
SCHOOL TRAVEL PLAN

Ruth King Elementary



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/region-al-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 Ruth King Elementary (hereinafter: Ruth King). 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 Ruth King, located in the City of Langford (hereinafter: Langford).

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

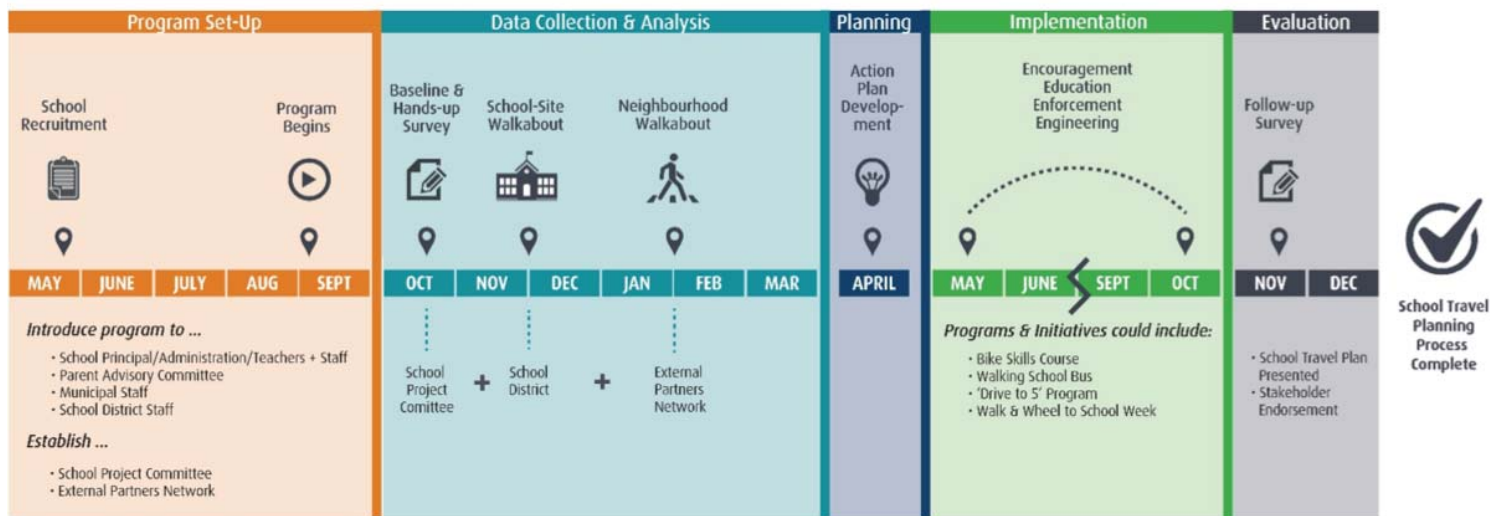
STP involves a network of representatives of key school-transportation stakeholder groups who make up a Stakeholder Committee and inform and support the STP process. Organizations and individuals that contributed to the STP process included administrators, teachers, staff, parents, and students from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

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

The School Travel Planning Process

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

Active & Safe Routes to School SCHOOL TRAVEL PLANNING PROCESS



Ruth King Elementary is part of School District 62, and is located at 2764 Jacklin Rd. in the City of Langford in Greater Victoria. The school consistently enrolls over 250 students in kindergarten to grade 5, with 274 students enrolled in the 2017-2018 school year. Ruth King, which dates back to 1948 and previously received seismic upgrades in 1999, was approved for \$4.2 million in additional seismic upgrades. These began in February 2017 and are expected to be completed in December 2017.

Ruth King runs a Strong Start program, providing free, drop-in early learning for children 5 years of age and younger, as well as their parents. The program runs every weekday from 8:45 a.m. to 11:45 a.m. The school also offers a breakfast program, providing a no-charge breakfast to any student wishing to participate, and a school meal program that parents can sign up for. It runs an after-school program from 2:15 p.m. to 5:00 p.m. that parents can apply to and use for a nominal fee.

Neighbourhood Overview

Ruth King is located in a mixed urban-residential area that received a Walk Score of 83/100 and a Transit Score of 47/100 – a very walkable neighbourhood with some transit. Walk Score is a measure of neighbourhood walking and transit accessibility, and is often an indicator of community health and well-being (www.walkscore.com).

The school is immediately surrounded by residential homes: detached single-family houses, townhouses, and low-rise apartments. Additionally, there are some local businesses on Goldstream Ave. east of Jacklin Rd. The school is less than 1 km from Spencer Middle School, and just over 1 km up the road from a large urban centre near the intersection of Jacklin Rd. and Langford Pkwy. It is also 1 km from the Langford Softball Field and roughly 2 km from Langford Lake and the Ed Nixon Trail that wraps around it.

Transportation Overview

Ruth King is located on Jacklin Rd., a local road with sidewalks and sections of bike lane, and its southern border sits on Goldstream Ave., an arterial road with bike lanes and sidewalks. The school is 1 km west of Highway 14 and another large urban

centre with many shops and services. The Trans Canada Highway is less than 200 m north of Ruth King; the nearest onramps are 1 km east and 1.5 km west of the school.

According to Statistics Canada's 2011 National Household Survey, 7% of employed Langford residents over the age of 15 report using active transportation modes to get to work.

Methodology and Results

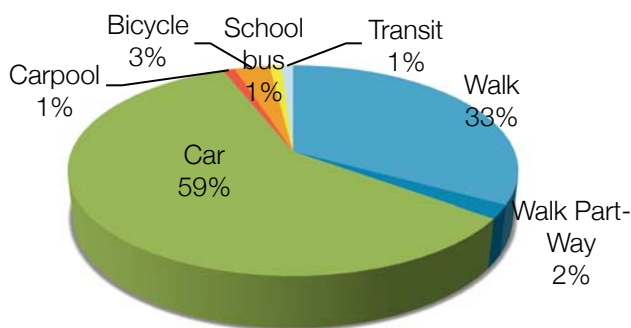
Baseline school travel data was collected through a variety of methods, including student hands-up surveys, family take-home surveys, a school site visit and walkabout, and meetings with the school community.

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

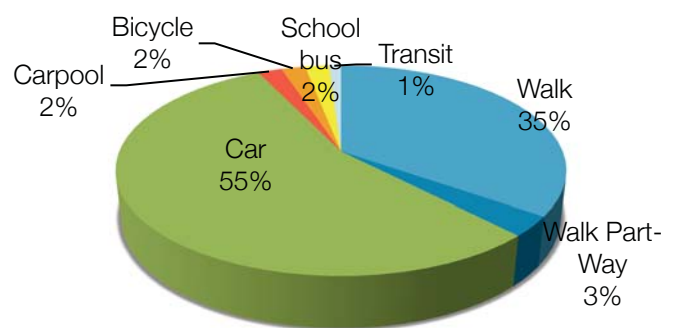
The school site walkabout at Ruth King took place in December 2016 and the neighbourhood walkabout occurred on March 8, 2017. The walkabouts were attended by parents, students, the principal and various other Stakeholder Committee members, who observed the school’s travel patterns and toured the area 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.

Hands-Up Travel Surveys

10 out of 13 divisions of students participated in baseline hands-up surveys in October 2016. Teachers asked students to raise their hands when identifying their method of travel to school, and recorded responses daily over the course of one week. Results from this survey are presented below.



▲ To-school travel mode share



▲ From-school travel mode share

Driving was the most common reported travel mode to and from school (59% and 55%, respectively). Walking was the next most common travel choice, representing roughly one third of trips to and from school. All other modes represented a very small proportion of travel.

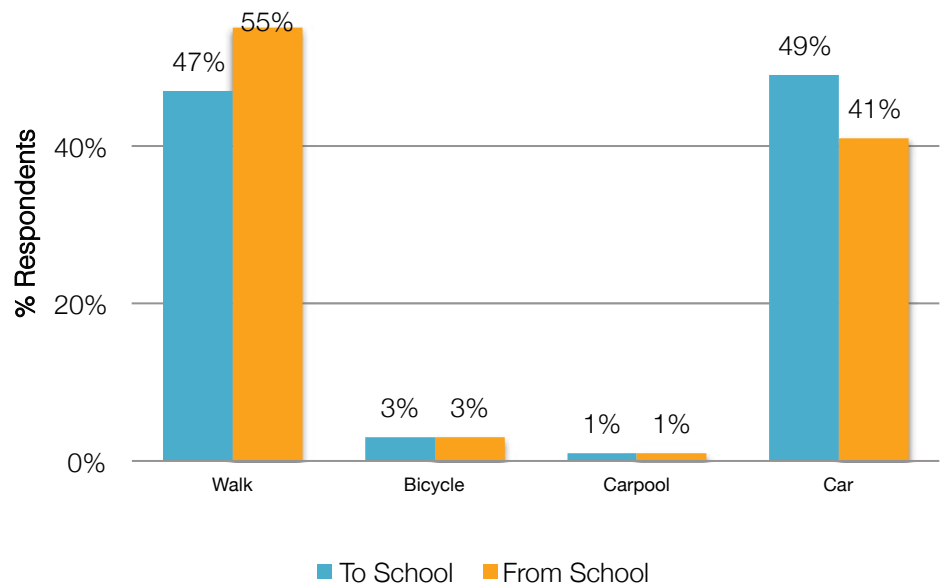
A copy of the baseline hands-up survey is attached to this document as Appendix C.

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 D.

84 families baseline family take-home survey. The findings from this survey are presented below.

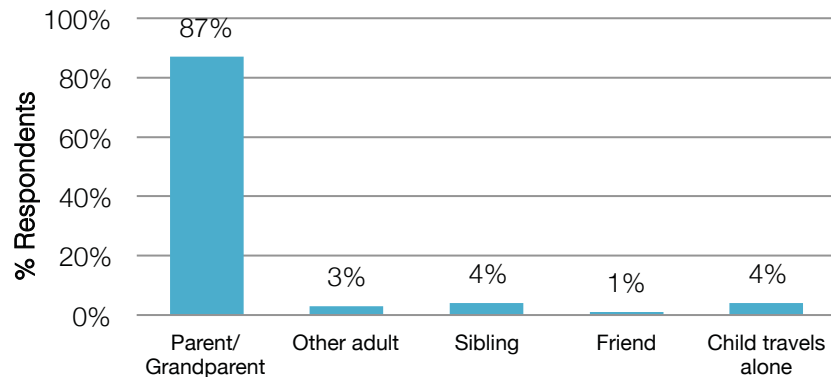
▼ How does your child(ren) usually get to and from school?



