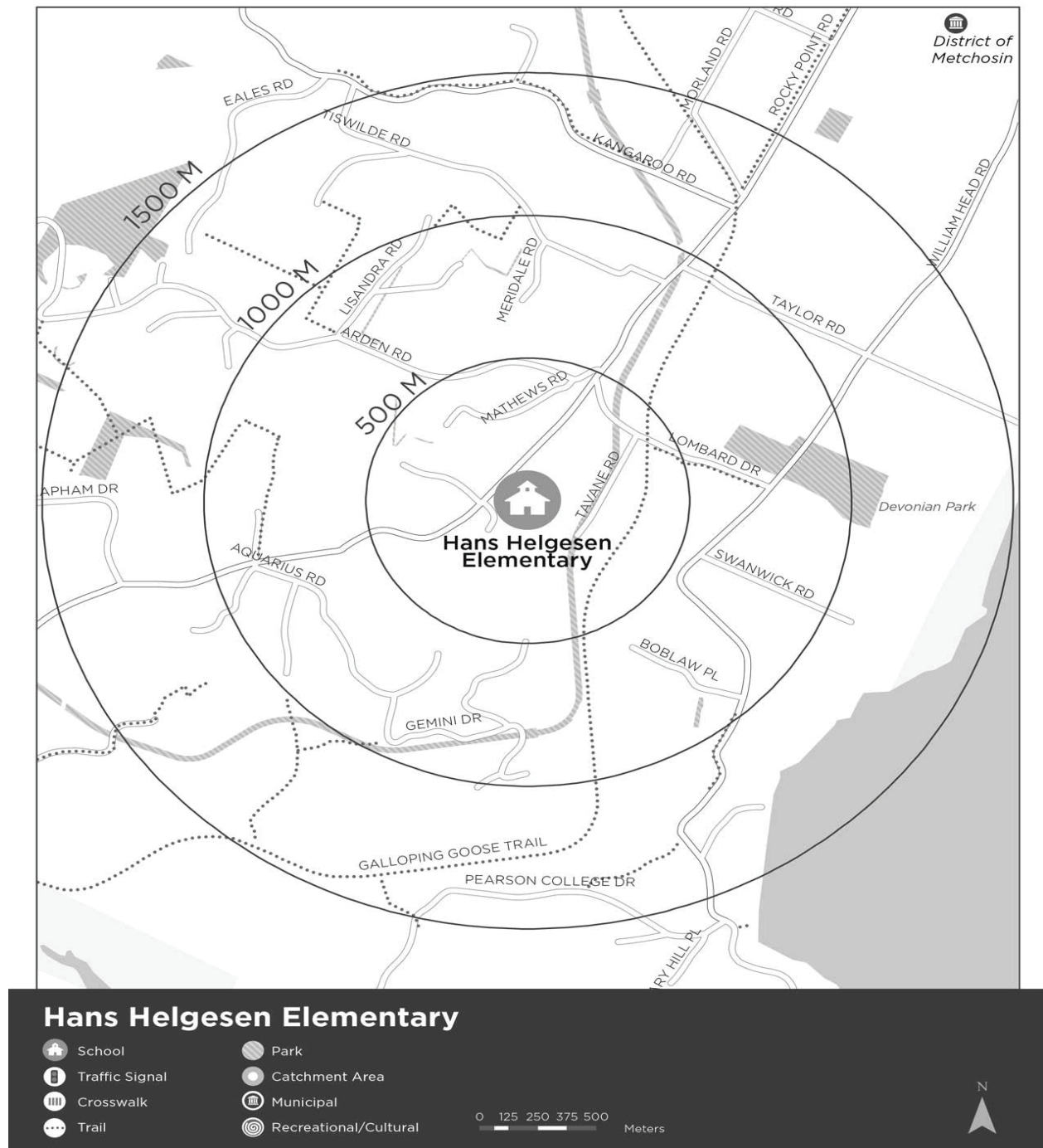
NO

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

B. Walking / Cycling Routes to School

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

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



Describe any areas of concern in this table.

