



**Monterey
Middle
School
Final Report
2022-2023**



Facilitated by the Capital Regional District (CRD) and published in September 2023.

Proudly supported by:



Thank you to the Monterey Middle School Parent Advisory Council (PAC) for their support!

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Glossary and Acronyms

Active transportation: If you get to your destination using your own power, that's active transportation. It includes walking, cycling, the use of a wheelchair, skateboarding, scootering, rollerblading, running, horseback riding, kayaking and canoeing, as well as using devices that give you a boost, like mobility aids, electric bicycles and electric kick scooters.

All ages and abilities (AAA): Planning, design and programming that enables comfortable use by people of all ages and with a variety of abilities. AAA infrastructure contributes to equitable transportation goals.

Mode share: The percentage of trips taken using a particular type of transportation, such as walking, cycling, transit or personal vehicle. The mode share in our region is 29% of trips taken by walking, cycling and transit (*2022 Origin Destination Household Travel Survey*). CRD's regional objective is to achieve a mode share of 45% of trips taken by active transportation and transit.

Mode shift: The change from using one mode of transportation to another. Recognizing that transportation modes are not always a choice and that in our region the road network is largely built out, the desired shift is from single-occupancy vehicles to active and sustainable modes of transportation. For example, walking, cycling, public transit, carpooling or using electric vehicles to reduce environmental impact and congestion and promote healthier and more efficient travel options.

Roll (also referred to as 'wheel'): Includes human-powered mobility on wheels, such as: skateboarding, scootering and rollerblading. Cycling is considered separately in the context of this work as it tends to use different infrastructure.

Pedestrian: A person afoot, or person or child in a wheelchair or carriage/stroller.

Sustainable transportation: Modes of transportation that reduce or eliminate greenhouse gas emissions, including active transportation as well as transit, carpooling and electric vehicles.

Transportation Demand Management (TDM): A strategy aimed at reducing congestion by providing people with choice in how, when and whether they travel.

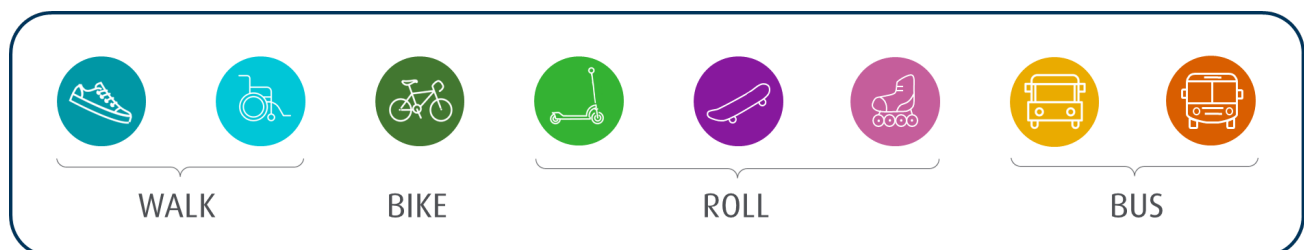
Sustainable School Commute Planning



Sustainable School Commute Planning aims to increase rates of students using active and sustainable modes of transportation for their commute to and/or from school, using a school catchment/neighbourhood-based planning process. Active and sustainable transportation includes riding bikes, scooters, rollerblades, skateboards, wheelchairs or the bus, all or part-way to and from school. Similar initiatives have been successfully implemented in many communities across Canada and internationally. The report, [International Best Practices in Regional Planning for School Travel](#) (Toronto Metropolitan University, Toronto, April 2016) looks at a number of case studies and key learnings from around the world.

The [Capital Regional District's](#) (CRD) [Board Priorities](#) and [Corporate Plan](#) identify transportation as a key regional priority and envisions that residents have access to convenient, green and affordable multimodal transportation systems that enhance livability. Helping to further this priority through behaviour change and infrastructure improvements at a foundational level, the CRD coordinates a Sustainable School Commute Planning initiative, known as **Ready Step Roll (RSR)**.

Active and sustainable school transportation describes using any mode of transportation that relies on human power to get to and/or from school, all or part-way. Modes include:



The Benefits of Active and Sustainable School Transportation

Active and sustainable school transportation describes using any form of transportation that relies on human power for the journey to and/or from school, such as walking, using a wheelchair, riding a bike, riding a scooter, skateboarding, rollerblading or taking the bus.

HEALTH & WELL-BEING



- Support physical and mental health
- Decrease stress, anxiety and depression
- Encourage social interaction and improve social skills
- Promote lifelong healthy commuting habits

PERSONAL & ROAD SAFETY



- Reduce traffic congestion
- Lower risk of collision and injury
- Practice valuable pedestrian, cycling and transit skills
- More eyes on the street with safety in numbers

CLIMATE ACTION & AIR QUALITY



- Lower environmental footprint
- Reduce vehicle greenhouse gas emissions
- Improve air quality by reducing air pollution
- Lower risk of lung and cardiovascular disease

ACADEMIC & LIFE-SKILLS



- Arrive energized and more able to concentrate
- Improve student learning and academic outcomes
- Cultivate decision-making and time and risk management skills
- Build confidence, capability, independence and autonomy

COMMUNITY & HOUSEHOLD



- Save time and money
- Better understand the local area
- Increase sense of belonging and community connection
- Relieve pressure and stress from household routine

CRD's Ready Step Roll Initiative

Overview



The Ready Step Roll (RSR) Sustainable School Commute Planning initiative works annually with up to five school communities, respective local government agencies and provincial partners to encourage and enable more students to use active and sustainable transportation to/from school more often. Students who walk and wheel to/from

their school or their bus stop arrive alert and ready to learn, while reducing local and regional GHG emissions, improving local air quality and supporting safe and connected communities. RSR delivers a comprehensive and sustainable approach to making active transportation more comfortable in school neighbourhoods.

The overall goal of RSR is to enable school communities to use active and sustainable transportation to/from school more often by reducing barriers in accessibility, safety, convenience and comfort. The initiative has a role to play in helping meet our transportation goals: ease congestion, support higher rates of walking, cycling and transit use and reduce greenhouse gas emissions. It aligns with the CRD Traffic Safety Commission's mission to prevent injuries, save lives and contribute positively to a safer traffic environment. In February of 2019, the CRD Board joined many other local governments across the globe in declaring a climate emergency. RSR is part of our Regional and Strategic Planning team's response to the climate emergency. The initiative applies an equity lens to actions implemented to ensure that improvements benefit the entire community.

Working with partners, RSR identifies and addresses safety and social barriers to better support and enable active transportation with confidence. The initiative's success relies on participatory partnerships with provincial and local governments, school districts and schools (administration, Parent Advisory Council and students), the Insurance Corporation of British Columbia (ICBC), Island Health, police forces, local businesses and non-profits. Together, partners focus on implementing solutions through our 7 E's approach (*see page 6*).

Planning Process

The CRD works collaboratively with partners to:

1. Identify schools and local governments that are committed to working together.
2. Facilitate creating and implementing a school catchment Sustainable School Commute Planning Initiative that enables and inspires active and sustainable transportation to and from school. During the initiative, partners work together to identify and address local transportation safety concerns on common school routes via school commute surveys, a School Neighbourhood Walkabout and various consultation activities.
3. Build capacity of the school community for ongoing initiatives that focus on Equity, Evaluation, Engineering, Environment, Enforcement, Education and Encouragement (the 7 E's).

Key Partners

Capital Regional District (CRD) – Facilitate and project manage the RSR initiative.

District of Oak Bay – Jurisdictional owner of municipal roads, road right-of-way and municipal lands. Provide local knowledge on street level infrastructure, assist in Action Plan development, evaluate and consider proposed solutions, support/undertake implementation and follow up with the school regarding safety improvements.

Oak Bay Police Department – Provide traffic-focused safety and enforcement support.

ICBC – Provide insight into school sites and bussing, evaluate and consider the implementation of proposed solutions on school property and support education and engagement activities during and after the initiative.

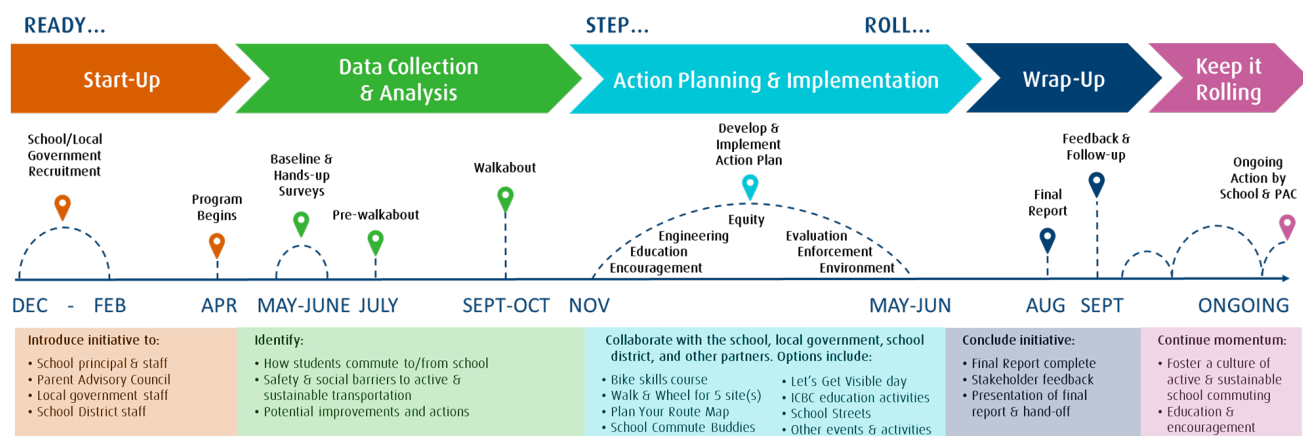
School Administration and School District (SD) – Provide insight into school sites and bussing, evaluate and consider the implementation of proposed solutions on school property and support education and engagement initiatives during and after the initiative.

