



School Travel Plan

Sidney Elementary School



CONTENTS

Introduction	5
Summary	5
Background	5
School Travel Planning	6
School Travel Planning process	7
School Overview	8
Neighbourhood Overview	9
Transportation Landscape	9
Baseline School Travel Data	10
Methodology	10
Hands-up Survey	14
Baseline Survey	16
School Travel Challenges	20
School Travel Planning Goals	27
Interventions	27
Action plan	28
Engineering Interventions	28
Education & Engagement Initiatives	29
Follow-up surveys	34
Methodology	34
Results	34
Conclusion	36
School Travel Planning Members	38

Appendices

Appendix A: Hands up Survey

Appendix B: Take-home Survey

Appendix C: Summary of Notes from School Site Walkabout

Appendix D: Summary Notes from Neighbourhood Walkabout

Appendix E: School Travel Action Plan

Appendix F: Best Routes to School Map

Appendix G: Bike Skills Course Survey

Appendix F: Cycling in Sidney Handout

PROGRAM FUNDERS

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.



Making a difference...together

The Capital Regional District (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. Their mission is to transform land use attitudes and practices through innovation, stewardship and learning.



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COMMISSION**

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

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



**VICTORIA
FOUNDATION**

INTRODUCTION

SUMMARY

The purpose of this School Travel Plan is to provide a summary of the 18-month school travel planning (hereinafter: STP) process at Sidney Elementary (hereinafter: Sidney School). 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 Action Plan items and to incorporate future evaluation findings. The School Travel Plan identifies and prioritizes engineering, encouragement and enforcement actions aimed at creating a safe and more comfortable environment for students and their families to walk, bike and roll to school.

This document consists of information compiled since the Capital Regional District's (CRD) Active and Safe Routes to School program began at Sidney School in the fall of 2016.

BACKGROUND

In 2016, the Capital Regional District initiated the Active and Safe Routes to School program. School districts and municipalities were solicited to identify schools that would benefit from school travel planning. Through this process, twenty schools, across 10 municipalities and one electoral area were recruited to participate in the program. This report focuses on Sidney Elementary located in the Town of Sidney.

SCHOOL TRAVEL PLANNING

School Travel Planning 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.

School Travel Planning is overseen and resourced in each community by an External Partners Network comprised of representatives of key school-transportation stakeholder groups. Sidney's External Partners Network comprised of staff from the Town of Sidney, Saanich School District, RCMP, Island Health, CRD Regional Parks, Ministry of Transportation and Infrastructure and the local MLA.

At individual schools, the School Travel Planning process is led by a STP Facilitator, who convenes a School Project 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.

Key benefits of School Travel Planning are:

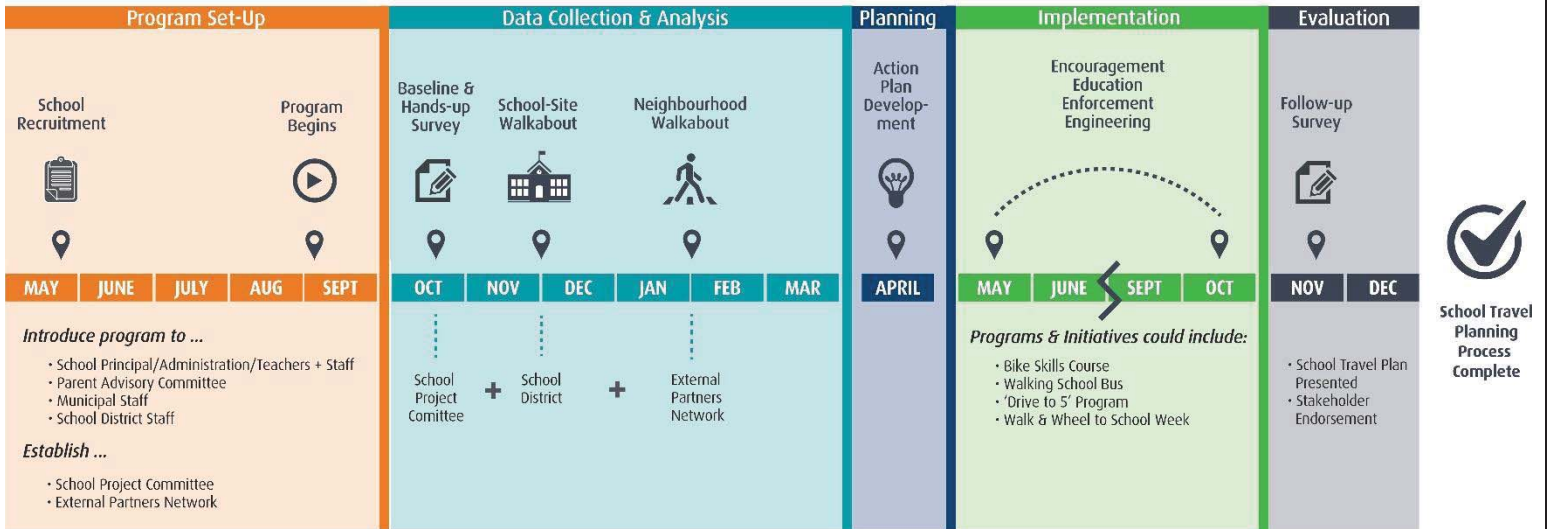
- Improved health and fitness of students
- Reduction in traffic congestion
- Improved traffic safety
- Reduction in pollution
- Improved air quality

SCHOOL TRAVEL PLANNING PROCESS

There are five phases in the 18-month school travel planning process.

Active & Safe Routes to School

SCHOOL TRAVEL PLANNING PROCESS



SCHOOL OVERVIEW

Sidney Elementary is part of Saanich School District (SD63) and is located at 2281 Henry Ave. in the Town of Sidney. The school was originally built in 1951 and has been added to over time to accommodate the growing population.

For the 2016-2017 school year, 300 students were enrolled at Sidney Elementary from full-day Kindergarten to grade 5. Sidney School is home to StrongStart BC, a free drop-in early learning program for preschoolers and their families.

At Sidney Elementary, the overall goal is to improve student achievement by increasing student levels of physical activity and by focusing on healthy eating.

“AT SIDNEY SCHOOL OUR MISSION IS TO PROVIDE A SAFE, SUPPORTIVE AND INCLUSIVE LEARNING COMMUNITY, WHERE ALL INDIVIDUALS DEVELOP TO THEIR FULL POTENTIAL INTELLECTUALLY, SOCIALLY, AESTHETICALLY AND PHYSICALLY. WE STRIVE TO DEVELOP HEALTHY, LIFELONG LEARNERS AND CONTRIBUTING MEMBERS OF SOCIETY.”

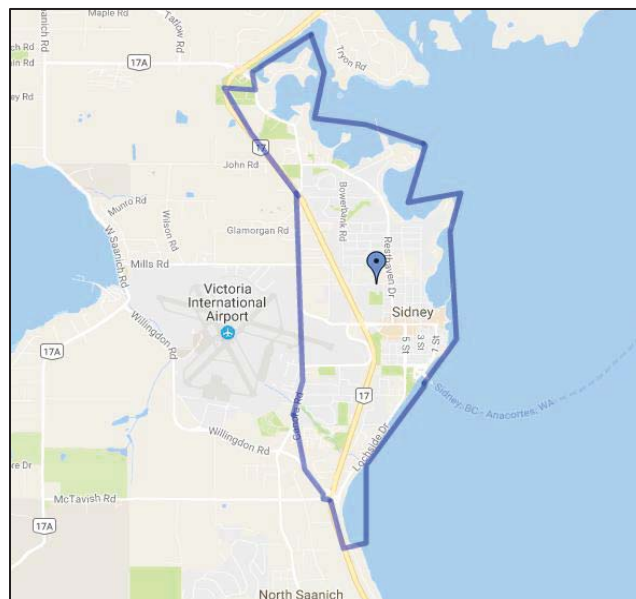


Figure 1- Sidney School's catchment area

NEIGHBOURHOOD OVERVIEW

The Town of Sidney is located on the southern tip of Vancouver Island on the Saanich Peninsula. The Town is bound by over 3.5 km of water front and has the provincial Patricia Bay Highway running north-south through the city, connecting it to the ferry terminal to the north and the capital region core municipalities to the south.

Sidney Elementary is located to the west of the Patricia Bay Highway and 400m north of the urban strip of Beacon Ave. The school is surrounded by single family homes and small condominium buildings and is close to other service and retail outlets. Sidney is well-known for its senior population with the median age of 50.7 and over 35% of the population over 65 years of age.

TRANSPORTATION LANDSCAPE

Sidney Elementary's front entrance is on east side of the school facing 7th street. Students enter the building through doors on the north side of the school, facing Henry Ave. There is a staff and visitor parking lot to the east of student entrance. Supervision of students commences at 8:25 am and concludes at 2:55 pm.

Motor vehicle pick-up and drop-off is permitted on Henry Ave. and 7th Ave through a number of on-street parking spots.

Pedestrian infrastructure is prominent in Sidney. Streets surrounding the school have sidewalks on at least one side of the road and enhanced crosswalk facilities with pedestrian controlled lights and extended curbs for crossing major motor-vehicle corridors such as Resthaven Dr. Wide sidewalks and mid-block crosswalks along Beacon Avenue provide a comfortable pedestrian-oriented experience.

The Lochside Regional Trail provides an off-street route for pedestrians and cyclists travelling north-south through the Town of Sidney. In the urban centre, Fifth St. and Beacon Ave. are considered shared roads for motor vehicles and cyclists, indicated by signs and pavement

markings. Resthaven Dr. is considered a bikeway, providing an informal north-south bike route through Sidney's core.

BASELINE SCHOOL TRAVEL DATA

METHODOLOGY

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 Sidney Elementary took place in November 2016 and the neighbourhood walkabout occurred in February 2017. The walkabouts were attended by parents, students, the principal and various other External Partner Network 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.

Surveys

Take-home surveys were distributed in October 2016 and a teacher facilitated hands-up survey was conducted from October 18-25, 2016. Classroom teachers recorded daily mode share students used to get to and from school over a one-week period. Five classrooms participated in the hands-up survey. See Appendix A for a copy of the hands-up survey.

The take-home survey is part of the data collection process and helps inform the school walkabouts and action plan.