Among families who responded to the baseline family survey, walking was the common means of travel, account for about half of trips to (47%) and from (55%) school. Driving was slightly less

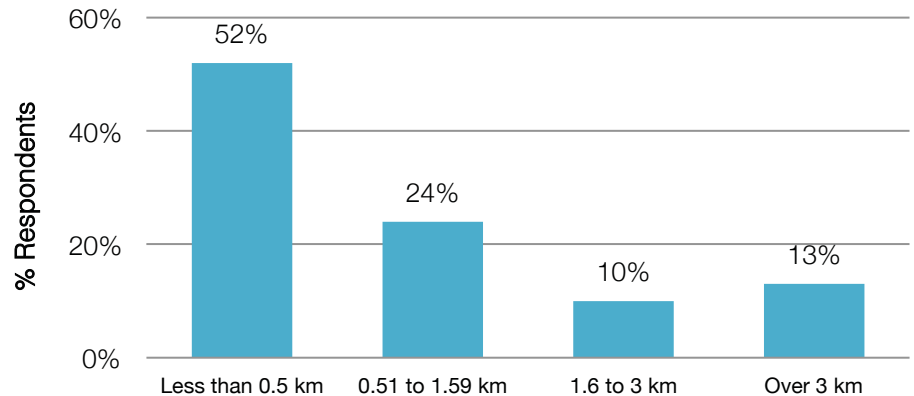
common (49%/41%), and a small number of students rode their bikes (3%) or the school bus (1%).

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



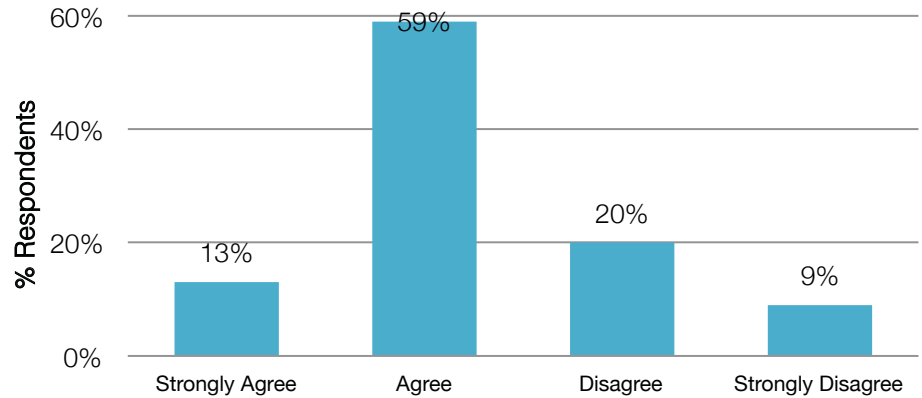
The majority (90%) of students travel to and/or from school with an adult, while 5% travel with a sibling or friend and 4% travel alone.

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



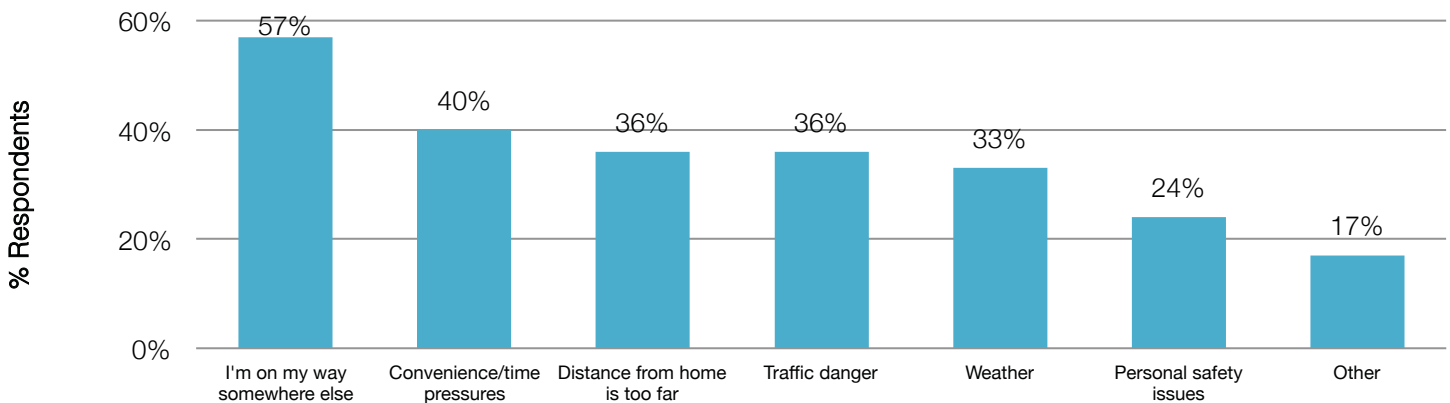
Of all families surveyed, the largest proportion (52%) lives less than 0.5 km from the school, with 75% of these students walking to school and 22% being driven. In the 13% of families that live over 3 km away, all children are driven to school.

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



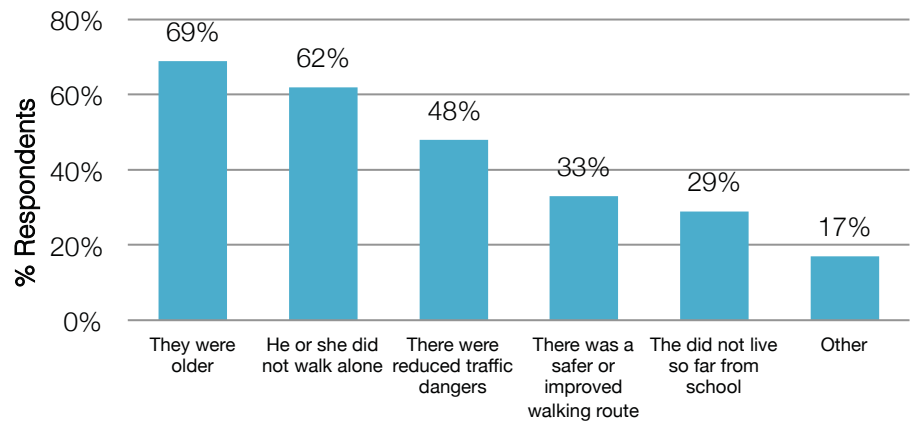
The majority (72%) of families believe that their neighbourhood is safe for their child(ren) to walk to and from school. Factors such as convenience, the age of their child(ren), and having safe travel routes seem to be the largest influencers on active transportation choices, according to the survey data.

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



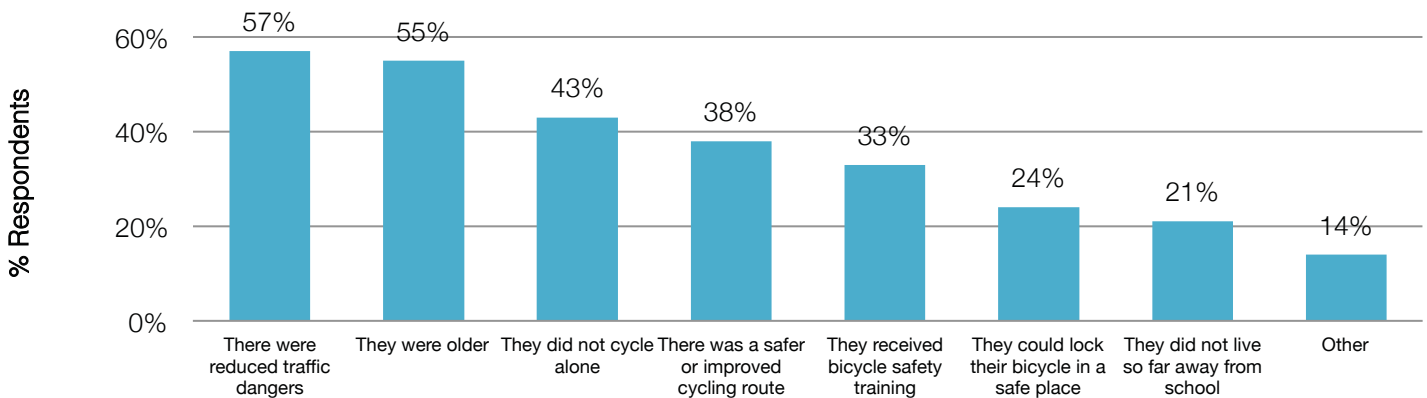
Parents cited being “on the way to somewhere else” (57%), “convenience” (40%), “distance” (36%), and “traffic dangers” (36%) as the most common reasons for driving their child(ren) to and/or from school. “Weather” was also a relevant reason for 33% of respondents.

