



School Travel Plan

Brentwood Elementary School



Final Report - 2018

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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.



CRD TRAFFIC SAFETY
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.



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 Brentwood Elementary (hereinafter: Brentwood). 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 Brentwood in the fall of 2016. Results of the school travel planning process indicate an increase in active school travel mode share.

BACKGROUND

In 2016, the CRD initiated the School Travel Planning process as part of the CRD's 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, a total of twenty schools, across 10 municipalities and one electoral area were recruited to participate in the program. This report focuses on Brentwood located in the District Central Saanich (hereinafter: Central Saanich).

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 involves a network of representatives of key school-transportation stakeholder groups. Organizations and individuals that contributed to Brentwood's school travel planning process included administrators, teachers, staff, parents and students from Brentwood Elementary, staff from Central Saanich, Saanich School District, Central Saanich Police, Island Health, 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:

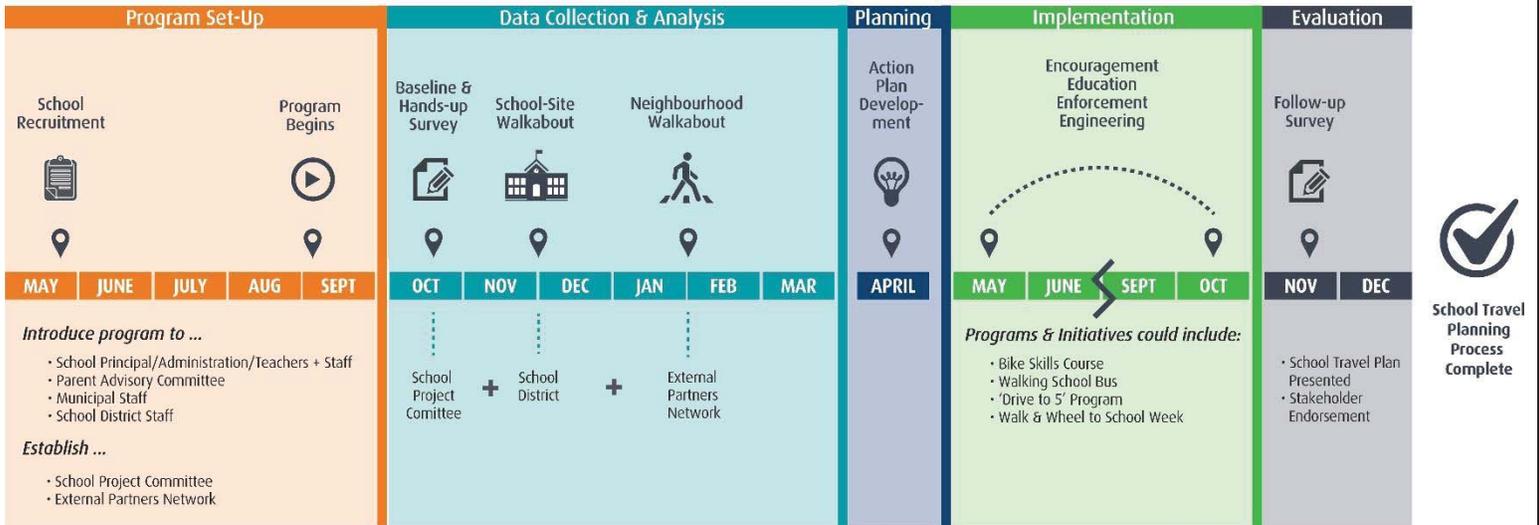
- Improved health and fitness of students
- Reduction in traffic congestion
- Improved traffic safety
- Reduction in pollution
- Improved air quality

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

Brentwood is part of the Saanich School District (SD 63) and is located at 7085 Wallace Drive in Central Saanich. The school was originally built in 1951 as an 890 sq/ft structure and has been added to over time to accommodate the growing population.

For the 2016-2017 school year, 365 students were enrolled at Brentwood from full-day Kindergarten to grade 5. Brentwood is home to StrongStart BC, a free drop-in early learning program for preschoolers and their families.

At Brentwood, the overall school goal is to improve student success by focusing on students' sense of belonging within an inclusive school environment.

” WE ARE A COMMUNITY OF LIFE-LONG LEARNERS WHO
VALUE PERSONAL SUCCESS, TAKING CARE OF OURSELVES,
EACH OTHER AND OUR ENVIRONMENT.”

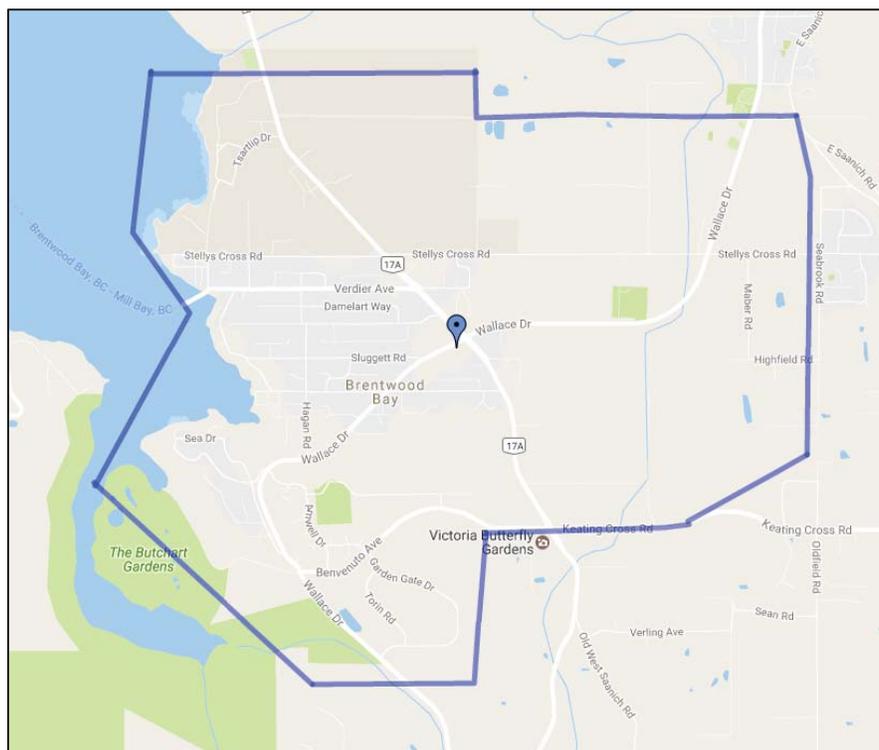


Figure 1- Brentwood's catchment area

NEIGHBOURHOOD OVERVIEW

Brentwood Elementary is located in the Brentwood Bay neighbourhood of Central Saanich on the Saanich Peninsula. Brentwood Bay is a semi-rural community of about 6,000 people situated on the Saanich Inlet.

Originally an old farming community, Brentwood has seen rapid growth and changes in the last 20 years. The school is located within the three blocks of commercial business properties that support and service the small community. Families live in single-family homes, apartments, and townhouses. Most of the First Nations students live on the Tsartlip Reserve.

The local community shares many of the school's spaces for a variety of extra-curricular activities such as sports, theatre and meetings. The school boasts a very supportive and involved parent group that is very active in fundraising and in supporting school and classroom-based activities.

TRANSPORTATION LANDSCAPE

Brentwood is located south west of the major intersection of West Saanich Rd. and Wallace Dr. in the downtown area of Brentwood Bay. There are sidewalks along the north and south side of Wallace Dr. immediately surrounding the school and a new bike lane on both sides of Wallace Dr. Pedestrian and bicycle infrastructure is limited outside of the downtown West Saanich Rd. and Wallace Dr. intersection, with many of the surrounding neighbourhood streets without dedicated pedestrian and cycling infrastructure.

Brentwood's main school entrance is on the north side of the school, facing Wallace Dr. Students enter the building through doors at the south side of the school facing the school field. At the end of the school day, a collection of parents wait at the south side of the school to pick students up. Supervision of students commences at 8:25 am and concludes at 2:55 pm. Bike racks are also located at the south side of the school facing the field. There is a pedestrian path surrounding the school for students to walk their bikes to the bike rack location. There is a staff and visitor parking lot to the east of this school entrance that also functions as a drop-off loop.