Parents were asked to complete one survey for their family and send it back with their eldest child. Students filled out the surveys with their parents and reported on how they travel

to/from school, how far they live from their school, and reasons for using their chosen travel mode, among other things. Families who indicated that they usually drive to and/or from school were asked what would need to change in order for them to consider using active transportation for the journey. Families were also given a map to identify the route they currently take if they usually walk or bike to school, or the route they would take if they were to begin using active transportation See Appendix B for a copy of the take-home survey.

A minimum 30% response rate was met to assist with accurate representation. A total of 115 families completed the take-home survey.

School-site Walkabout

Many schools throughout North America, particularly older schools in urban areas, were designed and constructed when most students walked or biked to school. More recently, schools have been designed or renovated to accommodate high rates of driving students to school, often at the expense of students who walk or cycle.

A frequent issue related to existing school sites is how to balance facilities for pedestrians and people on bicycles, including sidewalks, safe crossing areas and bicycle parking, with automobile and bus facilities, including driveways, travel lanes, parking lots, drop-off/pick-up areas and loading zones.

The Sidney Elementary walkabout took place on November 16, 2016. The walkabout included a 30 minute review of on-site facilities and a 30 minute debrief to discuss potential solutions to on-site transportation challenges. The group focused on four areas: school entrances, pedestrian pathways, potential conflicts, and bicycle parking. It was an opportunity for parents, principals and school district staff to come together to explore school-site challenges and brainstorm actions that might address identified challenges. See Appendix A for summary notes from the school-site walkabout.

Neighbourhood Walkabout

Infrastructure surrounding a school can influence how families travel to and from school. Neighbourhood walkabouts provide an opportunity for stakeholders to come together and

assess the transportation landscape and consider what could be improved to provide a safer and more attractive environment for students and families to use active transportation.

On February 21, 2017, stakeholders were invited to participate in a neighbourhood walkabout to explore transportation challenges in the Sidney Elementary neighbourhood and brainstorm actions that might address those challenges. Specifically, participants were asked to identify what education, enforcement and engineering interventions could be made to help create a safer space to walk and bike to school.

Along with parents and school staff, the Manager of Planning at the Town of Sidney, an Island Health Public Health Nurse, and a CRD Planning staff were all in attendance.

Each participant was provided with a walkabout map identifying the areas of highest concern that came through the baseline surveys. The walkabout route was informed by feedback collected through the take-home surveys as well as other comments from parents and students about areas of concern (Figure 2). After the walkabout, attendees participated in a debrief discussion about solutions and opportunities to the identified challenges. See Appendix C for summary notes from the neighbourhood walkabout.

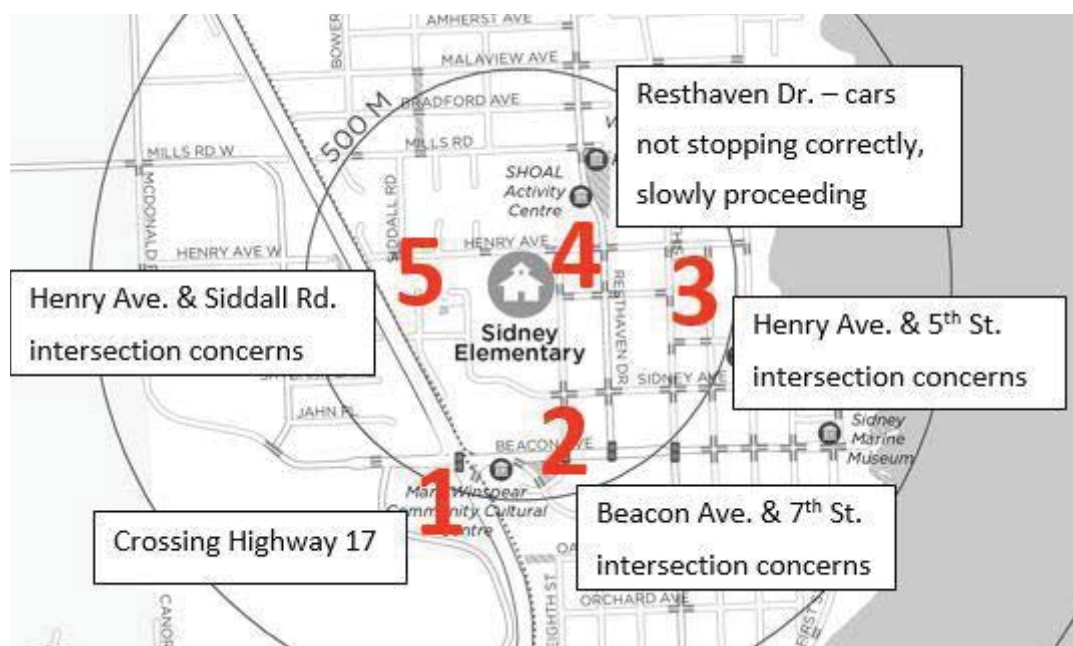


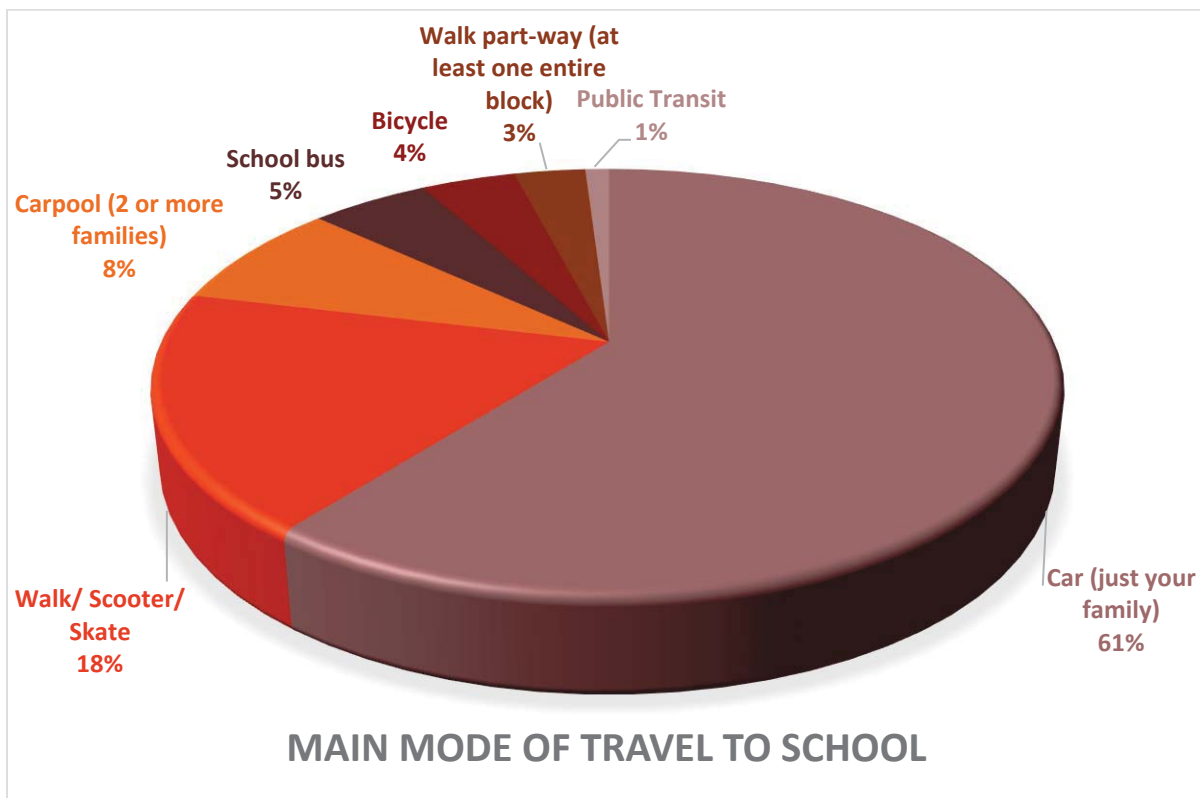
Figure 2- Cut-out from Sidney's walkabout observation sheet

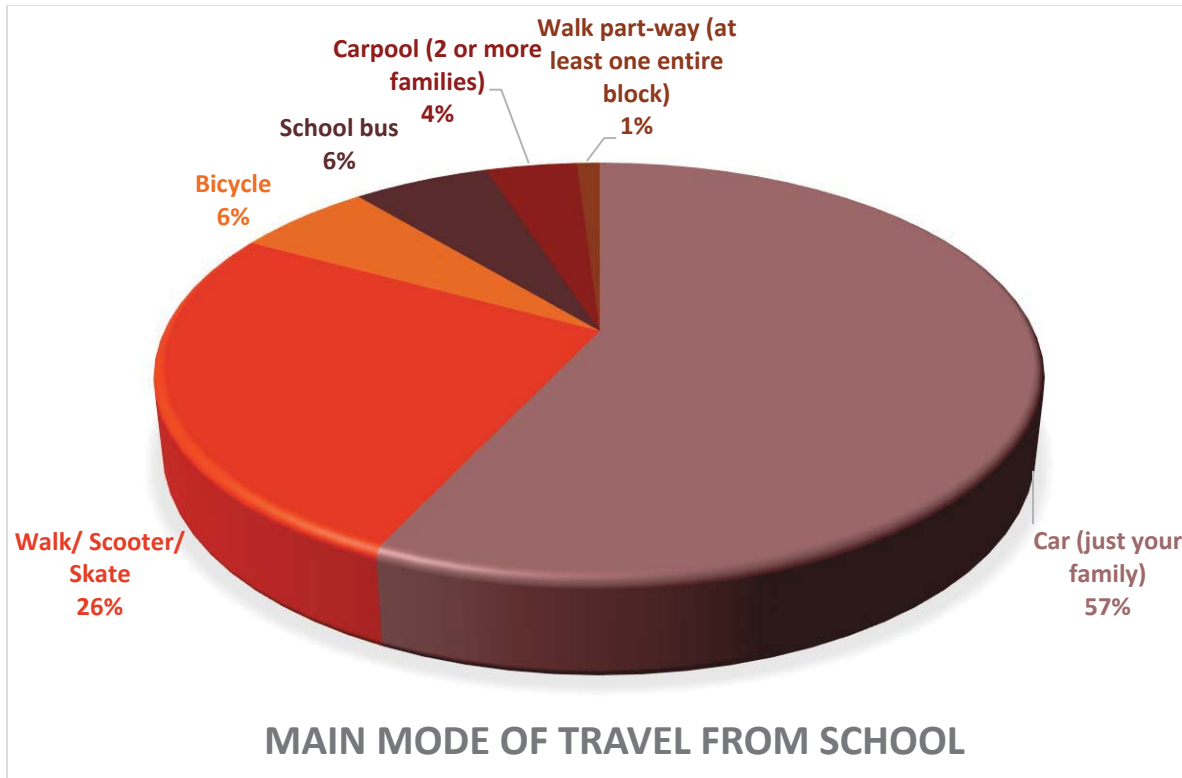
Both walkabouts were followed by meetings at which participants debriefed and discussed their experiences, and began brainstorming solutions to the challenges they had observed. The walkabouts and subsequent discussions informed the School Travel Action Plan developed for Sidney, which is attached to this document as Appendix E.