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



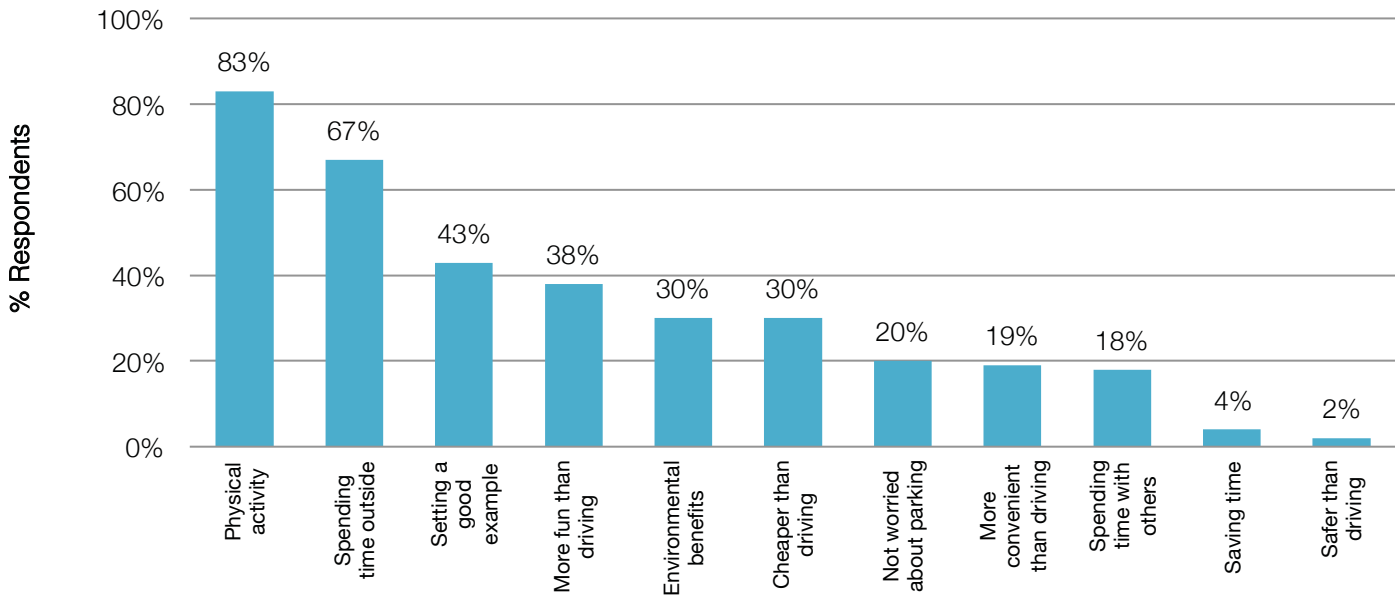
Of the 42 families that reported driving their child(ren) to and/or from school, the most common conditions under which parents indicated they would allow them to walk to and/or from school were if the child(ren) “were older” (69%), “if they were not alone” (62%), and “if there was reduced traffic” (48%).

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



Similarly, parents indicated that they would allow their child(ren) to bike to and/or from school primarily if “there was reduced traffic dangers” (57%), if the child(ren) “were older” (55%), and if “they were not alone” (43%). Also of relevance were if “there were safer routes” (38%) and if the child(ren) “received bike training” (33%).

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



When asked what motivates families to walk or cycle together, the most common reasons were the benefits of “physical activity” (83%) and “spending time outside” (67%), followed by “setting a good example” for their child(ren) (43%) and it being “more fun than driving” (38%).

Transportation Walkabout

Two walkabouts were held at Ruth King 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, took place in December 2016 to explore issues pertaining to the school site and campus.

A community walkabout, attended by members of both the school community and the external partner network, was held on March 8, 2017 to explore traffic safety issues and potential walking and cycling routes around the school.



RUTH KING WALKABOUT



WEDNESDAY, MARCH 8
2:00 pm – 3:30pm
 Walk leaves from entrance promptly at 2:00

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





▲ Invitation to the community walkabout at Ruth King

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 Ruth King, which is attached to this document as Appendix A.

This section highlights the main travel challenges as identified by Ruth King families through the take-home baseline surveys in October 2016, by participants in the school walkabout in December 2016 and neighbourhood walkabout in March 2017, and from PAC consultations.

Due to its location close to a busy shopping district and the configuration of the surrounding streets, Ruth King experiences on-going motor vehicle traffic-related challenges. This section presents recommended solutions, drawn from the school community and best practices in the field of ASRTS, to overcome the barriers to active travel at Ruth King. The School Travel Action Plan (Appendix A) provides a list of all upcoming actions and completed actions taken to address some of these issues.

A parent commented in the take-home survey that a nearby and popular commercial area is “just a traffic nightmare in general for pedestrians.” The City’s website notes that “Langford is growing at a prodigious rate. Our rapid population growth, including a population increase of 19.2% between 2001 and 2006 alone, has attracted significant commercial development.” This trend, as well as ongoing development throughout the City, suggests that motor vehicle traffic will increase in Langford, and around the school, in the foreseeable future.

1. Vehicle Speeds and Pedestrians Safety on Goldstream Ave.

Families in the take-home survey expressed concerns about traffic safety because of speeding vehicles on Goldstream Ave. Participants in the school site walkabout noted that Goldstream Ave. is a busy road, as it has become the main thoroughfare to Highway 1, which leads to Victoria. When the school was built, the road did not access the highway. The current speed limit on Goldstream Ave. in front of Ruth King is 50 km/h.

Participants in the walkabouts suggested installing school zone signage and reduced speed limits along



▲ Goldstream Ave. looking west towards Matson Rd.

the stretch of Goldstream Ave. adjacent to the school in order to reduce motor vehicle speeds and increase awareness of the presence of children near the school.



▲ **Mixed infrastructure on the east side of Jacklin Rd.**

2.

Vehicle Speeds and Pedestrian Safety on Jacklin Rd.

The front entrance of the school faces east towards Jacklin Rd., a two-lane road that runs north-south through the Ruth King catchment area. A sidewalk, separated from the street by a verge of grass, runs along the west side section of Jacklin Rd. adjacent to the school. The sidewalk on the east side of the section of Jacklin Rd. across from King Ruth was completed in fall 2017; there are designated parking spots along the road and one short stretch of bike lane across from the school.

Through the take-home survey and during PAC meetings, families expressed concern about speeding on Jacklin Rd. The stretch of Jacklin Rd. adjacent to the school is a school zone, with signage and 30 km/h speed restrictions. During the walkabout, participants observed that a tree obstructed the school zone sign for southbound drivers on Jacklin Rd.



▲ **School zone sign on Jacklin Rd. obscured by foliage**

Participants in the walkabouts suggested installing speed bumps or humps along the stretch of Jacklin Rd. adjacent to the school in order to reduce motor vehicle speeds in the school zone.

3.

Personal Safety and Visibility on Jacklin Rd.

During both the school site and community walkabouts, members of the Ruth King community expressed personal safety concerns about the lack of lighting at the entrance of the school and on the west side of Jacklin Rd. Before-school care starts at 7 a.m. and after-school care ends at 5.30 p.m., which means that during winter months students are walking to school in darkness or dim light. Participants in the walkabout suggested installing lighting on the west side of Jacklin Rd. to improve the comfort and safety of students and families walking to school.

The Engineering Department of the City of Langford noted that the current lighting conditions on Jacklin



▲ **Few streetlights on Jacklin Rd., and none on the school-side**

Rd. meet the City’s requirements, and that, while developers on the east side of Jacklin Rd. would be required to install additional street lighting in accordance with the City’s development policy, additional lighting would not be installed on the west/school side of Jacklin Rd.



▲ **Tall plantings on Goldstream Ave.**

4.

Pedestrian visibility on Goldstream Ave.

Through the take-home survey, Ruth King families expressed that they felt parked vehicles and overgrown vegetation were impeding sightlines and visibility on Goldstream Ave., especially at children’s height, and adversely impacting the safety of students and families walking to school. During the community walkabout, participants suggested removing or trimming bushes at intersections and driveways in order to improve visibility.

5.

Cycling around Ruth King

The City of Langford has created a number of bike lanes near Ruth King in recent years. There are painted bike lanes on Goldstream Ave. near the school, intermittently along parts of Jacklin Rd., and on nearby Strathmore Rd. and Peatt Rd.

Through the take-home survey, parents raised concerns that the bike lanes around the school are not safe for young or inexperienced cyclists. They mentioned that cars often drive close to or park in the bike lanes near the school, which are painted on to the roadway but not physically separated from vehicle



▲ **Intermittent bike lanes on**

lanes. Parents also mentioned that the gaps in the sidewalk network around Ruth King often lead to children walking in bike lanes, close to vehicle traffic.

Jacklin Rd.



▲ Parents are concerned that Langford’s bike lanes are not suitable for young cyclists

There is a covered area on the east side of the school, which contains a bike rack; participants in the school site walkabout noted that it is an asset year-round. Participants in the community walkabout requested that an additional bike rack be installed at the front of school, under cover and protected from the elements.

During the community walkabout, participants discussed the benefits of a bike safety program in which the participating students would ride the actual routes they are using to travel to and from school. They suggested that practicing with traffic could build confidence and help students feel safer.



▲ **The original mid-block crosswalk on Jacklin Rd. near the school**

6.

Pedestrian crossings on Jacklin Rd.

There are three east-west pedestrian crossing facilities on the block of Jacklin Rd. between Goldstream Ave. to the south and Brock Ave. to the north: a full, pedestrian activated traffic signal at the intersection of Jacklin Rd. and Goldstream Ave., a mid-block crosswalk, and a marked crosswalk and stop sign at the intersection of Jacklin Rd. and Brock Ave.

At the outset of the STP process in the fall of 2016, the mid-block crosswalk on Jacklin Rd. was located just south of the school, across from the school playground. Participants in the community walkabout reported that when southbound traffic on Jacklin Rd. backs up from the Goldstream Ave. intersection and vehicles stop in front of the school, drivers heading north seem not to know whether they are stopped for the crosswalk or for lights. Participants reported that with sightlines on Jacklin Rd. compromised, these drivers frequently do not stop for pedestrians crossing or waiting to cross from west to east, forcing families to wait to cross and putting children at risk.

During the school site walkabout, participants witnessed several students and parents crossing Jacklin Rd. mid-block north of the crosswalk. The walkabout participants suggested that the crosswalk be moved further north, closer to the main entrance of the school and further away from the intersection of Jacklin Rd. and Goldstream Ave., and that pedestrian controlled beacons be installed to alert drivers to the presence of pedestrians waiting to across.

7.

Pedestrian crossings at the intersection of Goldstream Ave. and Jacklin Rd.

According to the take-home survey results, the intersection of Goldstream Ave. and Jacklin Rd. is part of the walking route to school for many Ruth King families, and is the subject of a number of traffic safety concerns. Parents reported that cars often exceed the speed limit through the intersection and frequently fail to comply with traffic signals, making this intersection uncomfortable and unsafe for walking families even with the crossing guard’s assistance.