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 November 2016. The school site walkabout at Brentwood took place in December 2016 and the neighbourhood walkabout occurred in February 2017. The walkabouts were attended by parents, students, the principal and various other members of the External Partners Network, 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 November 2016 and a teacher facilitated hands-up survey was conducted from November 28 to December 2, 2016. For the hands-up survey, classroom teachers recorded daily mode share students used to get to and from school over a one-week period. Eight classrooms participated in the hands-up survey. The hands-up survey is attached to this document as Appendix A.

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 use active transportation. The take-home survey is attached to this document as Appendix B.

A 30% response rate was met to assist with accurate representation. A total of 106 families completed the survey.

School-site Walkabout

The school site can have an impact on how welcoming it is to students walking and biking. 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.

A school site walkabout was organized to review the design and facilities on school grounds. 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 walkabout 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.

The Brentwood school-site walkabout took place on December 2, 2016. The group focused on four areas: school entrances, pedestrian pathways, potential conflicts, and bicycle parking. See Appendix C 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.

At the neighbourhood walkabout the participants explored transportation challenges in the neighbourhood surrounding the school and brainstorm actions that might address those challenges. Each participant was provided with a walkabout map identifying the areas of highest concern that came through the baseline surveys (Figure 2). 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. After the walkabout, attendees participated in a debrief discussion about solutions and opportunities to the identified 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.

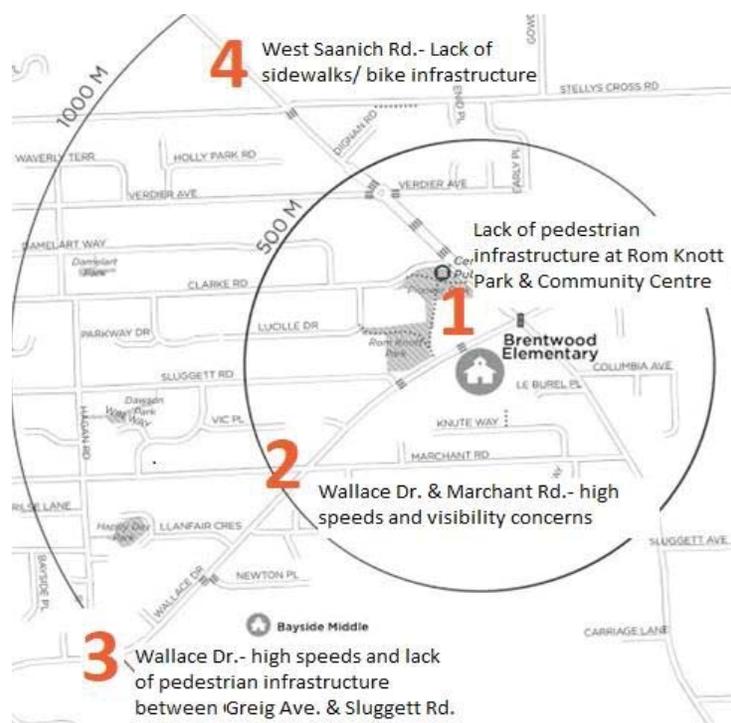


Figure 2- Cut-out from Brentwood’s walkabout observation sheet

The Brentwood neighbourhood walkabout was held on February 20, 2017. Along with parents and school staff, the Engineering Technologist at Central Saanich, an Island Health Public Health Nurse, Central Saanich School Police Liaison, Transportation Manager at the Saanich School District, and the local MLA were all in attendance. See Appendix D for summary notes from the neighbourhood walkabout.

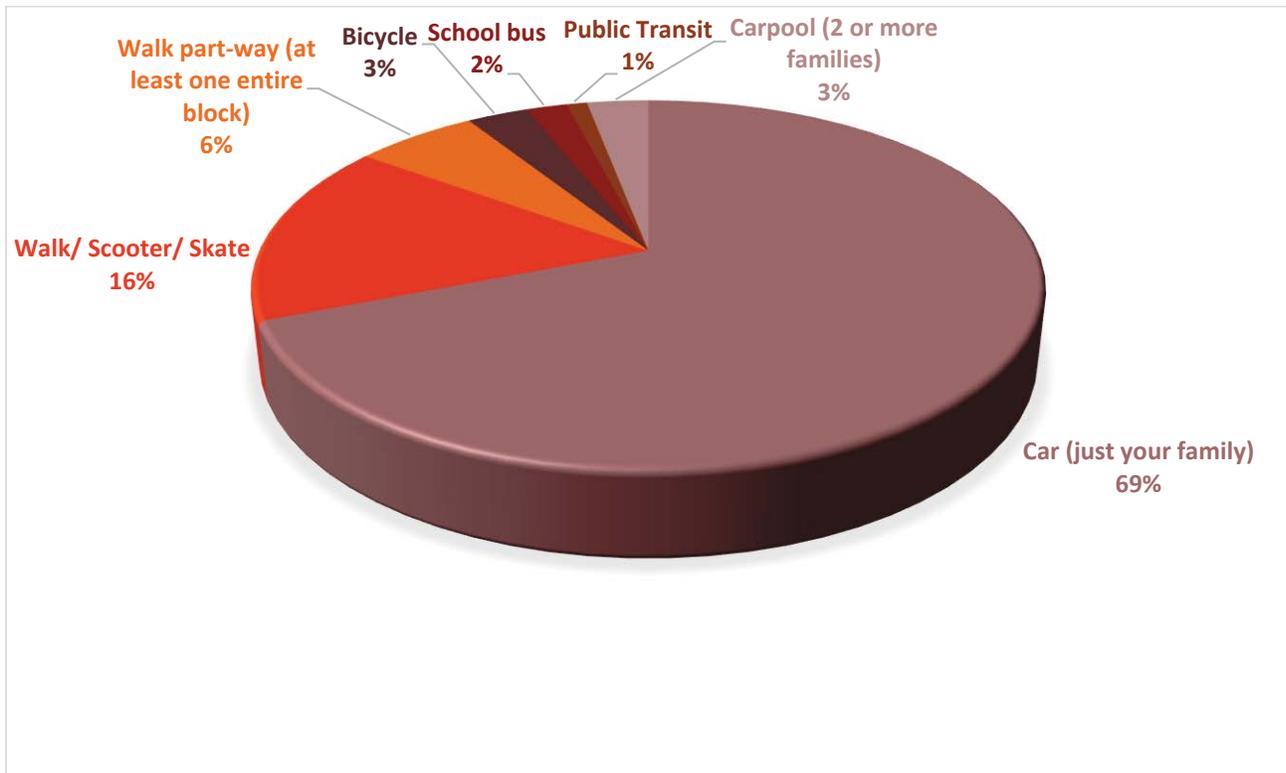
Both walkabouts were followed by meetings at which participants debriefed and discussed their experiences, and began brainstorming solutions to the challenges they had observed. The walkabouts and subsequent discussions informed the School Travel Action Plan developed for Brentwood, which is attached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