BASELINE FINDINGS

HANDS-UP SURVEY

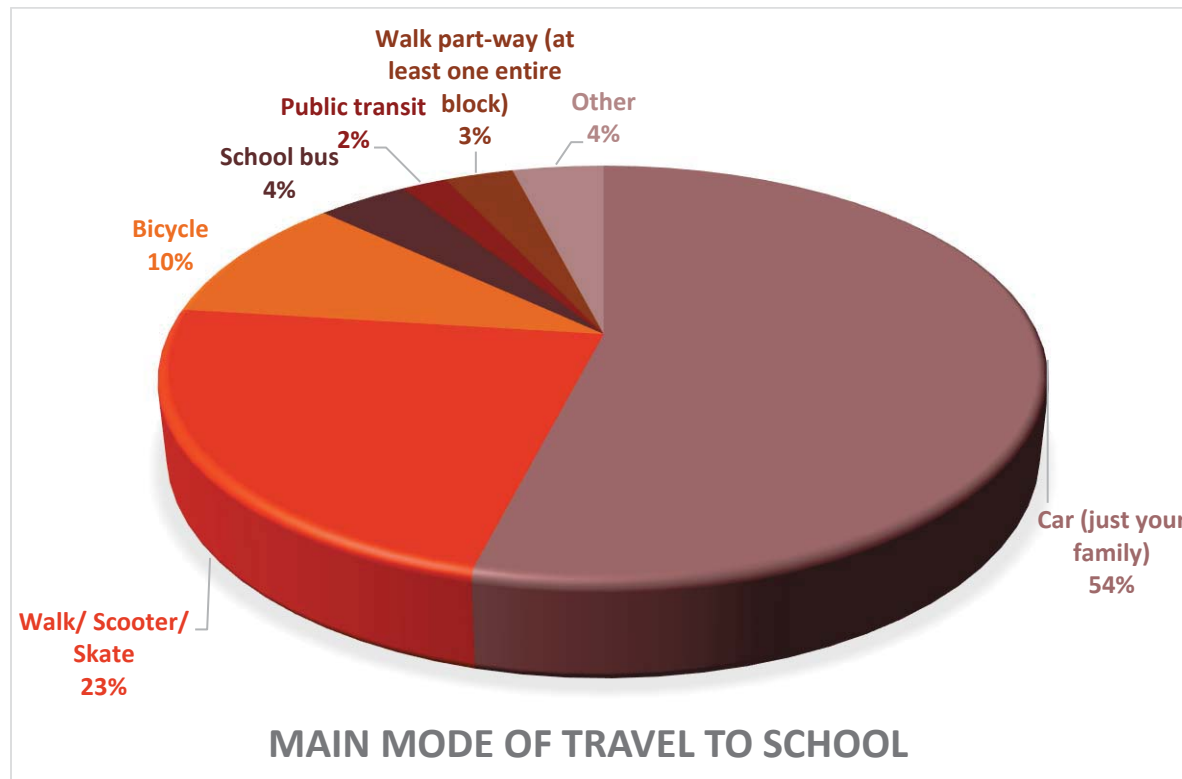
Five divisions of students from Kindergarten-grade 5 participated in baseline hands-up surveys in October 2016. Teachers asked students to raise their hands when identifying their method of travel to school, and recorded responses daily over the course of one week. Results from this survey are presented below.



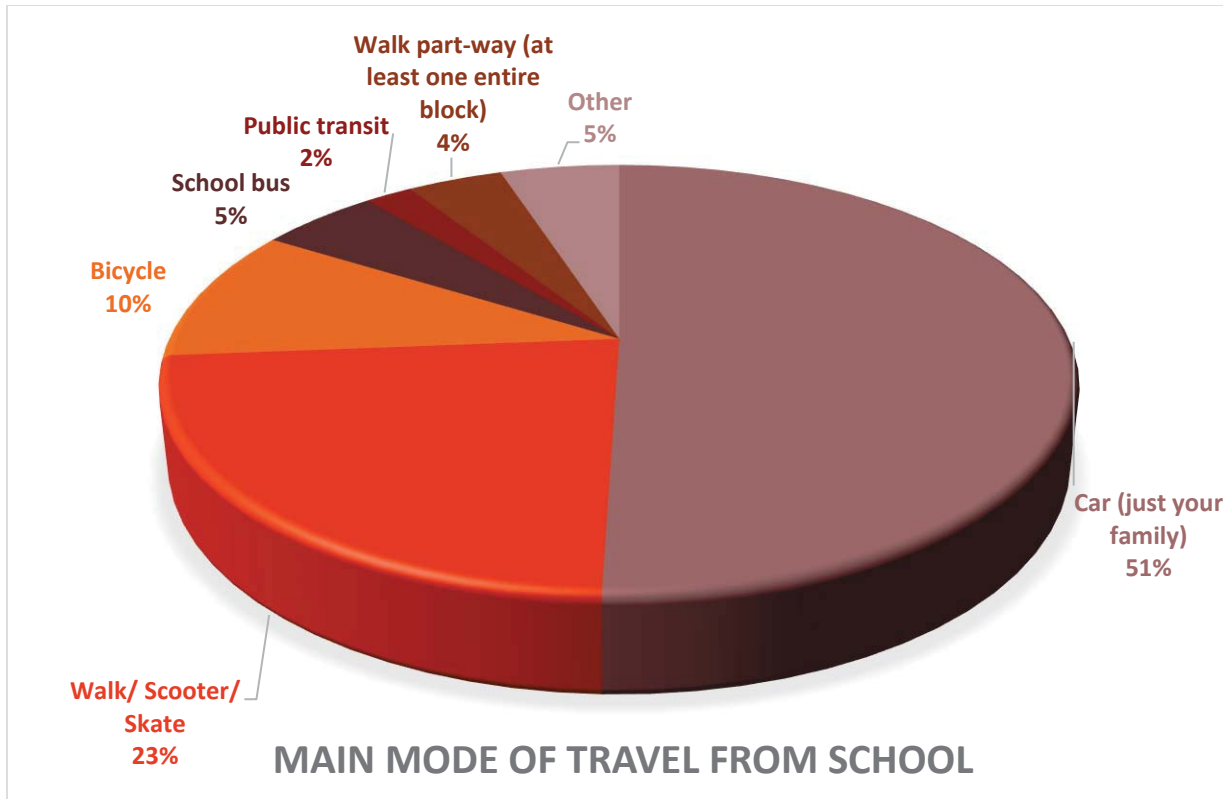


BASELINE SURVEY

The take home survey was completed by 115 families, with there being 300 students enrolled during the 2016-2017 school year. This section outlines the results from the survey.

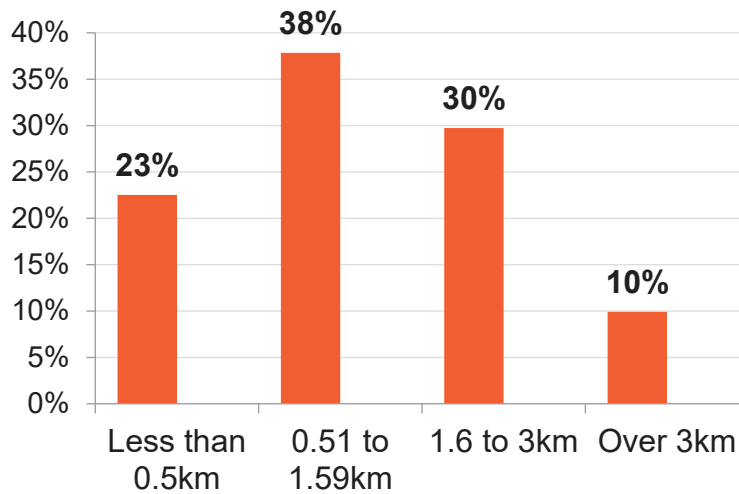


According to the take-home survey, families at Sidney Elementary arrive at school by car more than any other mode of travel, which places single-family car travel mode share at 54%. Almost one quarter (23%) of families at Sidney Elementary walk to school and another 3% walk part way. There are 10% of students who bike to school. Only 4% of students travel to school by school bus and another 2% use public transit. There are another 4% of students who travel by other modes.



The travel patterns at the end of the day, travelling from school, do not significantly differ from the morning travel patterns at Sidney Elementary. There is a slight decrease in car travel in the afternoon as 50% of families travel home using single-family car travel, whereas there is a slight increase in students walking part of the way home, taking the school bus and carpooling. Through the qualitative comments provided in the survey, it was identified that the 5% of those who travel by 'other' modes are being picked up by their daycare providers.

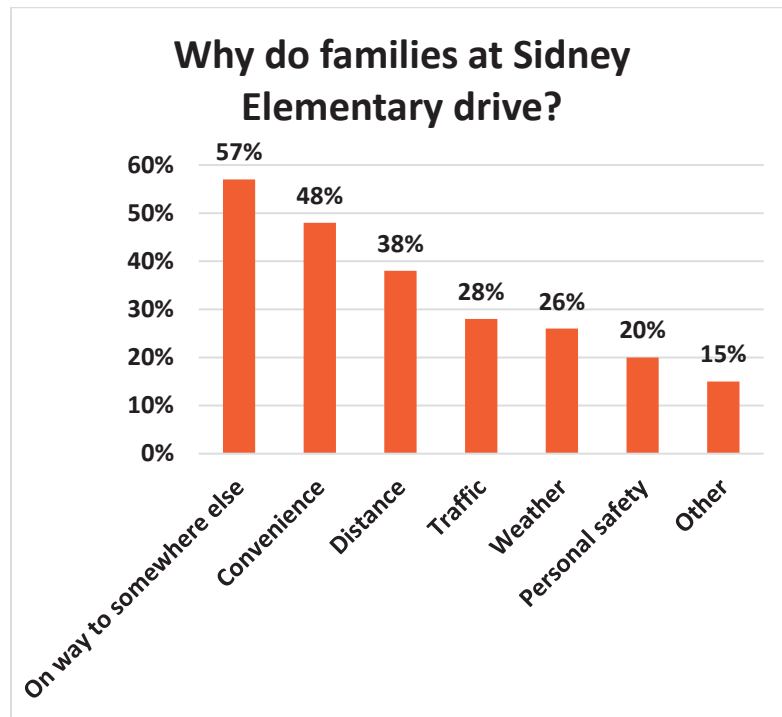
How far do families live from the school?