School Community (Parents/Caregivers, PACs and Students) – Provide perspectives on the school neighbourhood, identify opportunities for improving safety during drop-off and pick-up times, contribute to action planning and support education and encouragement initiatives during and after the RSR initiative.

What is the initiative’s timeline?

The RSR timeline (*Figure 1*) has evolved through the years as learnings are captured. CRD staff recruit schools and local governments to participate starting in December and selections are typically made by March. Participation kicks off in the spring with initial meetings and data collection. The data is analysed by CRD staff in the summer and used to inform action planning and implementation throughout the school year. The initiative culminates with a final report and presentation at the start of the next school year, with the goal of inspiring and encouraging all participating schools to continue building momentum in years to come.

Figure 1: RSR initiative timeline and key milestones



The 7 E's Approach to Sustainable School Commute Planning

A comprehensive approach that identifies and addresses safety and social barriers to better support and enable active and sustainable transportation for the journey to/from school.



EQUITY

Intentionally consider the needs of and impacts on all demographic groups with particular attention to ensuring safe, healthy and fair outcomes for all.



ENVIRONMENT

Support actions that reduce transportation related greenhouse gas emissions and vehicle pollution by increasing rates of active and sustainable transportation.



EVALUATION

Collect data from the school community to identify and assess opportunities that improve safety and address social barriers to active and sustainable transportation.



ENGINEERING

Enhance the built environment to improve the safety, comfort, accessibility and convenience of active and sustainable transportation.



ENFORCEMENT

Increase awareness of and compliance with traffic laws, bylaws and guidelines to improve the safety and comfort of those using active and sustainable transportation.



EDUCATION

Provide students and the school community with the knowledge, skills and awareness to use active and sustainable transportation safely and confidently.



ENCOURAGEMENT

Build capacity of the school community to use active and sustainable transportation for their commute to/from school more often.

Data Collection and Analysis

The RSR initiative begins by assessing existing conditions through consultation with the school community and relevant stakeholders. This consultation helps everyone involved to better understand how students commute to and from school, why households use various modes, what barriers and safety concerns the school community has and what would encourage households to shift toward active and sustainable transportation.

Quantitative and qualitative data is collected using:

- **A Baseline School Commute Survey** – online questionnaire to gather parent/caregiver perceptions and areas of concern related to the school commute.
- **Hands Up Surveys** – conducted in class daily for one week to capture travel mode counts.
- **A Pre-Walkabout and School Neighbourhood Walkabout** – walking tour of school grounds and surrounding areas with stakeholders to experience walking along common routes to school.
- **Other Stakeholder Engagement** – meetings, emails and phone conversations, for example.

School Profile

School Name: Monterey Middle School

School District: SD61

Local Government: District of Oak Bay

Grades: 6-8

Student Population: 410

School-Based Active Transportation Assets (existing):

- Multiple bike racks
- Supportive active transportation infrastructure
- Strong walking and wheeling culture
- Active PAC and school parent community

Consultation Summary

- 211 Baseline School Travel Surveys received, representing a response rate of approximately 57%
- 3,149 student school commutes recorded via Hands Up Surveys
- Pre-Walkabout with staff (school, municipal and CRD staff)
- School-Neighbourhood Walkabout (PAC, parents, students, school administration, municipal staff, SD61, Oak Bay Police, ICBC and CRD staff)
- Focus group discussion with interested students
- Several Principals and/or PAC meetings
- Local government meetings, with numerous phone and email communications, focused on drafting the Action Plan

Baseline School Commute Survey Results

Baseline student transportation data was obtained from results of the Monterey Middle School (Monterey) Baseline School Commute Survey and Hands Up Survey, both of which were collected in June 2022.

Mode Share

The most common mode for the commute to school at Monterey is by vehicle with 41% being driven, while walking or wheeling is the most common means of getting home at the end of the school day, at 38% (*Figure 2*). Active transportation (walking, wheeling or cycling) is more commonly used to get home from school (60%) than for the commute to school in the morning (51%). Sustainable transportation is also more likely for the journey home, with 9% of students taking the bus in the morning and 13% in the afternoon.

Travel Preferences

There is quite a significant difference between how Monterey households typically commute to school and how they would prefer to (*Figure 2 vs. Figure 3*). Currently, most survey respondents drive (41%), but results show that 95% of respondents would prefer their students to commute using active and sustainable transportation (walk, wheel, bike or bus). Along with the fact that active and sustainable transportation is more common for the journey home, this shows great potential and opportunity for considerable mode shift at Monterey, away from driving and towards walking, wheeling and cycling.

Barriers to Active and Sustainable Transportation

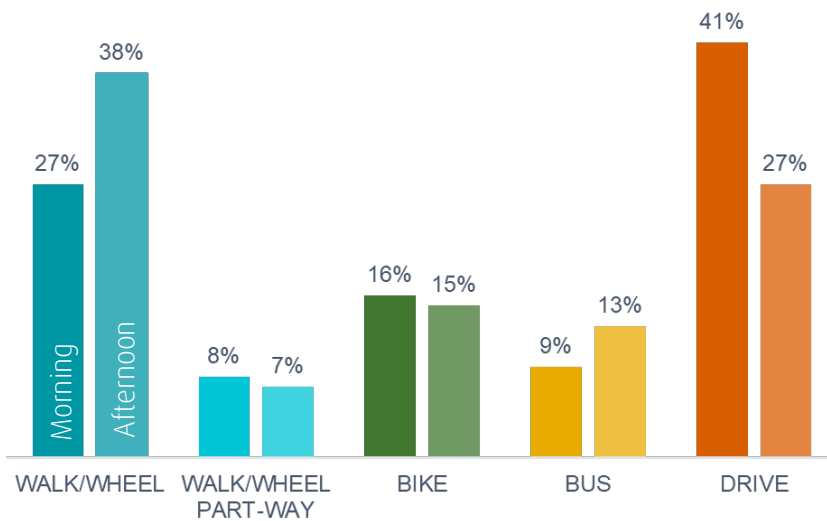
There are several reasons why Monterey households use certain modes for their commute to and from school. Since the Ready Step Roll initiative is focused on enabling a mode shift toward active and sustainable transportation, we have narrowed in on households that usually drive to/from school at Monterey. Their top reasons for driving are:

1. Distance is too far to use other modes (38 respondents)
2. Personal scheduling constraints, such as out of school care activities, work, appointments, etc. (37)
3. Traffic safety concerns (36)

Other reasons for driving are personal safety concerns (23), darkness outside before or after school (15), young age of children (12) and physical/health limitations in the family (5).

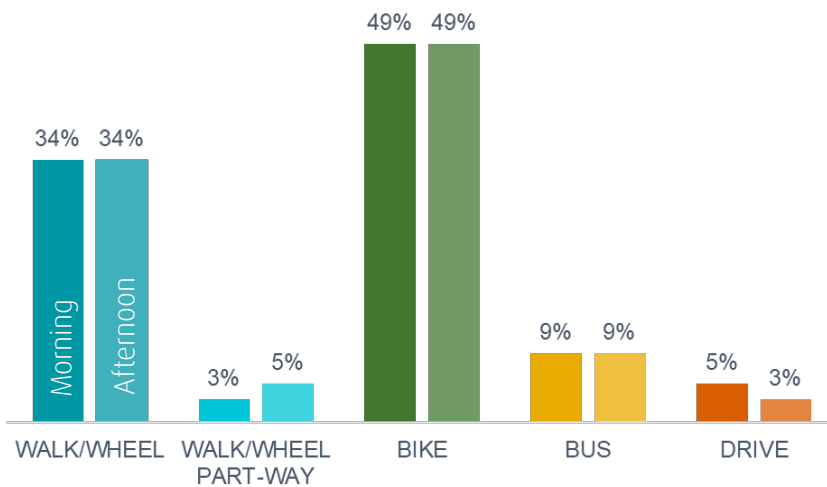
The distance between home and school for Monterey households varies. About 23% of respondents live within 1 km of the school, 31% are between 1.1 and 2 km from school, 40% are between 2.1 km and 4 km from school and 6% live over 4 km from school. This means that 54% of respondents live within a 20-minute walk or 10-minute bike ride to school (*Figure 4*). As *Figure 5* depicts, the proportion of students using active and sustainable modes of transportation for their school commute decreases at distances more than 2.1 km, while the proportion being driven increases sharply at this distance. We also acknowledge that busy schedules, time constraints and traffic safety concerns are barriers to Monterey households being able to choose active and sustainable transportation.