BASELINE FINDINGS

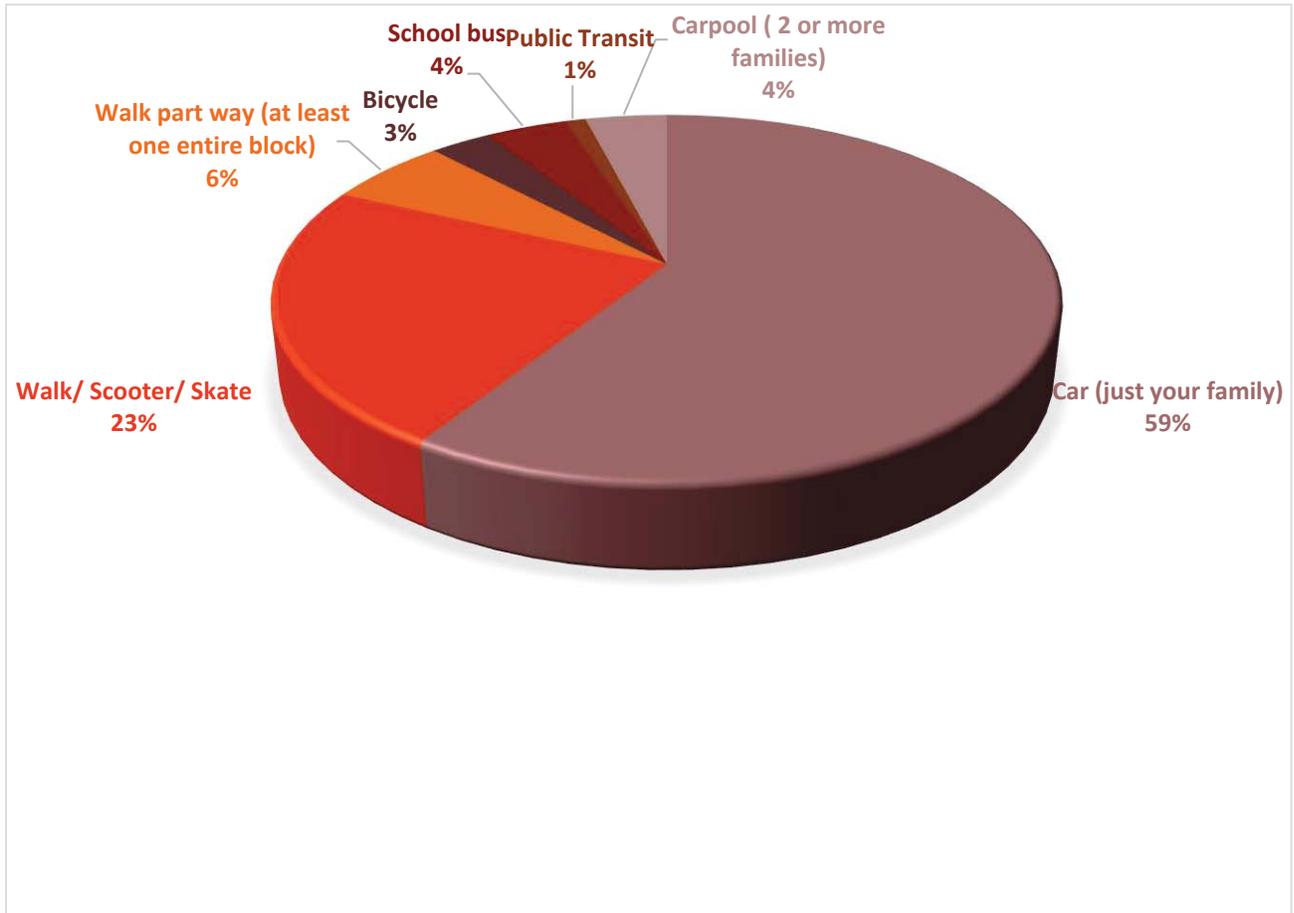
HANDS UP SURVEY RESULTS

Eight divisions of students from Kindergarten- grade 5 participated in baseline hands-up surveys in November 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.

Main Mode of Travel to School



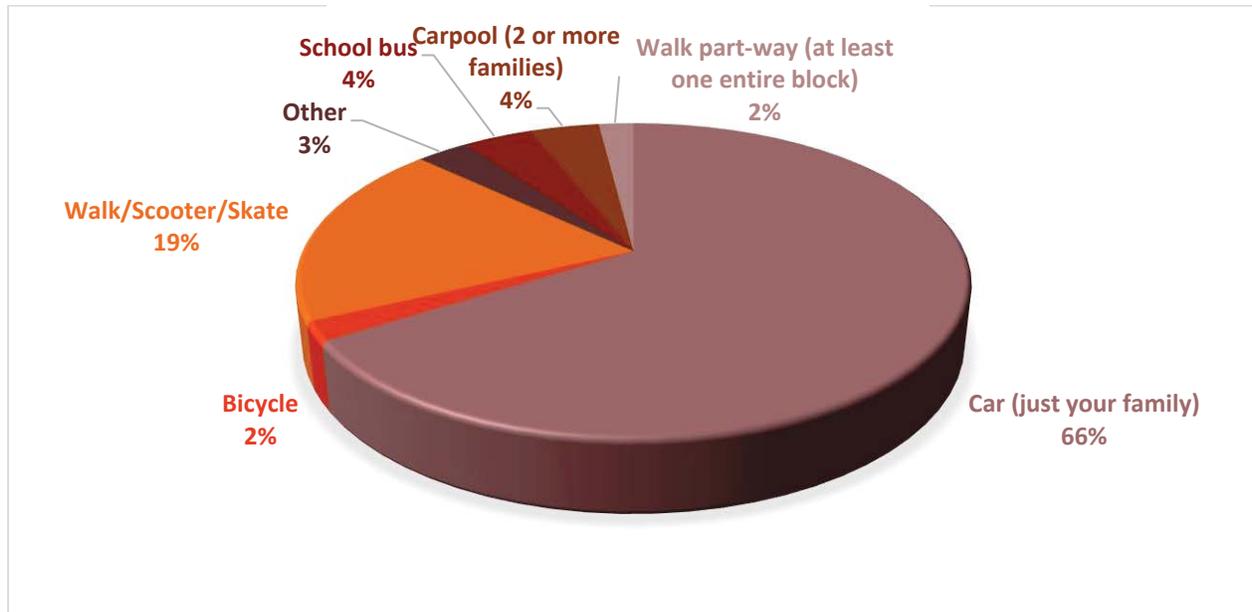
Main Mode of Travel from School



BASELINE SURVEY RESULTS

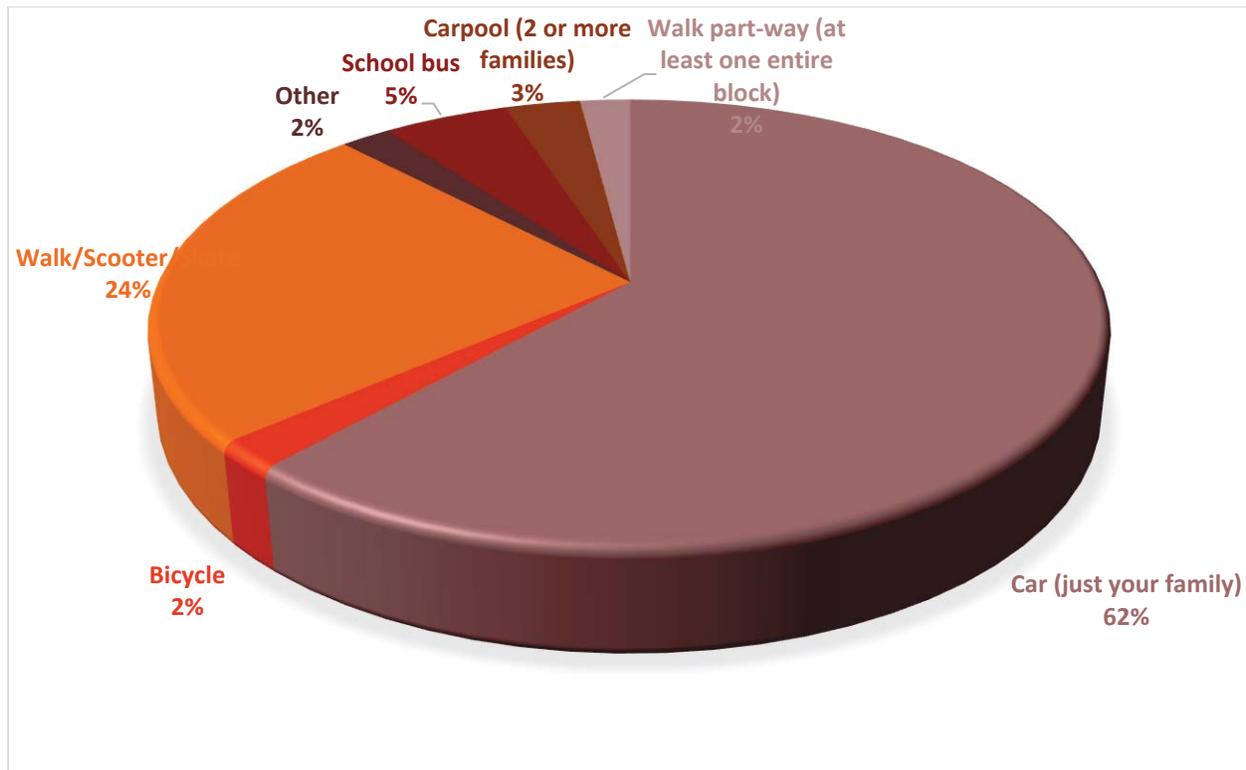
The take-home survey was completed by 106 families, with there being 365 students during the 2016-2017 school year. This section outlines the results from the survey.