Only 10% of Sidney Elementary families live over 3 km away from the school, which means that 90% of students at the school are within walking or biking distance to the school. Of families who responded to the take-home survey, 61% live within a 20-minute walk of the school (under 1.6km).

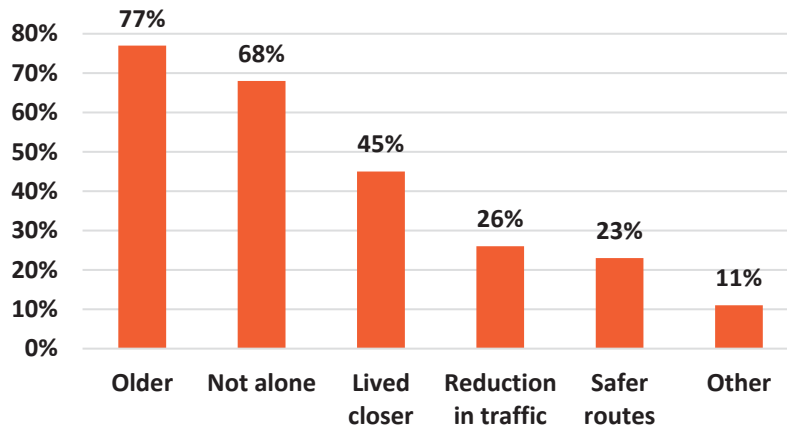
For the next section of questions, families were allowed to choose up to three answers.

Why do families at Sidney Elementary drive?



According to the take-home survey, 57% of Sidney Elementary families indicated that they drive to school because they are on their way to somewhere else. Another 48% of parents identified that they drive their child(ren) to school because it is convenient and 38% identified that they drive because the distance is too far to use active modes of travel.

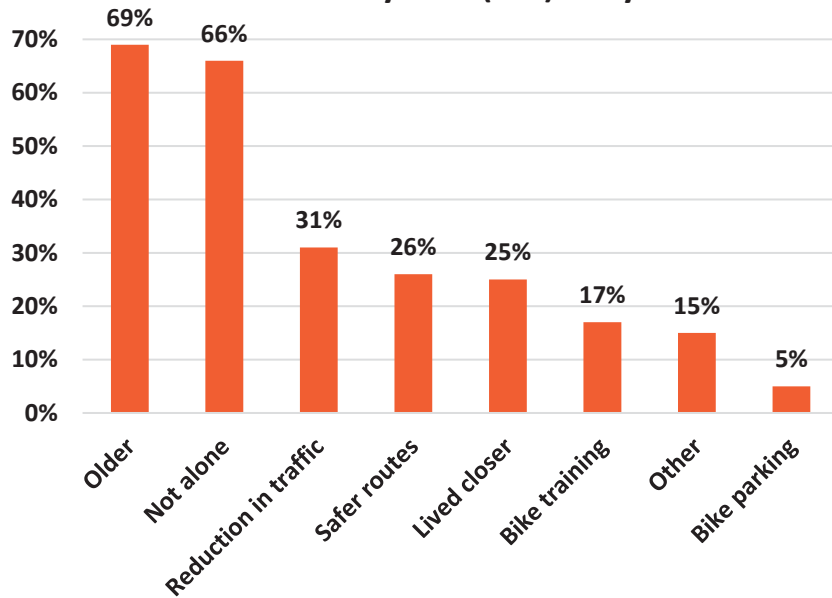
I would allow my child(ren) to walk if..



More than three-quarters (77%) of the respondents to the take-home survey indicated that they would allow their child(ren) to walk to school if they were older and another 68% said if their child(ren) wasn't alone. Almost half of parents (45%) indicated they would allow their child(ren) to walk if they lived closer to the school.

Respondents also felt strongly (69%) that the age of their child(ren) and their child not being alone (66%) impacted whether they would be allowed to cycle to school.

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



SCHOOL TRAVEL CHALLENGES

School travel challenges are the barriers to active travel faced by families and students at Sidney Elementary. These challenges were identified through a variety of forums: take-home family surveys, where families were presented with a map to identify particular areas of concern in the neighbourhood, through Parent Advisory Committee (PAC) meetings, through school-site and neighbourhood walkabouts and through conversation with the Principal and other members of the school community.

Many of the travel challenges were further explored in the neighbourhood walkabout, where municipal stakeholders and the school community came together to explore these areas of concern and to brainstorm potential solutions.

This document, including the attached Action Plan, identifies some of the challenges and potential ways to address and overcome these challenges in order to encourage more active school travel at Sidney Elementary.

1. Staff and Visitor Parking Lot

There are some concerns with the parking lot at Sidney School. According to the Sidney School Parent Handbook, parents are not permitted to use the parking lot for vehicle pick-up and drop off. Despite this policy, parents are still using the parking lot as a pick-up and drop-off location. Parents are entering the parking lot from both Henry Ave. and 7th St. causing there to be confusion around the flow of traffic through the parking lot.

In addition to this, there is a pedestrian path on the west side of the parking lot that leads to the front of the school. There is no fence entrance to the pedestrian path, resulting in students having to walk through the parking lot to get to the path (Figure 3). According to parents and



Figure 3-The fence entrance to the school that is only accessible by going through the parking lot.

staff through discussions at the neighbourhood walkabout, this causes concern as there is limited visibility and heavy amounts of congestion.

2. Bicycle & Scooter/Skateboard Parking

There is ample bike parking at the side of the school and the bike racks are located in a convenient to access and visible space (Figure 4). Still, the bike racks are outdated and do not fit all sizes of wheels, making locking bikes up difficult with the small ring (Figure 4). Staff sometimes store bikes in custodian closet due to lack of covered bike storage.

There is currently no bike parking at the front of the school. This entrance also serves as a community entrance, so users tend to lock their bike up on a railing.

There is no scooter or skateboard racks at the school, resulting in students bringing their scooters and skateboards to the classroom for storage.



Figure 4- Bike parking at the side of the school. These bike racks are not able to accommodate all sizes of bikes.

3. Henry Avenue



Figure 5- Vehicles encroaching on pedestrian space on Henry Ave.

Feedback gathered through the baseline survey and at the neighbourhood walkabout indicated that a number of parents had concerns regarding pedestrian and cyclist visibility on Henry Ave. In 2015, the Saanich School District requested that lines be painted on Henry Avenue to identify where parents should be parking. The Town of Sidney painted perpendicular lines to signify parking spaces, but now drivers are having a difficulty seeing when pulling out from the parking spaces.

At the neighbourhood walkabout, parents discussed their concerns regarding cars parking too close to sidewalk and creeping into pedestrians space (Figure 5). It was also observed at the neighbourhood walkabout that there are cars parking in the emergency parking entrance which is also the school’s bicycle entrance.

Families reported in the take-home survey that the east-west bike path along Henry Ave. is not suitable for riding. Families noted that the path is bumpy and has hard let downs, creating an uncomfortable ride for cyclists. The bike path ends at Siddall Rd. and does not indicate to cyclists where they should go (Figure 6). As a result, many students are not using this path and are riding on the road.



Figure 6- The abrupt ending to the Henry Ave. bike path at Siddall Rd. This path does not have a let down, nor does it indicate where cyclists should go.

Another challenge identified on Henry Ave. is the crosswalk at Henry Ave. and Chicory St. as the crosswalk does not line up with the pedestrian entrance into the school (Figure 7). As a result of the alignment of the crosswalk, vehicles are choosing to park beside the crosswalk which blocks pedestrians from using the curb letdown.



Figure 7- Crosswalk on Henry Ave does not align with the fence entrance to the school.

4. Siddall Road & Mills Road

There are a number of vehicles that travel from Mills Rd. to Siddall Rd. road during peak traffic times. Siddall Rd. is also a main route for students walking and biking to Sidney School. There is no crosswalk at Siddall Rd. and Mills Rd., leaving pedestrians without a dedicated space to get to the sidewalk on Siddall Rd. (Figure 8).



Figure 8- The absence of a crosswalk at Siddall and Mills Rd.

5. Resthaven Drive

In the baseline survey, a number of parents reported that high vehicle speeds and volume of traffic are of concern on Resthaven Dr. According to data provided by the Town of Sidney, 85% of motor-vehicles using this route are travelling at the posted speeds. This route sees about 3,600 vehicle per direction daily.

This street has high quality pedestrian controlled crosswalks and a number of other traffic calming measures including speed boards and extended curbs that narrow the road (Figure 9).

There is no dedicated lanes for cyclists along this route and parents reported difficulty trying to cross Resthaven Dr. east-west due to the high vehicle speeds and volumes of traffic.



Figure 9- Enhanced crosswalk at Resthaven Dr. and Mills Rd. with extended curbs.

There is also concern about vehicles pulling out of the underground parking at the Shoal Centre on Resthaven Dr. as it is difficult for vehicles to see pedestrians (Figure 10).



Figure 10- Shoal Centre underground parking lot entrance/exit. The angle of the entrance/exit makes it difficult for drivers to see pedestrians.

6. Crossing Patricia Bay Highway

A number of parents reported concern regarding their children having to cross the Patricia Bay Highway. A crossing guard is at this location, but families do need to cross six lanes of traffic to get to the other side. There are a small number of families currently using this route, but with new development coming to the area there may be a rise in pedestrian traffic.

7. Beacon Avenue & 7th Street

In the baseline survey, a number of parents reported a concern with the Beacon Ave. and 7th St. intersection. There are sidewalks on all legs of the intersection and a crosswalk on the east side of the intersection for pedestrians travelling north-south and one on the north side of the intersection for pedestrians travelling east-west. There is a high amount of traffic moving through the intersection to get to the Patricia Bay Highway and pedestrians must cross five lanes of traffic to get to the other side.



Figure 11- Beacon Ave. and 7th St. crosswalks.