▲ **The intersection of Jacklin Rd. and Goldstream Ave., looking north**



▲ **The intersection of Jacklin Rd. and Goldstream Ave., looking east**

According to school site walkabout participants, Ruth King’s only crossing guard is stationed at the intersection of Jacklin Rd. and Goldstream Ave. The crossing guard patrols the intersection before and after school, and facilitates crossings on the north side of the intersection.

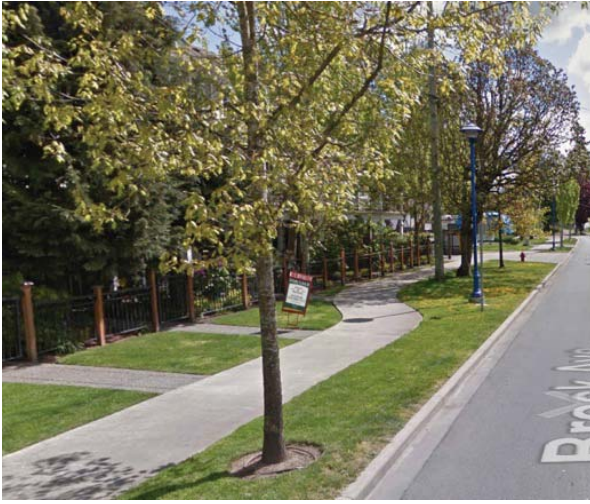
At the walkabout, Ruth King community members indicated that they would like the period of time the intersection is patrolled by a crossing guard extended, and another crossing guard added, to

facilitate safe pedestrian crossings on the other side of the intersection. The City of Langford provides funding for crossing guards at its schools.



▲ **The curb return on the northeast corner of the intersection of Goldstream Ave. and Jacklin Rd.**

Reducing the radii of the curb returns at the intersection of Jacklin Rd. and Goldstream Ave., especially on its northeast corner, would improve pedestrian comfort and safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed. Installing pedestrian countdown signals would help pedestrians to determine when it is safe and convenient to cross. Providing a leading pedestrian interval phase would provide an advanced walk signal for pedestrians, allowing them to begin crossing the road before motor vehicles have a green light.



▲ **Pedestrian infrastructure on Brock Ave. including sidewalks and pedestrian lighting**

8. Brock Ave. but no crosswalk signage

Pedestrian safety at the intersection of Jacklin Rd. and Brock Ave.

Brock Ave. is a two-lane residential road that runs east-west through the Ruth King catchment area, north of the school. There is a sidewalk on the north side of the roadway, and the section of Brock Ave. directly north and for a block east of the school is signed as a school zone, with a reduced 30km/h speed limit. Participants in the walkabout suggested that Brock Ave. was a good example of what the area around the school should look and feel like: safe and well lit, with great infrastructure.

However, families in the take-home survey and at PAC consultations expressed concerns about the safety of students crossing the intersection of Brock Ave. and Jacklin Rd. Participants reported that, especially during the periods before and after school, drivers frequently failed to yield the right of way to pedestrians waiting to cross at this intersection, or look for them when they turned from Brock Ave. onto Jacklin Rd.



▲ **Painted crosswalks and curb bulge on Brock Ave.**

A curb bulge has been installed on the north side of the north-south crosswalk, reducing the distance pedestrians crossing north-south must travel in the roadway. However, there are no crosswalk signs in place to alert drivers on Brock Ave. to the presence of the crosswalk.

On the south side of the intersection there is both a stop sign for northbound traffic on Jacklin Rd. and zebra stripes painted on the roadway to mark the crosswalk. However, curb return radii on both the southwest and southeast corners of the intersection are quite wide, enabling vehicles to maintain speed while turning onto or off of Jacklin Rd., reducing the visibility of pedestrians waiting to cross, and increasing the distance pedestrians must spend in the roadway.



▲ **Wide curb returns at the intersection of Jacklin Rd. and Brock Ave.**

Walkabout participants suggested increasing police enforcement at this intersection in order to improve compliance and ensure student safety. Installing appropriate signage at the crosswalk on Brock Ave. and tightening the curb return radii on the southwest and southeast corners of the intersection would improve crossing conditions for Ruth King families and neighbourhood residents. Smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.

9.

Pedestrian safety on Matson Rd.

Matson Rd. is a two-lane street that runs north-south to the west of Ruth King, with parking permitted on both sides of the street.

An east-west crosswalk is signed and marked with zebra stripes at the intersection of Matson Rd. and Preston Way, west of the school, and there are short, intermittent stretches of sidewalk on the west side of Matson Rd. between the crosswalk and Brock Ave. to the north. However, there is no sidewalk on Matson Rd. between Goldstream Ave. and Preston Way. Families walking to school along Goldstream Ave. (which, according to the baseline family survey, is the most popular walking route to Ruth King from the west) have three options: continue along the Goldstream Ave. to Jacklin Rd. to access the front entrance of the school; walk on the shoulder of Matson Rd., or in the roadway if cars are parked on the shoulder, to access the back entrance of the school; or walk on a north-south social trail on school property east of Matson Rd., inside the fenced



▲ Cars parked on the shoulder of Matson Rd.

playing field, to access the back entrance of the school.



▲ **Entrance to the social trail on school property near the intersection of Matson Rd. and Goldstream Ave.**

During the walkabout, participants suggested that students and families walking to Ruth King from the west should be able to access the school safely and comfortably without having to walk all the way to Jacklin Rd. To this end, they requested that a dedicated all-weather pedestrian pathway be installed on school property, from the opening in the fence near the intersection of Matson Rd. and Goldstream Ave. to the paved pedestrian pathway connecting the parking area to the back entrance of the school. Another option to provide safe and comfortable access to the west side of the school site for walking families would be to install signage on the east side of Matson Rd., between Goldstream Ave. and the parking area, that prohibits vehicles from parking or stopping in the area.



- ▲ **Dirt paths near entrances to the school grounds are wet and muddy for much of the school year**

10.

Pedestrian access to the school grounds

According to participants in the school site walkabout, there are five or six access points to the school grounds from all directions. During the community walkabout, participants noted that many of the pedestrian entrances to the school grounds feature large depressions, in which puddles form during the fall, winter and spring. Children must walk through these on their way to school.

Participants of the walkabout also pointed out a large pothole in the sidewalk near the entrance to the staff parking lot. During winter months, the pothole is hard to see and frequently full of water, presenting a hazard to students and families walking to school. Walkabout participants suggested that the holes should be filled.

11.

Traffic safety in front of the school

According to walkabout participants, despite frequent reminders not to do so and the presence of signage to that effect, many parents use the staff parking lot as a drop-off loop. Because it was not intended for that purpose, there are no signs or conventions dictating traffic flow, and the area is frequently congested. Parents also occasionally use the private parking lots on the east side of Jacklin Rd., causing friction between the school and its neighbours and prompting the administration to post signs outlining the risks of such behaviour.



- ▲ **Entrance to the staff parking lot with a small sign prohibiting student pick-up and drop-off**



▲ **The parking area on Matson Rd. provides convenient access to the school**

Through the baseline family surveys, parents reported that congestion resulting from this drop-off activity creates safety issues for all students and families approaching the front entrance of the school. In an effort to improve conditions, the school administration encourages driving parents to pick up and drop off their children at the parking area on Matson Rd., which is longer, safer, and just as accessible as Jacklin Rd. The parking area on Matson Rd. also provides convenient access to the school, as at the beginning of the school day, all students must enter the school through its entrance at the gym, which has doors that open to the rear/west side of the school.

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

Engineering and Infrastructure

Timed parking signs on Matson Rd.

The school administration encourages driving parents to pick up and drop off students at the parking area on Matson Rd. in order to reduce congestion and improve traffic safety in front of the school. To support these efforts, Langford installed "15 Min[ute] Max" parking signs in the parking area in the summer of 2017. The signs are intended to ensure that the area is not used for long-term parking and will be accessible to parents dropping their child(ren) off at, or picking them up from, school.



- ▲ **New signs limit how long vehicles can park in the parking area off Matson Rd. during the school day**

Improving the visibility of the school zone sign on Jacklin Rd. north of the school

The stretch of Jacklin Rd. adjacent to the school is a school zone, with appropriate signage and 30 km/h speed restrictions. During the walkabout, participants pointed out that the sign had become obscured by tree foliage.



▲ The school zone sign on Jacklin Rd. was relocated to improve its visibility

In the spring of 2017, after being alerted to this issue, the City improved the visibility of the school zone sign by relocating it to a lamppost that would not be blocked by the tree.

Trimming greenery

During the community walkabout at Ruth King, participants pointed out that over-grown vegetation was compromising sightlines on Goldstream Ave, especially at children's height, reducing the visibility and impacting the safety of students and families walking to school. In summer of 2017, City of Langford staff trimmed the greenery according to City's regulations.

Moving the crosswalk on Jacklin Rd.

In the summer of 2017, the City relocated the mid-block crosswalk on Jacklin Rd. further north, close to the front entrance of the school. The City's Engineering Department determined that pedestrian flashing beacons were not warranted at this crosswalk and would not be installed.



- ▲ **The mid-block crosswalk on Jacklin Rd. was relocated to be closer to the school**

Sidewalk on Jacklin Rd.

At the outset of the STP process at Ruth King, active travel infrastructure on the east side of Jacklin Rd. in the school zone was patchy: some sections of road had sidewalks, some had bike lanes, and some had no active travel infrastructure at all.



▲ **Part of the completed sidewalk on Jacklin Rd.**

In the fall of 2017, the City of Colwood filled in the gaps in the sidewalk on Jacklin Rd. in the school zone. The sidewalk is now continuous on the east side of the road from Goldstream Ave. to the south to Brock Ave. to the north.

Bike rack

Through its ASRTS program, the CRD sponsored a bike rack for Ruth King. It was installed in the covered area, on the east side of the school, by School District 62 staff in fall 2017.