Main Mode of Travel to School



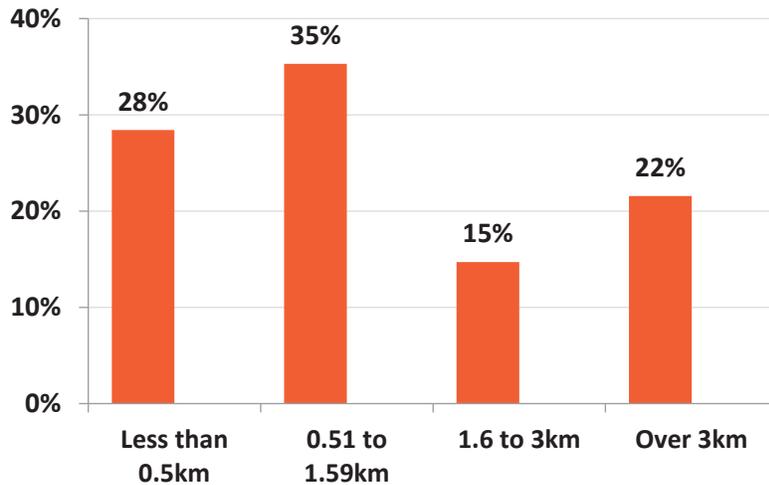
According to the take-home survey, families at Brentwood arrive at school by car more than any other mode of travel, which places single-family car travel mode share at 66%. Another 4% of students carpool to school. A portion of families (19%) walk, skate or scooter to school, and another 1% walk part way. Only 4% of students take the school bus to Brentwood. Bicycling does not currently represent a significant portion of Brentwood families' mode share to school, as only 2% of student's bike to school.

Main Mode of Travel from School



The travel patterns at the end of the day, travelling from school, do not significantly change from the morning travel patterns at Brentwood. There is a slight decrease in car travel in the afternoon as 61% of families travel home using single-family car travel, whereas there is a slight increase in students walking (24%) or taking the school bus (5%). The same number of students are biking or walking part-way. Through the qualitative comments provided in the survey it was identified that the 2% of those who travel by 'other' modes are being picked up for daycare.

Distance to school

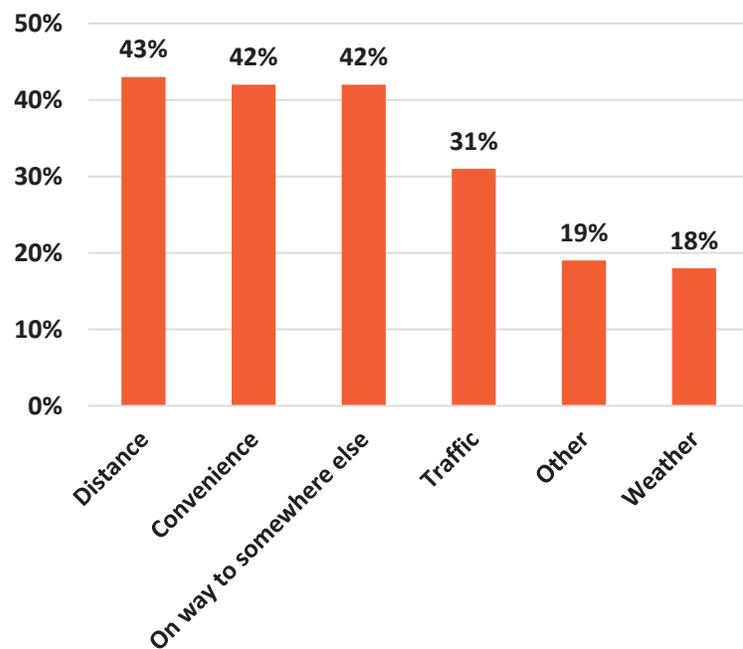


Only 22% of Brentwood families live over 3 km away from the school. This means that 78% of the school is within walking or biking distance to the school. Of families who responded to the take-home survey, over one-quarter (28%) live within 500m of the school and another 35% live between 0.51-1.59 km. Of the students who live less than 500m from the school, 41% are driven.

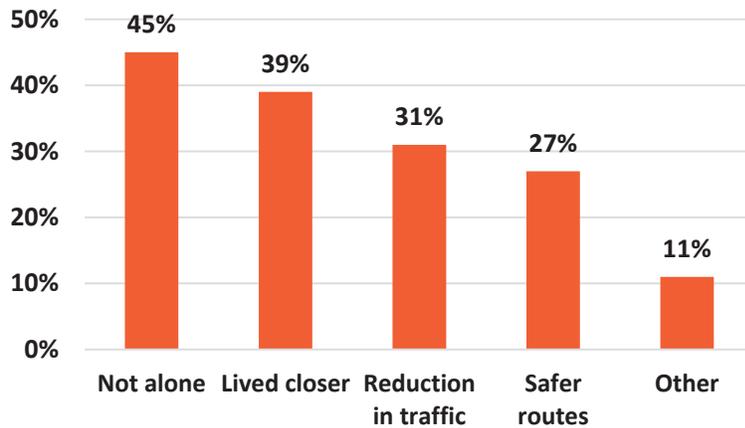
For the next section of questions, families were allowed to choose up to three answers.

According to the take-home survey, Brentwood families drive to school because of distance (43%), they are on their way to somewhere else (42%) and also the convenience of driving (42%). Another 31% of parents identified that they drive their child(ren) to school because there is too much traffic.

Why do families at Brentwood Elementary drive?



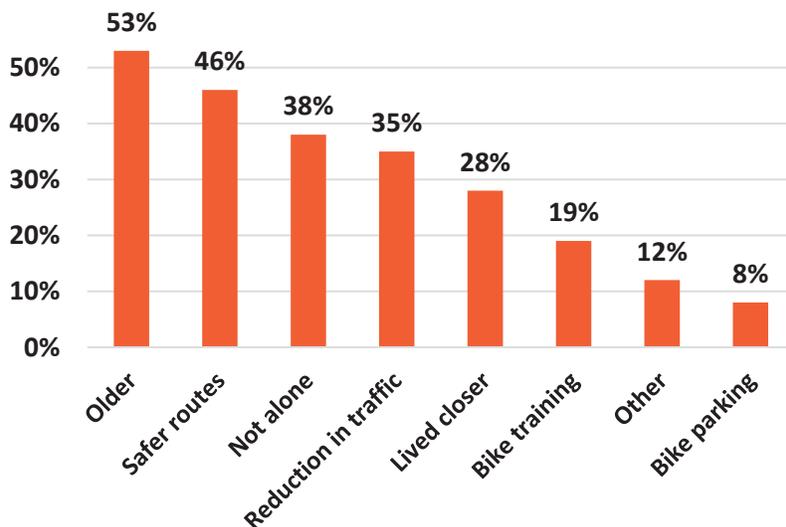
I would allow my child(ren) to walk if..



Almost half of the respondents to the take-home survey indicated that they would allow their child(ren) to walk to school if they were older (47%) and if they were not alone (45%). Another 39% indicated they would allow their child(ren) to walk if they lived closer to the school.

Respondents also felt strongly (53%) that the age of their child(ren) and their child not being alone (38%) impacted whether they would be allowed to cycle to school. Almost half of parents (46%) indicated if there were safer routes to they would let their child(ren) bike to school.

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



SCHOOL TRAVEL CHALLENGES

School travel challenges are the barriers to active travel faced by families and students at Brentwood. 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 Brentwood.

1. West Saanich Road School-site Access

A concern that was discussed on the school-site and neighbourhood walkabout focused on school-site access for students travelling from West Saanich Rd. There is no pedestrian path leading from Wallace Dr. to the school building west of the Wallace Dr. and West Saanich Rd. intersection. As a result, students are either walking through the parking lot to enter school grounds or crossing both the entrance and exit of the drop-off loop driveway to reach the school building. Some families are choosing to avoid both and have created a make-shift dirt path east of the school parking lot (Figure 3). The dirt path is not accessible for all users.



