
SCHOOL TRAVEL PLAN

Journey Middle School



Final Report - 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 Journey Middle School (hereinafter: Journey). 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 Journey, located in the District of Sooke (hereinafter: Sooke).

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

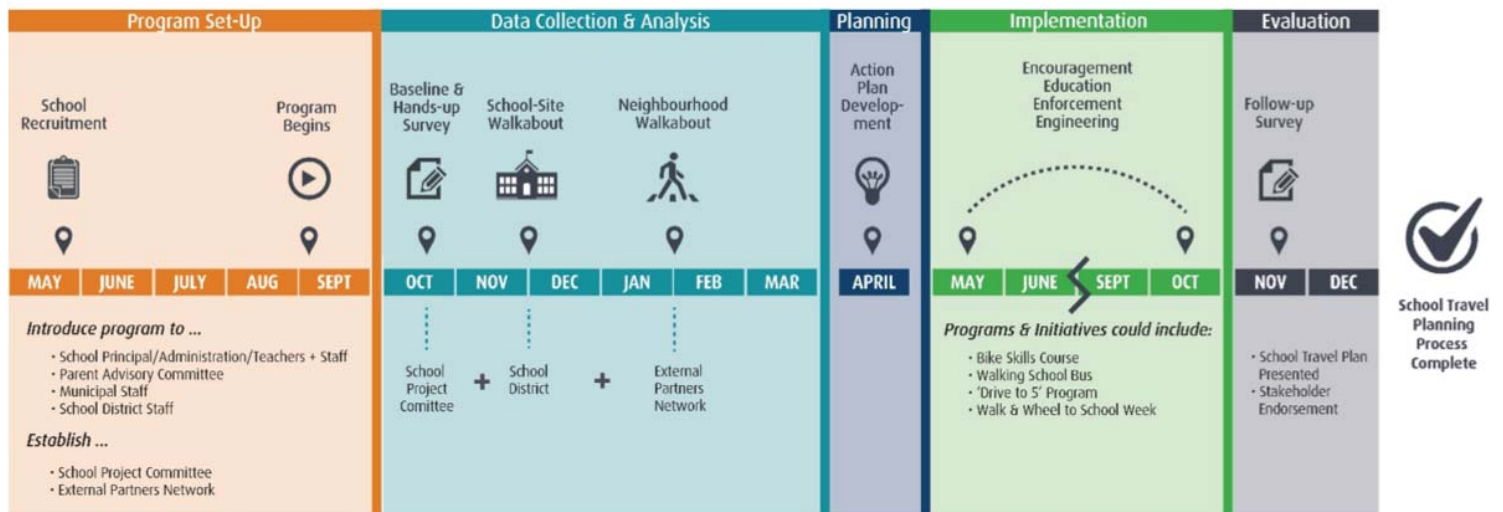
STP involves a network of representatives of key school-transportation stakeholder groups who make up a Stakeholder Committee and inform and support the STP process. Organizations and individuals that contributed to the STP process included administrators, teachers, staff, parents, and students from the school as well as staff from Sooke, the Sooke School District (hereinafter: the School District, Sooke’s Royal Canadian Mounted Police detachment (hereinafter: 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



Journey Middle School is a part of School District 62 and is located at 6522 Throup Rd. in the District of Sooke. Over the past six years the school has steadily enrolled close to 500 students in grades 6 through 8, reaching 516 students during the 2017-2018 school year.

Journey offers an early and late French Immersion Program alongside its standard English curriculum. As Sooke's only middle school, Journey draws students from many surrounding areas, including East Sooke, Shirley, Jordan River, and Port Renfrew. The school offers a variety of fine arts programs including a musical theatre program, an orchestra, a drum line, and a concert band. Journey also offers a number of sports programs, including hockey, rugby, basketball, volleyball, badminton, soccer, and track and field. Journey actively provides Aboriginal education opportunities for its students and runs Exploratories that allow students to engage in a new experience for seven weeks each term, some of which include cartooning, lifeguarding courses, sewing, and mountain biking.

Neighbourhood Overview

Journey is located in a residential neighbourhood of detached, single-family homes. The area received a Walk Score of 31/100, marking it as largely car-dependent. Walk Score is a measure of neighbourhood walking accessibility, and is often an indicator of community health and well-being (www.walkscore.com).

Journey is almost 2 km from the SEAPARC Leisure Complex and roughly 1.5 km from downtown Sooke, an urban centre with a grocery store, hardware store, and multiple food options. It is roughly 2.3 km northeast of Macgregor Park and roughly 2 km from the Sooke Fire Hall. École Poirier Elementary is less than half a kilometre north of Journey, and a community ball field is located less than 400 m south of the school.

Transportation Overview

Journey is accessible by road via Journey School Ln. from the south; by a trail through the development from Church Hill Dr. that crosses Journey School Ln. at a marked, signed and raised crosswalk; and by walking trails that connect with École Poirier

Elementary to the north. The front entrance of the school faces a pick-up/drop-off loop, which surrounds the school's parking lot.

The nearest bus stops to the school are 1 km to the south, near the intersection of Charters Rd. and Sooke Rd. (Highway 14); and 800 m to the west, near the intersection of Throup Rd. and Church Rd.

According to Statistics Canada's 2011 National Household Survey, 5% of employed Sooke residents over the age of 15 report using active transportation modes to get to work.

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.

Baseline hands-up surveys and family take-home surveys were completed in October 2016.

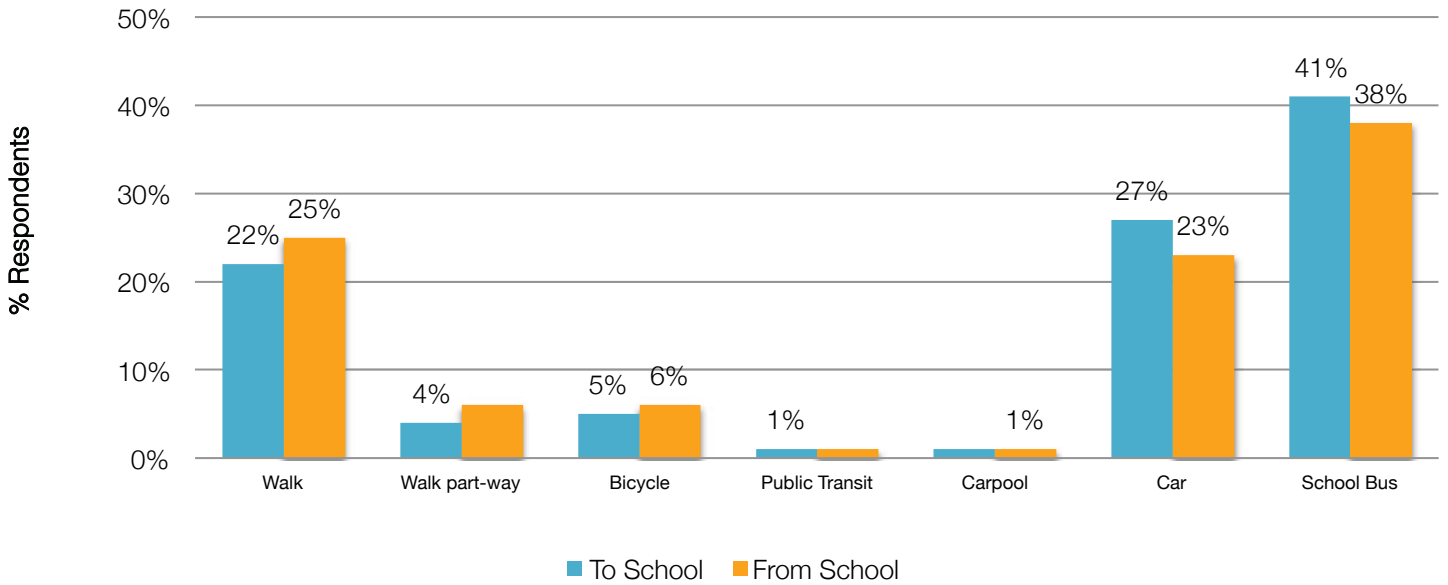
The school site walkabout at Journey took place on December 6, 2016 and the neighbourhood walkabout occurred on March 7, 2017. The walkabouts were attended by parents, students, the principal and various other Stakeholder Committee members, who observed the school's travel patterns and toured the area to investigate and examine concerns. The walkabout informed the Travel Challenges section of this report, as well as the Best Routes to School Map and the School Travel Action Plan, both of which are attached as appendices to this document.

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 C.

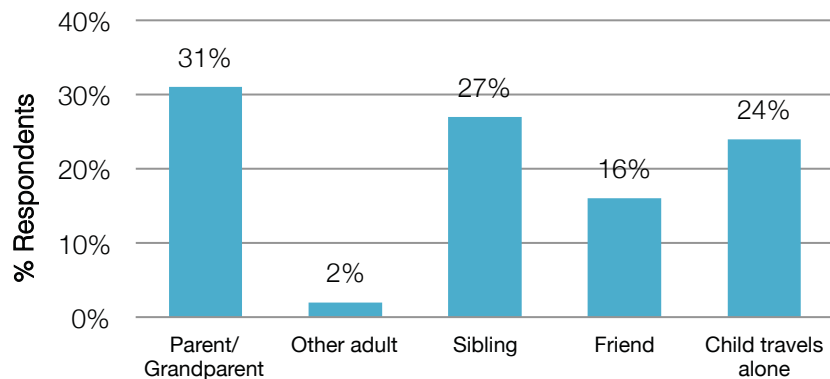
110 families completed the baseline family take-home survey. The findings from this survey are presented below.

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



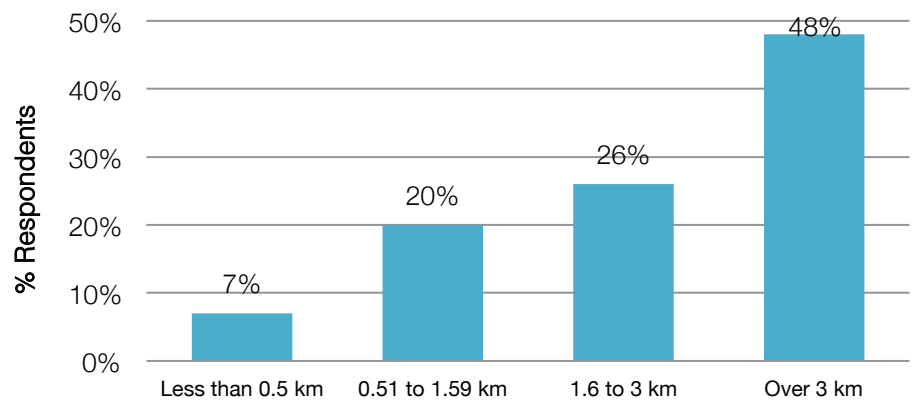
41% of students use the school bus to travel to Journey, the most popular means of travelling to school. 28% of students are driven, while 26% walk at least part of the way to school. 5% of students cycle, and 1% take public transit. After school driving and bussing rates decrease slightly, while walking rates increase.