8. Fifth Street & Henry Street

Through discussions at one of the Sidney School Parent Advisory Committee meetings, a concern was brought up about the Henry St. and Fifth St. intersection. In December of 2016 a student travelling to school was hit by a vehicle at the intersection. There is a crosswalk running east-west on the south side of the intersection, but there is no crossing guard at this location. Parents reported that Fifth St. is often used as an alternate route to Resthaven Dr. for those travelling north-south.

SCHOOL TRAVEL PLANNING GOALS

The main goal of the School Travel Planning process is to increase the number of children and families that use active transportation. This brings many individual and collective benefits, including reducing the volume of vehicles in the school zones and makes those areas safer.

To achieve this goal, the school must support and encourage active transportation. Having events and activities for students is important, along with improving vital infrastructure to make sure that active transportation is a safe and viable option.

The next section outlines interventions undertaken to date to achieve this goal.

INTERVENTIONS

The school-site and neighbourhood walkabout provided an opportunity for stakeholders to discuss solutions to the school's identified transportation challenges. The solutions can be divided into three different categories: engineering, enforcement and education/engagement.

Below is an overview of the solutions enacted. Interventions identified that have yet to be undertaken can be found in the School Travel Action Plan, attached to this document as Appendix E.

ACTION PLAN

Recommendations and actions that emerged from the School Travel Planning process were documented in a School Travel Action Plan. The Action Plan features engineering, enforcement, education, engagement and encouragement actions for which the school community and members of the External Partner Network are responsible. A variety of actions can be taken, in the holistic process of school travel planning, to support more active travel to and from school. Sidney's School Travel Action Plan is attached as Appendix E to this document.

Each action can be identified to support one or more of the following goals:

- 1) Improve walking routes to school
- 2) Improve cycling routes to school
- 3) Improve traffic safety in the school zone
- 4) Encourage uptake of active travel to and from school
- 5) Promote alternative student drop-off location
- 6) Monitor effectiveness of School Travel Planning efforts

ENGINEERING INTERVENTIONS

Town of Sidney

There are a number of engineering solutions that the Town of Sidney has completed to improve routes around the schools.

To complement the signage installed by the School District, Sidney has painted yellow diagonal lines indicating the emergency parking space on Henry Ave.

With recent upgrades to Resthaven Dr., the municipality has re-painted crosswalks from Amelia Ave to Mills Rd.

Ministry of Transportation and Infrastructure

The Ministry of Transportation and Industry is responsible for the crossing of Beacon Ave. and Highway 17. The Ministry has repainted the all of the crosswalks at the intersection.

EDUCATION & ENGAGEMENT INITIATIVES

Best Routes to School Map

The Best Routes to School map features the best walking and cycling routes that connect all areas of the catchment to the school. Routes are selected based on information provided in the take-home survey results and during the neighbourhood walkabout, consultation with the PAC, and a review of existing infrastructure. Where applicable, the routes selected feature pedestrian and cyclist infrastructure such as sidewalks, bike lanes, and marked crosswalks. The Best Routes to School Map is attached to this document as Appendix F.

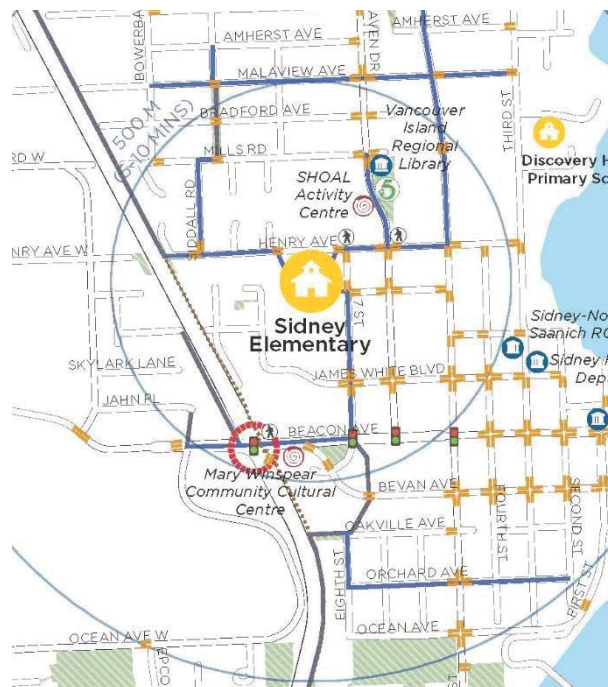


Figure 12- Cut-out of Sidney's Best Routes to School Map

Bike Skills Course

As part of the Active and Safe Routes to School program, each school received a bike skills course for up to 24 of its students.

A bike skills course was facilitated for students in grades four and five at Sidney Elementary on May 10, 2017. The course was delivered for 24 students by the Greater Victoria Bike to Work Society. During the course students learned about the essentials of bike handling and safety skills to help them develop safe cycling behaviour, knowledge, and attitudes. Jennifer Alberring, a teacher who leads Sidney's Walk, Wheel and Waste Free Wednesdays created a survey for students in grades 4 and 5. This helped to select students who had the means to cycle to and from school, but would benefit from the skills course to help them cycle on the road and encourage them to begin cycling to school. See Appendix G for a copy of the survey.



Figure 13- Group photo of students and course instructors at the end of the course.

Trail Ambassador Program

The CRD's Trail Ambassador program brings volunteer ambassadors to the Regional Trails to build awareness, understanding, and appreciation of safer and more effective use of trails. A Trail Ambassador was brought to Sidney for during a school wide assembly on November 20, 2017. The Lochside Regional Trail was promoted and trail etiquette was discussed with students. Giveaways were provided for students who correctly answered questions.

Walk and Wheel Wednesday

Every Wednesday when students get back from March break, Sidney School hosts 'Walk, Wheel and Waste Free Wednesday'. One of the teachers at the school hosts a celebration station with music, games and activities for students who walk or wheel to school.

The CRD has provided prizes throughout the program for students as they are participating in Walk, Wheel and Waste Free Wednesday's. Bike bells, bike locks and reflective gear were provided as the prizes.

On June 14, 2017, the Active and Safe Routes to School program brought the blender bike to the wrap up party of Walk, Wheel and Waste Free Wednesday. The students who arrived early for the party had the chance to ride the blender bike and make smoothies to taste. A handout was given to students that had educational material about bike maintenance and where to ride their bike (see Appendix H). The blender bike was also provided on October 4, 2017 during Walk and Wheel to School Week as a celebration station.

Walk & Wheel to School Week

The Capital Regional District held a Walk and Wheel to School Week campaign from October 2-6. As part of this campaign, the school tracked the number of students walking and wheeling to school that week.

A celebration station on Walk, Wheel and Waste Free Wednesday during Walk and Wheel to School week was held. There was a large turnout of walkers and wheelers and many students had the opportunity to ride the blender bike. The Peninsula News Review came to the event, and a photograph of a student riding the blender bike was in the paper on October 6 (Figure 7). Prizes were given to students and information was handed out to parents about the Active and Safe Routes to School Program. Reflective tape was given out with education material on visibility.



Figure 14- Photo of Sidney student riding the blender bike in the October 6th edition of the Peninsula News Review



Figure 15- Sidney School's Walk and Wheel to School Week Poster

Bicycle Rack

As part of the Active and Safe Routes to School program, the CRD purchased a bicycle rack for the school. The rack was installed at the end of the program to celebrate Sidney's participation.

FOLLOW-UP SURVEYS

METHODOLOGY

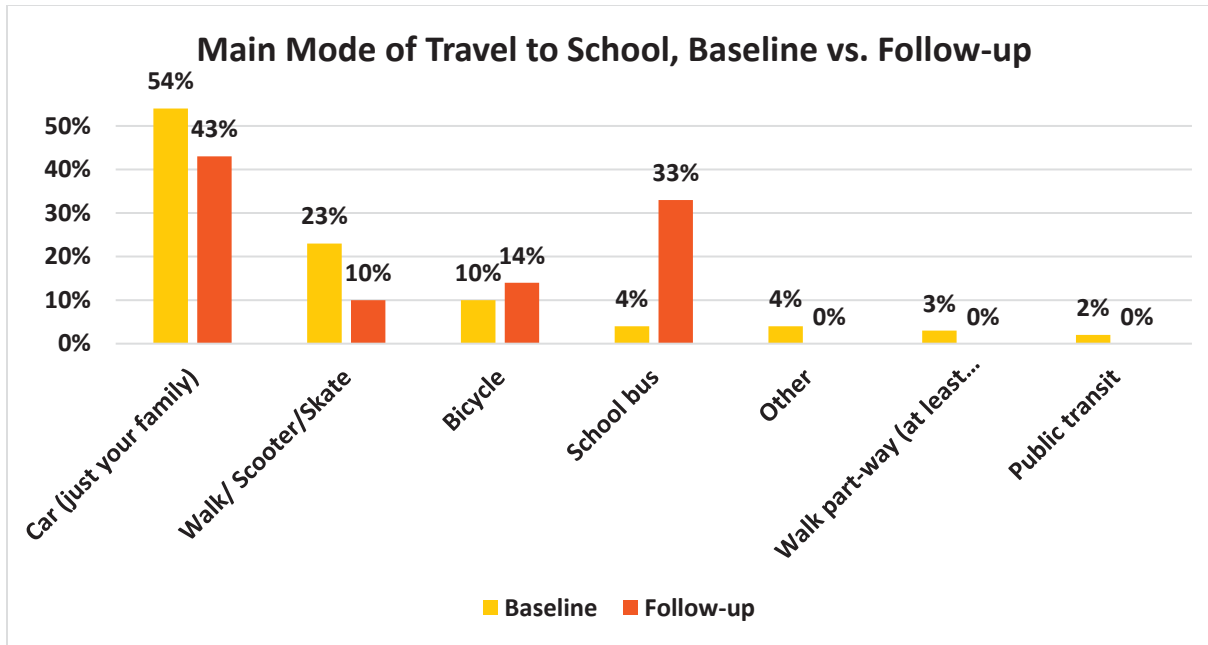
Online surveys were completed in November 2017, a year after baseline data was collected. A total of 27 families completed the follow-up survey.

The follow-up survey collected information from parents about how their child(ren) get to and from school, the distance that they live from the school, reasons for being driven to school (if applicable), if families have changed their school travel habits, and effective school travel planning activities.