Figure 3-Make-shift dirt path behind the parking lot

2. School Drop-off Zone

Through the baseline surveys and in the neighbourhood walkabout, parents identified concerns with the parking lot and drop-off/pick-up loop at Brentwood. There is some confusion among parents as to where the vehicle is supposed to stop in the drop-off loop. There is a crosswalk running through the middle of the drop-off loop to let their child(ren) out and drivers do not know whether to stop before the crosswalk, on the crosswalk or after the crosswalk (Figure 4). There is also some concern regarding students walking through the parking lot to get to the pedestrian path that surrounds the school.

It was observed on the neighbourhood and school-site walkabout that some parents are choosing to avoid the drop-off loop and are stopping along Wallace Dr. to let their child(ren) out.



Figure 4-Drop-off/pick-up area in the parking lot. This area is in the middle of the parking lot, being an awkward area to stop and have students cross.

3. Wallace Drive & West Saanich Road

A number of parents reported that they had concerns regarding the Wallace Dr. and West Saanich Rd. intersection. There are new bike lanes on both sides of Wallace Dr. and West Saanich Rd. that provide a dedicated space for cyclists. For pedestrians crossing West Saanich Rd. east-west, the road is wide and difficult to cross. There is a crossing guard on the south side of the intersection to help students cross West Saanich Rd east-west.

Through the baseline survey, a number of parents reported concerns regarding visibility at this intersection. Their concerns involved drivers not looking for pedestrians crossing the street north-south when they turning left from West Saanich Rd. onto Wallace Dr.

4. Rom Knott Park & Community Centre

There is a multi-use path around Rom Knott Park that many families use to get to school as it leads from a subdivision to Wallace Dr. The path stops at the Community Centre and does not connect to the crosswalk on Wallace Dr. that leads to the school (Figure 5). Also, drivers of vehicles often use the community centre as a place to park.

It was noted in the baseline survey and observed at the neighbourhood walkabout that students are having to weave between cars or walk on the road to get to the crosswalk on Wallace Dr. This behaviour is causing some concern for parents as there is no dedicated space for pedestrians.

There is also a concern about drivers of vehicles pulling out of the community centre as it is difficult to see oncoming traffic and cyclists travelling down Wallace Dr.

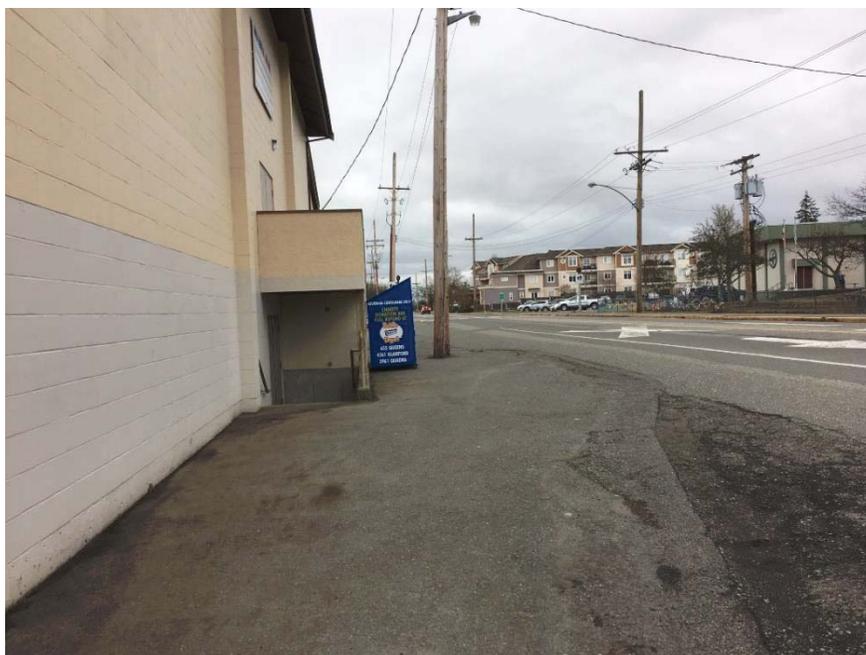


Figure 5- Behind the community center where students have to walk to cross Wallace Dr. when coming from Rom Knott Park. There is no sidewalk leading to the crosswalk in front of the school.

5. Wallace Drive & Marchant Road

The Wallace Dr. and Marchant Rd. intersection was of significant concern to families who responded to the baseline survey. There is no dedicated space for pedestrians crossing east-west on Wallace Dr. or north-south on Marchant Rd. There are no sidewalks on the north-west side of the intersection or south of the intersection on Wallace Dr., and according to the baseline survey, a number of families use this route to travel to school.

The alignment of the intersection creates a challenge for vehicles that are trying to turn on to Wallace Dr. from Marchant Rd., which results in vehicles inching up and encroaching on pedestrian space. There is also an island on the east side of the intersection to provide a phased crossing for pedestrians, but the island does not have the appropriate letdowns, thus it is not accessible for all users (Figure 6).



Figure 6- Wallace Dr. and Marchant Rd. facing south west.

6. Trail from Marchant to Knute Way to School

There is a multi-use trail that connects Marchant Rd. to Knute Way and continues on to connect Knute Way to Brentwood. The trail is accessible for all users and provides an off-street connection with protected pedestrian facilities. Currently, the trail is not a very welcoming space as it is not well-lit or aesthetically pleasing.



Figure 7- Access to the Marchant-Knute Way Path south from the school. The path can get muddy and may not be desirable to use.

7. Wallace Drive & Greig Avenue

Through the baseline survey and discussions at the neighbourhood walkabout, the Wallace Dr. and Greig Ave. intersection is of significant concern to parents in the area. There are sidewalks on the west side of Wallace Dr. but there is no crosswalk to provide a connection for pedestrians crossing east-west to get to the sidewalk (Figure 8). In addition to the lack of pedestrian infrastructure, there are a number of concerns regarding vehicle speeds in the area. The posted vehicle speed limit is 50km/h, but many parents reported vehicles driving over the posted speed. There is also a curve on the south side of the intersection, resulting in vehicle drivers not being able to see pedestrians while travelling north on Wallace Dr.



Figure 8- Lack of pedestrian infrastructure at Greig Ave. and Wallace Dr.

SCHOOL TRAVEL PLANNING GOALS

The main goal of the School Travel Planning process is to increase the number of children and their families that use active transportation to get to and from school. 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 and its partners 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.

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 Brentwood's 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. Brentwood'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

District of Central Saanich

There are a number of engineering solutions that Central Saanich has undertaken to improve routes to school.

Cycling infrastructure has been improved along Wallace Drive. Bike lanes have been installed to provide a dedicated space for cyclists, and bicycle triggers will be painted at the West Saanich and Wallace intersection so that cyclists are able to signal a change to the traffic light.

A barrier has been installed at Rom Knott Park to prevent vehicles from encroaching on pedestrian space at the trail head.

The issue of speeding on Marchant has been addressed by installing a speed board for drivers heading eastbound, reminding them that the speed is 40km/h.

Central Saanich has contributed to the upgrade of the Marchant-Knute Way path by painting where cars cannot park in front of the entrance to the path.

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 9- Cut-out of Brentwood's Best Routes to School Map

Way 2 Go!

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 ages 7 to 15 living in the Capital Region. Island Health, with funding from the CRD, partnered with University of Victoria to gather data from target populations.

The goals of the project are to:

- Increase knowledge of the health related benefits of active transportation (cycling, walking, rolling, and taking public transit)
- Identify barriers, motivators and enablers experienced by girls between 7 and 15 years old.

Two sets of focus groups were conducted with girls from 7-15 in 18 schools and 2 non- school settings. The first set explored how girls understand and think about active transport – the benefits, barriers, how to make it easier and more fun. In the second set, questions focused on the content and style of messaging to encourage active transportation.

Brentwood participated in Way 2 Go in April 2017 and will be invited to participate in the implementation of the social marketing phase of this project.

Bike Maintenance



Figure 10- Evan showing students how to oil their bike chains

The CRD provided students in Leila Sinclair Wise's grade four/five class with bike maintenance on May 26, 2017 prior to the bike skills course on June 8. In a 1.5 hour session, Evan Carey from Nolan Riding examined the students' bikes to make sure that they were in good and safe riding condition for the bike skills course. He showed students the basics of bike maintenance, such as checking brakes, filling tires and lubricating chains.