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



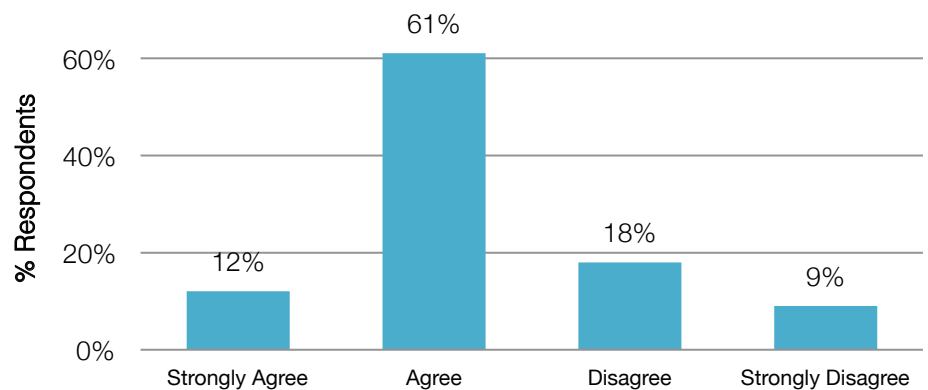
Two-thirds (67%) of Journey students travel to school unaccompanied by an adult: 27% make the trip with a sibling, 16% with a friend, and 24% travel alone.

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



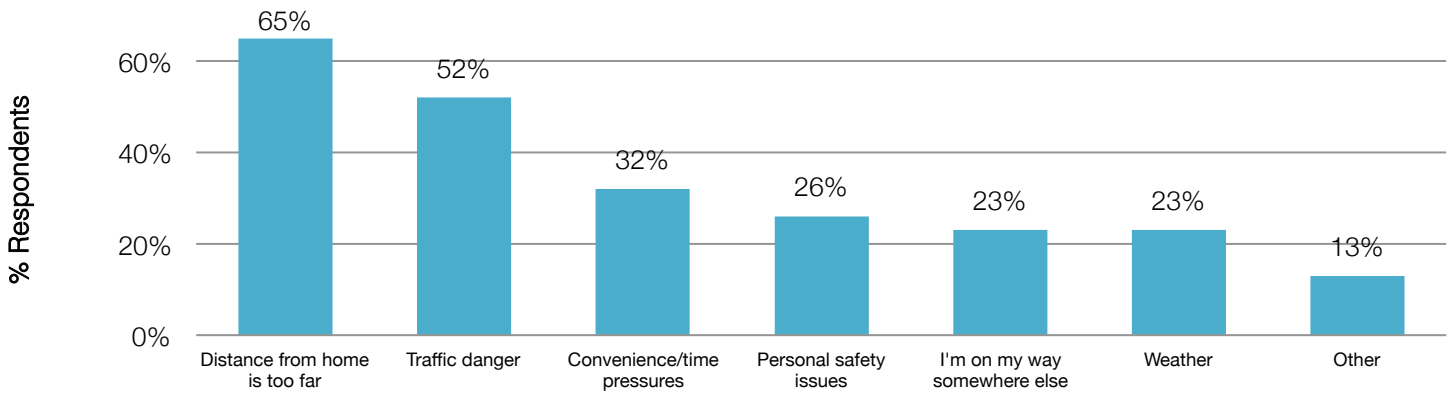
Almost half of all Journey students (48%) live more than 3 km away from the school. Of these students, 57% take the school bus to school while 33% are driven. 26% live between 1.6 and 3 km away from the school and 20% live between 0.5 and 1.6 km from the school. Only 7% of students live within 500 metres of the school, 86% of whom usually make the trip to school on foot.

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



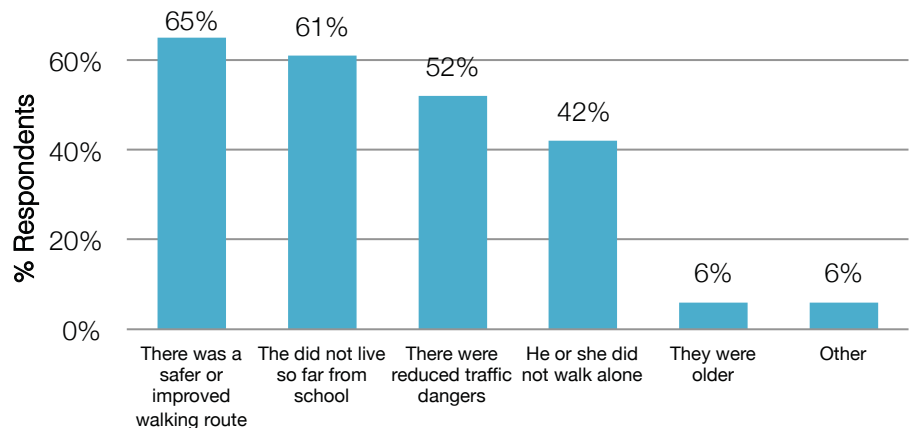
The majority (73%) of parents either agree (61%) or agree strongly (12%) with the statement that their neighbourhood is safe for children to walk to and from school. A minority either disagree (18%) or strongly disagree (9%) with that statement.

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



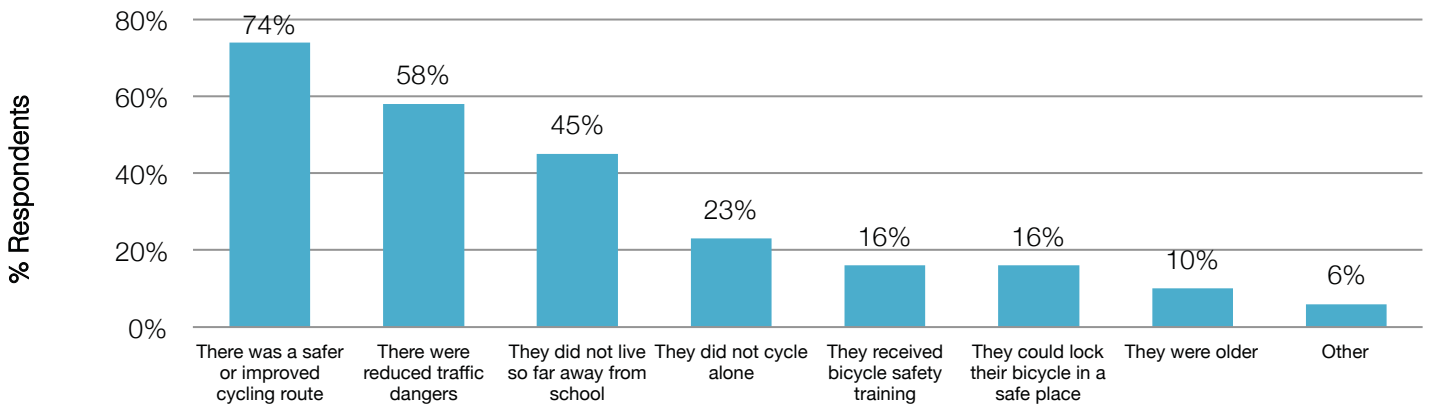
The most common reason parents who drive their child(ren) to Journey give for doing so is distance (65%), followed by concern about traffic dangers (52%).

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



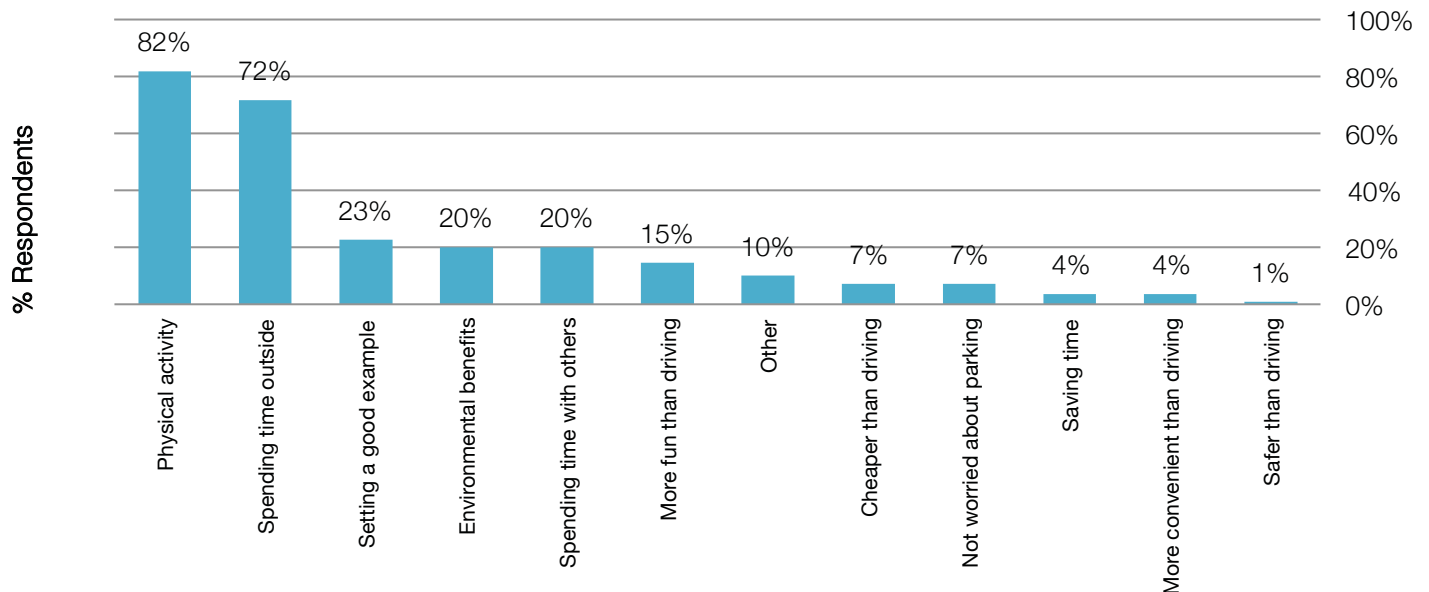
When asked about the conditions under which they would allow their child(ren) to walk to school, parents at Journey were most likely to select the presence of improved walking routes (65%), living closer to school (61%), and reduced traffic dangers (52%).

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



When asked about the conditions under which they would allow their child(ren) to cycle to school, parents at Journey were most likely to select the presence of improved cycling routes (74%), reduced traffic dangers (58%), and living closer to school (45%).

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



When asked what motivated them to walk or cycle as a family, Journey parents were most likely to select the benefits of physical activity (82%) and the opportunity to spend time outside (72%).

Transportation Walkabout

Two walkabouts were held at Journey 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 on December 6, 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 7, 2017 to explore traffic safety issues and potential walking and cycling routes around the school.




**JOURNEY
MIDDLE SCHOOL
WALKABOUT**

TUESDAY, MARCH 7
8:15 am – 9:45 am
Walk leaves from entrance promptly at 8:15

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



▲ Invitation to the community walkabout at Journey

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 Journey, which is attached to this document as Appendix A.