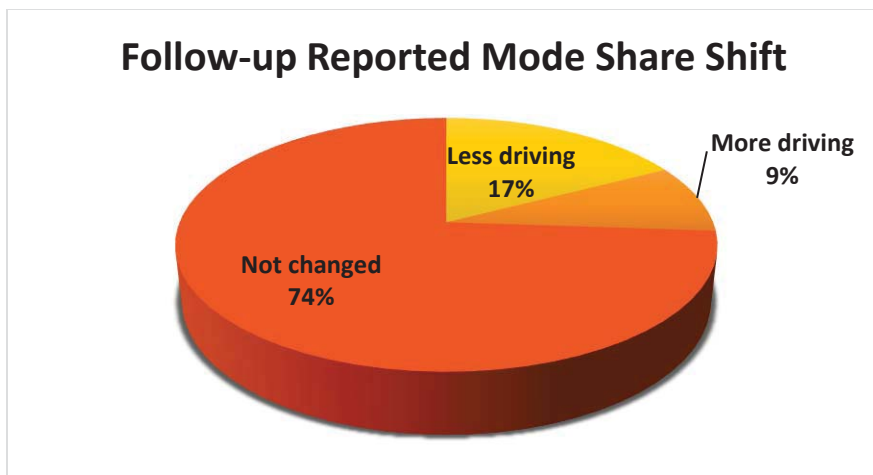
To confirm the data, generally speaking the travel mode trends were similar between the take home and hands up surveys across the participating schools. Still, it is important to note there are some limitations to the follow-up survey data. There was a lower response rate to the follow-up survey than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

RESULTS

In the baseline survey conducted in October 2016, 54% of families drove to school and another 23% walked. In the follow-up survey, only 43% of families drove to school. The number of families walking to school decreased from 23% to 10%.



The amount families cycling increase from 10% to 14%, and school bus ridership increased from 4% to 33%.

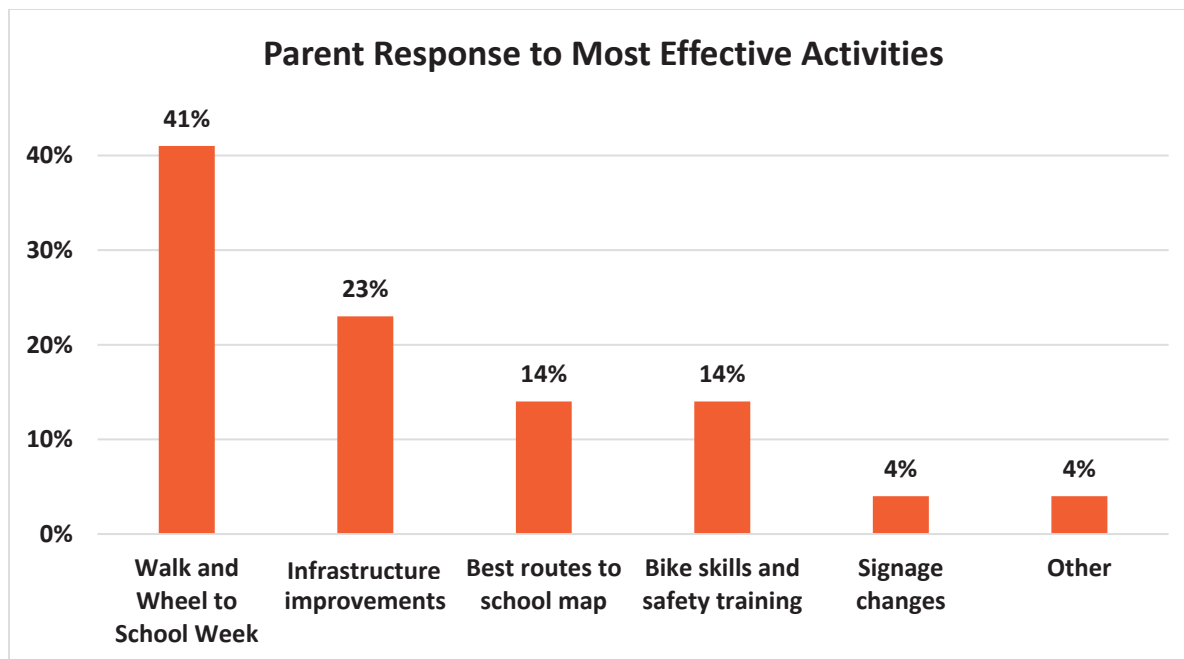


These numbers represent a decrease in driving and increase of other modes of transportation. 17% of families reported less driving, which aligns with these results.

For the next question, respondents were allowed to choose up to three answers.

Parents who completed the survey felt that Walk and Wheel to School Week and infrastructure improvements were the most effective activities in the school travel planning process.

Anecdotally, the school saw a large turnout for Walk, Wheel and Waste Free Wednesday during Walk and Wheel to School Week. The celebration station on this day was likely a contributor to the success of Walk and Wheel to School Week.



The results of the follow-up surveys are encouraging with fewer students being driven 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 reassessed 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.

SCHOOL TRAVEL PLANNING MEMBERS

School Committee

Principal: Tom Vickers

PAC President: Kristina Littlejohns

Teacher: Jennifer Alberring

External Partners Network

Town of Sidney, Manager of Planning: Alison Verhagen

Town of Sidney, Director of Developmental Services, Engineering and Park Works: Tim Tanton

Town of Sidney, Manager of Engineering and Environmental Services: Mike van der Linden

SD63, Transportation Manager: Eric Fischer

SD63, Director of Facilities: Chuck Morris

SD63, Secretary-Treasurer: Jason Reid

ICBC: Colleen Woodger

Central Saanich Police: Glen Davies

Island Health: Janelle Hatch

Greater Victoria Cycling Coalition: Edward Pullman

APPENDICES

Appendix A: Hands up Survey



HANDS-UP SURVEYS

Please complete this survey, using stand-up or hands-up methods (ask students to raise their hands or divide in separate corners of the classroom)

for the week of:

Wednesday October 18th 2016 – Tuesday October 24st 2016

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

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

	<i>Weather</i>	Walked /scooter	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other ?	Total
Tues	Example: Rainy/6C									
Wed										
Thur										
Fri										
Mon										
	Total									

Avg=Total/5 not for teachers									
---	--	--	--	--	--	--	--	--	--

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

	<i>Weather</i>	Walked /scooter	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Tues	Example: Rainy/6C									
Wed										
Thur										
Fri										
Mon										
Total										
Avg=Total/5 not for teachers										

Appendix B: Take-home Survey



Sidney

Elementary

School Travel Planning

October 17, 2016

Dear Parent (Guardian):

Sidney Elementary is taking part in the Capital Regional District's 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 Sidney Elementary, 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 with your youngest child by October 20th, 2016.**

If you have any questions about the survey or the School Travel Planning project, please contact: Lindsay Taylor at lindsay@hastebc.org

Thank you,

Tom Vickers
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 / 17 / 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 Mandarin/Cantonese/Chinese Spanish

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 BY OCTOBER 20th, 2016

HAS^{Te} 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 Capital Regional District is sponsored by:

- Victoria Foundation - www.victoriafoundation.bc.ca
- CRD Traffic Safety Commission
- Real Estate Foundation of BC - www.refbc.com

For more information please visit both of our websites or join us on Facebook or Twitter.



Appendix C: Summary of Notes from School Site Walkabout

School: Sidney Elementary School

Date/Time: Wednesday November 16, 2016

Weather: Cloudy – Slight Drizzle

Attendees: Principal, Vice Principal, 1 Teacher/Parent, 3 Parents

Schools-Site Access

Discussion

- There are two locations to access the school ground from Henry St. One entrance has a direct path to the bike racks and the other does not. The entrance with a direct path is bumpy, has loose gravel and a hard curb (Figure 1). The other entrance is mostly used by pedestrians (Figure 2).
- There is potential for a third entrance on Henry St. to access the school as the pedestrian path already exists, but it is blocked by a fence – students are forced to walk through a bit of the parking lot to get to the path (Figure 3).
- There is also a school site entrance from 7th street that leads to the front of the school. This entrance is accessible for pedestrians and cyclists.

Future Considerations/Solutions

- Consider resurfacing the bicycle entrance for ease of riding – smooth pavement gradient (Town of Sidney)
- Consider removing part of the fence to create a third entrance to school (SD63)

Pedestrian Pathways

Discussion

- Students are not allowed to ride bikes on school grounds – must dismount and walk bike
- Pedestrian path leading to bike rack is suitable for riding
- Pedestrian path at entrance two is not suitable for riding – loose gravel and potential for pedestrian conflict
- Covered pedestrian area for pick-up and drop-off
- Some students pass through school field – no pedestrian path available
- Pedestrian pathway on 7th street suitable for pedestrians and cyclists for accessing the front of the school

Future Considerations/Solutions

- Consider allowing students to ride on school grounds using bicycle entrance. Education campaign to distinguish pedestrian path and cycling path (Sidney Elementary/STP Facilitator)
- Consider creating a bicycle path from entrance two to accommodate cyclists and to minimize pedestrian/cyclist conflict at that entrance (SD63)
- Consider creating a pedestrian path along the outside of the field to accommodate pedestrian traffic (SD63)

Potential Conflicts

Discussion:

- Safety concern in the parking lot due to no roundabout and parents dropping off their kids
- There is outdated signage on fence on Henry St. that refers to angled parking at side of school (Figure 5)
- Retirement home across the street – elderly cut across the parking lot to get from Henry to 7th St.

Future Considerations/Solutions

- Consider implementing a Drive to 5 program to reduce parking lot traffic (STP Facilitator)
- Consider removing outdated signage (SD63)
- Consider connecting with the retirement home to discuss concerns regarding improper use of parking lot (Sidney Elementary/STP Facilitator)

Bicycle Parking

- There is currently no bike parking at the front of the school. This entrance also serves as a community entrance. Users lock bike up on railing
- Ample bike parking at the side of the school. Racks are located in a convenient to access and visible destination
- The bike rack is outdated and does not fit all sizes of wheels. Locking bikes up is difficult with small ring
- Staff will sometimes store bikes in custodian closet due to lack of covered bike storage.