Figure 2: How students typically get to and from school



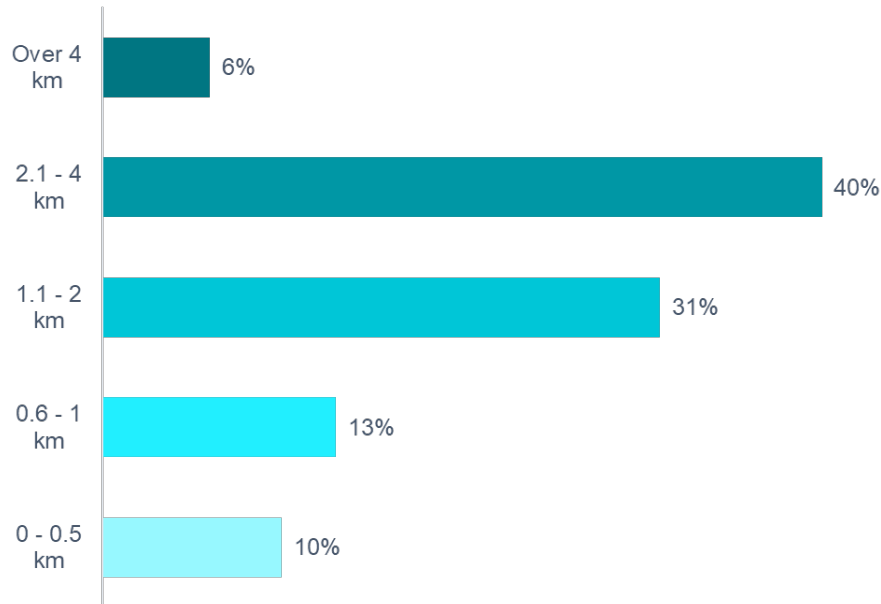
Many students at Monterey (41%) are typically driven to school and 27% are driven home at the end of the school day. About 27% of students typically walk or wheel to school (38% from school), while another 16% cycle (15% from school) and an additional 8% walk or wheel part-way (7% from school). Several students (9%) take the bus to school, while 13% ride it home.

Figure 3: How households would prefer to get to/from school



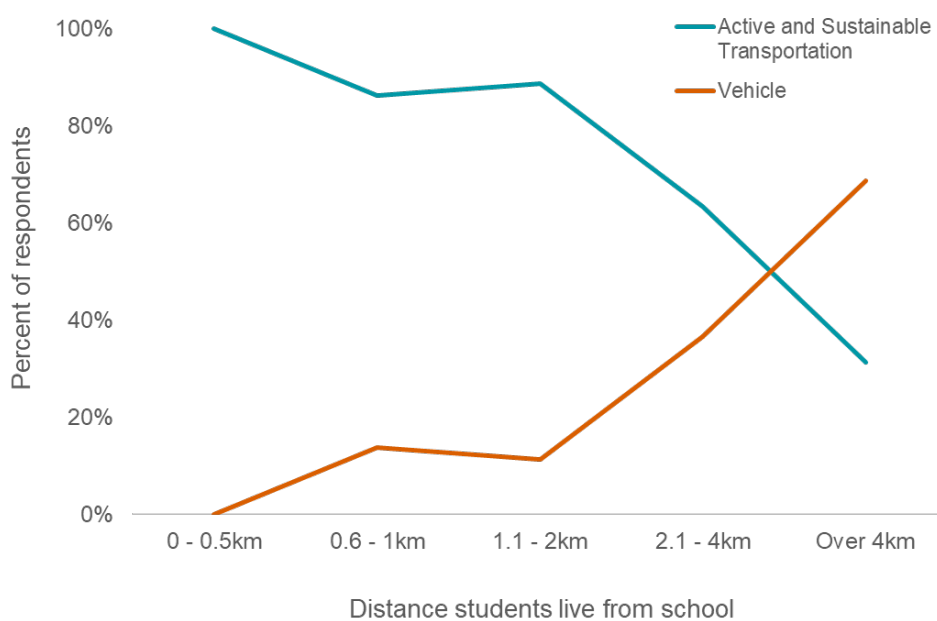
Many Monterey households would prefer their students to bike (49%) or walk (34%) to and from school. Another 9% would prefer their students ride the bus to and from school, while a small amount would prefer their students walk or wheel part-way to (3%) and from (5%) school. A small minority would prefer to drive to and from school, at 5% and 3% respectively.

Figure 4: Distance students live from school



23% of respondents live within 1 km of Monterey, which is about a ten-minute walk or five-minute bike ride. Most students (71%) have a commute distance of 1.1 to 4 km. The remaining 6% live over 4 km from school.

Figure 5: How transportation mode varies with commuting distance to school



Active and sustainable transportation is common for school commutes to Monterey for students that live within 2 km of the school. The proportion of those commuting by vehicle increases drastically after 2 km.

Infrastructure Challenges

The following infrastructure challenges were identified through RSR consultation (Baseline School Commute Survey, Pre-Walkabout, School Neighbourhood Walkabout and other stakeholder engagement). They are listed in order of commonly raised concerns, priority and proximity to the school.

Approximately 48% of baseline survey respondents stated that they had safety or accessibility concerns on their route to/from school. Of the 100 households that expressed concerns, 96 identified and elaborated on the locations of their concerns.

For the routes to and from Monterey, the following concerns were identified by location¹:

Monterey Avenue

- Along Extent – busy street (vehicles, parked cars, pedestrians and cyclists), poor stopping compliance, poor driver compliance with yellow curbs, poor driver behaviour, aggressive driving intimidating cyclists, poor street crossing behaviours and narrow sidewalk with hydro poles.
- At Tinto St. – bushes obstructing driver view of pedestrians and cyclists, sharp rocks in road right-of-way (creating a tripping hazard for pedestrians and tire hazard for vehicles).
- At McNeill Ave. – high pedestrian volume at crosswalk, poor stopping compliance of vehicles.
- At Oak Bay Ave. – not a bike friendly crossing but commonly used by students at all Oak Bay schools.

Oliver Street

- Along Extent – overall it flows well, poor yellow curb compliance.
- At St. Patrick Trail – commonly used, desire for zebra crosswalk at this point connecting to school gate.

McNeill Avenue

- Along Extent – desire for improvements to improve comfort for pedestrians and cyclists, improve crossings, sightlines obstructed by parked vehicles, desire for one large school zone of 30 km/hr instead of 40 km/hr sign near Roslyn.
- At Hampshire Rd – difficult to cross as cyclist.

School Site

- Bike and scooter racks – desire for more secure racks, with a preference for covered racks.
- Bike and pedestrian entrances – desire to get student cyclists off the busy part of Monterey and Oliver (along school property) sooner, desire to make school gate entry points more visible for students and drivers, desire for crosswalk on Oliver where trail meets street.

¹ Note: sites outside of the RSR geographic scope are not included.

Motivating Factors for using Active and Sustainable Transportation

At Monterey, the top motivating factors for commuting to school using active and sustainable modes are:

1. Build our child's confidence, independence and capabilities (22%)
2. Feel physical and mental health benefits (21%)
3. Support climate action by reducing travel in our personal vehicle (17%)
4. Desire to play/spend time outside (14%)
5. Avoid stress from traffic congestion/parking (11%)

Survey respondents shared that the following supports would better encourage or enable their child to use active and sustainable transportation to/from school (ranked from greatest to lowest impact):

1. Travelling with other students
2. Pedestrian, cycling or bus education being provided
3. Identifying comfortable routes and alternative drop off/pick up locations
4. Crossing guard(s) provided at key intersections before and after school
5. Outside supervision provided by the school (15 minutes before and after)

Survey respondents reported that the following pedestrian improvements would make their journey to school more comfortable for walking (ranked from greatest to lowest impact):

1. Improved pedestrian separation/buffer from motorists
2. Improved connectivity of sidewalks/trails
3. Improved existing crosswalks (raised, pedestrian activated, etc.)
4. Additional marked pedestrian crosswalks
5. Traffic calming measures in the school zone/nearby streets to improve driver behaviour

Also mentioned were alternative drop off/pick up points, crossing guards and new/improved school property access points, though these options ranked far lower in terms of their potential for impact.

Survey respondents reported that the following improvements would make their journey to school more comfortable for cycling (ranked from greatest to lowest impact):

1. Improved cyclist separation/buffer from motorists
2. Improved connectivity of bike lanes/trails
3. Traffic calming measures in the school zone/nearby streets to improve driver behaviour
4. Improved existing crosswalks (cycling priority infrastructure at crossings)
5. Secure bike parking at the school

Also mentioned were additional marked cyclist crosswalks, new and/or improved school property access points for cyclists, alternative drop off/pick up locations where students can bike part-way and crossing guards. These options ranked much lower in terms of their potential for impact.