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

THANK YOU FOR YOUR TIME. PLEASE HAVE THIS SURVEY COMPLETED ON THIS SHEET AND RETURNED TO SCHOOL BEFORE

TUESDAY, OCTOBER 18TH 2016

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 the District of Sooke is part of the Capital Regional District's People Power program.



Appendix C: School Travel Planning Membership

School Travel Planning Members

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

Stakeholder Committee

HASTe BC

STP Facilitator: Anke Krey

District of Metchosin

Planning: Sherry Hurst

Capital Regional District

Regional and Strategic Planning: Kate Berniaz

Sooke School District #62

Finance: Harold Cull

Facilities: Trent Prior

Transportation: Brian Gordon

Community Organizations

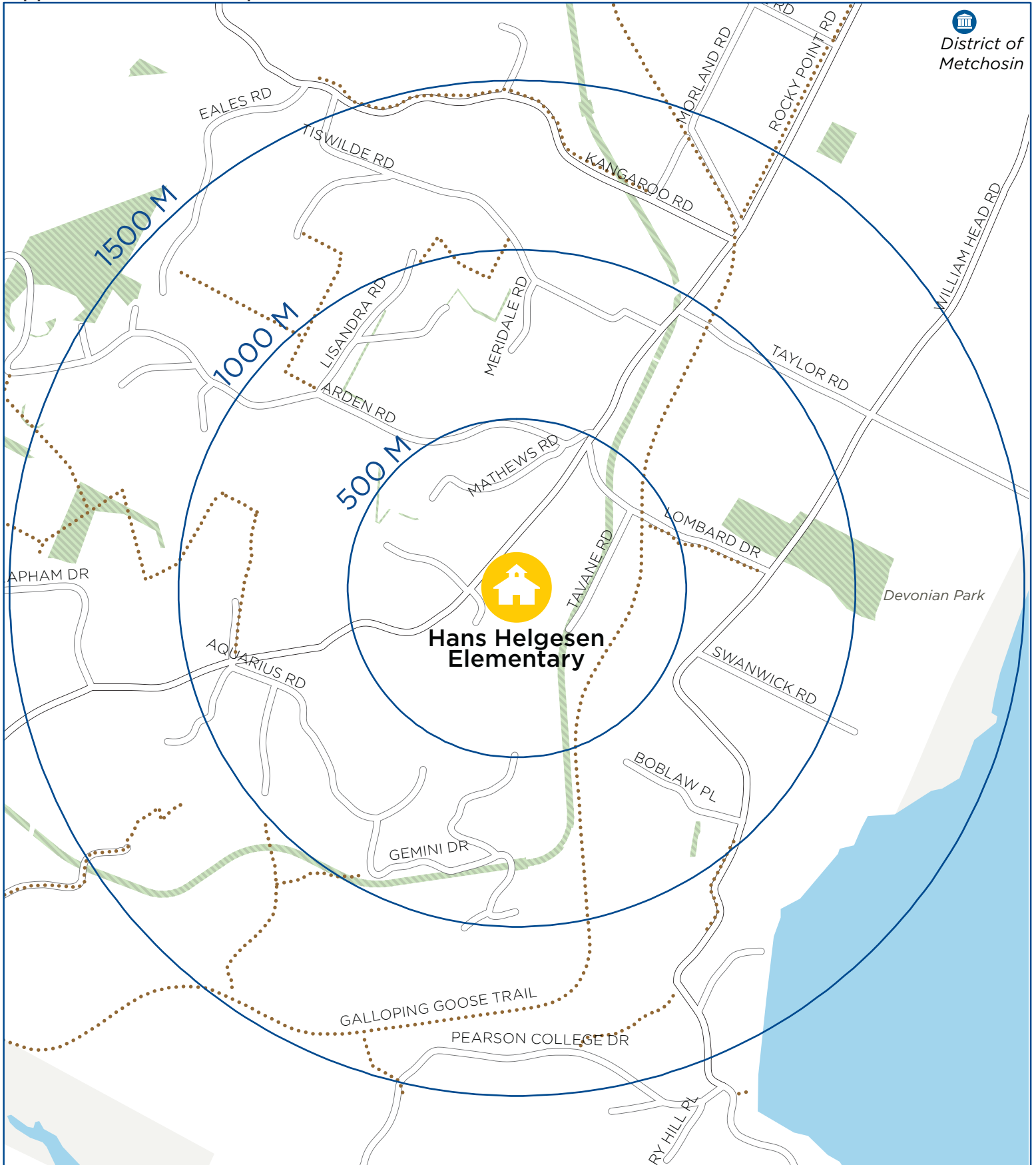
Insurance Corporation of British Columbia: Colleen Woodger