School travel challenges are the barriers to active travel faced by students, families and staff at Journey. 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 Journey's School Travel Action Plan (Appendix A), identifies some of the challenges and presents recommended solutions, drawn from the school community and best practices in the field of ASRTS, to overcome the barriers to active travel at Journey.

1.

Safety on walking trails around the school

Journey is located adjacent to a forested area that features a number of walking trails, which many students use to access the school. Through the baseline family surveys and in meetings with PAC members, parents voiced concerns about the safety of these trails because of wildlife and alleged criminal activity. Wildlife such as bears and cougars have been spotted repeatedly in the area around the school. The "old golf course" and the hike and bike connector in school vicinity raised the most concerns.

Wild Wise Sooke, a local not-for-profit organisation, has delivered an education program at Journey in the past in an effort to educate students and reduce human-wildlife conflict. Ongoing education on wildlife in the area and a focus on the benefits of active travel and time spent outdoors could change the real and perceived risks of using the trails.

Other concerns about the trails expressed in the take-home survey, the walkabout and meeting with PAC members relate to alleged criminal activity such as drug dealing. Responding to parent concerns, a police officer from the Royal Canadian Mounted Police (RCMP) in Sooke noted that students are



▲ **Wildlife seen at the intersection of Otter Point Rd. and Helgesen Rd.**

unlikely to be affected by such activity, as drug dealers usually do not address random pedestrians. The office suggested that students report incidents in which they feel threatened to the school administration and/or police for further investigation.



▲ Journey students walking and cycling to school on local trails

During the walkabout and in meetings with PAC members, parents raised concerns about the lack of lighting on trails.

Participants of the neighbourhood walkabout suggested installing wayfinding signage for the bike and hiking connector trail. The principal of Journey, Laurie Szadkowski, suggested that a wayfinding project through which the Leadership Class could develop a proposal for trail signage throughout Sooke. Students involved in the process would get to know their town and gain understanding of mapping, route considerations, and working with community groups and municipal staff. Trail signage helps students find the best routes not only to school, but also to other destinations in town, and fosters a community norm of using bicycles as a means of transportation. Sooke indicated an interest in funding, producing and installing signs if provided with useful

information.



▲ **Motor vehicle congestion on Journey School Ln.**

2.

Traffic safety around the school

Parents and staff observed that motor vehicle traffic is frequently congested from the school’s parking lot to the entrance to Journey School Ln. at Throup Rd. before and after school. Inconvenienced and frustrated drivers pose a potential hazard to pedestrians and bicyclists during peak traffic periods, and there are anecdotal reports by parents of students nearly being hit by cars in front of the school.



▲ **A Drive to Five sign at the community ball field south of the school**

Increased use of Drive to 5 locations on Church Hill Dr, the community baseball fields, and SEAPARC might reduce traffic congestion on Journey School Ln. Drive to Five is a program that encourages parents to drop their children off at designated locations that are within a 5-minute safe and

comfortable walk to school. School programs that encourage active transportation, public transportation and carpooling could contribute to reduce congestion and improve safety at schools.

3.

Pedestrian safety on Throup Rd.

Throup Rd. is a two-lane street, less than 1km in length, and is the only vehicle access road for both Journey and nearby École Poirier Elementary. Near its intersection with Journey School Ln., Throup Rd. is signed as both a school zone and a playground zone, with 30km/h speed restrictions.

According to route-data from the baseline survey, Throup Rd. is a popular route for students walking and cycling to school. As it is the only way to access Journey School Ln., it is also the default route for parents driving their children to Journey. With additional traffic generated by nearby École Poirier Elementary, the street receives a significant amount of school-related traffic in the morning and afternoon. According to parents at Journey, it is also frequently used by vehicles trying to avoid backed up traffic at the intersection of Sooke Rd. and Church Rd.

Throup Rd. is a rural road with little active transportation infrastructure. East of the school, there is a raised sidewalk on the north side of the road between Journey School Ln. and Charters Rd. West of the school, yellow-painted curbing between the paved shoulder and the roadway on the north side of Throup Rd. separates pedestrians from motor vehicle traffic. Street lighting on Throup Rd. is limited to every-other hydro pole on the north side of the road - there are no streetlights on the south side of the road. The current level of street lighting does not meet



▲ **There are few street lights on Throup Rd.**

Sooke's standards for new developments.

In the take-home survey, parents pointed out the lack of north-south crosswalks on Throup Rd. between Church Rd. and Journey School Ln. During the walkabouts, participants observed that pedestrian crossing facilities on Throup Rd. created safety concerns. The zebra stripes painted on the roadway at the crosswalks at the intersection of Throup Rd. and Journey School Ln. are in need of repainting. Curb return radii on the northwest and southwest quadrant are wide, increasing the amount of time and distance pedestrians must spend in the roadway while crossing, reducing pedestrian visibility, and allowing drivers on Throup Rd. to maintain speed while turning.



▲ Faded crosswalk markings and wide curb returns at the intersection of Throup Rd. and Journey School Ln.

Walkabout participants discussed installing new crosswalks on Throup Rd. and upgrading the existing crosswalk at the intersection of Throup Rd. and Journey School Ln. by reducing curb return radii and installing pedestrian-activated flashing beacons. Sooke's Transportation Master Plan calls for future upgrades to Throup Rd., including sidewalks, bike lanes, up-graded crosswalks and improved lighting.



▲ **Looking south towards the raised crosswalk on Journey School Ln.**

4.

Pedestrian crossings on Journey School Ln.

According to participants of the walkabouts, the trail through the development from Church Hill Dr. to Journey School Ln. is an asset overall. It is well used by students and a safe alternative to walking on Throup Rd, one of the areas of traffic safety concern most commonly mentioned in the take home survey and during the school and neighbourhood walkabout.

Through the take-home survey and during the school site walkabout, parents raised concerns about the visibility of the trail, and of pedestrian and cyclist using it, where it intersects with Journey School Ln. Though there is a marked and signed crosswalk across Journey School Ln. that connects the trail to the school site, trees and shrubbery at the trailhead obstruct the sightlines of both drivers and pedestrians and cyclists approaching the crossing.



▲ **Looking north towards the raised crosswalk on Journey School Ln.**

Participants of the walkabout discussed a number of strategies for improving the visibility and safety of students crossing Journey School Ln., including removing foliage around the trailhead to improve sightlines; and installing speed bumps on Journey School Ln., curb extensions at the crosswalk, and

pedestrian activated beacons. Removing broom and blackberry bushes on the north side of the trail and trimming foliage on the south side of the trailhead would also improve visibility.



▲ **Looking east across the raised crosswalk on Journey School Ln. towards the school**

On the school/east side of the crosswalk, an opening in the fence provides pedestrians and cyclists direct access to the school grounds. During the walkabout, parents mentioned that the area in front of the opening often turns into a mud puddle during the fall, winter and spring. Parents also mentioned that while the trail is well used by cyclists, there are no bike racks on the west side of the school, requiring them to ride around or through the pick-up/drop-off area and the school's front entrance in order to park their bikes securely.

5.

Pedestrian crossings at the intersection of Church Rd. and Throup Rd.

Throup Rd. meets Church Rd. in an irregular, Y-shaped intersection southwest of the school. There is a marked crosswalk signed with a stop sign across Throup Rd., and a zebra-stripe marked and signed crosswalk on the north side of the intersection across Church Rd. On the west side of the intersection, a paved multi-use path runs along Church Rd. to the south. Recently, Sooke’s engineering department installed traffic delineators on the east side of Church Rd. north of the intersection to separate pedestrians from motor vehicles.



▲ Crosswalks at the intersection of Church Rd. and Throup Rd.



▲ A shared use path leads to the intersection of Church Rd. and Throup Rd.

Through the family take-home surveys and during the neighbourhood walkabout, parents raised concerns about the safety of students walking or cycling across the intersection of Throup Rd. and Church Rd. Sightlines at the intersection are poor for both

pedestrians and drivers, and the wide curb return radius and lack of curbing on the southeast corner of the intersection increases the amount of time pedestrians have to spend in the roadway and allows northbound vehicles to maintain speed while turning east on to Throup Rd.

According to municipal staff, the long-term plans for this intersection is a traffic circle as part of the development of the property southwest of the intersection. These plans depend on negotiations with the developer after the sale of the lot west of Throup Rd. In the meantime, suggestions by walkabout participants include installing a pedestrian-controlled flashing beacon to improve driver awareness of pedestrians in the crosswalk. Normalizing the intersection by squaring off one side would limit turning speed around its obtuse angle, shorten pedestrian crossings, and separate vehicle flows.



▲ **DeMamiel Creek lies between Sunriver and Journey. Photo: The Land Conservancy**

6.

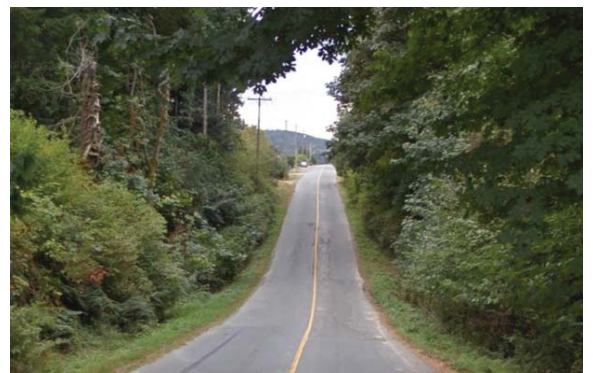
Lack of connection between Sunriver and the school

As Sooke's only middle school, Journey's catchment area includes the development at Sunriver Estate. Sunriver is less than 500 metres away from Journey, but is separated from the school property by a creek with steep embankments. Currently, the closest walking path from Sunriver to the school is via the trail connecting the SEAPARC Leisure Complete to Throup Rd. Walkabout participants suggested that a trail from the Sunriver development to the school site would provide students and families in Sunriver with a pleasant and convenient walking route to school.

7.

Lack of pedestrian infrastructure around the school

Through the take-home survey, many parents raised concerns about the lack of sidewalks on walking routes to Journey, most notably on Charters Rd., Rhodenite Dr., Helgesen Rd. and the north end of Church Rd. During the walkabouts, participants discussed priorities for filling gaps in the sidewalk network in the long term, as well as short-term solutions such as installing curbing, delineators or barriers to separate vehicular and pedestrian traffic.



▲ **Charters Rd., west of the school**



▲ **Social trail on the south side of Rhodonite Dr.**

Currently, pedestrians travelling between the school and Helgesen Rd. must walk on the unpaved shoulder of Church St. and navigate the T-intersection of Helgesen Rd. and Church St., both of which pose safety concerns for parents. A new development at the east end of Felderhof Rd. and Helgesen Rd. is meant to include a new trail system west of École Poirier Elementary, which would provide pedestrians with more direct access to Helgesen Rd.



▲ **Looking north on Church Rd. towards the intersection with Helgesen Rd.**

Long term, Sooke’s Transportation Master Plan calls for sidewalks to be installed along the entire length of Church Rd. and on the south side of Helgesen Rd. between Church Rd. and Otter Point Rd.