Future Considerations/Solutions

- Upgrade bike parking to accommodate newer styles of bikes (SD63/STP Facilitator)
- Consider putting a rack under the covered space to minimize rain and water damage (SD63)
- Consider installing bike rack for staff and community members at front of school (SD63)

Other Discussions for Neighbourhood Walkabout

- Crosswalk at Henry and Chicory does not have a pedestrian controlled light and is confusing due to the angle leading to the sidewalk.
- Bike path along Henry is bumpy, uneven and has a hard curb – preference to ride on road as opposed to use bike path. This bike path also suddenly ends at the Henry and Chicory crosswalk and turns into a sidewalk.
- Crosswalk available at 7th street and Brethour Ave – no pedestrian controlled lights.
- There is no crosswalk at the bike entrance to the school, so riders either have to take the lane and ride on the road or cross at an earlier crosswalk and walk their bike to the bike entrance.
- Sidewalk on 7th street ends at school and continues at the crosswalk at 7th street and Brethour Ave.
- Lines for parking spots on Henry St. are perpendicular and present a visibility and safety concern for those cycling to school.
- Make-shift parking spot by Henry and Chicory crosswalk due to angle of crosswalk.
- Parents parking on both sides of street – dangerous for cyclists
- Drivers going over 30km/h speed limit – not complying with school zone from dawn until dusk
- There are three crossing guards (one on highway) employed by the school district and paid for by the Town of Sidney – grade 5 students support crossing guards.

Future Considerations/Solutions

- Consider a crossing guard (or parent volunteer) for Henry and Chicory crosswalk (Town of Sidney/SD63 or Sidney Elementary/PAC)
- Consider on-street bike lane or resurfacing/rerouting bike path (Town of Sidney)
- Consider a crosswalk on Henry leading to bicycle entrance (Town of Sidney)
- Consider re-painting lines so that they are angled (Town of Sidney)

- Consider painting makeshift spot (Town of Sidney) or temporarily putting a pylon there to deter parents from parking in the spot (Sidney Elementary)
- Increased police presence to monitor speeds and dawn until dusk law (RCMP)
- Consider designating the area as a playground zone rather than school zone to maintain the 30km/hour speed limit from dawn to dusk every day of the year, not just school days
- Consider cycling education courses that provides instruction and experience on road and taking the lane – ideally these courses would be delivered through multiple sessions over a 4-week period (STP Facilitator)
- Consider cycling instructor courses for teachers to education students for years to come (STP Facilitator, Sidney Elementary)

Appendix D: Summary Notes from Neighbourhood Walkabout

February 21, 2017 – 7:30 am

Attendees: Carolin Meausette (Vice-Principal), Jennifer Alberring (Teacher & Parent), Keely Kastrukoff (Island Health), Alison Verhagen (Town of Sidney), Kate Berniaz (CRD), Lindsay Taylor (School Travel Planner), Jessie Welbourn (Parent), Audrey Welbourn (Student)

Weather: Cold and Partly Sunny

Henry Street

Discussion:

- Visibility concerns re: cars parking on Henry – discussion re: angled parking vs. perpendicular parking
- Concern regarding cars parking too close to sidewalk and creeping into pedestrians space
- Cars parking in the emergency parking entrance which is also the school's bicycle entrance
- Crosswalk on Henry and Chicory does not line-up with school-site entrance – cars use this as a make-shift parking spot due to angle of crosswalk

Considerations/Possible Solutions:

- Facilitate discussion with municipality and SD63 re: parking on Henry (STP, Sidney & SD63)
- Install wheel stops to deter cars from parking too close to sidewalk (Sidney)
- Paint yellow diagonal stripes to indicate emergency parking entrance and deter cars from parking in the bicycle entrance (Sidney) – install signage indicating emergency parking only (SD63)
- Square off sidewalk with mountable curb and repaint crosswalk along Henry (Sidney)

Henry & Siddall

Discussion:

- Bike path along Henry ends and does not indicate where cyclists should go

Considerations/Possible Solutions:

- Identify whether students are using bike path as a way to determine next steps (STP)

- Install signage indicating to cyclists that they should merge onto road and share space with cars (Sidney) and paint sharrows on road to indicate to cars that it is a shared space with cyclists (Sidney)
- Remove bicycle marking and turn path back into sidewalk (Sidney)

Siddall

Discussion:

- Cars parked on both sides of road – does not feel safe for cyclists

Considerations/Possible Solutions:

- Observe student cycling behaviour on Siddall road and identify the best way to educate (ie. Sidewalk riding and safety precautions or taking the lane education) (STP)

Siddall & Mills

Discussion:

- Cars turning onto Siddall too quickly and not looking for pedestrians
- No painted lines for pedestrians to get to sidewalk on Siddall

Considerations/Possible Solutions:

- Paint lines to indicate space for pedestrians to cross to the sidewalk (Sidney)

Mills & Melissa Playground Crosswalk

Discussion:

- Visibility concerns from parked cars – cars traveling east on Mills cannot see pedestrians waiting to cross

Considerations/Possible Solutions:

- Remove parking spot closest to crosswalk (or all the way along Siddall) to allow for increased visibility (Sidney)
- Educate students on proper crosswalk etiquette – ICBC materials and videos (STP + School)

Resthaven

Discussion:

- High speeds and high volume of vehicle traffic along Resthaven
- High quality pedestrian controlled crosswalks and other traffic calming measures (speed boards and extended curbs that narrow road)
- No dedicated space for cyclists – uncomfortable space for cyclists due extended curbs
- Paint is faded at Mills and Resthaven crosswalk
- Pothole at Resthaven and Mills crosswalk
- Difficult for cyclists going east-west to cross Resthaven as there's no infrastructure to stop cars
- Concern re: visibility when cars leaving underground parking at Shoal Centre

Considerations/Possible Solutions:

- Repaint crosswalk at Mills and Resthaven (Sidney)
- Consider a north-south corridor for a cycling route (possibly 5th street) (Sidney) and indicate on Best Routes Map (STP)
- Install 'watch for pedestrian' signage for cars leaving underground parking at Shoal Centre (Sidney)

School-Site

Discussion:

- There is potential for an additional school-site entrance on Henry St. as the pedestrian path already exists, but it is blocked by a fence – students are forced to walk through a bit of the parking lot to get to the path
- Safety concern in the parking lot due to parents dropping off their kids and there being no direction as to where cars should be in the parking lot
- The bike rack is outdated, not secure and does not fit all sizes of wheels. Locking bikes up is difficult with small ring

Considerations/Possible Solutions:

- Remove part of the fence to create an additional entrance to school to eliminate the need for students to walk through the parking lot (SD63)
- Paint directional areas to let cars know where they should be in the parking lot (SD63) or enforce that parents are not allowed to drop-off students in the parking lot (STP + School)

- Implement 'Drive to 5' program using the Sidney/North Saanich library parking lot to reduce traffic congestion in drop-off zone (STP)
- Upgrade bike parking to ensure security of the bikes (SD63/STP)

Other Discussions

- Educating the school community re: visibility, crosswalk etiquette – providing information materials to parents at drop-off and pick-up times
- Support and build on the already successful Walk and Wheel Wednesdays
- Educating the larger community re: visibility, crosswalk etiquette – Sidney quarterly newsletter, providing information materials to businesses
- Connecting with retirement community re: safe routes for them as well – information sharing
- Encouraging 'Drive to 5' – have a celebration station located at library to launch the program – also have a StoryWalks leading from the library to the school
- Visibility campaign with school – STP to provide a reflective tag for each student
- Poor lighting on north portion of Lochside trail – families not using space as much as they could
 - consider a celebration station during one of the 'Walk and Wheel Wednesdays' to animate the space and help students feel safe and connected (STP)
 - trail point ambassador pop-up to educate residents using the trail re: trail etiquette (STP)
- Concern re: crossing Highway 17
 - Pedestrian pathway going in with new development – MOTI assessing whether it should be constructed on south or north side of intersection
- Concern re: narrow trail on west side of Highway 17 – Sidney is looking at that as part of the NorthWest Local Area Plan
- Train the trainer – Pro-D session for teachers to become bike skills instructors



Appendix E: School Travel Action Plan

School Travel Action Plan: Sidney Elementary School

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

Sidney Elementary is part of Saanich School District (SD 63) and is located at 2281 Henry Avenue in Sidney. Sidney Elementary has 300 students enrolled in full-day kindergarten to grade 5.

At Sidney Elementary, the overall school goal is to improve student achievement by increasing student levels of physical activity and by focusing on healthy eating.

MAIN ISSUES/AREAS OF CONCERN

- Visibility of pedestrians and cyclists concerns due to parking on Henry Street
- Safe cycling behaviour around the school – Henry and Siddall intersection (specifically the bike path on Henry)
- Pedestrian facilities at Mills and Siddall intersection
- Vehicle speeds on Resthaven
- Pedestrian facilities crossing Highway 17
- Students accessing school grounds through parking lot

BASELINE MODAL SPLIT (2016)

Walk/Scooter/Skate	23%
Walk part-way	3%
Bike	10%
School Bus	4%
BC Transit	2%
Drive	54%
Other	4%

GOALS

1. Build confidence to use active modes of transportation
2. Improve walking routes to school
3. Improve cycling routes to school
4. Improve traffic safety in the school zone
5. Encourage uptake of active travel to and from school
6. Promote alternative student drop-off location
7. Monitor effectiveness of School Travel Planning efforts



School Travel Action Plan: Sidney Elementary School

October 30, 2017

School Travel Planning Facilitator					
Action	Description	Status	Anticipated Completion	Next Steps	Notes
Baseline Survey	Distribute, collect and analyze surveys. Create summary presentation and present to PAC, SD63 and Town of Sidney staff.	Complete	December 2016		
School Site Walkabout	Facilitate school site walkabout. Create and distribute walkabout summary to administrators and PAC, SD63 and Town of Sidney municipal staff.	Complete	November 2016		
Present Survey & Walkabout Summary	Present survey and walkabout summary to PAC and School Administration.	Complete	December 2016		
Neighbourhood Walkabout	Facilitate a discussion with school administration, SD63, Sidney municipal staff, Island Health and parents.	Complete	February 2017		
Bike Skills Course	Bike skills course for 23 students at Sidney elementary.	Complete	May 2017		
Visibility Campaign	Provide students reflective tape and information on increasing their visibility.	Complete	October 2017		
Program Re-Introduction Presentation	Presentation to school and PAC at the beginning of the school year to re-introduce program.	Complete	September 2017		