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. Students were encouraged to bring their own bikes to the course. To ensure every student was given the opportunity to take the course, additional bikes were provided. After a quick maintenance check to ensure the bikes were in good working order, the 3 hour course was underway.

A bike skills course was facilitated by the Greater Victoria Bike to Work Society for 23 students in a grade four/five class at Brentwood on June 8, 2017 in two 1.5 hour sessions. 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. More specifically, students learned and practiced starting in the 'ready position' riding in a straight line and turning, and safely stopping. Individual and group feedback was provided to build cycling skills. Finally, games and obstacles were used to integrate and practice skills.

Drive to 5 Program

A Drive to 5 Program can be an effective way of encouraging those parents who have to bring their cars to school to park away from the school and walk the remainder of the journey. The program can help make the area around the school a safer and more pleasant environment for everyone, as well as enabling families to become more active and healthy.

Brentwood has softly implemented a Drive to 5 program at the Central Saanich Library. The library on Clark Rd. is a 250m walk to the north of the school. There are currently only a few families participating, with hope for more participation through promoting the program. Parents are encouraged to drop off and pick up their child(ren) at the library to alleviate traffic around the school and introduce an additional five minutes of physical activity.

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 Brentwood's participation. The rack was installed at the back of the school with the other bike racks, which is a safe and secure location.

iRide Program

Brentwood participated in the iRide Program from October 3 to October 5, 2017. iRide is a program that encourages cycling and teaches basic and intermediate skills to students in one session per day over three days. iRide also provides rental bikes and helmets as needed to students in the school. The program is free to school in its first year and half price in the second year. The program was offered to students in grades four and five at Brentwood. Participation in the program further encouraged confidence in students to ride to school.

FOLLOW-UP SURVEYS

METHODOLOGY

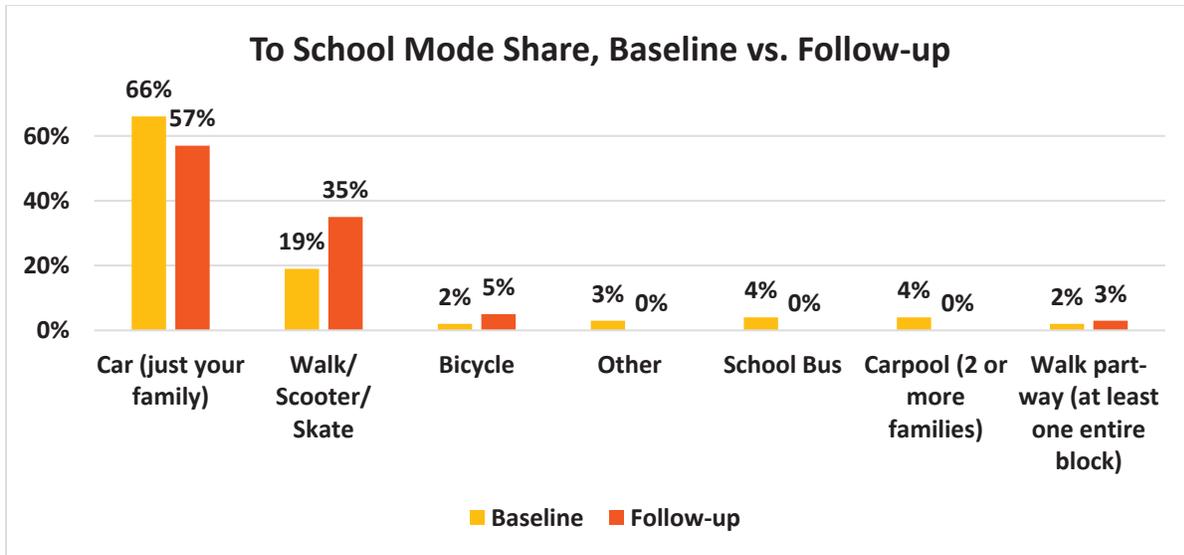
Online surveys were completed during October and November 2017, a year after baseline data was collected. A total of 40 families completed the follow-up survey.

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.

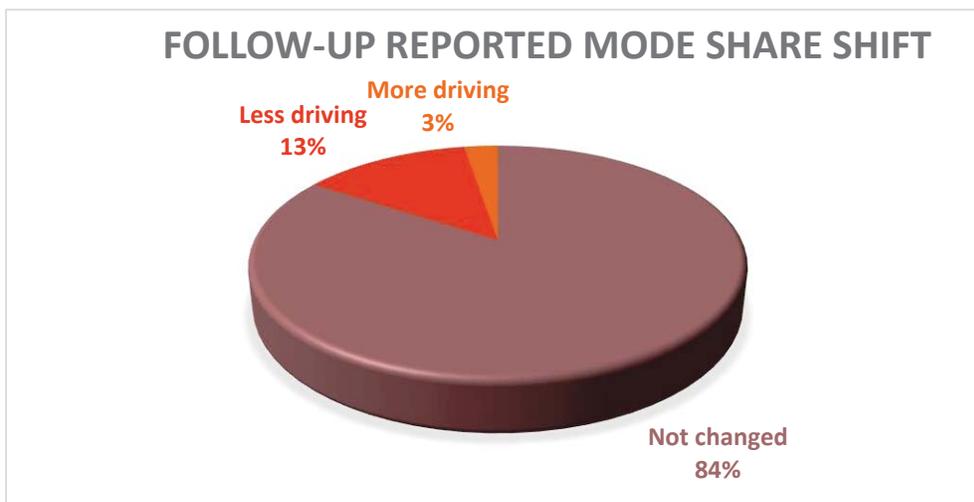
There are a number of limitations to the findings in the follow-up survey in regards to travel change. The process is a 15-month process, with data collection and school/neighbourhood assessments being in the first several months and actual education, engagement, enforcement and engineering initiatives occurring in the last few months. The education and engagement implementation process aims to provide the foundations for long lasting programs so that school travel programs can continue after the process is complete. In addition, engineering and infrastructure improvements can take several years to accommodate in budget processes and council approvals. As a result, it is difficult to assess whether the process had a significant impact in changing student behaviour. If schools were to be re-assessed in 3-5 years, there could be some measurable behaviour change as a result of the programs that were implemented.

RESULTS

In the baseline survey conducted in October of 2016, 66% of families drove to school and another 19% walked. In the follow-up survey, 57% reported driving to school and 35% reported walking to school.

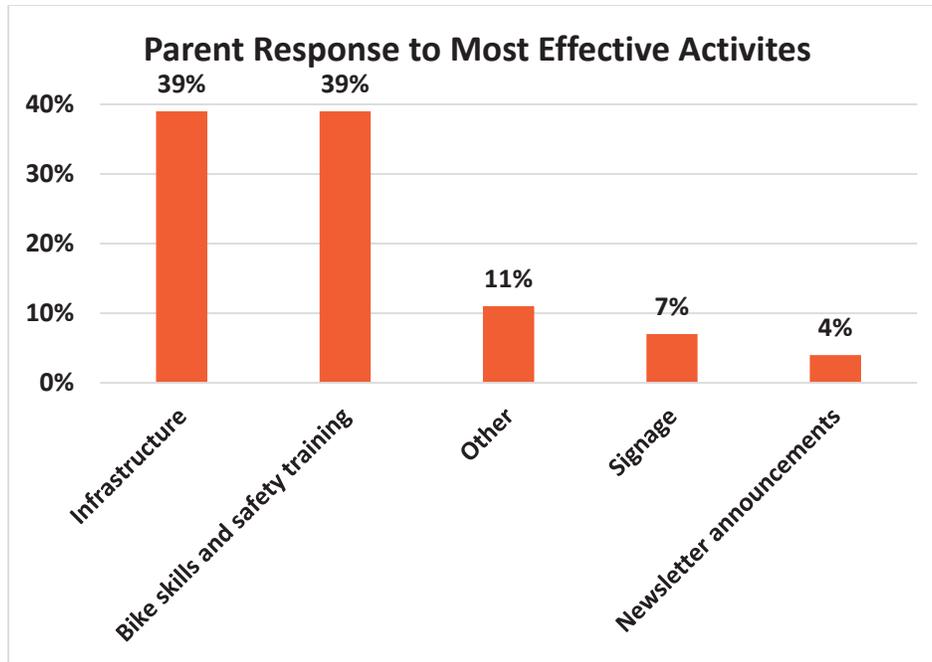


These numbers represent a shift towards active travel modes. 13% of families reported less driving, while the number of driving trips decreased from 66% to 57%, while the number of families walking, scootering and skating increased from 19% to 35%.