▲ **Cut-out of from the Transportation Master Plan. Full map attached as Appendix H. Source: District of Sooke**



▲ **The crosswalk at the intersection of Otter Point Rd. and Rhodonite Dr. Photo: Google Maps**

8. Pedestrian crossings on Otter Point Rd.

Otter Point Rd. is a busy two-lane collector road that runs north-south through the Journey catchment area. Through the take-home survey, parents commented that there are no safe pedestrian crossings on Otter Point Rd. for students travelling between the school and the Grant Rd. or Broom Hill Park areas.

There is a marked east-west crosswalk across Otter Point Rd. at its intersection with Rhodonite Dr. However, parents noted that the hill north of Rhodonite Dr. often results in vehicles travelling at high speeds towards the intersection, and curves in

the road and wide curb return radii compromise the visibility of pedestrians and create poor sightlines all road users.



▲ **The crosswalk at the intersection of Otter Point Rd. and Rhodonite Dr. Dr. Photo: Google Maps**

HASTe staff noted that a pedestrian activated flashing beacon at the intersection of Otter Point Rd. and Rhodonite Dr. would improve driver awareness of pedestrians waiting to cross or in the roadway. Installing curbs on both sides of the crosswalk would reduce the exposure of pedestrians waiting to cross Otter Point Rd., and tightening curb return radii would increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.



▲ **Intersection of Wadams Way and Otter Point Rd.**

South of Rhodonite Dr., a T-intersection with Wadams Way connects Otter Point Rd. with Church Rd. to the east. Built in 2014, Wadams Way features a multi-use path that separates pedestrians and cyclists from motor vehicle traffic. While there is a marked and signed crosswalk across Wadams Way at its intersection with Otter Point Rd., there are no provisions in place to facilitate safe pedestrian crossings across Otter Point Rd.



▲ **Intersection of Grant Rd. and Otter Point Rd.**

South of Wadams Way, Grant Rd. connects with Otter Point Rd. from the west in a T-intersection. The shoulder on the east side of Otter Point Rd. between Wadams Way and Grant Rd. is paved, but there are no sidewalks to physically separate pedestrians from motor vehicles, and there is no crosswalk at the intersection of Grant Rd. and Otter Point Rd. to facilitate safe east-west crossings.

9.

Vehicle speeds on roads around the school

Through the take-home survey and in meetings, Journey parents raised concerns about high vehicle speeds on a number of roads in the school's catchment area that serve as walking routes to school, including Sooke Rd., Church Rd., Otter Point Rd., Throup Rd., and Journey School Ln. Walkabout participants highlighted the need to stop drivers from speeding through school zones.



- ▲ **School zone signed with reduced speed limit on Throup Rd.**

Over the course of the STP process at Journey, 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 Journey are detailed in the section below. Interventions identified that have yet to be undertaken can be found in Journey's School Travel Action Plan, attached to this document as Appendix A.

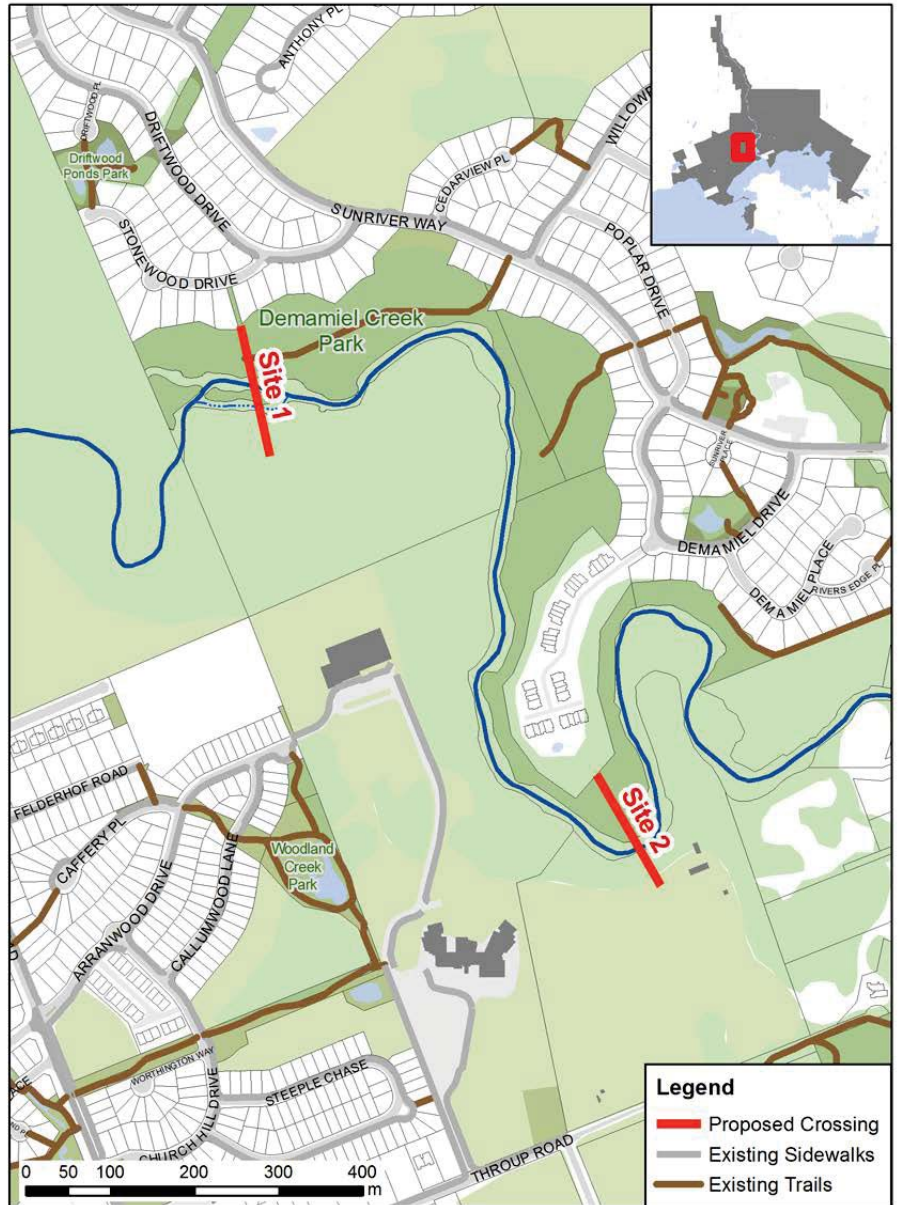
Infrastructure

DeMamiel Creek crossing

A trail across DeMamiel Creek between the nearby Sunriver Estates development and school property would provide students and families living in Sunriver with a pleasant and convenient walking route to school.

During the School Travel Planning process, Sooke's Parks and Engineering Departments were conducting a DeMamiel Creek Crossing Feasibility Study. Municipal staff were working with SEAPARC and Juan de Fuca (JDF) Trails Society to investigate potential crossing opportunities from Sunriver Estates to the School District-owned land surrounding Journey and École Poirier Elementary. The connection was reviewed by Sooke's Parks and Trails Advisory Committee, which pointed out that Sooke could be eligible for federal grants to build the pedestrian bridge.

In September 2017, Sooke posted a request for proposals for a consultant to review two possible locations that are under consideration as crossing points for a trail across Demamiel Creek.



▲ **Proposed crossing locations from Sooke’s Request for Proposal: DeMamiel Creek Pedestrian Crossing. Source: the District of Sooke**

Bike rack

As part of its ASRTS program, the CRD provided a bike rack for Journey. During the walkabout, participants identified the need for a bike rack on the west side of the school, accessible from the

Journey School Ln. crosswalk. The administration elected to have it installed in a covered area behind the school, away from the primary cycling routes to Journey.



▲ **Journey’s new bike rack was installed behind the school**

Enforcement

Think of Me Campaign

Facilitated by the CRD’s ASRTS program, the Royal Canadian Mounted Police (RCMP) worked with the Insurance Corporation of British Columbia (ICBC) and local students on a “Think Of Me” campaign, through which RCMP officers handed out traffic related drawings and messages from students at École Poirier Elementary and Journey to drivers caught speeding in the school zone. The “Think of Me” campaign is designed to raise awareness and an appreciation of the human consequences of irresponsible driving in school zones.



▲ RCMP officers on Throup Rd. during the Think of Me campaign

In September 2017, speed watch, a volunteer program organized by the RCMP and ICBC was deployed on Throup Rd. and registered many cars travelling above the posted speed limit of 30 km/h.



▲ A Journey student's message to drivers



▲ A Journey student's message to drivers

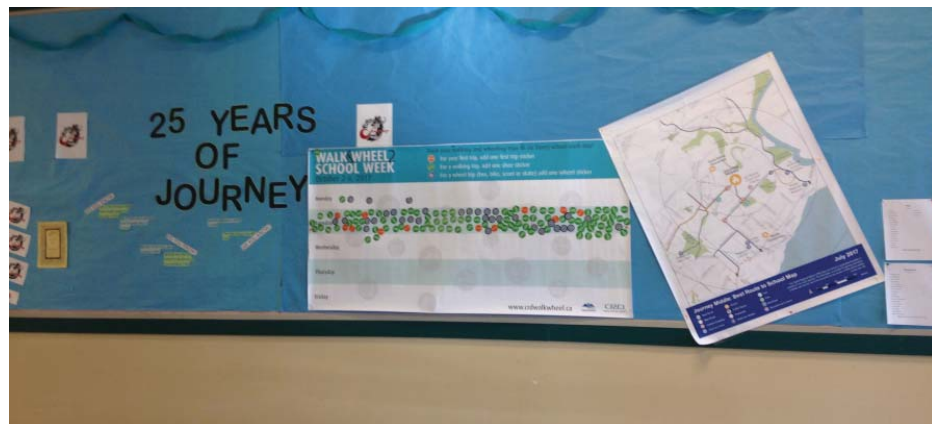
The schools received positive feedback about the traffic enforcement campaign. As part of the staggered enforcement approach, RCMP officers wrote tickets to drivers caught driving

over 50 km/h on two occasions in the school zone in November and December 2017. The campaign received positive coverage by local media (Appendix I).

Education and Engagement

Best Routes to School map

A Best Routes to School map was created Journey based on the information gathered through the School Travel Planning process, and input and recommendations from school stakeholders. In addition to being provided as an electronic version, the map was printed as a large-scale poster. The map was displayed in a visible, high traffic location at the entrance area of the school to inform students about the most comfortable walking and cycling routes to school.



▲ Journey's Best Routes to School map displayed in near front entrance of the school

Bike skills course

Journey received a bike skills course for 24 students provided by Nolan Riding. 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. Students biked the connector trail to the bike park at the SEAPARC Leisure Complex, a Best Route to School and a connection to a popular community recreation facility.

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.

Drive to Five

At Journey, two Drive to Five locations were identified near the school. Drive to Five is a program that encourages parents to drop their children off at designated locations that are within a 5-minute safe and comfortable walk to school. Parents can either park and walk with their kids, or drop them off and let them walk alone.