School Project Committee

Principal

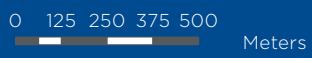
Debra Stoutely

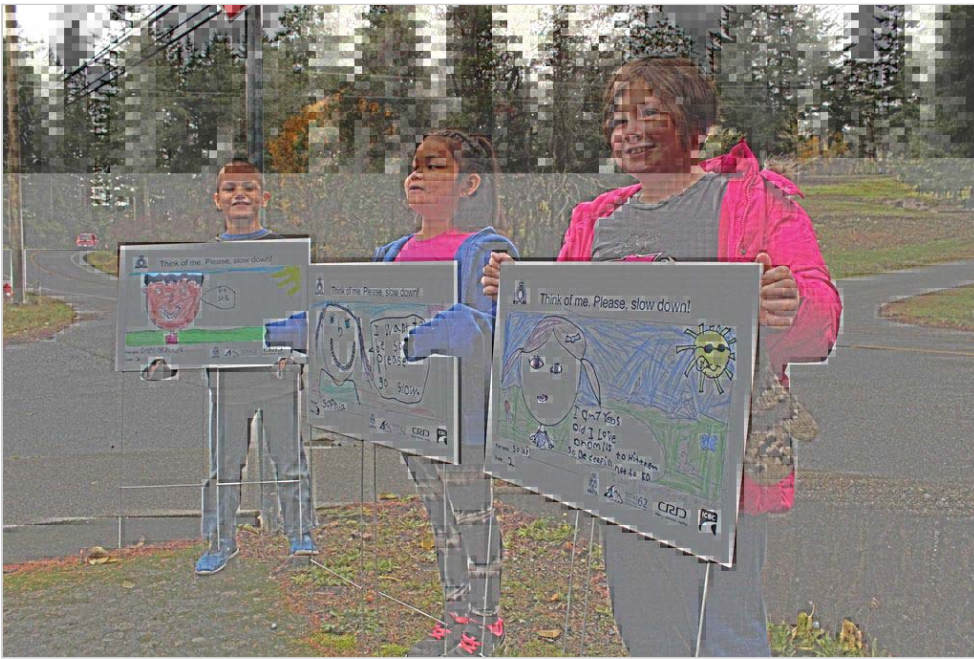
Appendix D: Base Map



Hans Helgesen Elementary

-  School
-  Traffic Signal
-  Crosswalk
-  Trail
-  Park
-  Catchment Area
-  Municipal
-  Recreational/Cultural





Hans Helgesen Elementary school students Soleil Steffes (right to left), Sophia Charles-Meers and Damarkus Charles show off the posters they coloured for ICBC's Think of Me campaign. As part of the campaign, the West Shore RCMP's traffic unit handed out the cards to drivers by Hans Helgesen and Ruth King Elementary in Langford on Tuesday, reminding them to slow down in school zones. (Kendra Wong/News Gazette staff)

ICBC speed campaign shows drivers what's at stake

West Shore RCMP hand out elementary school students' drawings to drivers

[KENDRA WONG](#) / Nov. 30, 2017 5:30 a.m. / [LOCAL NEWS](#) / [NEWS](#)

Drivers on the West Shore received heartfelt reminders earlier this week of what's really at stake when they speed through school zones.

As part of ICBC's campaign, dozens of elementary school students from Ruth King Elementary in Langford and Hans Helgesen Elementary in Metchosin created "Think of Me" cards, which were then handed out to drivers passing by the schools on Tuesday. The message: slow down in school zones.