Action Plan Development and Implementation

After the findings from the school consultation (Baseline School Commute Survey, Hands Up Survey, Pre-Walkabout and School Neighbourhood Walkabout) are analysed by CRD staff, the compiled data and insight is used to inform the development of an Action Plan for Monterey (*Appendix C*). CRD staff share the results and findings with local government, the school and other relevant stakeholders. Partners then consider potential resolutions to the issues raised, assess their capacity and available resources and prioritize the recommended actions accordingly. Suggested actions are subject to the respective jurisdictions' consideration, approval and required budgetary processes.

Key Accomplishments

RSR partners worked collaboratively with the school community to implement action items informed by the data and issues identified. In addition to Monterey staff, PAC, students, the CRD, the District of Oak Bay, Oak Bay Police Department and ICBC, there was also support from CRD's Traffic Safety Commission and Capital Bike. Roles vary depending on the action item, but include facilitation, execution, sponsoring and supporting.

RSR's integrated approach recognizes that actions addressing all E's are more successful at influencing school commute behaviours and that engineering measures as well as non-infrastructure initiatives are both needed. The variety of actions completed during Monterey's participation in the RSR initiative address engineering, encouragement, education, enforcement and evaluation. An equity lens was applied to all actions and each aspire to support our environment.

Key actions completed include:

- New scooter rack purchased and installed on school property.
- Piloted new *Learn to Ride on the Road* cycling skills training with all Grade six students.
- Trimmed hedge at the corner of Monterey Avenue and Tinto Street to increase safety and visibility of pedestrians and cyclists, including a by-law vegetation maintenance request with landowner. This is an annual safety matter that will require ongoing upkeep.
- Hosted a focus group session with interested students to discuss and encourage active and sustainable transportation among their peers.
- Hosted two *Bike Trains* during *Spring GoByBike Week* with prizes for all participants from Monterey, Willows Elementary School and Margaret Jenkins Elementary.
- Installed new pedestrian activated crosswalk across McNeill Avenue at Monterey Avenue.
- Piloted signing of a *Walk and Wheel for 10* site at the Oak Bay Monterey Centre parking lot. The District of Oak Bay is also considering *Walk and Wheel for 5* sites at Willows and Oak Bay High.
- Informal *Walk and Wheel for 5* sites marked on the *Plan your Route to School Map*.

- Co-hosted *Distracted Road Users Obstacle Course* for 10 participating classes to learn about common unsafe habits of various road users and what actions all road users can take to protect themselves and others.
- Hosted a *Let's Get Visible Day* at the school with free reflective strips given to students to educate them about the importance of being bright and visible to other road users for pedestrian safety.
- Created a new *School Commute Buddies* pamphlet as a resource to build the confidence and capacity of students to commute to school using active and sustainable modes.
- Delivered in-class and on-bus *BusReady* education to all grade 6 classes.
- Pop-up traffic observation and violations at three sites to improve safety around Oak Bay Schools.
- Provided CRD's Board-approved definition of *All Ages and Abilities Cycling Classification* to District of Oak Bay staff for consideration in the 2023 update to Oak Bay's 2012 Active Transportation Strategy.
- Established an *Active Transportation Sub-Committee* with PAC members and other interested parents, which is critical for building momentum and sustaining support for this work in years to come.

Key actions currently in progress include:

- Create a visibility zone around commonly used routes to school with 6-meter yellow curbs to indicate no stopping on either side of marked crosswalks and intersections with unmarked crosswalks, as well as a bump out on the crosswalk in front of the school on Monterey Avenue.
- Design improvements for pedestrian crossings and bike facilities along McNeill Avenue.

Keep it Rolling!

Monterey's participation in the RSR initiative concludes with CRD staff presenting this report at a Fall 2023 PAC meeting with the intention of ensuring a continued focus on active and sustainable transportation. Paper and [digital](#) copies of the report and additional resources are provided to the school and local government. Our [Ready Step Roll webpage](#) contains many ideas for inspiring, enabling and encouraging safe, active and sustainable school commutes.

Next Steps

The Action Plan (*Appendix C*) is a comprehensive guide that identifies the various issues by location with proposed solutions from key partners. The school and local government are encouraged to continue implementing priority items laid out in the Action Plan as capacity allows.

Each new school year, school administration and the PAC should evaluate what is working well and what needs improvement to ensure they are meeting the needs of their school community in our changing environmental and social context. It will take concerted effort to continue fostering a culture of safe, active and sustainable transportation and inspiring students and households to walk, bike, roll or bus more often for their commutes to and from school.

There is no one-size-fits-all approach or solution to this multi-faceted issue, and no one knows your community like you do, so have fun continuing to discover what resonates best with Monterey students and households and focus your efforts accordingly. Celebrate your achievements and keep recruiting interested parents/caregivers, students and community members to enable greater mode shift toward active and sustainable transportation.

Appendix A – Plan Your Route

The Plan Your Route pamphlet is designed to encourage safe, active and sustainable transportation to and from school to help students and households in your school community determine their best route(s) to and from school. It contains tips for success and a customized map that identifies the location(s) of relevant transportation infrastructure around the school, such as sidewalks, trails/paths, intersections, crosswalks, bus stops, bike routes, bike racks, school access points and crossing guards.

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5 Minute Walk & Wheel to School

UNSUPERVISED STUDENT DROP-OFF & PICK-UP SITE



KISS & GO • PARK & STROLL • MEET UP & GO

Live too far or no time to walk?
Consider Walk & Wheel for 5!

Your commute matters!

When you decide not to drive door-to-door, you support traffic safety for all road users by easing traffic congestion and parking demand in front of the school during morning and afternoon peaks.

Find your Walk & Wheel for 5 site on the map and use it as an alternative drop off and pick up spot or to meet up with a group and walk, bike or roll the rest of the way together.

Invite others to join you! There's safety (and sustainability) in numbers.

Improve your daily routine with Walk & Wheel for 5!
Parents and caregivers can save time, avoid school traffic and enable students to get to and from school safely, independently and actively.

Tips for Success

- ✓ Use crosswalks, sidewalks and crossing guards when possible. If there are no sidewalks, walk single file facing traffic so that you can see approaching vehicles and they can see you.
- ✓ Practice your route together to build confidence and independence!
- ✓ Encourage students to try new modes (walk, bike, scooter, skateboard, rollerblade, bus) to keep it fun!
- ✓ Invite neighbours and friends to join you along the way or meet up and go part-way together!
- ✓ Have conversations about any potential concerns. Check-in regularly to discuss experiences openly and adjust as needed.
- ✓ Remove your headphones or put your phone or text conversation on hold so that your focus is on the road and you can hear traffic.



Questions?

Contact the PAC, Principal or CRD Regional and Strategic Planning
regionalplanning@crd.bc.ca

www.crd.bc.ca/ready

Plan Your Route Monterey Middle School



Join in and help support more students and their families confidently use active and sustainable transportation for the commute to and from school!