Journey's Drive to Five locations were promoted through the Best Routes Map and with temporary signs at the location.

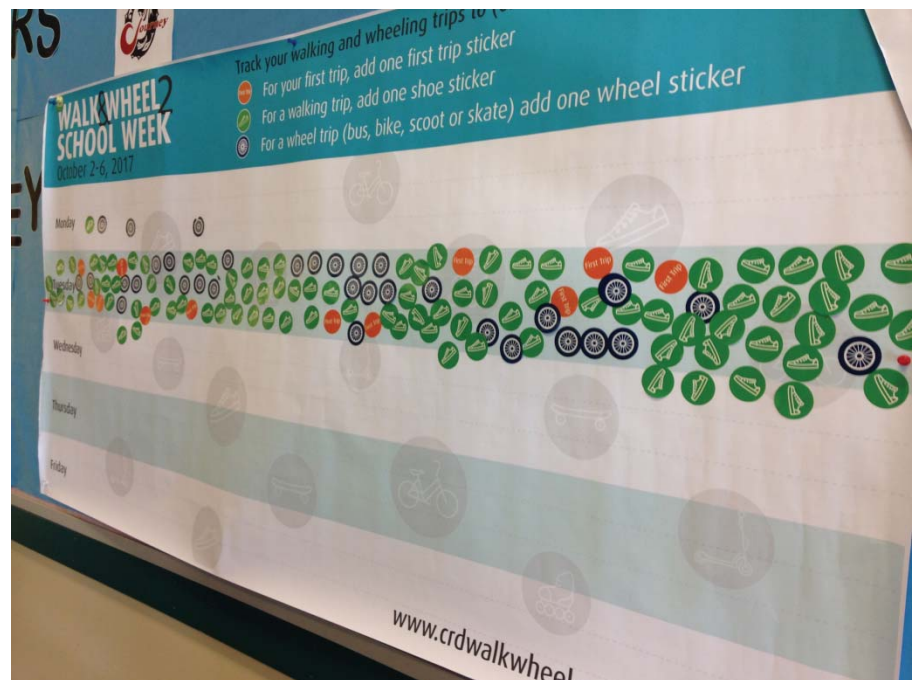


▲ A Drive to Five sign displayed at the community ball field south of the school

Encouragement

Walk and Wheel to School Week

Walk and Wheel to School Week is a program designed to celebrate active travel and is an opportunity for schools to encourage students and families who currently drive to school to explore different active travel options. The campaign was held from October 2-6, 2017. Schools that registered for the program received help from CRD staff with events and resources such as travel tracking sheets, giveaways and prizes, and information on the benefits of active travel.



▲ Journey's tracking poster on day 2 of Walk and Wheel to School week

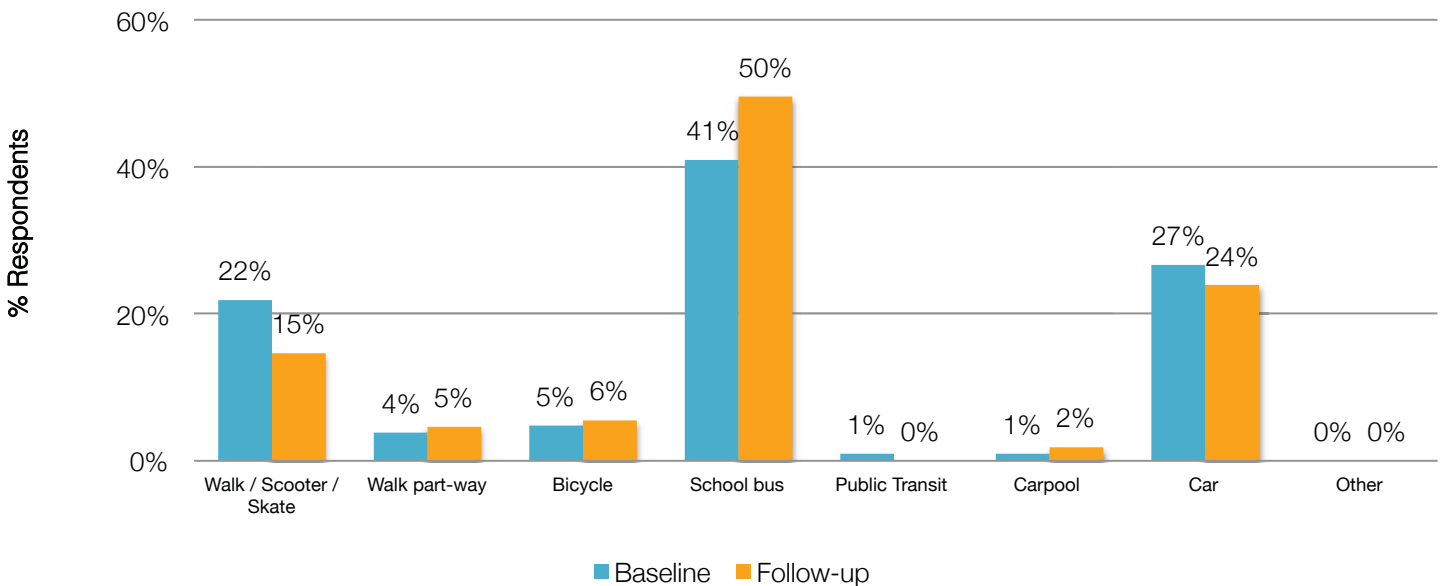
Journey participated in Walk and Wheel to School Week by tracking student participation. Students were given a wheel or a shoe sticker each day that they walked or wheeled to school. The stickers were put onto a tracking poster that was located at the front foyer of the school.

Methodology and Results

Online surveys were completed during October and November 2017, a year after baseline data was collected. A total of 110 families completed the follow-up survey.

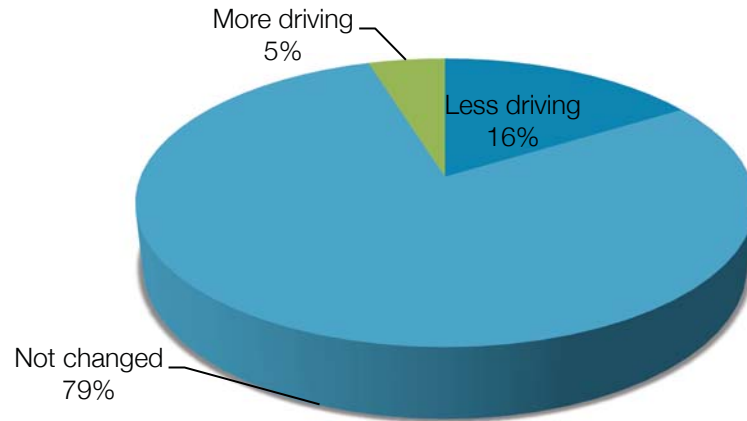
To confirm the data, generally speaking the travel mode trends were similar between the take home and hands up surveys across the participating schools. Still, it is important to note there are some limitations to the follow-up survey data. There was a lower response rate to the follow-up survey than 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?



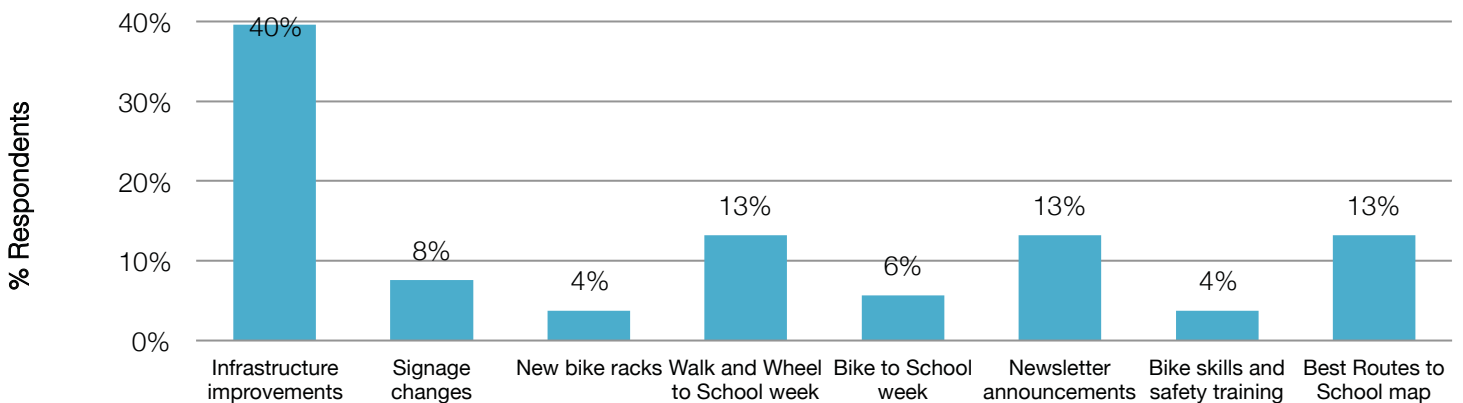
In the baseline survey conducted in the fall of 2016, 22% of families reported driving to school, 41% that their children took the school bus, and another 27% reported walking. In the follow-up survey, 15% of families reported driving to school, 50% that their children took the school bus, and 24% reported walking. Overall, the rate of walking and driving to school decreased, while rates of school bus use increased by more than 20%.

▼ **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, 16% of families reported that they were driving less to school, 5% that they were driving more to school, and 79% 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, Walk and Wheel to School Week, Newsletter Announcements and the Best Routes to School maps were the most effective activities implemented during the STP process.

The results of the follow-up surveys are encouraging with fewer students being driven to and from school. Still, the follow-up survey was administered after a limited implementation period. 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: Best Routes to School Map](#)

[Appendix C: Family Take-home Survey](#)

[Appendix D: ASRTS Announcement](#)

[Appendix E: School Travel Planning Membership](#)

[Appendix F: Base Map](#)

[Appendix G: Heat Map](#)

[Appendix H: Sooke Transportation Master Plan Capital Plan Map](#)

[Appendix I: Think of Me Campaign Media Coverage](#)



Active & Safe Routes to School



Appendix A: School Travel Action Plan

School Travel Action Plan: Journey Middle School

The purpose of this Action Plan is to identify and prioritize engineering, encouragement, and enforcement actions aimed at creating a safer and more comfortable environment for students to walk, bike, or roll to school. This Action Plan is a living document belonging to the school. It should be revisited regularly in order to update the status of Action Plan items and incorporate new or revised actions.