▲ **New bike rack in covered area**

Enforcement

Think of Me Art and Enforcement Project

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



▲ RCMP handing out cards to drivers in school zone on Jacklin Rd. Photo: Colleen Woodger

In the fall of 2017, students at Ruth King were given Think of Me postcards with blank spaces on the front and pedestrian and vehicle safety information on the back. They were asked to draw and colour a picture to do with active transportation and vehicle safety around the school on the front of the postcard. Staff made colour copies of the cards, and the West Shore RCMP Traffic Unit distributed them to drivers who were pulled over for speeding during an enforcement blitz in the Ruth King school zone in November 2017.

Education and Engagement

Think of Me Campaign art work

Some of the Think of Me drawings were used for a traffic safety awareness campaign to communicate the importance of driving safely to drivers in the school zone. CRD staff worked with Ruth King to turn the cards into double-sided posters (18" x 24"). These posters were displayed as lawn signs in the school zone, with the goal of reminding drivers to slow down and drive safely around the school.



▲ **Think of Me artwork by Ruth King students. Photo: Colleen Woodger**

Best Routes to School Map

A Best Routes to School map was created for Ruth King. The routes on the map were selected based on the information gathered through the School Travel Planning process, as well as 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 poster-size map was displayed in the entrance area of Ruth King to let families know about the best walking and cycling routes to school.**

The poster-size map was displayed in the entrance area of Ruth King to let families know about the best walking and cycling routes to school.

Bike Skills Course

As part of the ASRTS program, Ruth King received a bike skills course for 24 of its students. Students were encouraged to bring their own bikes to the course, and additional bikes were provided to ensure every student was given the opportunity to participate. After a quick maintenance check to ensure the bikes were in good working order, the course was underway.

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

build cycling skills. Finally, games and obstacles were used to integrate and further practice skills.

Due to clear identification by parents that on-road cycling skills development was important for increasing cycling to school, an additional bike skills course with an on-road component was held in the fall of 2017.

WAY2GO

In the spring of 2017, students from Ruth King participated in a focus group – part of the WAY2Go campaign that was being run by Island Health. Way2Go (Girls emPOWERED2Go) is a social marketing intervention aimed at increasing the use of active transportation among girls (and other children who identify as female) between the ages of 7 and 15 who are living in the Capital Region.

**WAY2GO!
GIRLS**

Promoting active transportation to school in girls with Social Marketing

WHY ACTIVE TRANSPORTATION (ATS)?

Physical activity is associated with a multitude of positive health outcomes, but most Canadian youth do not meet recommended levels. Research shows that children who actively commute to school accumulate 20 minutes more activity per weekday than those who are driven.

WHY GIRLS AND SOCIAL MARKETING?

Girls engage in less ATS and overall physical activity than boys. Social Marketing emphasizes keeping the audience at the heart of a campaign by understanding their perspectives. In this project, 79 girls shared their views on ATS and the key messages needed to promote it.

- ▲ **Social marketing insights gathered during the focus groups were presented as an infographic**

Two sets of focus groups were conducted. The first set explored how girls understand and think about active transportation – the benefits, barriers, how to make it easier and more fun. In the second set, questions focused on the content and style of messaging which aims to encourage active transportation. Ruth King will be invited to participate in the implementation of the social marketing phase of this project.

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.

Ruth King 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 located at the front foyer of the school. Over the week, students completed 665 active transportation trips. Of these trips, 493 were on foot and 172 were on bicycle or scooter.

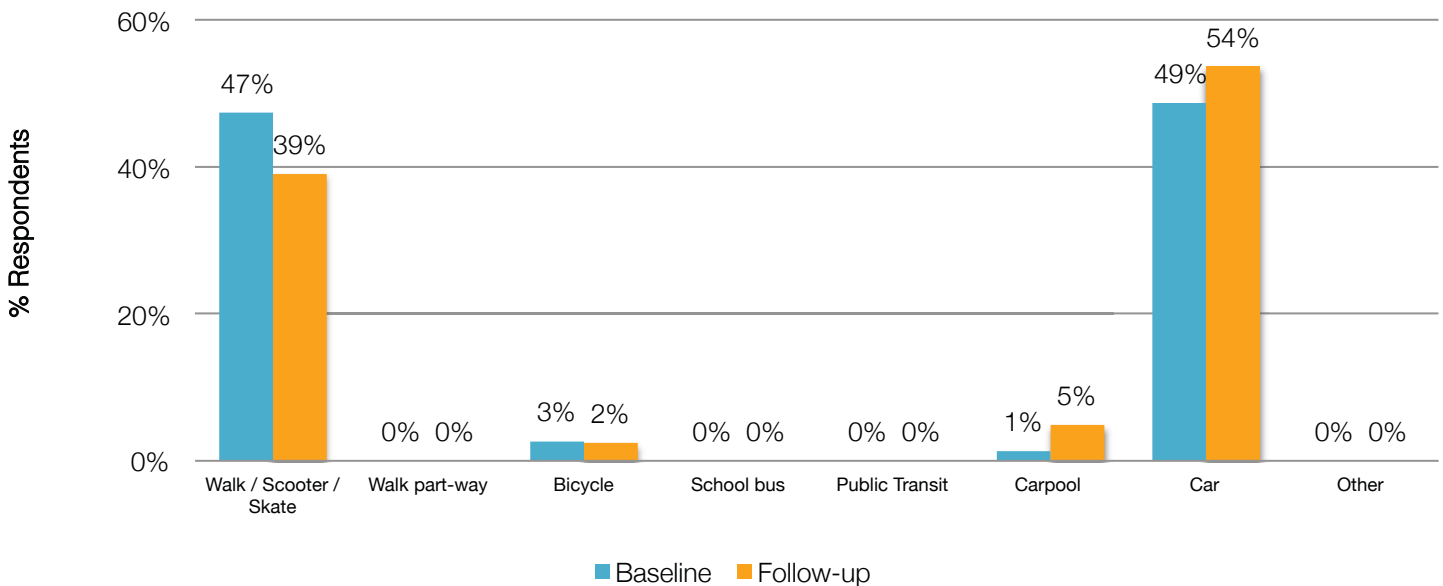
Ruth King had the most per capita walking trips during Walk and Wheel to School Week. As a prize, the school received a celebration station prize pack that included a tent, a table and wireless speakers.

Methodology and Results

Online surveys were completed during October and November 2017, a year after baseline data was collected. A total of 42 families completed the follow-up survey.

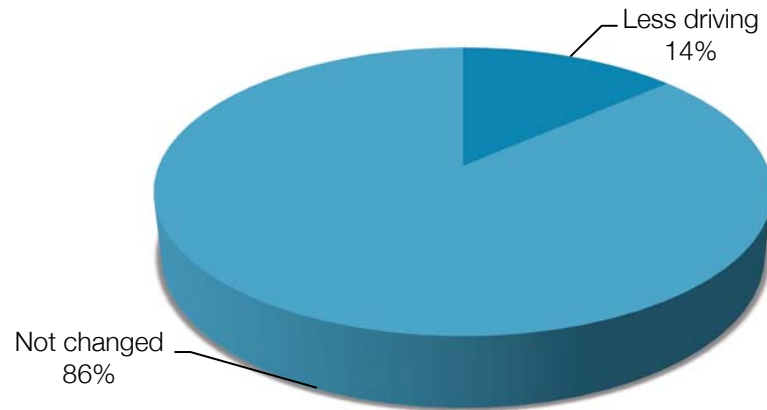
To confirm the data, generally speaking the travel mode trends were similar between the take home and hands up surveys across the participating schools. Still, it is important to note there are some limitations to the follow-up survey data. There was a lower response rate to the follow-up survey than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



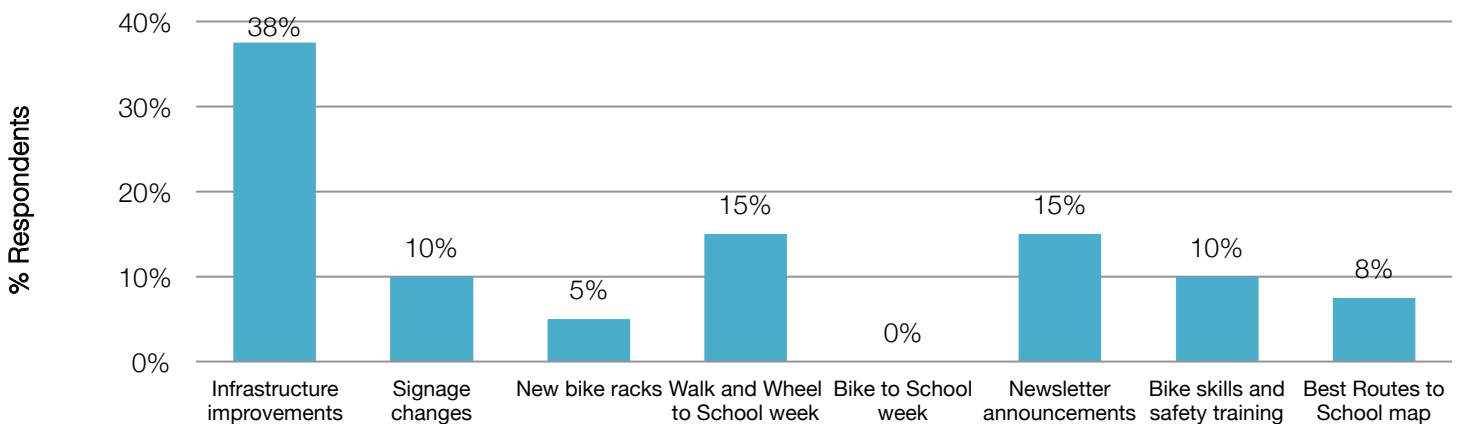
In the baseline survey conducted in the fall of 2016, 49% of families reported driving to school and another 47% reported walking. In the follow-up survey, 54% of families reported driving to school and 39% reported walking. Overall, the rate of driving to school increased slightly, while the rate of walking decreased.

▼ **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, 14% of families reported that they were driving less to school and 86% 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 and newsletter announcements were the most effective activities implemented during the STP process.