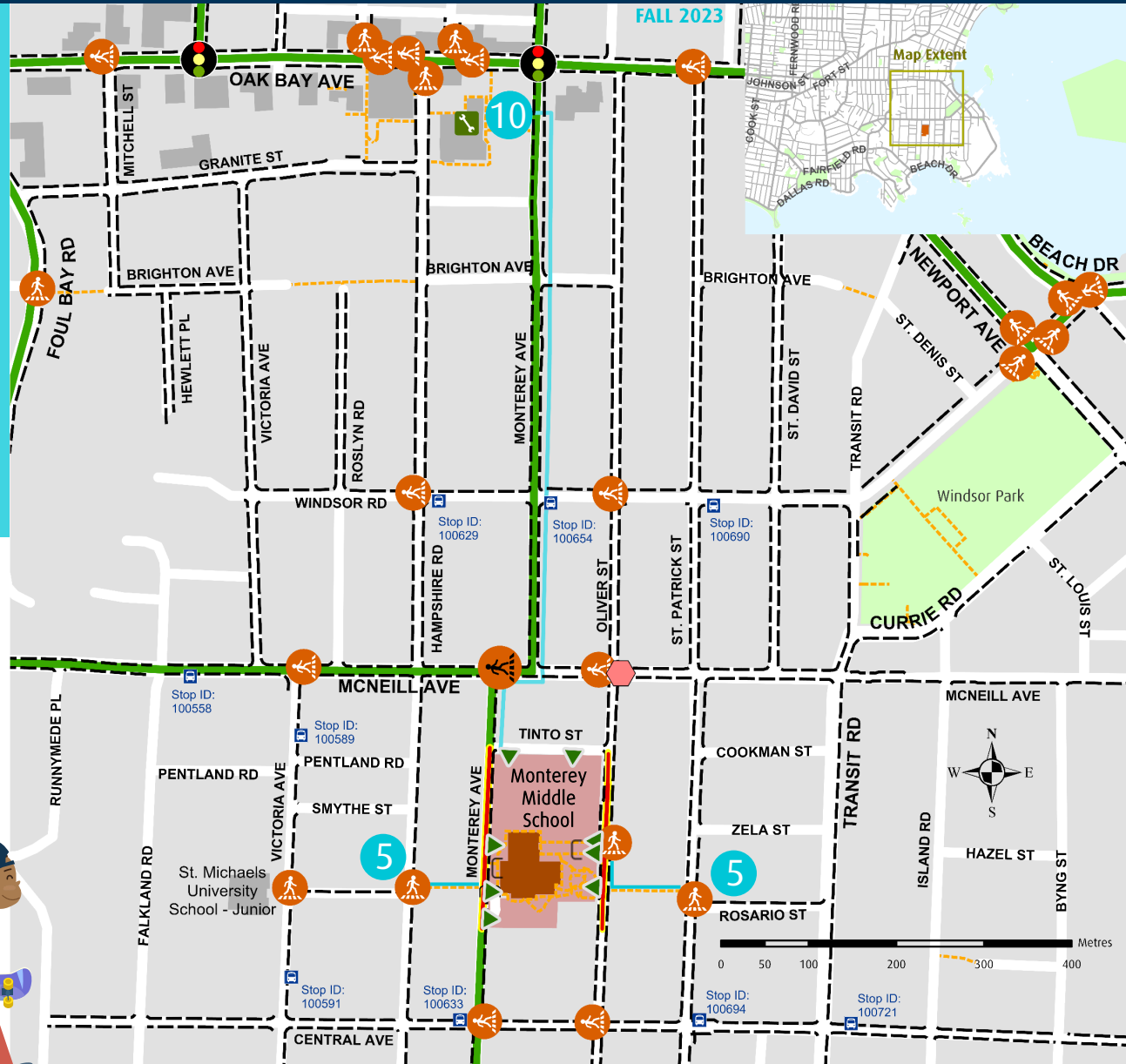
PLAN YOUR ROUTE TO MONTEREY

It is important to determine:

- Where you will walk, bike, roll or bus.**
When walking, choose sidewalks or paths where possible, even if that means the trip will take a bit longer.
- Where you will cross streets.**
Choose routes with the fewest and safest streets to cross. For example, cross where there is a crossing guard, crosswalk or traffic light and avoid busy, high-speed or multi-lane roads where possible.
- How much time you need.**
Time your route to arrive 5-10 minutes before the bell.

Legend

- Walk & Wheel for 5 or 10 sites/routes
- Pedestrian Activated Crosswalk
- Marked Crosswalk
- Major Intersection with Signalized Crosswalk
- All-Way Stop
- Public Bus Stop closest to School
- Bicycle Rack
- School Access Point
- Sidewalk
- Bike Route
- Trail Connections
- School Zone 30 km/hr



Did you know?
children's walk pace is about
8 mins per 500 metres

READY STEP ROLL

Important: The Capital Regional District (CRD) does not warrant or represent that the information herein is free from errors or omissions, nor does it warrant the safety or suitability of any route, trail, road or pathway depicted or otherwise described herein. This information is provided for general information purposes on the condition that the (CRD) will not be liable for any loss, damage, costs, or expense whatsoever incurred by any person or entity using or otherwise relying upon it. The use of this document by any person or entity is entirely at their sole risk.

Appendix B – School Commute Buddies

The School Commute Buddies pamphlet encourages students and households to commute to school in pairs or groups when possible. Designed to build the capacity of children, parents and caregivers, it contains important information about how to be a responsible road, sidewalk and trail user. It also outlines crossing basics, route planning, tips for success, dangerous driving behaviours and commute options for those who live further from school.

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live too far or no time to walk?

Your commute matters!
 When you decide not to drive door-to-door, you help reduce traffic congestion and make streets and school drop off/pick up safer for all.

When you need to drive, consider:

- Finding an alternative drop off/pick up site a block or two away where you can safely park and walk to school.
- Driving part-way and meeting up with your school commute buddies to walk, bike or roll the rest of the way together.
- Inviting others to join you. There's safety (and sustainability) in numbers!

crossing basics

- STOP** Approach the street carefully. Wait a step back from the curb until traffic has stopped or passed. When possible, use crosswalks or traffic signals.
- LOOK** Left, right, left and shoulder check.
- LISTEN** Remove your headphones or put your phone or text conversation on hold so that your focus is on the road and you can hear oncoming traffic.
- LOOK AGAIN** Make eye contact with drivers and cyclists and wait until they have stopped or passed before crossing.
- WALK** When the intersection is clear, start crossing and keep looking for approaching vehicles and bicycles.

additional information

What is the legal minimum age for children to walk, bike, roll or take public transit to/from school without adult accompaniment?

There is no legal minimum age for children to be left unsupervised in British Columbia. Canada Safety Council guidelines recommend that children under the age of 10 not be left alone.

Parents and caregivers should consider the capabilities of child(ren) to determine when they are able to safely navigate roadways and intersections and access public transit.

Parents and caregivers are encouraged to build the capacity of their child(ren) and assess their readiness to use active and sustainable transportation without an adult.



did you know?

Among the top dangerous driving behaviours in B.C. school zones are:

- Speeding
- Distracted driving
- Making U-turns
- Stopping in no stopping and no parking zones
- Ignoring/rolling through stop signs
- Failing to obey crossing guards



www.crd.bc.ca/ready



Walking, biking, or rolling to school is a great opportunity for students to get fresh air, have fun, exercise and get to know their neighbourhood better.

There's safety in numbers!
 Meet up with friends and neighbours to walk, bike, roll or bus together.

READY STEP ROLL

plan your route

Selecting your safest route can be simple or complex, depending on the location and distance between your home and school.

It is important to determine:

- 1. Where you will walk, bike, roll or bus.**
When walking, choose sidewalks or paths where possible, even if that means the trip will take a bit longer.
- 2. Where you will cross streets.**
Choose routes with the fewest and safest streets to cross. For example, cross where there is a crossing guard, crosswalk or traffic light and avoid busy, high-speed or multi-lane roads where possible.
- 3. How much time you need.**
Time your route to arrive 5-10 minutes before the bell.



did you know?
children's walk pace is
about 8 mins/500m

tips for success

- Practice the route together!
- Have conversations about any potential concerns.
- Check-in regularly to discuss experiences openly and adjust as needed.

how to be a school commute buddy

Drivers have a responsibility to obey the rules and watch for pedestrians and cyclists, but you can't always count on them to keep you safe.

Here's how you can be a responsible road, sidewalk and trail user:

BE ALERT

- Be aware of your surroundings and always look out for vehicles and other road users.
- Be careful at intersections and make eye contact with fellow road, sidewalk and trail users.
- Listening to music or using your phone are dangerous distractions that make it hard to hear or notice approaching traffic when you are walking, cycling or rolling.

BE VISIBLE

- Wear bright or reflective materials.
- Use lights and reflectors on your body, backpacks and bikes.
- Where possible, stay on sidewalks and pathways. When there is no sidewalk, walk single file facing traffic so you can see approaching vehicles and they can see you.

BE PREDICTABLE

- Learn, understand and obey the rules of the road, traffic signals and signs.
- Cross at traffic lights, crosswalks or with crossing guards whenever possible.
- Communicate your intentions using your voice, hand signals, eye contact, lights or bells.

BE COURTEOUS

- Safely share the roads, sidewalks and trails by practicing good etiquette.
- Remember to keep to the right, yield to others, mind your speed, alert others before passing, keep dogs on leash and respect the environment.
- Show mutual respect to fellow road, sidewalk and trail users and be kind if they make mistakes.



Appendix C – Action Plan

The Action Plan is a comprehensive guide that identifies the various issues raised during the Ready Step Roll initiative, by location with proposed solutions from key partners. The school and local government are encouraged to continue implementing priority items as capacity allows.