Journey Middle School is part of the Sooke School District (SD 62) and is located at 6522 Thrup Rd in Sooke, BC. Journey has a student population of approximately 550 students in grades 6 through 8. It is the only middle school in the District of Sooke. The ASRTS survey was completed by 110 families (22%) and determined:

MAIN ISSUES/AREAS OF CONCERN

- Sidewalks and other infrastructure on routes to school
- Over 20 different roads and trails are used to access the school
- Awareness of drivers
- Vehicle speeds along Church and Sooke Rd
- Pedestrian facilities crossing Church Rd
- Road and trail connectivity
- Pick up and drop off time congestion causing safety concerns for pedestrians

BASELINE MODAL SPLIT (2016)

Walk/Scooter/Skate	26%
Cycle	5%
School Bus	41%
BC Transit	1%
Carpool	1%
Drive	27%
Other	0%

GOALS

- Increase the number of students and families walking and biking to and from school
- Build student and parent confidence to use active modes of transportation
- Increase student knowledge of visibility and road safety
- Provide active transportation opportunities for students who are driven
- Legacy that will continue to promote active transportation long after the Active and Safe Routes to School program is complete

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	Oct-17/Nov-17		
N/A	STP	Best Route to School Map	Provide map of best routes to school for display and distribution	High	Complete	September 2017		
Journey Middle School	Edu	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 Data & Summary	Distribute, collect and analyze surveys. Create and deliver summary presentation to administrators.	High	In progress	November 2017		
Journey Middle School to Throup Rd to Church Rd to Arranwood Trail	STP	Neighbourhood Walkabout	Facilitate discussion with school administration, SDG2, municipal staff, RCMP, Island Health and parents.	High	Complete	Mar-17		
Journey Middle School	STP	School Site Walkabout	Facilitate school site walkabout. Create and distribute walkabout summary to administrators and staff.	High	Complete	Dec-17		
N/A	STP	School Travel Action Plan	Report on actions for the STP, SD62 & school administration, and municipality	High	Complete	Apr-17 to Oct 2017		
N/A	STP	Survey & Walkabout Summary	Present survey and walkabout summary to External Partner Network, including administrators, SDG2, municipal staff, school board trustees, and RCMP Liaisons.	High	Complete	Feb-17		
School zone at Throup Rd	Edu/ Enf	Think of me campaign	Kids drawing traffic related pictures for RCMP officers to distribute. Liaison with RCMP Sooke.	High	Complete	Fall 2017		

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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Education and Encouragement Coordinator

N/A	Enc	Wayfinding Project	Students work with Bike Sooke and Sooke Bike Club to review and learn about best routes around the Sooke region and make suggestions about wayfinding signage to District of Sooke staff (Parks)	High	Attempted		Coordinate project with administration and students	
N/A	Enc	Walk and Wheel Week	Oct 2-6 Walk and Wheel Week	High	Complete	Oct 2-6, 2017		

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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District of Sooke

N/A	Eng/ Parks	Demamiel Creek Crossing Feasibility Study	Work with SEAPARC and JDF Trails Society to investigate potential of crossing from Sunriver Estates to SD62 land surrounding Journey & Poirier. Cost difference between cable car and suspension bridge.	High	In progress			Request for proposals closed September 2017 Likely 6-8 months process
Arranwood Trail crossing Journey School Lane at East end of school.	Eng/ Parks	Improve visibility and safety of Arranwood trail crossing	Remove and/or trim trees to provide visibility of pedestrians exiting the trail towards the school. Consider addition of poles or bollards to slow pedestrian traffic entering the crossing	High	Not started		Work with School District to determine active transportation friendly solution to traffic safety.	Depending on budget deliberations
SEAPARC Connector Trail	Eng	Install Wayfinding Signage	Create awareness of trail entrances to public and newcomers	Medium	Not started			District interested in working with school community

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Charters Rd from Gollodge Ave to Throup Rd	Eng	Install Active Transportation infrastructure	Widen and repave Charters Rd with multi-use trail or consider one-way alternate shared-use path system.	High	In progress		Staff currently reporting on improvements required for Charters Rd. Staff report to Council and investigate funding options.	Depending in budget deliberations.
Throup Rd at Frances Gardens	Eng	Install crosswalk	Install a mid-block crosswalk slightly east of Frances Gardens, north-south across Throup Road	Low	Not started		Determine feasibility.	Depending on budget deliberations.
Throup Rd from Charters Rd to Church Rd	Eng	Install Park Zone signs	This area is both a school and park zone. Park zone allows for greater awareness and dawn to dusk enforcement.	High	Not started			Depending on budget deliberation and enforcement capacity
Throup Rd from Church Rd to Charters Rd	Eng	Install sidewalk	Install sidewalk on the south side of Throup Rd between Church Rd to Charters Rd	Medium	Not started		Throup Rd is awaiting upgrades. Sidewalk may be installed upon road resurfacing.	
Throup Rd at Journey School Lane, crosswalk running north/south	Eng	Pedestrian signal	Install pedestrian-controlled signal at crosswalk between ball fields and school	Medium	Not started			Depending on budget deliberations
Throup Rd at Journey School Lane	Eng	Repaint crosswalks	Repaint both crosswalks at the intersection of Throup Rd and Journey School Lane	Medium	Not started			Depending on budget deliberations
Church Rd at Throup Rd, east/west crossing	Eng	Pedestrian signal	Install pedestrian-controlled signal if applicable in the future design for this intersection.	High	Not started		Negotiation with developer of lot west of Throup Rd, along Church Rd, to determine next steps.	
Church Rd at Throup Rd intersection	Eng	Traffic circle	Already in the plans as part of the South West property development and awaiting negotiations with developer	High	Not started		Negotiation with developer of lot west of Throup Rd, along Church Rd, to determine next steps.	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Church Rd at Throup Rd intersection	Eng	Increase intersection safety and visibility	Consider various short-term ways to improve pedestrian and cyclist mobility through the intersection. Ex: Tightening curb radii; installing temporary curbing.	Medium	Not started		Negotiation with developer of lot west of Throup Rd, along Church Rd, to determine next steps at this intersection.	
Church Rd at Throup Rd at the North section	Eng	Realign crosswalk and tighten curb return	Crosswalk across Church Rd (from Wadams trail) heading north to Throup Rd runs directly into a hydro pole. Realign the crosswalk to the sidewalk.	Medium	Not started		Negotiation with developer of lot west of Throup Rd, along Church Rd, to determine next steps at this intersection.	
North section of Church Rd at Throup Rd intersection, along Church Rd	Eng	Reposition reflective poles	Reposition and add poles as required to restrict vehicle access.	Medium	Complete	October 2017		Curb delineators have been installed.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Sooke School District								
N/A	Enc	Best Route to School Map	Display and distribute Best Route to School Map	Low	Not started		Receive map from CRD and determine location for display	SD supports the creation of maps and will determine best display location once developed.
Throup Rd at South end of Journey School Lane	Enc	Create drop off and pick up zone at community ball fields.	Work with Journey Middle School and Sooke Community Association to create an official drop-off/pick-up zone at community ball fields on Throup Rd. This creates a Drive to 5 and Buddy Walk location for Poirier students.	Low	Not started		Determine whether there are insurance issues related to student drop-off/ pick-up. Contact BCSP.	SD supports the option of having a drop-off/pick-up spot off of the school grounds and will follow up with BCSP to determine if there are any associated insurance issues.
West side of school by Facilities parking	Eng	Install additional bike racks	Bike racks on West side of school would be accessible by Arranwood Trail. Bike racks already installed are well-used.	Medium	Complete	October 2017		Bike rack installed in undercover area at north side of school.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Journey School Lane from Throup Rd to Poirier Elementary School	Eng	Install signage	Place speed limit and school zone signs between Journey and Poirier reminding drivers to slow down for pedestrians	High	Not started		Determine placement and cost of signage/installation	SD supports this recommendation and will work with the District of Sooke regarding the acquisition of the signs.
Main entrance to school (indoors)	Eng	Install Skate/Scooter Rack	Install skate & scooter rack to indoor main entrance of school	Medium	In Progress	Apr-16 / Jun-16	Receive racks and rack specs from CRD	SD will install rack prior to June 30/18.
Journey School Lane from Throup Rd to Poirier Elementary School	Eng	Install speed humps	Install speed humps on Journey School Lane to reduce driving speeds in the school zone	High	Not started		Reduce vehicle speeds on Journey School Lane. Connect with Sooke Fire Department regarding type and number of speed humps.	The SD will look at options to reduce the speed along this road, as noted above.
Throup Rd at Journey School Lane	Enf	Provide a Crossing Guard	Provide a crossing guard at busy intersection with drop-off/pick-up and heavy bus and pedestrian traffic.	Medium	Not started		Determine cost and funding sources	SD will approach Municipality for funding for crossing guard prior to June 30/18.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
School Administration								
TBD	Enc	Facilitate Drive to 5/Buddy Walk	STP facilitator, parents, and administration to work together to determine a Drive to 5 location where students can buddy walk with Journey students	High	Not started			
School Main Entrance	Eng	Improve lighting at school entrance	Some lights are burnt out and lighting in front of school is dim	Medium	Not started		Submit work order to replace bulbs and install/upgrade lighting at school entrance	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Arranwood Trail crossing Journey School Lane west of the school	Eng	Improve visibility and safety of Arranwood trail crossing	Install access slope on sidewalk section at fence entrance closest to JMS (west side of crossing). Fill puddle at same entrance.	High	In Progress		Request speed bumps on either side of the raised crosswalk (completed by School Board Trustee). Submit work order to fill puddle and create slope to sidewalk to allow wheelchair and bike access to the school.	Wheeled access is currently forced onto the road and driveway for facilities parking area. Pedestrian access is blocked by puddle.
Steeple Chase pathway to Journey School Lane at bus loop entrance	Eng	Install crosswalk	Install crosswalk to support use of this trail from the Steeple Chase pathway that crosses Journey School Lane and provides access to the school and playing fields.	Medium	Not started		Determine the required angle of the crosswalk and supporting features needed (speed bumps, signs, etc.) and submit a work order	
N/A	Enc	Wayfinding Project	Students work with Bike Sooke and Sooke Bike Club to review and learn about best routes around the Sooke region	High	Not started			
Journey Middle School	Edu	Wild Wise Education	Programming to educate students, teachers, and parents on local wildlife	Low	Not started		Work with Wild Wise Sooke to select a presentation date	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Parent Advisory Council								
TBD	Enc	Facilitate Drive to 5/Buddy Walk/ Walking School Bus	Parents of Poirier and Journey work together with Public Health Unit to establish buddy walk group.	High	Not started		Determine interest in walking program.	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<i>Nolan Riding</i>								
Journey Middle 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
<i>CRD</i>								
Journey Middle School	Edu	Bike Skills Course	Coordinate delivery of bike skills course for up to 24 students.	Medium	Complete	Apr-17/May-17		

Journey Middle School	Enc	Provide Bike or Scooter/Skateboard Rack	Order and deliver racks for schools upon request from school	Medium	Complete	October 2017		
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Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<i>RCMP</i>								
Thrup Rd school zone	Enf	Traffic enforcement to reduce vehicle speeds	Staggered enforcement incl. Speed Watch, Think of me campaign (officers handing out traffic related drawings by students) and then ticketing	Medium	Complete	September to November 2017		

Appendix B: Best Routes to School Map

Use Your Street SMARTS

Sidewalks: Walk on the sidewalks, if possible. Stay on the inside edge, and stand back from the curb when waiting to cross the street. No sidewalk? Walk facing traffic so you can see approaching vehicles.