The results of the follow-up surveys are mixed with more students carpooling, but fewer walking for their trips 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

[Appendix A: School Travel Action Plan](#)

[Appendix B: Best Routes to School Map](#)

[Appendix C: Student Hands-up Survey](#)

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

[Appendix E: ASRTS Announcement](#)

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

[Appendix G: Base Map](#)

[Appendix H: Heat Map](#)



Appendix A: School Travel Action Plan

Ruth King Elementary School Action Plan

30/11/2017

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
School Travel Planning Facilitator								
N/A	STP	Best Route to School Map	Provide map of best routes to school for display and distribution	High	Complete	Sept-17		
Ruth King Elementary	STP	Bike Skills Course	Coordinate delivery of bike skills course for up to 24 students.	High	Complete	Nov-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		
Ruth King to Goldstream Ave, West to Matson Rd, North to Brock Ave, South on Jacklin Rd to Ruth King	STP	Neighbourhood Walkabout	Facilitate discussion with school administration, SD62, municipal staff, RCMP, Island Health and parents.	High	Complete	Feb-17	Send draft Action Plan to school administration, CRD, and municipalities for review	
Ruth King Elementary	STP	School Site Walkabout	Facilitate school site walkabout. Create and distribute walkabout summary to administrators and staff.	High	Complete	Dec-16		
N/A	STP	School Travel Action Plan	Report on actions for the STP, SD62 & school administration, and municipality	High	In Progress	Nov-17		

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
N/A	STP	Survey & Walkabout Summary	Present survey and walkabout summary to External Partner Network, including administrators, SD62, municipal staff, school board trustees, and RCMP Liaisons.	High	Complete	Feb-17		

Education and Encouragement Coordinator

N/A	Enc	Walk and Wheel Week	Oct 2-6 Walk and Wheel Week	High	Complete	Oct 2-6, 2017		
N/A	Enc	Coordinate Think of me campaign	Kids drawing traffic related pictures for RCMP officers to distribute; coordinate with ICBC	High	Complete	Fall 2017		
Rocky Point Road, in front of the school	Edu	Think of me posters for road display	Enlarge student Think of me art for temporary display along school property	Medium	Complete	November 2017		

City of Langford

Southwest quadrant of Jacklin Rd at Brock Ave	Eng	Improve visibility of School Zone sign	School Zone Sign at North end of Jacklin Rd at Brock Ave (heading south) is blocked by a tree.	Medium	Complete	Fall 2017		
East side (school side) of Matson Rd from Goldstream Ave to Brock Ave	Eng	Install "student pick up" and "student drop off" signs on Matson Rd school parking area	Install "student pick up" and "student drop off" signs on Matson Rd school parking area to ease traffic congestion on Jacklin Rd.	Low	Complete	Fall 2017		Maximum 15 min parking during school days signs installed.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Jacklin Rd at front entrance to Ruth King	Eng	Relocate crosswalk	Move Jacklin Rd crosswalk to a location just north of school entrance and install flashing pedestrian controlled lights. Crosswalk is currently south of the school's main entrance, too close to Jacklin at Goldstream crosswalk/ intersection. Pedestrian visibility is very poor for drivers due to traffic backing up (stopped at Jacklin, heading south)	High	Complete	Summer 2017	Determine safest and most desirable location for crosswalk	
All driveways along Goldstream Ave	Eng	Remove or trim bushes at Road/Business/Residential Crossings for better visibility	Bushes are tall enough to block visibility of children. Must be removed for safety on some corners. Some bushes are set back from crossings while others are not.	High	Complete	Summer 2017		Some of the shrubs have been trimmed according to City rules and regulations
Eastside of Jacklin Rd between Goldstream Ave and Brock Ave	Eng	Complete sidewalk	Add missing stretch of sidewalk.	High	Complete	Fall 2017		

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Sooke School District								
Matson Rd school parking	Eng	Create official drop off and pick up area	Ensure the parking lot is designed for short-term parking to assist with drop off and pick up	High	Complete			The drop off area has been created and some complaints from neighbours have been received.
North quadrant of Goldstream Ave at Jacklin Rd intersection	Enf	Crossing Guard	Fund 20 additional minutes of crossing guard time and/or fund additional crossing guard for South quadrant of intersection	High	Not started		Work with City of Langford and PAC to obtain funding	SD supports making a funding request to the City of Langford.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Jacklin Rd at front entrance to Ruth King staff parking lot	Eng	Discourage parents from entering staff parking lot	Ensure signage is large and clear and add persistent stencils. Hinder the lot from looking like a drop off loop by extending the north end of the crosswalk into the lot entrance to minimize the opening. This could be extended further to create designated pathway directly to the front entrance.	High	Not started		Determine best course of action and secure funding. Select new location for Facilities parking space. Many schools in the lower island have examples of how this can be effective.	The SD will develop a parking plan by June 30/18.
Jacklin Rd at front entrance to Ruth King	Eng	Fill puddles at all entrances	Gravel fill for entrances to gates around the school will provide safe and comfortable access for active travelers	Low	Not started			SD will take a look at this.
North east side of Jacklin Rd, sidewalk crossing in front of Ruth King Elementary	Eng	Fix potholes in staff parking lot	Fix extremely large and deep pothole within sidewalk area crossing main entrance and fix various potholes throughout the lot. Pothole along sidewalk is in the way of skateboarders and pedestrians; has caused injury during rainy season, as it appears to be a shallow hole but is quite deep.	High	Complete	October 2017		Parking lot has been paved.
South corner of school under outdoor covered area	Eng	Install bike rack in covered outdoor area	Covered area near corner of Jacklin Rd at Goldstream Ave is perfect for additional set of racks and necessary for bike traffic coming from this intersection.	High	Complete	October 2017		
South west entrance (Goldstream Ave at Matson Rd) to Preston Way entrance to Ruth King	Eng	Install gravel path	Create route for students to access the paved path to gym entrance	Low	Not started		Obtain funding or in-kind donations of gravel	The SD has created several accesses.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
Paths from Matson Rd to school building, incl. suggested path	Eng	Install lights	Make access to school building from Matson safer	Med	Not Started		Determine feasibility and obtain funding.	SD's lighting and security strategy is to minimize in order to keep vandalism down. Alternative measures will be explored.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
School Administration								
N/A	Enc	Best Route to School Map	Display and distribute Best Route to School Map	Low	Complete			

Jacklin Rd at front entrance to Ruth King	Eng	Install lighting at front of school	Install lighting outside of school entrance in staff parking lot to north and south of the main entrance along Jacklin Rd to improve safety for active travelers using main entrance of school	High	Not started		Submit request to Facilities	
Jacklin Rd at front entrance to Ruth King	Eng	Install separated pedestrian pathway from sidewalk to front entrance		High	Not started		Submit request to Facilities	
Along Jacklin Rd and Goldstream Ave within school zone	Enf	Speed and traffic enforcement	Both positive and regular enforcement is recommended for this region	High	Not started		Submit request to RCMP for additional service around the school site	Ongoing; Perhaps run 2 blitzes per year, one before school and one after spring break.
N/A	Enc	Walk & Wheel Wednesday	Implement program with prizes and punch cards	High	Not started	Apr-17 / Dec-17		

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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Parent Advisory Council

North quadrant of Goldstream Ave at Jacklin Rd intersection	Enf	Crossing Guard	Fund 20 additional minutes of crossing guard time and/or fund additional crossing guard for South quadrant of intersection	High	Not started		Work with school administration to obtain funding	
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Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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ICBC and RCMP

Along Jacklin Rd and Goldstream Ave within school zone	Enf	Speed and traffic enforcement	Both positive and regular enforcement is recommended for this region	High	Not started		Submit request to RCMP for additional service around the school site	Ongoing; Perhaps run 2 blitzes per year, one before school and one after spring break.
North End of Jacklin Rd at Brock Ave	Enf	Stop Sign Enforcement Blitz	Both positive and regular enforcement is recommended for this region	Medium	Not started		Submit request to RCMP for additional service around the school site	Ongoing; Perhaps run 2 blitzes per year, one before school and one after spring break.
Jacklin Rd/ school frontage	Enf	Think of me campaign	RCMP handing out traffic related drawings by students	Medium	Complete	November 2017		

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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Nolan Riding

Ruth King Elementary	Edu	Bike Skills Course	Coordinate delivery of bike skills course for up to 24 students.	High	Complete	Apr-17/May-17 and November 2017		
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Appendix B: Best Routes to School Map Safety in Numbers

Time pressure? On your way to somewhere else? Team up with another parent or neighbour to share the responsibilities of walking to or from school. If students are older, encourage them to walk or cycle with friends or with their younger siblings.



Be Bright at Night

Fall and winter means darker days and the need for extra vigilance as students and families walk, bike and drive. Make sure to dress in light and bright colours.



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.

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.