Location	Issue Raised	Proposed Solutions	Key Players	E's	Progress
Monterey School Site Access (SCHOOL PROPERTY)					
Bike & Pedestrian Entrances	Get cycling students off the busy part of Monterey and Oliver (length of school property) sooner.	Consider creating/modifying gate entry points at Tinto/Monterey and Tinto/Oliver by adding path (inside the school property parallel to fence) to encourage students to enter/exit here - thus removing them from the high conflict zones along both school frontages. If this is done, work with municipality to create a path from intersection to gate. <i>PAC may want to consider funding at future dated.</i>	School with SD and PAC	Engineering	For future consideration
	Trail that connects Oliver & St. Patrick's St. - highly used. Crosswalk is desired on Oliver where this trail meets the street and could lead to opening in school gate directly across.	See below: Oliver St. @ St. Patrick trail	SD with OB	Engineering	No further action
	Make all school gate entry points more visible so that people are more aware of where they are to 1. encourage access/exit at these lesser used sites and 2. increase driver's awareness that students could be exiting from these points.	Consider simple ways to mark gate entry/exit points such as small flags or banners. (Note, paint would not stick to existing metal fence/fence posts)	PAC with school and SD	Encouragement	For future consideration
Bike & Scooter Racks	More bike and scooter racks desired. With preference for covered racks.	New scooter rack purchased and installed.	CRD	Engineering Encouragement	Winter 2022
Monterey School Perimeter Streets					
School Zones	Speed in school zones.	OBPD and ICBC work together to deliver speed campaigns in school zone. Investigate if speed traffic control engineering options are warranted.	OBPD with ICBC OB	Evaluation Engineering	Short Term + Ongoing
Monterey Ave.	Mid-block crosswalk in front of school sees ongoing issue with cars stopping on the approach to the crosswalk for drop-offs/pick-ups blocking other driver's ability to see kids coming from the path to the crosswalk. Currently painted yellow curb but not obeyed.	Explore options to improve crosswalk visibility on Monterey Ave in front of the school. See below "Crosswalks" for ways to improve sightlines with enhancements to crosswalks. Discuss with adjacent resident.	OB OBPD School	Engineering Enforcement Education	Short Term + Ongoing
	High use drop-off loop flows well with well marked stopping lane and drive-through lane. Does current "no left turn" into drop-off/parking lot for south bound drivers lead to vehicles to stop and drop-off students at yellow curbed areas and/or cause more congestion and students crossing at random places where they get dropped off/ picked-up?	Consider removing the "no left turn" (when heading southbound on Monterey) into the drop-off/pick-up loop/parking lot - this may encourage drivers to use the loop and not stop on Monterey. <i>Evaluated, however the angle of the driveway entrance is engineered only for southbound traffic turning into school driveway.</i> No further action.	CRD OB	Evaluation Engineering	Completed
	Reports of poor driver behaviour and aggressive drivers intimidating student cycling on street when taking the lane.	Educate and encourage parents correct behaviour. Provide On-Road Bike Skills to all grade 6's (CRD Spring 2023), with school and PAC to consider offering subsidy on an ongoing basis.	School CRD PAC	Education Encouragement	Spring 2023 Ongoing Annual
	At arrival and dismissal, cycling on Monterey Ave. in school zone is challenging with parked/stopping vehicles, bikes and pedestrians crossings at random places.	In OB's 2011 Active Transportation Plan the north/south route for Monterey school zone is identified as Oliver St., heading north switching to Monterey Ave at Windsor Ave. (as identified as Central Oak Bay Neighbourhood Bikeway and signed with "share the road"). Alternatively, students could be encouraged to cycle along Hampshire Rd. and enter onto Monterey Ave at neighbourhood cut-through path. CRD to highlight on Plan Your Route to School Map brochure, school to promote.	OB CRD School	Engineering Encouragement Education	Fall 2023 Ongoing
	Sidewalk along Monterey between McNeill Ave. and Tinto St. is narrow and blocked by vegetation and hydro pole, and at Monterey/Tinto corner.	Oak Bay Bylaw has an ongoing vegetation maintenance request with corner lot landowner to maintain hedge along Monterey Ave. to ensure pedestrians have full width sidewalk and are visible to oncoming vehicles on Tinto Ave.	OB	Enforcement	Completed Annual
	Sidewalks along Monterey adjacent to the school is narrow and blocked by hydro poles	Consider widening sidewalk where space allows. OB will be drafting a Sidewalk Widening Strategy.	OB	Engineering	Long Term
	Tinto St	Well used existing school gate entrance off Tinto at Monterey Ave. Rocks in road right-of-way are sharp and a tripping hazard for pedestrians and have cause flat tires in vehicles. Tinto could serve as drop-off/pick up site and decrease traffic at peak times on Monterey and Oliver school frontages.	See below "Walk and Wheel for 5". Consider/explore Tinto as Walk & Wheel for 5 site to decrease pick-up/drop-off traffic on Oliver and Monterey school frontages. Safety enhancements need to be completed at each end of Tinto before promoting. On Tinto remove existing rocks to create additional gravel stopping/parking. Sign with limited stopping times and short term parking only on school days. Promote to encourage use.	School and PAC with OB School and PAC with OB	Engineering Encouragement Encouragement
Tinto St. @ Monterey Ave	This intersection is highly used by students walking to school. Stop sign and stop bar were added several years ago at foot of Tinto.	OB enforced vegetation maintenance at on Tinto St at corner Monterey Ave to ensure clear sightlines. Land on Tinto St at in front houses has several meters of municipal land / road right of way between road and lot line. Suggested that Oak Bay Parks maintain corner vegetation to a maximum of 3 feet height to ensure sightlines and prevent pedestrians from cutting the corner. Annual safety matter that will require ongoing maintenance.	OB	Enforcement	Completed
	Corner has a bushes that obstructs driver's view of pedestrians and cyclists coming south on Monterey Ave when stopped at Tinto St. / Monterey Ave. stop sign.		OB		Completed (Spring 2023) Annual
Tinto St. @ Oliver St.	This intersection is highly used by students walking to school. Stop sign and stop bar were added several years ago at foot of Tinto.	N/A	OB	Engineering	Completed

Tinto St. @ Oliver St.	Difficult for drivers exiting Tinto onto Oliver to see cyclists and vehicles coming north and south on Oliver due to vehicles parked/stopped on west side of Oliver.	Consider improved sightlines by painting curbs to prohibit cars from parking on north west and south west corner of Oliver St. May need to consider adding delineators to prevent vehicles stopping/parking if warranted.	OB	Engineering	Summer 2023
Oliver St.	Adjacent to school frontage, pull in area drop off/pick-up area is high use and flows well. Currently signed 3 minute pull-in drop-off/pick-up area (painted white curb).	Works well. Continue to promote via Plan Your Route To School map brochure, while encouraging Walk and Wheel sites as an alternative.	CRD School	Encouragement	Ongoing Annual
	Current school crosswalk, connects nicely with school yard access but some vehicles stop in yellow curb zone which blocks the sight line for pedestrians in crosswalk	Ensure yellow painted curbs for 6 meters before and after crosswalk. Monitor for compliance - if needed consider adding on-street blockage in yellow curbed area on the approach and after crosswalk (both sides) to ensure clear sightlines.	OB	Engineering	Summer 2023 Ongoing
Oliver St @ St. Patrick trail	Trail that connects Oliver & St. Patrick's St. - highly used. Zebra crosswalk is desired on Oliver where this trail meets the street and should lead to opening in school gate directly across.	Students should be encouraged to use existing school crosswalk or cross with caution, yielding to vehicles. Second crosswalk could decrease students safety. <i>Considered adding crosswalk across Oliver - directly linking Oliver/St. Patrick path to school gate with sidewalk/paved path from Oliver sidewalk to school access gate - but not proceeding. Standards advise crosswalks should be at minimum 200 meters apart (suggested additional crosswalk would be 50 m south). Current crosswalk is directly aligned with main school entrance for pedestrians and cyclists. Due to proximity of existing school crosswalk on Oliver, a second crosswalk is not warranted and would not increase student safety.</i> NOTE: Additional crosswalks on local residential streets are not always the correct option to increase pedestrian safety, there are numerous factors to consider such as bend or hill in road, proximity to other crosswalk.	OB School PAC	Engineering Education Encouragement	Completed Ongoing
Monterey School Neighbourhood Streets					
Crosswalks (marked mid-block)	Vehicles stopping in front or directly after crosswalk - thus blocking sightlines for safe pedestrian crossing	Ensure that mid-block crosswalks have a 6 metre yellow painted curb on both the approach and immediate afterwards, and consider adding a on-street barrier (i.e. curb bulges/curb extensions, planters, delineators to shorten crossing distance) where warranted.	OB	Engineering	Long Term
Intersections (marked & un-marked crosswalks)	Blocked sightlines at intersections due to vegetation and vehicles parked too close to intersections.	1. OB Bylaw to request property owners to undertake vegetation management to ensure clear sightlines for safer pedestrian crossing. 2. Where warranted, have a 6 metre yellow painted curb at intersections or consider adding a on-street barrier (i.e. curbs bulges/curb extensions, planters, delineators to shorten crossing distance).	OB	Education Enforcement	Short Term Ongoing
Central Ave. @ Monterey Ave.	Popular active transportation route for commuting and field trips	Consider enhancing current zebra crosswalk with curb bulges/ curb extensions to shorten crossing distance across Central Ave. where warranted.	OB	Engineering	TBD
Central Ave. @ Oliver St.	Popular active transportation route for commuting and field trips	Consider enhancing current zebra crosswalk with curb bulges/ curb extensions to shorten crossing distance across Central Ave. where warranted.	OB	Engineering	TBD
Central Ave. @ St. Patrick St	Pedestrian bump outs currently exists.	Consider adding painted crosswalk to existing curb bulges / curb extensions across Central Ave. where warranted.	OB	Engineering	TBD
	Consider sites for Walk and Wheel for 5 to decrease traffic in school zone and encourage driving families to walk part way.	See below "Walk and Wheel for 5". Possible Walk and Wheel for 5 site (commercial area with bus stop and on street parking). Note site on Plan Your Route to School map. Promote to encourage use.	School, PAC, OB, CRD-RSR	Engineering Encouragement	Informal ongoing
Hampshire Rd.	Good road for students to cycle on, but difficult to cross at McNeill Ave. (on crosswalk - between 2 other higher priority crosswalks for schools).	Consider adding crosswalk with pedestrian bump outs over McNeill Ave at Hampshire Rd (aligning with existing the crosswalks across Windsor at Hampshire Rd, Monterey Ave and Oliver St) to make crossing distance shorter and improve sightlines. Add yellow painted curbs to at these sites to ensure clear sightlines.	OB	Engineering	TBD
	Between Oak Bay Ave and the school, parents feel Hampshire Rd a safer street to bike on than Monterey (due width of road, parked vehicles and volume of traffic)	In OB's 2011 (refreshed 2023) Active Transportation Plan the north/south route for Monterey school zone is identified as Oliver St., heading north switching to Monterey Ave at Windsor Ave. (as identified as Central Oak Bay Neighbourhood Bikeway and signed with "share the road".) Alternatively, students could be encouraged to cycle along Hampshire Rd. and enter onto Monterey Ave at neighbourhood cut-through path. CRD to highlight on Plan Your Route to School Map brochure, school to promote.	School PAC CRD-RSR	Evaluation Engineering	Short Term Ongoing
	Cut through directly through to Monterey Ave at the school frontage and existing crosswalk on Monterey Ave.	See below "Walk and Wheel for 5". Possible Walk and Wheel for 5 site at cut through from Hampshire to Monterey. Sign and promote to encourage use. <i>Considered, will promote on Plan Your Route map, but not sign.</i>	OB School PAC	Engineering Encouragement	Informal Ongoing