"It's one thing to get a ticket. It's another thing to get a message hand-drawn by a child. I think that's pretty impactful. It shows the humanity side behind the issue and it's not just receiving a ticket for a violation. It's a school expressing their concerns about safety and kids want to be safe in their community," said Colleen Woodger, ICBC road safety co-ordinator

"When you bring enforcement and education together, our ultimate goal is to create behaviour change."



RELATED: Think of Me program in Oak Bay shows speeders what's at stake

Const. Matthew Baker of the West Shore RCMP hands out cards on Tuesday that were coloured by students at Hans Helgensen Elementary school to drivers as part of ICBC's Think of Me campaign, which reminds drivers to slow down in school zones. Officers handed out cards to drivers by Ruth King elementary earlier this day as well. (Kendra Wong/News Gazette staff)

In partnership with the West Shore RCMP's traffic unit, officers handed out 250 cards to drivers in a 45-minute period at Ruth King and 200 cards at Hans Helgensen, while also educating drivers about their speed and distracted driving.

According to Woodger, school staff and members of parent advisory committees have expressed concerns about speeders along Jacklin and Rocky Point roads in recent months, with some drivers going 20 kilometres over the posted 30 km/h speed limit. She hopes the campaign will remind drivers to slow down in school zones between 8 a.m. and 5 p.m.

Const. Matthew Baker of the West Shore RCMP said warning drivers they are in school zones will help reduce speeding issues in the future. "Metchosin is growing and this [Rocky Point Road] is

quite a busy street," he said. "If we can get to those people early and let them know that they are going through a school zone, these are the fines that you are liable for if you are caught speeding, then we can nip this problem in the bud before it becomes a bigger issue and most importantly before anyone gets hurt."

The campaign is part of ICBC's safer school travel program. It originated in Vancouver a few years ago and Woodger brought the program to Greater Victoria last year. A number of schools throughout the Capital Region and south Vancouver Island are also participating. Drivers caught going 31 to 50 kilometres in 30 km/h speed zones are subjected to a \$196 fine and three points. Drivers caught going 51 to 70 km/h could be hit with a \$253 fine.

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[*kendra.wong@goldstreamgazette.com*](mailto:kendra.wong@goldstreamgazette.com)

Appendix F: Galloping Goose Access Letter



DISTRICT OF METCHOSIN

September 12, 2017

Dear [REDACTED]

The District of Metchosin identified the need for a connector trail between the Galloping Goose Regional Trail and Hans Helgesen Elementary School in its Community Trail Network Master Plan prepared in 2009. The need for a multi-use (biking and walking) trail to connect the Galloping Goose Regional Trail to the school grounds was again identified through a regional initiative called the "Active and Safe Routes to School Program" spearheaded by the Capital Regional District (CRD) in collaboration with the District and Hans Helgesen School (among others) earlier this year.

A trail connecting the school to the Galloping Goose would create a safe and efficient route for children to get to school by bike or on foot. Based on survey data collected, we determined that the majority of the students at Hans Helgesen (approximately 77%) are driven to school despite the fact that many of them live within a 15 minute walk. We also know that the Galloping Goose Regional Trail is the preferred active transportation route for students, as Rocky Point Road is not ideal for walking or cycling.

One option is for a trail to traverse the rear of your property at [REDACTED], as shown on the attached map. I am hoping you may be interested in meeting with the District to discuss the feasibility of this option.

I've attached a map showing the proposed trail connection across your property, as well as a link to the *Active and Safe Routes to School Program* on the CRD website: <https://www.crd.bc.ca/project/regional-transportation/active-safe-routes-to-school> in case you would like some background on the initiative.

At your earliest convenience, please contact me to confirm your interest in discussing the potential for a trail in this general location. Also, feel free to contact me if you have questions, or would like more information.

Thank you in advance for your time and consideration.

Sincerely,

Sherry Hurst, M.Pl., RPP, MCIP

Planner

250-474-3167

planner@metchosin.ca

Enclosure

c.c. [REDACTED]

Deborah Stoutley – Principal, Hans Helgesen Elementary – dstoutley@sd62.bc.ca

Kate Berniaz – Active Transportation Program Manager, CRD – kberniaz@crd.bc.ca