Music: If you are listening to music, remove an ear piece before crossing the street or walking in less populated areas.

Attention: Look out for moving vehicles at driveways, back lanes, and in parking lots.

Road Crossing: Always cross at an intersection or crosswalk if available. Make eye contact with the drivers to make sure you are seen. Be bold; extend your arm to indicate you want to cross!

Team-Up: It is safer and fun to walk to school with family or friends.

Stranger-aware: Do not go with a stranger. Practice and remember a special family password that only a trusted adult knows. With your family, identify safe places to go for help.

SUPER Road Cycle Safety

Signs: Use your hand signals when turning, slowing down or stopping. Follow all posted signs and obey the traffic laws.

Urban Awareness: See and be seen! Be aware of your surroundings. Wear light or bright coloured clothing, and use your lights and reflectors in low-light and at night.

Protection: It's the law to wear your helmet when riding – plus it protects your brain!

Eye contact: Communication is key! Make eye contact with other road users such as drivers and cyclists, especially when crossing intersections.

Right hand side: Ride single file and on the right-hand side of the road. Always leave one door length of space when riding next to parked cars.



Drive to Five – It's a 5-Minute Walk to School



Look for this location on your Best Routes to School Map.

Too far to walk or cycle? Stretch your legs and help relieve traffic congestion around your school by parking or dropping off at least five minutes away from school.



Journey Middle

September 2017

Best Routes To School Map

Best Routes to School are developed based on information we've received from parents, your school community and the municipality's transportation department. They are chosen to use the safest crossing points and to enable more people walk and cycle together.













The Best Route To School map is a product of the Capital Regional District's 2016-17 Active and Safe Routes to School program, to encourage and enable students and families to walk, bike and roll to and from school. The program is funded by the Capital Regional District, the Real Estate Foundation of BC and the CRD Traffic Safety Commission, and delivered by HASTe, the Hub for Active School Travel. Visit crd.bc.ca for more information.



Journey Middle: Best Route to School Map

September 2017

The Capital Regional District (CRD) does not warrant or guarantee the safety or suitability of any route depicted. This information is provided for general information purposes only and the use of this document by any person or entity will be entirely at their own risk.

-  Drive to 5 Zone
-  Caution Crossing
-  Bike Route
-  Best Route
-  Watch for Wildlife
-  Crosswalk
-  Traffic Signal
-  School
-  Recreational/Cultural
-  Municipal
-  Park
-  Trail



Appendix C: Family Take-home Survey



BOLDLY GO
LEAVE YOUR AUTO



HASTe
HUB for ACTIVE SCHOOL TRAVEL



Journey Middle School

School Travel Planning

Wednesday, October 12th 2016

Dear Parent (Guardian):

Journey Middle 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,

Laurie Szadkowski
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 Taglalag (Philipino)
 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

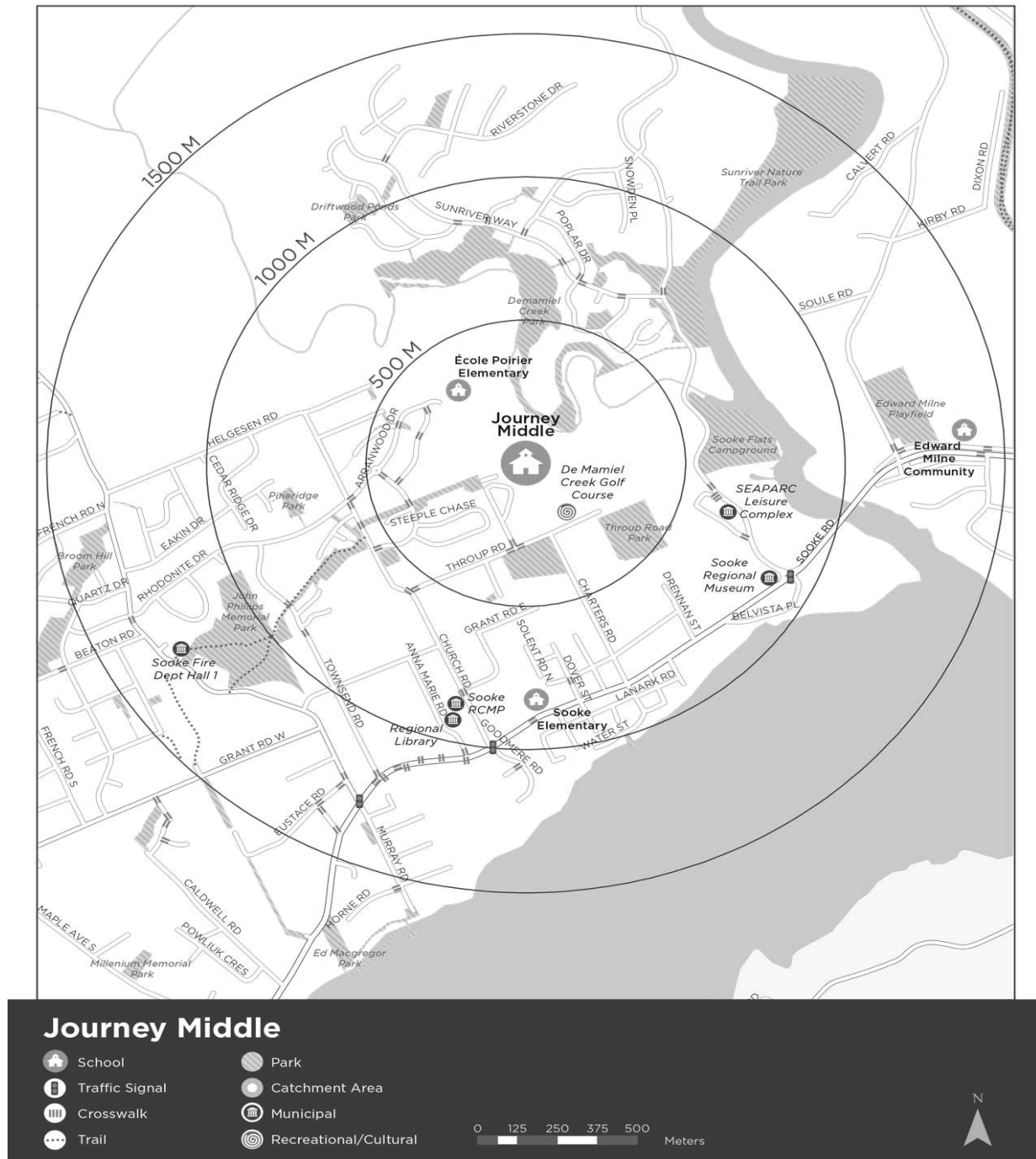
NO

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.



BOLDLY GO
LEAVE YOUR AUTO



HASTe
HUB for ACTIVE SCHOOL TRAVEL



Appendix D: School Announcement

Hi Ebony,

We did the following communication:

- Posted on principal's blog (three weeks)
- 9/19 classroom teachers posted on classroom blog
- Autodialer to all parents with message x2
- Announcements on PA system each morning for x6
- Presentation at Staff Meeting x1
- Presentation at PAC Meeting x1

Laurie Szadkowski

Principal

Journey Middle School

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[250-642-5881](tel:250-642-5881)

Our Vision – *"People Run to Be Here"*

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Appendix E: School Travel Planning Membership

School Travel Planning Members

The School Travel Planning process for Journey (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 Sooke

Engineering: Rob Howat

Parks: Laura Hooper

Capital Regional District

Regional and Strategic Planning: Kate Berniaz

Great Victoria School District #62

Finance: Harold Cull

Facilities: Trent Prior

Transportation: Brian Gordon

Community Organizations

Vancouver Island Health Authority: Christine Havers

RCMP Sooke: Sgt. Jeffrey McArthur and Cst. Jason From

Insurance Corporation of British Columbia: Colleen Woodger

CRD Parks Interpretive School Programs: Tracey Moss

Wild Wise Sook: Debbie Read

School Project Committee

Principal

Laurie Szadkowski

Vice Principal

Glenn Bedard

Parent Advisory Council

Caryn Drabitt

Appendix F: Base Map



Journey Middle

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



Appendix G: Heat Map



Journey Middle (n = 28)

- | | | | | | |
|--|--------------|--|----------------|--|-----------------------|
| | 11-15 routes | | School | | Park |
| | 6-10 routes | | Traffic Signal | | Catchment Area |
| | 2-5 routes | | Crosswalk | | Municipal |
| | 1 route | | Trail | | Recreational/Cultural |