Action	Description	Status	Anticipated Completion	Next Steps	Notes
Drive to 5 program	Implement Drive to 5 program using the Sidney/North Saanich Library parking lot.	Not started	November 2017		
Walk and Wheel Wednesday	Support the success of the Walk and Wheel Wednesday by providing give-aways and prizes to attendees.	Complete	October 2017		
Walk and Wheel to School Week	Provide prizes and the blender bike as a celebration station.	Complete	October 2017		
Town Newsletter	Provide information for the Town of Sidney Quarterly Newsletter.	Complete	March 2017		Multiple submissions following progress of program
Trail Ambassador Program	Connect with CRD Trails to bring the trail ambassador program to the Lochside Trail in Sidney close to the school to educate residents on trail etiquette.	In progress	November 2017		
Peninsula News Review Article	Have a reporter attend Walk, Wheel and Waste Free Wednesday during Walk and Wheel to School Week.	Complete	October 2017		Photo of student on blender bike in October 6 th issue.
Action Plan	Monitor action plan and update actions and notes throughout school travel planning process.	In progress	November 2017		
Follow-up Survey	Distribute, collect and analyze follow-up survey. Create and present summary presentation to PAC, SD63 and Town of Sidney staff.	In Progress	October/November 2017		
Sidney Elementary (PAC & Principal)					
Action	Description	Status	Anticipated Completion	Next Steps	Notes
Walk and Wheel Wednesdays	Continue promotion of Walk and Wheel Wednesdays through celebrations and giveaways.	Complete	June 2017		

Action	Description	Status	Anticipated Completion	Next Steps	Notes
Best Routes Map Promotion	Include Best Routes Map in materials for new parents and hang large map in visible place before school starts in September.	Complete	September 2017		
Walk and Wheel to School Week	Celebrate Walk and Wheel to School Week by hosting event and celebration activities.	Complete	October 2017		
Saanich School District (SD63)					
Action	Description	Status	Anticipated Completion	Next Steps	Notes
Review Survey & Walkabout Summary Presentation	Review presentation and provide suggestions on which areas of concern school district can address.	Complete	January 2017		
Review Neighbourhood Walkabout Summary	Review notes from neighbourhood walkabout to determine realistic actions.	Complete	June 2017		
Emergency Parking Only Signage	Install signage at emergency parking spot on Henry to identify the emergency parking location and deter vehicles from parking in spot.	Not started			
Relocate Fence Entrance	Create new fence entrance on Henry by school parking lot where pedestrian path already exists.	Not started			
Bicycle Parking	Install new bicycle parking that accommodates all types of bikes.	Not started			Determine what is feasible for the short term and what the future might look like for the school such as an active transportation entrance, covered bicycle parking and staff bicycle parking

Action	Description	Status	Anticipated Completion	Next Steps	Notes
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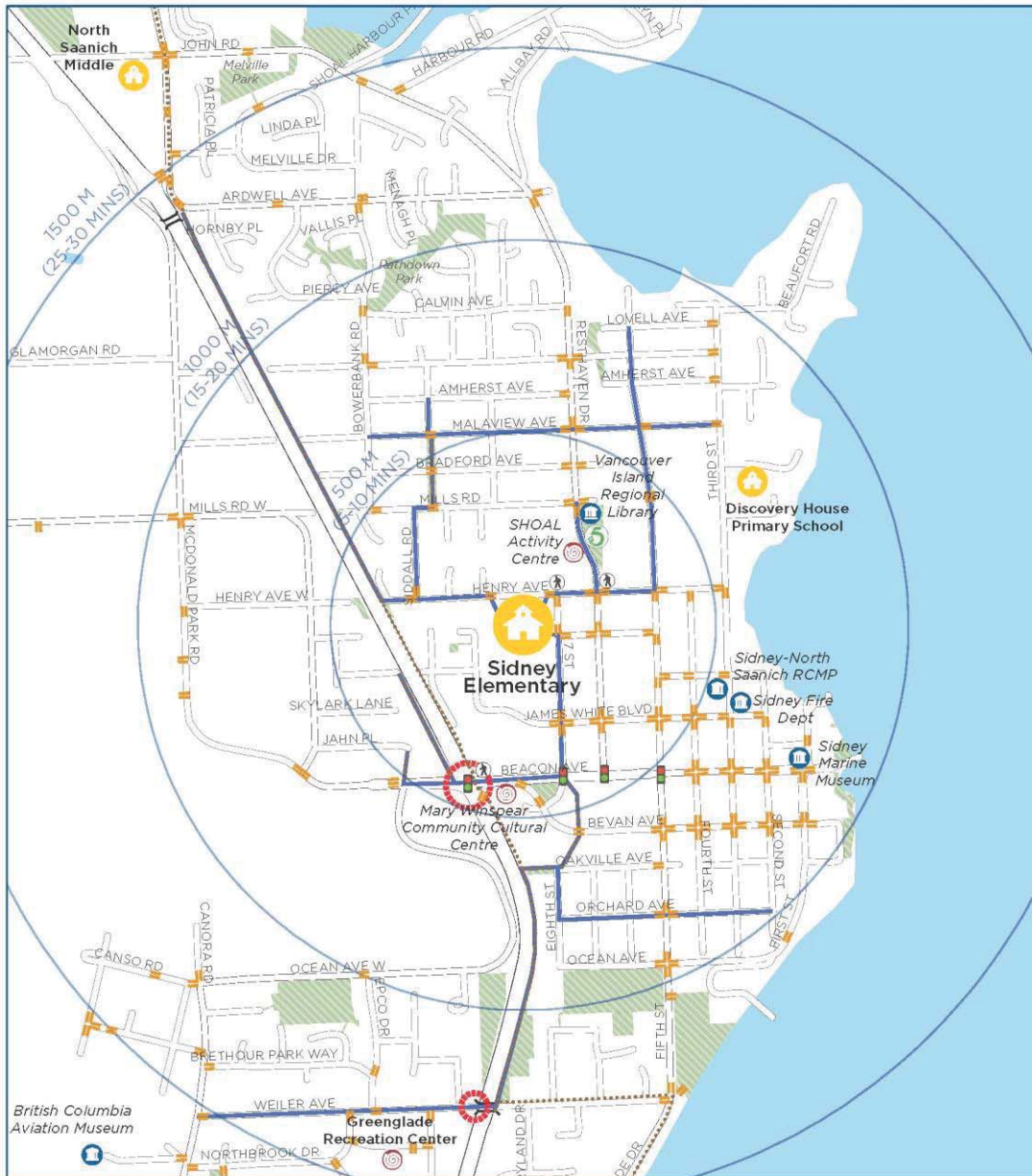
Town of Sidney

Action	Description	Status	Anticipated Completion	Next Steps	Notes
Review Survey & School-Site Walkabout Summary Presentation	Review presentation and provide suggestions on which areas of concern municipality can address.	Complete	January 2017		
Review Neighbourhood Walkabout Summary	Review notes from neighbourhood walkabout to determine realistic actions.	Complete	February 2017		
Emergency Zone Parking Identification	Paint yellow diagonal stripes to indicate emergency parking only at vehicle entrance on Henry Ave.	Not started		Connect with School Board to define the dimensions of this area and send to the Town.	
Henry & Chicory Crosswalk	Install new pedestrian facilities on south section of Henry street – square off sidewalk with mountable curb and repaint crosswalk.	In progress	December 2017		
Siddall & Mills	Install east-west crosswalk to indicate pedestrian space to cross the street.	In progress	August 2017		
Mills & Resthaven	Re-paint crosswalk at Mills and Resthaven as part of Resthaven re-paving.	In progress	August 2017		
Shoal Centre Signage	Install a ‘watch for pedestrians’ sign at the Shoal Centre by the underground parking.	Not started			

Ministry of Transportation and Infrastructure













Action	Description	Status	Anticipated Completion	Next Steps	Notes
Beacon and Highway 17	Repaint crosswalk lines at Beacon and Highway 17.	In Progress	October 2017		

Appendix F: Best Routes to School Map



Sidney Elementary: Best Route to School Map

July 2017

-  Best Route
-  School
-  Trail
-  Crossing Guard
-  Traffic Signal
-  Park
-  Caution Crossing
-  Crosswalk
-  Municipal
-  Drive to 5 Zone
-  Overpass
-  Recreational/Cultural

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.



Appendix G: Bike Skills Course Survey

Getting to school

This is a short survey for Intermediate Students at Sidney about getting to and from school. It is part of an ongoing study about safe and active routes to school.

* Required

Name: *

Your answer: _____

How do you USUALLY get to and from school? *

- on the bus
- driven in a vehicle
- walking
- scooting
- riding bike
- Other: _____

Do you ever ride your bike to and from school? *

- Yes
- No

If you DO ride your bike to school, who do you ride with?

Your answer _____

If you DO ride your bike to school, describe your usual route.

Your answer _____

Do you have a bike that is the right size and is in good working order? *

- Yes
- No

Do you have a helmet that fits? *

- Yes
- No

Are you able to ride your bike without help? *

- Yes, easily with no help
- Yes, but I am learning and gaining confidence
- I am still learning

Is there anything else you would like to tell us?

Appendix F: Cycling in Sidney Handout



Active and Safe Routes to School is funded by the CRD, Victoria Foundation, Real Estate Foundation and the Traffic Safety Commission.

ABC's of Bike Maintenance

Before you take your bike out this summer, make sure that it is ready to ride. Check the ABCs of your bike before each ride.

AIR



Check both tires to make sure they are filled with air. If they are squishy like a banana, pump them up! Tires should be firm for safe, fast and easy riding.

BRAKES

Check your front and back brakes to make sure you can come to a quick stop. Start by moving your bike forward and closing your front brake lever. If this stops the bike from moving, it's working. Now do the opposite, move your bike back and close your back brake lever. If this stops the bike too, then you're good to ride! If the bike isn't stopping, visit your local bike shop to check them out.



CHAIN



Your chain is used for changing gears on your bike, having your chain lubricated will help make sure that your chain doesn't fall off and will allow you to change gears easily. If the chain is squeaky when pedalling, it probably needs lubricating.

Where to Ride in Sidney

There are lots of great places to ride or walk in Sidney. Check off where you plan to go this summer.

Ice Cream	<input type="checkbox"/>
Beach	<input type="checkbox"/>
Day Camp	<input type="checkbox"/>
Park	<input type="checkbox"/>



AIRPORT LOOP

Looking for a longer ride? Pack a picnic and water for a 10km flat ride around the airport!

SIDNEY MARKET

Every Thursday in the summer, the Market has great food, local crafts and music on Beacon Ave. Ride or walk to avoid searching for parking.

LOCHSIDE TRAIL

Great place to ride or walk with your family. Check out the great water fountains for you and your dog!