McNeill Ave.	Would like to see improvements to make McNeill Ave. feel more comfortable to walk and cycle to school. Improve crossings desired as sightlines are obstructed by parked vehicles.	OB currently working with consultants to design improvements for pedestrian crossings and bike facilities along McNeill Ave.	OB	Engineering Encouragement Equity	Fall 2023
	Have two school zones on McNeill Ave back to back so it is a continuous (uninterrupted) stretch of 30 km/hr).	Remove 40 km/hr sign on McNeill Ave. near Roslyn Rd and move the school zone signs so that it makes one long school zone for both schools.	OB	Engineering Enforcement	TBD
McNeill Ave. @ Monterey Ave	High use student zebra crosswalk. Vehicles don't always stop for pedestrians. So many students cross here there is sometimes a line-up and vehicles/pedestrians don't know how to yield / give a break to the constant stream of students crossing at arrival and dismissal times	OB installed pedestrian activated light to enhance previous zebra crosswalk. Need to extend yellow curb on the approach to the crosswalk. Monitor compliance - may need to add delineators to prevent vehicles stopping on the approach to the crosswalk.	OB ICBC	Engineering	Completed (Installed Fall 2022) Short-term paint curbs
Monterey Ave.	Busy with vehicles, parked cars and popular walking and on-road cycling route to/from school.	In OB's 2011 (refreshed 2023) Active Transportation Plan the north/south route near Monterey school is identified as Oliver St., heading north switching to Monterey Ave (at Windsor Ave.) through to St. Anne St. (identified as the Central Oak Bay Neighbourhood Bikeway and signed with "share the road".)	OB	Evaluation Engineering	TBD
Monterey @ Oak Bay Ave.	Not a bike friendly crossing, but highly used by all OB schools.	OB could consider adding cycling activated crossing button with green conflict paint.	OB	Evaluation Engineering	TBD
Oliver St	Between Oak Bay Ave and the school, parents feel Oliver a safer street to bike on than Monterey (due width of road, parked vehicles and volume of traffic)	OB has identified and aims to enhance full length of Oliver St, Monterey Ave, St. Anne St as North/South bike way. Consider CRD updated AAA criteria (2023) to identify and create a AAA network to ensure best route is selected with suitable enhancements.	OB	Evaluation Engineering	TBD
Oliver St @ Windsor St	Same as recent crosswalk enhancements (bump outs) with zebra crosswalk Windsor St at Monterey St - would be beneficial at Windsor St at Oliver St	Consider adding pedestrian bump outs to existing zebra crosswalk to make the distance across Windsor shorter and improve sightlines.	OB	Evaluation Engineering	TBD
St. Patrick's St.	Walk & Wheel for 5 site where trail meets St. Patrick's.	See below "Walk and Wheel for 5". Possible Walk and Wheel for 5 site at cut through from St. Patrick's to Oliver. Sign and promote to encourage use. <i>Considered, will promote on Plan Your Route map brochure, but not sign.</i>	CRD School PAC	Education Encouragement	Fall 2023 Ongoing
		On the approach to the crosswalk paint curb yellow. May also need to place on road barriers to prevent vehicles from stopping in this zone to ensure clear sight lines of crosswalk. Alternative idea to prevent parking/stopping in this area is a vegetated bump-out.	OB	Engineering	Summer 2023
Monterey Centre	Community hub popular with students.	See below "Walk and Wheel for 5". Possible Walk and Wheel for 5 site. Include in Plan your Route to School brochure. OB will sign. School and PAC to promote to encourage use. Chosen as pilot site - starting Fall 2023.	OB School PAC CRD	Engineering Encouragement	Short Term (OB) Ongoing (School and PAC)
Windsor Rd. intersections	Recent pedestrian crosswalk enhancements with bump outs making the distance across Windsor shorter has been well received. Would like to see as 4-way stop.	OB to consider 4-way stops along Windsor. The most note desired intersection is at Windsor Rd at Monterey Ave. <i>NOTE: This is only possible where traffic volumes warrant.</i>	OB	Engineering	TBD
Windsor Park		See below "Walk and Wheel for 5". Possible Walk and Wheel for 5 site. Include in Plan your Route to School brochure. Promote to encourage use.	OB School PAC CRD	Equity Engineering Encouragement	Informal ongoing
Oak Bay wide					
Crosswalks & Intersections	Vegetation and parked vehicles blocking sightlines for safe pedestrian crossing.	In 2023, when refreshing the 2011 Active Transportation Plan and developing a Sidewalk and Pedestrian Master Plan ensure that school commute is prioritized. Also continue to take simple actions such as: 1. OB Bylaw to request property owners to undertake vegetation management for sightlines. 2. Where warranted have a 6 metre yellow painted curb on both the approach and immediate afterward mid-block crosswalks and intersections - where warranted consider adding a on-street barrier (i.e. low curbs, planters, delineators).	OB	Engineering	2023-2024
Oak Bay 2023 Active Transportation Strategy Refresh (formerly Oak Bay Active Transportation Plan 2011)	OB has an Active Transportation Plan (2011). In July 2023 OB Council is reviewing a 2023 Draft Active Transportation Plan (a refreshed version of the 2011 plan) and will be directing staff on prioritizing routes.	In July 2023 OB Council endorsed the active transportation strategy with amendments, adding that detailed designs and network planning use All Ages and Abilities (AAA)* designs as a default; the strategy include end-of-trip facilities; and the use of maze gates be reviewed. *see AAA definitions in both the BC Active Transportation Design Guide and CRD's AAA Cycling Facility Criteria.	OB	Evaluation Engineering	Approved July 2023