13% of respondents reported less driving in their school travel habits, contributing to the increase seen in active travel modes.

Parents who completed the survey felt that infrastructure improvements and bike skills and safety training were the most effective activities in the school travel planning processes. Anecdotally, parents reported that they still have concerns about infrastructure in some areas, but appreciate the improvements made so far.



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: Shelley Hardcastle

PAC President: Michelle Martin

PAC Member: Michelle Cooper

Member at Large: Beverly Devries

External Partners Network

District of Central Saanich, Roads and Sidewalks, Traffic Safety, Storm Water Management

Engineering: Roland Rocheleau

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:

**Monday November 28th
2016 – Friday December**

2nd 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										
Thu										
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



Brentwood

Elementary

School Travel Planning

November 12, 2016

Dear Parent (Guardian):

Brentwood 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 Doncaster, 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 November 16th, 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,

Shelley Hardcastle
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 Punjabi/Hindi

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

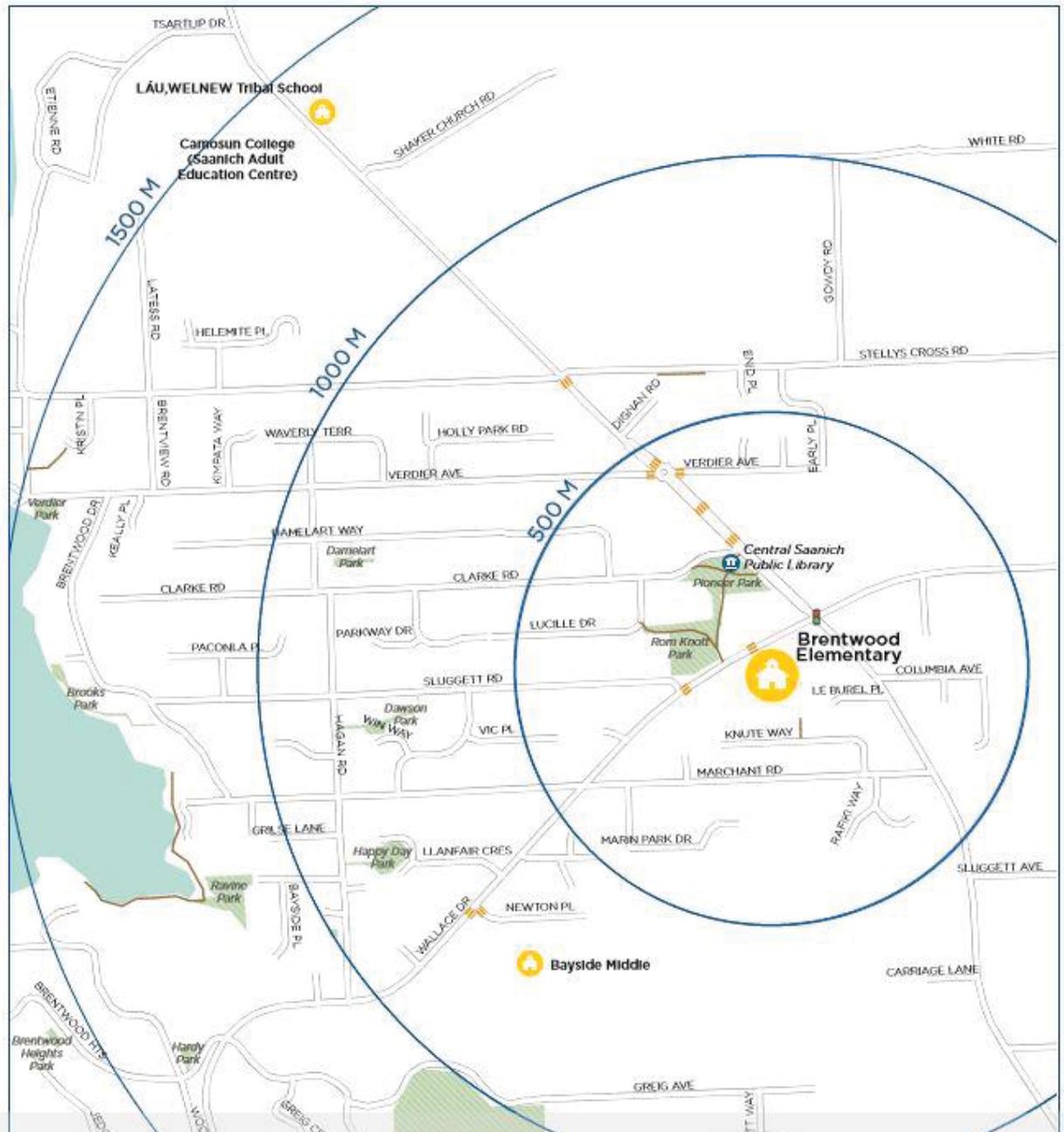
NO

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: School Site Walkabout Summary Notes

School: Brentwood Elementary School

Date/Time: Wednesday December 7, 2016

Weather: Cold

Attendees: Principal, 1 Parent, 2 Students

Schools-Site Access

Discussion

- There are two fence entrances from Wallace Dr. onto school grounds
- There is a dirt path fence entrance on Wallace Dr. – not accessible for all users (strollers, scooters, skateboards and bikes) (Figure 1)
- There is a grassy fence entrance on Wallace Dr. – not accessible for all users (strollers, scooters, skateboards and bikes) (Figure 2)
- Many students walk around the Wallace Dr. fence and enter school grounds beside parking lot where there is a path for pedestrians. This entrance is paved and is suitable for all users (Figure 3)
- Students coming from West Saanich Rd. access school grounds through the parking lot or walk behind parking spots along a man-made dirt path (Figure 4)
- There are two catwalk entrances at the back of the school that lead to Knute Way

Future Considerations/Solutions

- Consider making an additional fence entrance from Wallace Dr. that is suitable for all users so that students and rollers do not have to walk all the way to parking lot entrance
- Consider paving existing entrances to make suitable for all users

Pedestrian Pathways

Discussion

- There is a pedestrian path that is suitable for all users surrounding the entire school (Figure 5)
- There is a dirt pedestrian path leading from the first Wallace fence entrance – it is not suitable for all users (strollers, cyclists, scooters and skateboards)
- There is no pedestrian path leading from the grassy Wallace fence entrance
- There is a paved pedestrian path leading from the Wallace Dr. and school parking lot entrance – the path is suitable for all users

- There is a man-made pedestrian path leading from Wallace Dr. behind the parking lot to school site
- There are no pedestrian pathways leading from Knute Way catwalks
- There is a covered area at the back of the school for parents to pick up their kids
- There is not a direct path leading to the bike racks for students cycling to school – students must dismount and walk around to the back of the school where the bike racks are located – parents or teachers cycling to school would have to do the same

Future Considerations/Solutions

- Consider paving one of the two existing fence entrances on Wallace Dr. (SD63)
- Consider creating a gravel or paved path behind school parking lot to encourage students to use that entrance (SD63)
- Consider creating a paved path from one of the two catwalk entrance leading from Knute Way (SD63)
- Consider creating a route/space for cyclists to more easily access racks (SD63)

Potential Conflicts

Discussion

- Students travelling from West Saanich Road will potentially cross both the entrance and exit in the drop-off loop, which raises visibility and safety concerns. Students not passing these entrances are likely walking through the parking lot
- Safety concerns regarding students walking through drop-off zone
- Some parents are dropping their kids off along Wallace Dr. to avoid entering the parking lot drop-off zone – safety and visibility concerns

Future Considerations/Solutions

- Consider creating a 'Drive to 5' program where students would be dropped off at a different location and walk to school together as a group therefore removing traffic and related conflict from the school area (STP Facilitator & Brentwood Elementary)
- Consider promoting the Knute Way cat walks as alternative drop off locations (STP Facilitator & Brentwood Elementary)
- Consider increasing enforcement efforts to minimize unsafe drop-offs along Wallace Dr.