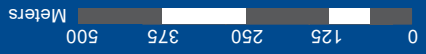
Ruth King Elementary

September 2017

Best Routes To School Map

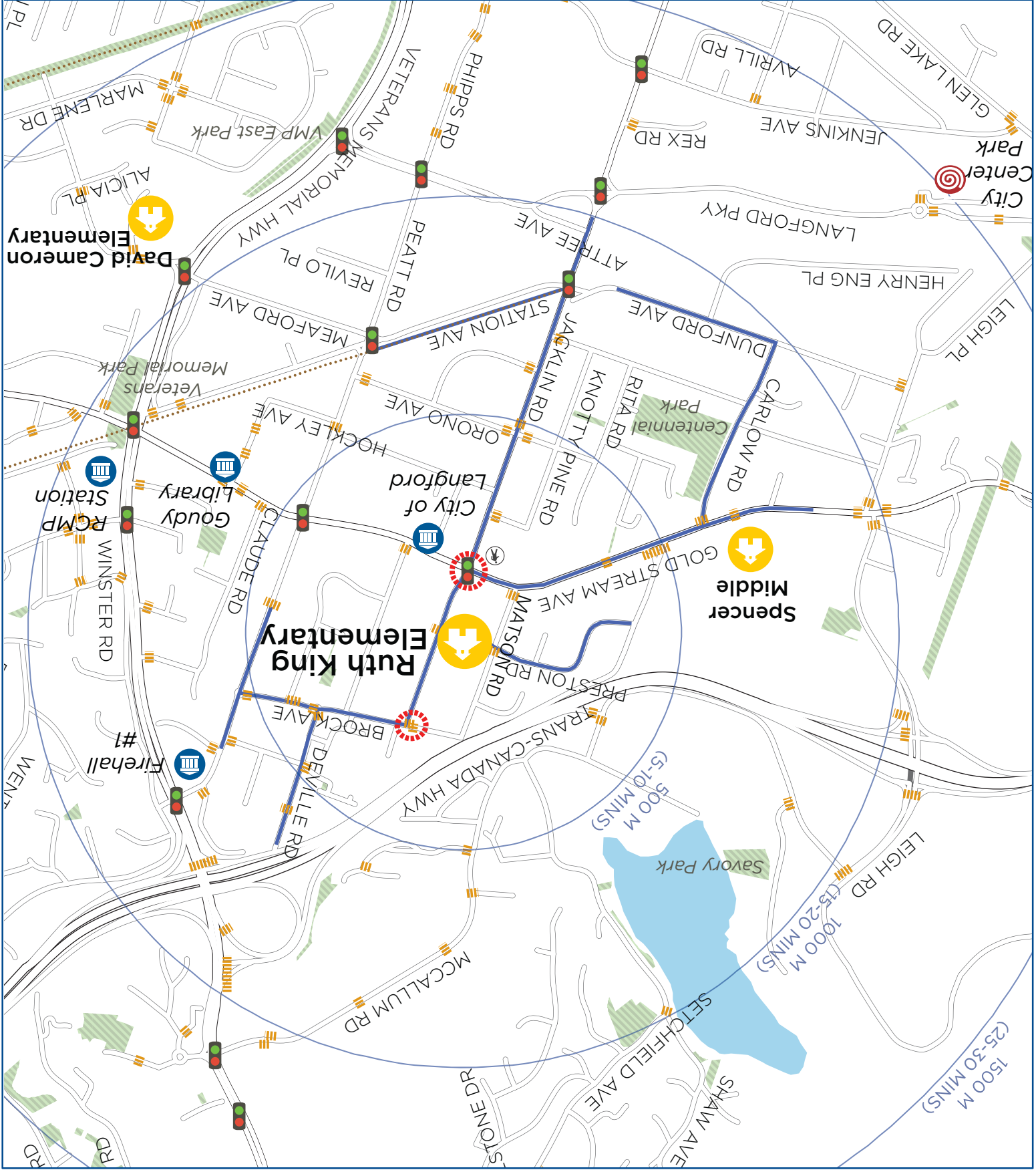
Best Routes to School are developed based on information we've received from parents, your school community and the municipality's transportation department. They are chosen to use the safest crossing points and to enable more people walk and cycle together.

Ruth King Elementary: 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.

- Crossing Guard
- Crosswalk
- Trail
- Best Route
- School
- Municipal
- Recreational/Cultural
- Traffic Signal
- Park



Appendix C: Student Hands-up Survey



HANDS-UP SURVEYS

Please complete this survey, using stand-up or hands-up methods: ask students to raise their hand's or divide in separate corners of the classroom.

School: _____

Teacher: _____ Grade: _____ Division #: _____ # Students: _____

Ask students: "How did you travel to school this morning?"

Day	Weather	Walked /scooter /skate	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other	Total
E.g. Mon	E.g. Rainy	E.g. 10	E.g. 1	E.g. 1	E.g. 1	E.g. 1	E.g. 1	E.g. 10	E.g. 1	E.g. 26
Total										
Avg=Total/5 not for teachers										

Ask students: "How will you travel from school today?"

Day	Weather	Walked /scooter /skate	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Total										
Avg=Total/5 not for teachers										

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

Appendix D: Family Take-home Survey



BOLDLY GO
LEAVE YOUR AUTO



HASTe
HUB for ACTIVE SCHOOL TRAVEL



City of Langford
www.cityoflangford.ca

Ruth King Elementary School

School Travel Planning

Wednesday, October 12th 2016

Dear Parent (Guardian):

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

The benefits of active school travel include:

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

Please take 8 to 10 minutes with your child(ren) who attend this school to complete this survey. Your answers will help us better understand the travel choices made by families at Cedar Hill middle school, with the purpose of improving the safety and health of the school community. **You only need to submit one survey per family, and return it by Tuesday, October 18th, 2016. There will be a prize for the first classroom that collects all of their surveys.**

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

Thank you,

Jeannie DeBoice
Vice-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 Tagalog (Philippino)
 Korean Mandarin/Cantonese/Chinese French Russian Vietnamese
 Other please specify: _____

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

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

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

STRONGLY AGREE AGREE DISAGREE STRONGLY DISAGREE

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

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

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

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

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

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

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

Everyone continue at question 10 below

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

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

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

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

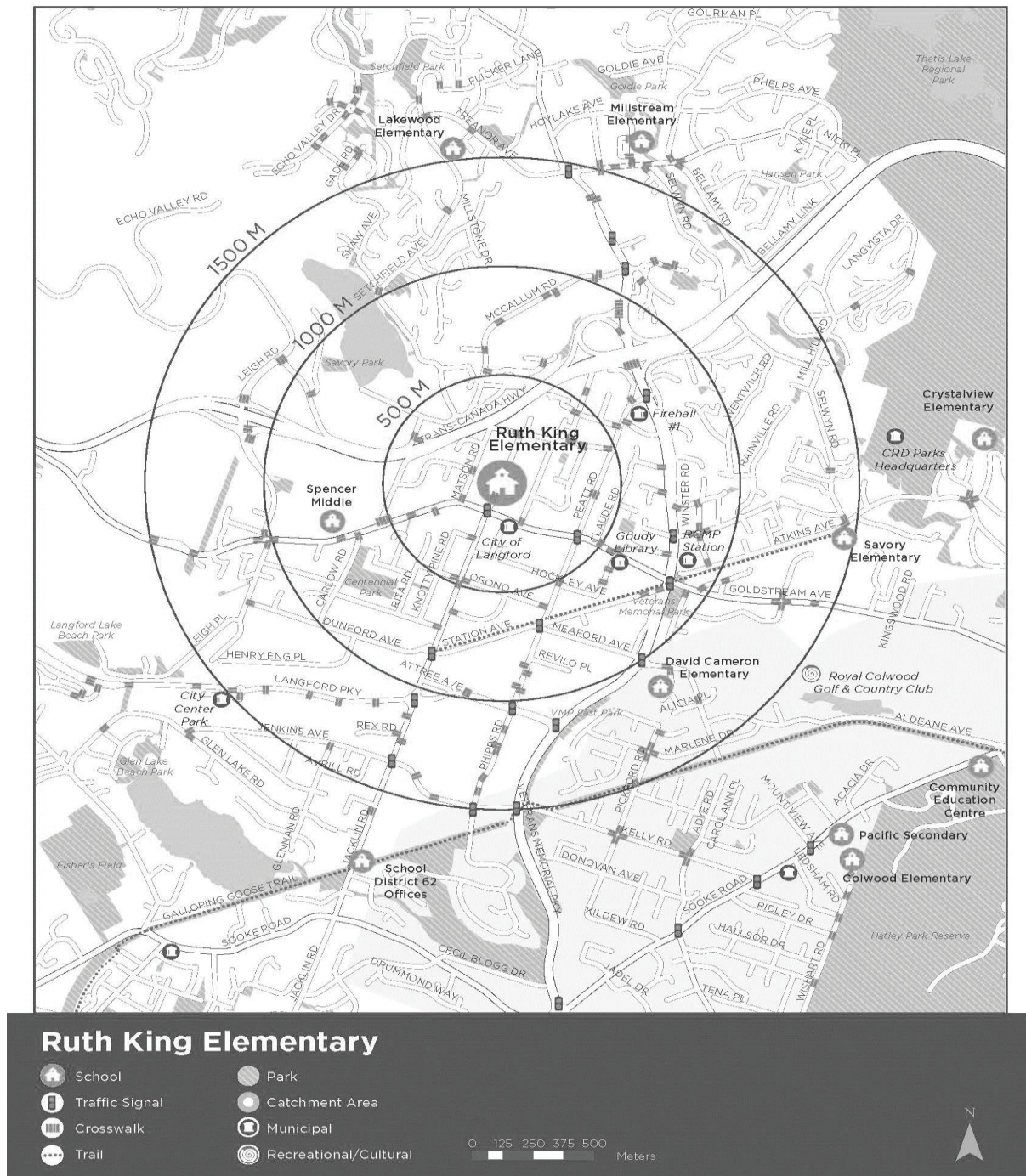
- YES NO

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

B. Walking / Cycling Routes to School

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

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



Describe any areas of concern in this table.

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

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

TUESDAY, OCTOBER 18TH 2016

HASTe BC (The Hub for Active School Travel) is the provincial lead for School Travel Planning in British Columbia: (www.hastebc.org)

School Travel Planning in the District of Sooke is part of the Capital Regional District's People Power program.



Appendix E: ASRTS Announcement

From: Jeannie Deboice
Date: Mon, Jan 30, 2017 at 10:24 AM
Subject: RE: HASTe - ASRTS - Communications
To: Ebony Logins

Hi Ebony: I don't have copies as I didn't know I was to keep them. But we talked about ASRTS at the meet the teacher night, and at PAC meetings in June, September and October. We posted the poster in the foyer as well.