Oak Bay 2023 Active Transportation Strategy Refresh (formerly Oak Bay Active Transportation Plan 2011)	Desire for McNeill Ave. to be a AAA route with more and improved pedestrian crossings.	McNeill Ave is identified as a pilot under the Active Transportation Plan. OB Council to determine final design for the McNeill Ave. as a Commuter Cycling Route (West/East cycling corridor) including pedestrian improves in Fall 2023.	OB	Evaluation Engineering	Fall 2023
		Volunteer parents/caregivers organize "Critical Mass Rides" and Bike Trains on main school routes.	Volunteers PAC	Equity Engineering Encouragement Education	Spring 2023 + TBD
Bowker Pathway @ Roadway Crossings & Entry Points	Desire to have crosswalk at each location where pathway meets the road.	Consider adding crosswalks at each road/tail entry/exit. Desired even where trail does not continue (i.e. crosswalk desired in front of fire station - trail to park). NOTE: Additional crosswalks on local residential streets are not always the correct option to increase pedestrian safety, there are numerous factors to consider such as bend or hill in road, proximity to other crosswalk.	OB	Evaluation Engineering	TBD
McNeill Ave. Commuter Cycling Route (West/East)	Concerns with current approved draft design concept does not meet AAA standards.	OB started road survey and draft design in Spring 2023. July 24, 2023, OB Council directed staff for option to develop draft design. OB Council will review next draft design for McNeill Ave Commuter Cycling Route in Fall 2023.	OB	Evaluation Engineering	Fall 2023
Central Oak Bay Neighbourhood Bikeway (North/South - Oliver St. to Monterey Ave. (at Windsor Ave.) to St. Ann St. to Musgrave St.	Central Oak Bay Neighbourhood Bikeway is identified as the current north/south neighbourhood bikeway. No draft vision has been created yet.	Develop/improve north/south bike routes to Monterey School. When considering design, design with students in made as this route links OB's public schools. As of July 2023, this route has not been identified as a priority action by OB Council.	OB	Evaluation, Engineering	Long Term
District of Oak Bay Speed Reduction	Victoria has passed and is currently signing - 30km/hr on all residential streets, Saanich and Esquimalt are also moving in similar direction (30 km/hr and 40km/hr).	OB consider making most roads 40 km/hr, with identified collectors remaining 50km/hr, school zones and playground zones 30km/hr. Suggestion: consider making identified "share the road" signed bikeways 30km/hr. as per CRD Regional AAA Cycling Facility Criteria (2023)	OB	Evaluation, Engineering	TBD
Oak Bay Sidewalk and Pedestrian Master Plan	2023/24 start drafting plan	Develop Sidewalk and Pedestrian Master Plan with school commute in mind.	OB	Engineering Equity	2023/24
Ready Step Roll (formally: Safe Routes to School)	District of Oak Bay partnered with the CRD in the Safe Routes to School initiative in 2018 with Willows Elementary (see www.crd.ready). Municipal priority actions include: Work with the School District, Parent Advisory Groups and schools to improve active transportation (cycling, pedestrian and BC Transit) networks to schools; improve crosswalks at mid-block and intersection locations near Monterey School, along Cadboro Bay Road, and in school zones.	Continue actions laid out in the Willows Elementary and Monterey Middle School actions plans (see www.crd.ready).	OB	Evaluation Engineering	Partially complete Ongoing
Encouragement and Education					
Walk and Wheel for 5	Decreasing school generated traffic volumes is a key way to improve safety around schools. Identify, sign and promote the use of alternative unsupervised drop-off/pick-up site(s) approximate 5 or 10 minute from the school. This enables driving families to participate in active travel and reduces traffic around the school at peak times.	"Walk and Wheel for 5 " encourages families to reduce congestion at the school by dropping off and picking up 5 minutes away. "Meet Up & Go", "Park and Stroll" or "Kiss and Go" from various formal (signed) and informal (not signed) locations. Walking and Wheeling can be enjoyed by everyone even if the distance or traffic safety concerns between school and your front door, by driving part-way and walking the rest of the way. "Meet Up & Go", "Park and Stroll" or "Kiss and Go" from these unsupervised locations. <i>Site: Considered and will pilot with a sign a "Walk and Wheel for 10" site at the OB Monterey Centre parking lot and mark other informal sites (not signed) but marked on the Plan Your Route to School map (a RSR deliverable).</i>	OB CRD School	Education Encouragement	Fall 2023 Ongoing
		Other sites to consider: 1. Hampshire Rd at path that leads to Monterey Ave., 2. St. Patrick St. at path that leads to Oliver St., 3. Tinto St., 4. Central Ave. at St. Patrick St., 5. Windsor Park. NOTE: These sites can be marked on the Plan Your Route to School Map, but not signed on site.	CRD School	Education Encouragement Equity	Fall 2023 Informal Ongoing
		OB to consider adopting "Walk and Wheel for 5" at both Monterey, Willows and OBHS. Need to identify suitable sites, sign and promote annually. Walking and Wheeling can be enjoyed by everyone even if the distance between school and your front door is too far.		OB Schools	Evaluation Encouragement

ICBC - Distracted Road Users	This campaign aims to educate students on risky driver behaviours and best safety practices for young road users	Fun, interactive obstacle course for students to learn about the dangers of distracted drivers and distracted pedestrians/cyclists. Delivered to 8-10 classes by ICBC, OBPD and CRD staff with support from ICBC materials and messaging.	CRD-RSR ICBC School	Education Encouragement Equity	Fall 2022
Let's Get Visible Day	Many families and students wear black and don't use bike lights	Pilot a "Let's Get Visible" day at the school - replicate annually. On a chosen day in January encourage students and teachers to dress up in neon and reflective clothing.	CRD-RSR School	Education Encouragement	Winter 2022/23
School Commute Buddies	Poor parent perception of crosswalk and road safety due to vehicle volumes and speeds and complaints of aggressive drivers.	Create resources for school to use on an ongoing basis that can be distributed by the school with the aim to build confidence and capacity of students to commute to school by walking, cycling or bus.	CRD School PAC	Education Encouragement Equity	Spring 2023 Annual consideration
Bus Ready - BC Transit education	In-class education delivered by BC transit to encourage students taking bus. Free BC Transit Bus Pass for Youth 12 and under.	Delivered in-class (and on bus) to all interested classes - free via BC Transit.	CRD BC Transit School	Education Encouragement	Fall 2022
		School can book in-school BusReady biennially, plus online resources. https://busready.bctransit.com/	School		Biennial consideration
On-the-Road Bike Skills for Grade 6	Greater skill capacities needed for students. Students cycle in trains or groups - not always in single file or obeying rule of the road. Other students trying to obey the rules of the road have a hard time "taking the lane" with confidence when vehicles put pressure on them. Drivers pressuring the students when riding on the road.	Delivered with all Grade 6 students, paid through Ready Step Roll. Pilot the new "learn to ride on the road" bike skills program. This is new curriculum sponsored by CRD's Traffic Safety Commission.	CRD-RSR School PAC	Education Encouragement	Spring 2023
		School may consider offering the program annually to all grade 6s. PAC may consider subsidising cost in future years. Program run out of Capital Bike.	School PAC Capital Bike	Education Encouragement	Annual consideration
Bike Trains	Desire to establish regular Bike Trains from various directions to Monterey. Desire to build capacity of grade 5's that will be at Monterey next year. PAC keen on reviving the bike train in the spring and setting it up so it is ongoing and kick-starts every fall.	Parents and OBPD hosted Bike Trains for Spring Goby Bike Week. 1. Willows to Monterey to Willows and 2. Sir James Douglas to Monterey to Sir James Douglas - with the goal to build capacity of grade 5's going to Monterey next year and further support current Monterey students. CRD handed out bike bells reflective bands, etc. to participants enroute.	PAC OBPD CRD	Education Encouragement	Spring 2023 Annual consideration
Bike Swap &/or Bike Mechanic	Parents suggestion for PAC to host a Bike Swap &/or have a Bike Mechanic come to the school as an event.	Willow and Monterey PACs could co-host an event where families bring bikes to sell or swap and also sponsor a bike mechanic to ensure bikes are in safe working order.	PAC	Education Encouragement Equity	Annual consideration
School Zone Traffic Safety Pilot with OBPD		Partnered with Oak Bay Police Department (PBPD) and CRD's Traffic Safety Commission (TSC) to pilot new GNS with equipment for Crossing Guards at Willows Elementary and observed traffic violations at three sites: 1) Musgrave/Dalhousie - Willows Elementary, 2) 2434 Cadboro Bay Road, Willows Elementary and 3) 1701 Beach Drive, GNS. (See OB Police for report)	OBPD	Enforcement Education Encouragement	Spring 2023 Annual consideration
School Street Pilot	Congestion at front drop-off loop during peak school drop off and pick hours, causes student safety issues	See CRD's "School Streets- A How To Toolkit" School administration and PAC could consider trying this idea via a limited time pilot to evaluate success to implement on a regular, longer or permanent timeframe along X street. <i>Considered but too difficult of a site with many residential driveways on all adjacent to school property.</i> School Streets aim to address safety concerns within the loop and the sidewalk at the entrance and exit. This could be piloted a number of ways – once a week with "Walk & Wheel Wednesdays", in cooperation with a School Streets (one week or one month long) or to promote the use of the Walk and Wheel for 5 sites.	CRD School PAC OBPD OB	Engineering	N/A

Appendix D –

RSR Resources for School Communities

A [curated collection](#) of resources, information and ideas for teachers, school administrators, parent advisory councils, students and households interested in encouraging and enabling active and sustainable transportation among their school community and/or learning more about Ready Step Roll's multi-faceted approach to building capacity at the school level.

Visit the [Resources for School Communities page](#) to engage with a variety of resources, information, and ideas organized in the 7 E's approach (Education, Equity, Evaluation, Engineering, Enforcement, Encouragement, Environment).

The screenshot shows the website for the Capital Regional District (CRD). At the top, there is a navigation bar with links for Agendas & Minutes, Electoral Areas, Maps, Careers, Media Room, Community Events, Data, and Contact Us. A search bar is located on the right. The CRD logo is on the left, and the text 'Capital Regional District' is on the right. Below this is a teal navigation bar with links for ABOUT THE CRD, SERVICES, PARKS, RECREATION & CULTURE, PROJECTS & INITIATIVES, EDUCATION & ENVIRONMENT, and I WANT TO. The main content area features a large image of five children on bicycles. Below the image is the title 'Resources for School Communities' and a breadcrumb trail: CRD Home > Projects & Initiatives > Regional Transportation > Active School Travel Planning > Resources for School Communities. On the left, there is a sidebar menu with links for Regional Transportation, Origin Destination Household Travel Survey, Regional Transportation Plan, Active School Travel Planning, Active School Travel Reports, and Resources for School Communities. The main content area has the heading '7 Es of Active Travel' and a paragraph explaining the multi-faceted approach used by Ready Step Roll. Below this is a table with seven columns representing the 7 E's: Education, Equity, Evaluation, Engineering, Enforcement, Encouragement, and Environment.

Agendas & Minutes | Electoral Areas | Maps | Careers | Media Room | Community Events | Data | Contact Us

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Resources for School Communities

CRD Home > Projects & Initiatives > Regional Transportation > Active School Travel Planning > Resources for School Communities

Regional Transportation

Origin Destination Household Travel Survey

Regional Transportation Plan

Active School Travel Planning

Active School Travel Reports

Resources for School Communities

7 Es of Active Travel

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

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

Education	Equity	Evaluation	Engineering	Enforcement	Encouragement	Environment
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