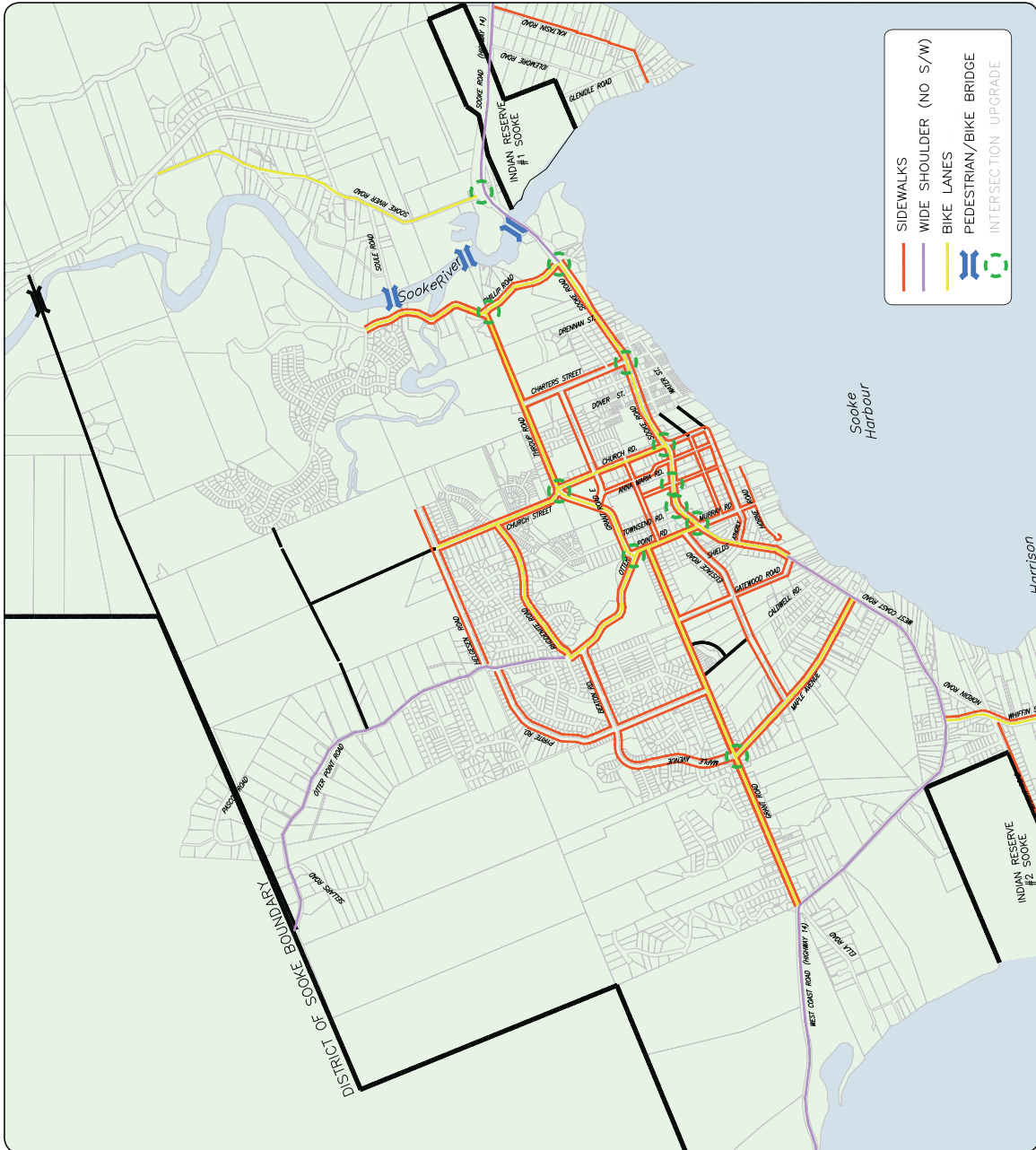
0 125 250 375 500

Meters



Appendix H: District of Sooke Transportation Plan Capital Plan Map

- 5 Year Plan (2008 to 2013)**
 - Sooke Road/Gillespie signalization and geometric improvements
 - Sooke Road/Sooke River Road upgrade
 - Grant Road/Thrup Road Collector Road
 - Church Road/Thrup Road roundabout
 - Phillips Road/Thrup Road roundabout
 - Revised laning at Phillips Road/Sooke Road
 - Install bike lanes and sidewalks on Phillips Road to Thrup Road
 - Update signal timing plans along Sooke Road corridor
 - Sooke Road Upgrades - Atherly Close to Charters Road
 - Sooke Road/Charters Road upgrade
 - Townsend Road/Sooke Road right in/right out
 - Sooke Road/Otter Point Road improve pedestrian accessibility
 - Install new Town Centre "Waterview" Road
 - "Waterview"/Sooke Road roundabout
 - Install new Lincroft and Goodmere Downtown Roads
 - Extend Church Road south of Sooke Road
 - Install sidewalks on Murray Road
 - Extend Gatewood Road - Grant Road to Westcoast Road
- 10 Year Plan (2013 to 2018)**
 - Grant Road West improvements (sidewalk, bike lanes, drainage)
 - Install new local road connecting Maple Road North and Maple Road South
 - Install a roundabout at Maple Road/Grant Road
 - Install bike lanes and sidewalks on Church Road between Sooke Road and new collector road
 - Install bike lanes and sidewalks on Otter Point Road to Grant Road
 - Implement bicycle lanes and sidewalks on Rhodonte Road
- 15 Year Plan (2018 to 2023)**
 - Install bicycle lanes and a sidewalk on one side of Whiffen Spit Road
 - Extend Eustace Road to Maple Road and sidewalks on the existing portion of Eustace
 - Extend Caldwell Road to Grant Road
 - Install sidewalks and bicycle lanes on Maple Road
 - Install new Downtown Road between Otter Point & Church
- 20 Year Plan (2023 to 2028)**
 - Install bike lanes and sidewalks on Sooke Road - Atherly Ct. to Gatewood and Charters to Phillips Road
 - Install sidewalks on Charters Street
 - Install bike lanes and sidewalks on Otter Point Road Grant to Rhodonte
 - Install bike lanes and sidewalks on Church Road Thrup to Helgesen
 - Install a sidewalks on Helgesen Road
 - Construct Pascoe Road Truck Route and Bridge
- 25+ Year Plan (2028 Onwards)**
 - Extend Lalonde Road to Sun River Estates
 - Install new collector connecting Lalonde Road to Church Road
 - Install wide shoulders on Otter Point Road - Rhodonte to Boundary
 - Extend Grant Road East from Church Road to Phillips Road
 - Install bike lanes and sidewalks on Phillips Road - Thrup to Sun River
 - Install bike lanes on Sooke River Road to Galloping Goose Crossing
 - Sidewalks on Wright, Francis, Maple North, Beatoni, Pyntel/French, Kaitasin & Anna Marie
 - Install westbound right turn lane at Sooke Road/Otter Point Road
 - Install westbound right turn lane at Sooke Road/Church Road
 - Widen shoulder on Westcoast Road
 - Widen shoulder on Sooke Road



Appendix I: Think of Me Campaign Media Coverage

'Think of me' puts human face to speeding

Children's illustrations deliver a plea to speeding drivers

<http://www.sooke.newsmirror.com/> Oct. 20, 2017 3:30 p.m.



Sooke RCMP Const. Jason Frum stood at the side of the road across from Journey Middle School and shook his head at the sheer number of drivers he was pulling over for exceeding the 30 km/h speed limit in the school zone.

"We've pulled over more than 25 drivers over the course of a little more than 30 minutes," Frum said.

"I guess that many drivers have lots of things on their minds and not paying as much attention to their driving as we'd like. [It's] behaviour we're looking to change."

But the drivers pulled over on this particular morning were fortunate not to be facing the usual fines of between \$196 and \$368 and the three points on their licenses that their speeding violations would ordinarily have earned them.

Instead, as part of a program called Active and Safe Routes to School, the RCMP were handing out 5×8-inch cards which children had drawn illustrations urging drivers to slow down under the heading "Think of Me. Please slow down!"

The Think of Me approach is designed to raise awareness and inject a human consequence to reckless speeding in school zones.

For example, one card shows a car bearing down on a little girl in a crosswalk with the driver screaming as he realizes the disaster about to happen. On another card an injured child lies on the roadway after being struck by a car and a message has been scrawled above the illustration saying, "Please don't squoosh me!"

"We're hoping that this will have a lasting affect on the drivers. We're hoping the personal messages from children get the point across and put a human face to the possible results of their behaviour," said Frum.

Most of the steady stream of speeding drivers stopped by the RCMP (after being clocked by a speed-gun as they approached the checkpoint) were apologetic to the officers, admitting to being distracted or unaware of the speed zone.

One driver, who requested anonymity, first maintained that the signage was to blame, claiming that she had driven the same route for 11 years and was certain that there was no 30 km/h speed limit sign on the road she had just traveled. To her credit, she doubled back and saw that the sign was exactly where it should be and returned to apologize to the officers.

"I don't know how I never noticed that sign before," she said. "I guess there's a lesson here that we have to pay more attention."

A few drivers, said Frum, seemed perturbed at having been stopped.

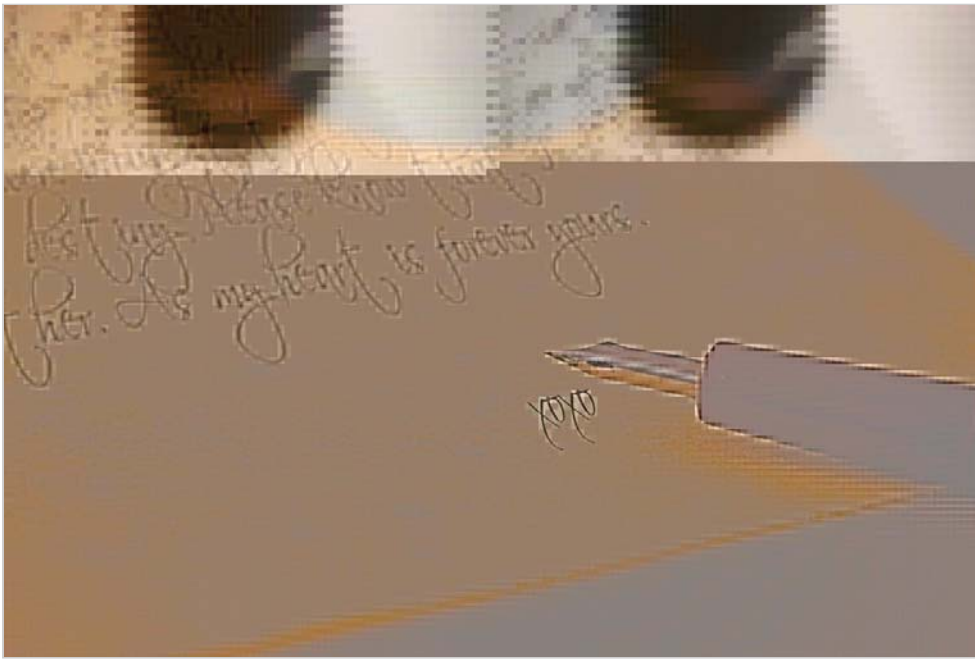
"They're in a hurry, but the amazing thing to me is that a lot of them are in a hurry to drop off their kids at the school. They are the ones who should be concerned with traffic safety in the area," he said, adding that the Think of Me approach is really a matter of education and awareness and for most people that's going to work.

"For those who don't get the message, the next step is enforcement and at that point we'll be handing tickets to people who still haven't changed their behaviour," said Frum.

editor@sookenewsmirror.com

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EDITORIAL: School speed zones exist for a reason

Oct. 24, 2017 12:35 p.m. / [EDITORIALS](#) / [OPINION](#)

When the Sooke RCMP set up their speed enforcement officers outside Journey Middle School last week, it didn't come as a surprise to officers that they didn't have to wait long before they began pulling over speeders.

Despite the clearly marked 30 km/h speed zone, police stopped more than 80 drivers within the span of 90 minutes and, in an ironic twist, many of those drivers had children seated in the back of the car and identified themselves as parents rushing to get their own child to school.

Some of those drivers told police they had been running late and had ignored the speed zone, but still felt they were still driving safely. A dangerous and shameless bit of rationalization that the officers hear too often.

Some, it seemed, seemed genuinely surprised that they were in a school zone. They claimed not to have seen the sign, perhaps, as some claimed, it was because they were in a hurry or distracted. Some, perhaps, were simply oblivious to the world around them.

A dangerous state of mind when in control of two tons of rolling steel.

All the drivers were relieved to find that this traffic stop was different. The RCMP weren't issuing tickets on this rainy morning. Instead the speeders were handed a personal message from a child, imploring them to slow down in school zones and reminding them that there could be deadly consequences to speeding through the area. The simple message was "Think of me".

It was an attempt to appeal to the humanity of drivers and remind them that the speed zones exist for a reason.

But it was one final set of drivers to whom that message should have been most relevant, but to whom it may have been lost.

It was the drivers who offered no defence of their failure to follow the law and sat, sullen and defiant, showing no remorse but, rather, an inexplicable sense of grievance at the imposition on their schedule.

These are the drivers who most need to read the cards they were handed that morning.

They need to consider that every year, dozens of children are killed and injured by drivers in B.C.; tragic events that forever shatter the lives of everyone involved.

And no sense of entitlement by defiant drivers, or vacuous rationalizations of people on a schedule are enough to justify the behaviours that result in these tragedies.

There is no excuse for putting children's safety at risk. Think of them the next time you drive through a school zone.