Jeannie DeBoice
Vice Principal
Ruth King Elementary
[250-478-8368](tel:250-478-8368)

“Productive learning is the learning process which engenders and reinforces wanting to learn more.” – *Sarason*

Appendix F: School Travel Planning Membership

School Travel Planning Members

The School Travel Planning process for Ruth King (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

City of Langford

Engineering: Michelle Mahovlich and George Henshall

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

Insurance Corporation of British Columbia: Colleen Woodger

School Project Committee

Principal

Mark Kaercher

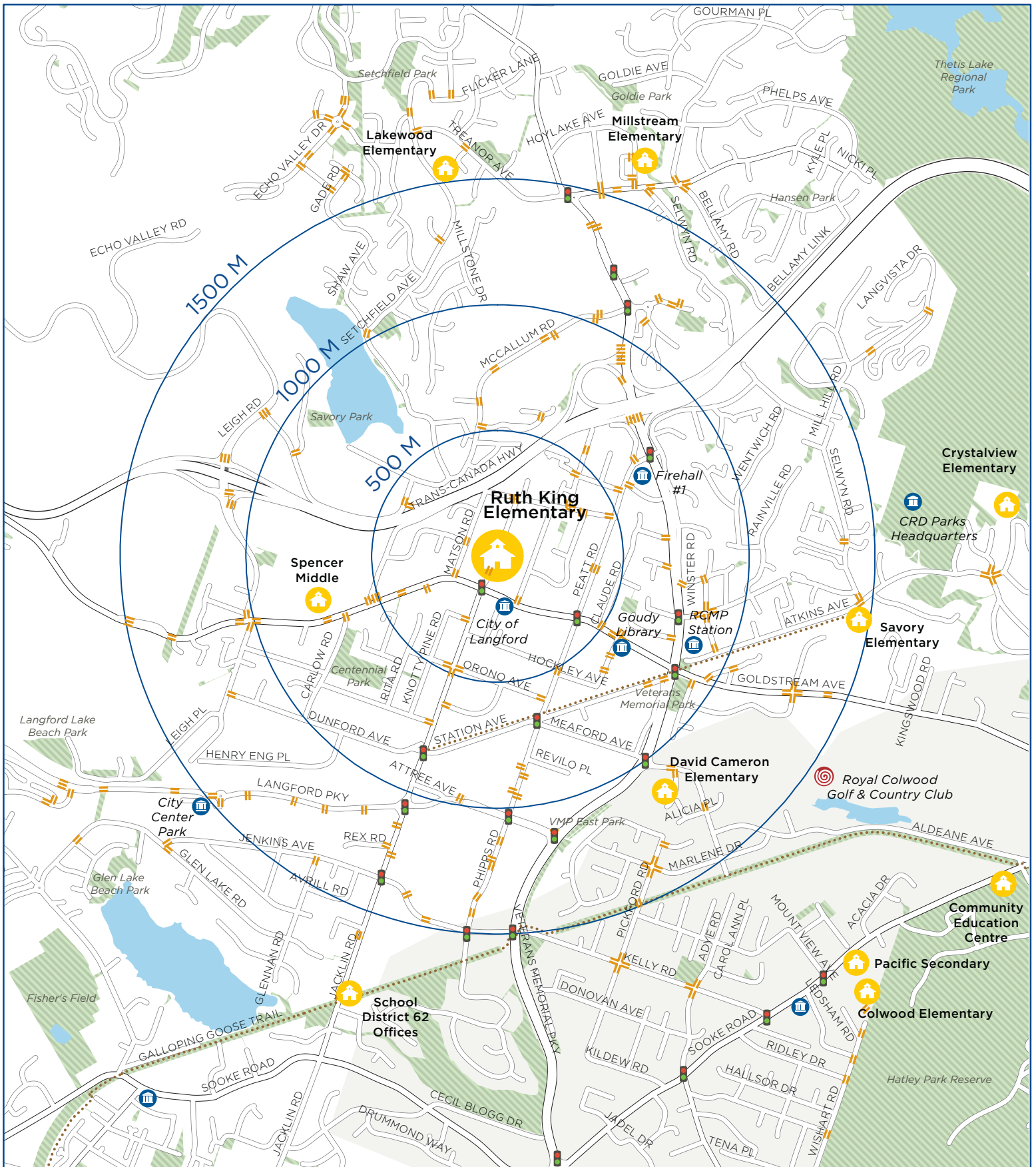
Vice Principal

Jeannie DeBoice

Parent Advisory Council

Amber Lansdell

Appendix G: Base Map



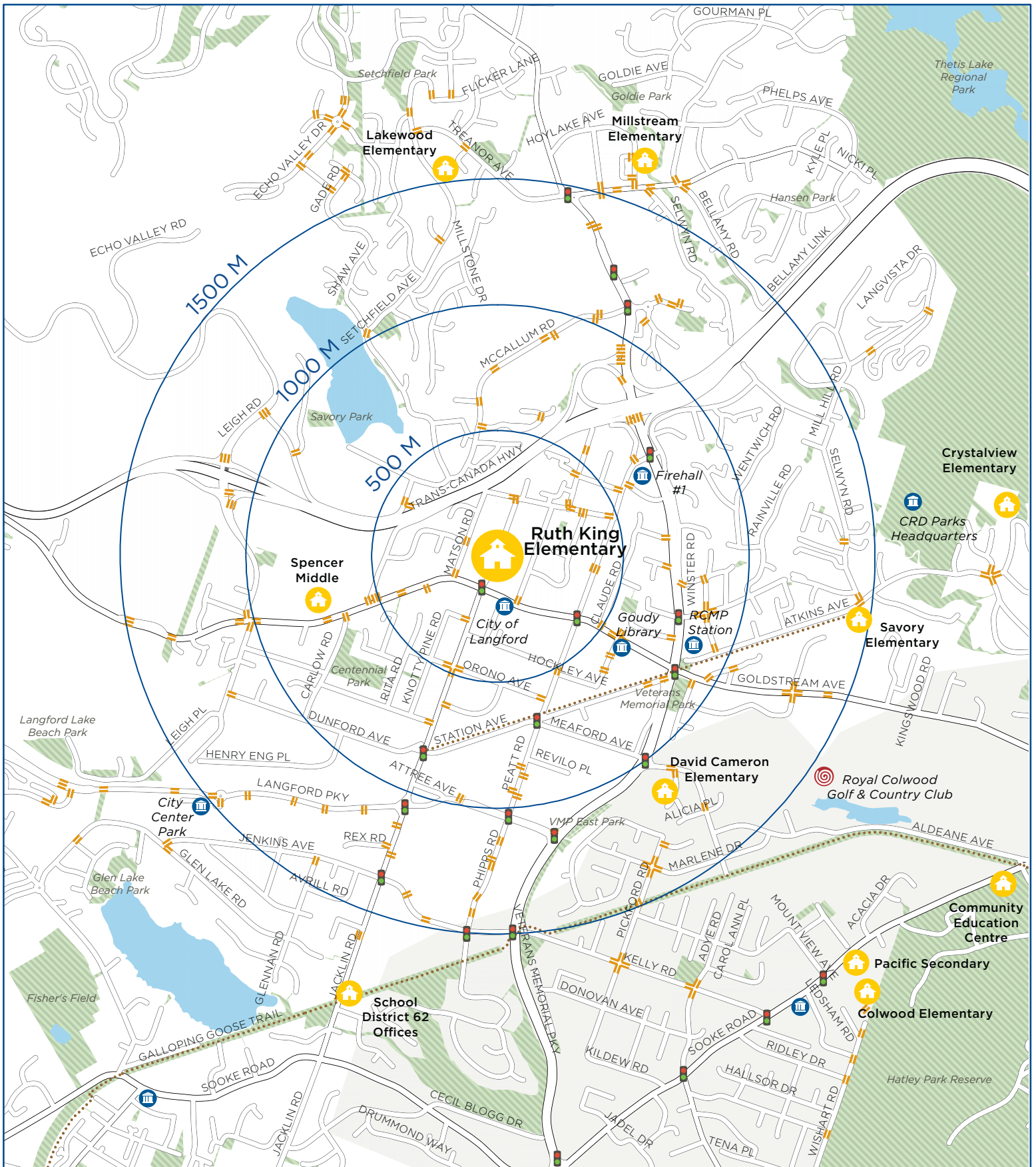
Ruth King Elementary

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

0 125 250 375 500 Meters



Appendix H: Heat Map

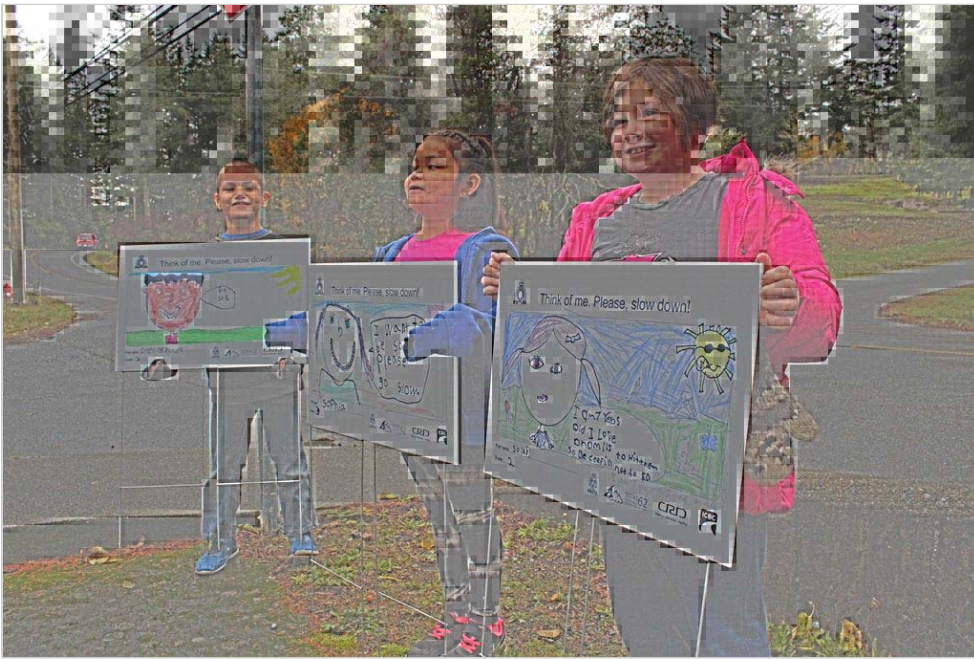


Ruth King Elementary (n = 34)

- 15-20 routes
- 5-10 routes
- 2-4 routes
- 1 route
- School
- Traffic Signal
- Crosswalk
- Trail
- Park
- Catchment Area
- Municipal
- Recreational/Cultural

0 125 250 375 500 Meters





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

ICBC speed campaign shows drivers what's at stake

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

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

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

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

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

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



RELATED: [Think of Me program in Oak Bay shows speeders what's at stake](#)

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

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

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

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

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

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

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