Bicycle Parking

Discussion

- Four bike racks are located at the back of the school in a visible and well-lit location
- Students must dismount and walk bike to bike rack area
- There is ample bike parking to accommodate a large number and sizes of bikes
- Bicycle parking is not covered
- There is no scooter or skateboard parking available, students bring their scooters/skateboards to class to store for the day

Future Considerations/Solutions

- Consider installing a shelter for covered bike parking (SD 63)
- Consider moving the back bike rack to the covered area at the front of the school to provide a more easily accessible place for bike parking (SD 63)
- Consider moving existing parking under shelter for some covered bike parking (SD63)

Other Discussions for Neighbourhood Walkabout

- 1 CUPE crossing guard at Wallace and West Saanich Rd. The crossing guard moves to the crosswalk on Wallace Dr. at 8:30 am
- A team of grade 5 students assist with crosswalk on Wallace Dr.
- Parent volunteers also help with crossing duty

Safety and visibility concerns regarding walking along Wallace Dr. past the Central Saanich Community Centre – cars are parked along the side of the building and there is not a designated area for students to walk, so students are forced to walk along the side of the road.

Appendix D: Neighbourhood Walkabout Summary Notes

Monday February 20, 2017 at 7:30 am

9 Attendees: Keely Kastrukoff (Island Health), Eric Fisher (SD63), Gary Holman (Saanich Peninsula MLA), Shelly Hardcastle (Brentwood Principal), Glen Davies (Central Saanich Police), Lindsay Taylor (School Travel Planner), Beverly DeVries (PAC rep & parent), Kanae Yoshida-DeVries (grade 5 student), Heidi Giesbrecht (PAC rep and parent)

Weather – Cloudy

Wallace & West Saanich

Discussion

- Busy intersection – lots of cars
- Difficult to see pedestrians when turning – visibility concerns in the winter months
- Wide intersection
- Brentwood Elementary crossing guard expressed unease regarding students crossing at this intersection
- No dedicated space for cyclists on Wallace

Considerations/Possible Solutions

- Implement a visibility campaign providing lights and reflectors to students (STP + School)
- Install bike lanes along Wallace to provide a dedicated space for cyclists (Central Saanich)
- Paint triggers on West Saanich Rd. for cyclists to trigger the lights (Central Saanich)
- Educate students about paint triggers during bike skills course (STP)

Wallace – Community Centre – Rom Knott Park

Discussion

- No dedicated space for pedestrians from Rom Knott Park trail to crosswalk on Wallace – students are weaving between cars to get to crosswalk
- Opportunity for a ‘Drive to 5’ program where parents park at the Central Saanich Library and walk along Rom Knott Park trail
- Large distance between Wallace Dr. crosswalks

- Three traffic flows heading into the grocery store/community centre/apartment complex entrance – confusing for pedestrians in the area
- Visibility concerns – difficult to see oncoming traffic and pedestrians when pulling out of Community Centre parking lot

Considerations/Possible Solutions

- Install (if space permits) a barrier along part of building facing Wallace Dr. to create a dedicated space for pedestrians at the same time as the bike lane installation (Spring/Summer 2017)(Central Saanich)
- Implement a “Drive to 5’ program using the Central Saanich Library parking lot (STP + School)
- Use StoryWalks program along trail from library to crosswalk to animate the space (STP + School)
- Clarify traffic flows going into the grocery store/community centre/apartment complex entrance using paint (Private Developer)
- Create angled parking along Wallace drive behind the community centre to allow for cars to see pedestrians and oncoming traffic (Central Saanich)

Wallace & Marchant

Discussion

- There is no dedicated space for pedestrians crossing at Wallace and Marchant
- Blind corner – cars are inching out to see oncoming traffic
- Sidewalk ends at Marchant and leaves pedestrians in a space that is not friendly for pedestrians
- Island between right-hand turning lane and other lane is not accessible for all users
- High speeds along Marchant as drivers are using this is a corridor to get to West Saanich Road
- Cars parking on both sides of Marchant
- No dedicated space for pedestrians on Marchant

Considerations/Possible Solutions

- Install crosswalk on all sides of Marchant & Wallace to provide a dedicated space for pedestrians to cross (Central Saanich)
- Adjust the line where cars are stopping to improve visibility (Central Saanich)

- Improve island so that it is accessible for all users with appropriate curb letdowns(Central Saanich)
- Install gravel path on north west side of the intersection (Central Saanich)
- Install speed board along Marchant for cars heading East to encourage reduce speeds (Central Saanich & ICBC)

Trail from Marchant to Knute Way to School

Discussion

- Dedicated pedestrian space for students walking to school
- Hedges overgrown – trail not well lit
- Muddy entrance from Knute Way to School
- People parking at the trail entrances

Considerations/Possible Solutions

- Implement school-wide art project or mural to introduce and liven space for students (STP)
- Install lighting on the hydro poles at the entrances of the path to brighten space during winter months (Central Saanich)
- Create more formalized entrance from Knute Way onto school grounds and minimize mud (SD63)
- Use paint to identify where cars cannot park on Knute Way to ensure clear entrances to the walkway(Central Saanich)

School Drop-off Zone

Discussion

- Lots of congestion in school drop-off zone
- Students walking west on Wallace Dr. do not have a safe place to enter school grounds and are walking through parking lot or crossing the drop-off entrance and exit
- Confusion around where parents should stop in order to drop-off their kids
- Parents are dropping their kids off late – possibly to avoid congestion

Considerations/Possible Solutions

- Implement 'Drive to 5' program at Central Saanich Library to alleviate congestion (STP)

- Implement a phased drop-off time approach to alleviate congestion and encourage parents to use the Monday-Friday morning activity program that begins at 8:00 am (School + STP)
- Create a pedestrian path along grassy space in front of cars along Wallace before the drop-off exit (SD63)
- Paint pedestrian pathways to direct traffic to use parking lot crosswalk (SD63)
- Create a new pedestrian entrance from Wallace Dr. that lines up with parking lot crosswalk (SD63)
- Paint lines in parking lot where parents are supposed to stop their cars in order to drop-off their kids (SD63)
- Draft piece for school newsletter outlining changes to the drop-off zone (STP)

Wallace & Grieg

Discussion

- no safe crossing to get to the painted shoulder on the other side of the road (no proper side-walk at that section of Wallace Drive)
- blind corner, cars speeding far in excess of limits in that section of Wallace Drive, significant traffic volume at peak hours
- Turning right from Grieg to Wallace Dr. tricky for cars – visibility concerns

Considerations/Possible Solutions

- Consider installing a center median on the south side of the Wallace and Grieg intersection to slow traffic and narrow roadway
- Consider installing a painted cross-walk with controlled crossing sign & flashing light
- Consider an advanced indicator for a controlled cross-walk so cars have notice of a pedestrian crossing as they come around the blind corner bend

Other Comments

- Option of making morning supervision earlier to stagger when parents drop-off kids in the morning
- Consider installing more lighting along Wallace to improve visibility
- Concern regarding Stelly's & West Saanich intersection with planned new development
- Create a one-pager for PAC to continue school travel planning work to continue after Active and Safe Routes to School program is complete



Appendix E: School Travel Action Plan

School Travel Action Plan: Brentwood 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.

Brentwood Elementary is part of Saanich School District (SD 63) and is located at 7085 Wallace Drive in the Brentwood Bay neighbourhood of Central Saanich. Brentwood Elementary has 300 students enrolled in full-day kindergarten to grade 5.

At Brentwood Elementary, the overall school goal is to improve student success by focusing on students' sense of belonging within an inclusive school environment.

MAIN ISSUES/AREAS OF CONCERN

- High traffic volume and vehicle speeds at West Saanich Road and Wallace Drive
- Limited pedestrian facilities from Rom Knott Trail to Wallace crosswalk
- Limited pedestrian facilities at Marchant Road and Wallace Drive intersection
- Vehicle speeds along Marchant Road
- Vehicle speeds and limited of pedestrian facilities at Wallace Drive and Greig Avenue

BASELINE MODAL SPLIT (NOV 2016)

Walk/Scooter/Skate	19%
Walk part-way	2%
Bike	2%
School Bus	4%
Carpool	4%
Drive	66%
Other	3%

GOALS

- Build confidence to use active modes of transportation
- Improve walking routes to school
- Improve cycling routes to school
- Improve traffic safety in the school zone
- Encourage uptake of active travel to and from school



School Travel Action Plan: Brentwood Elementary

November 23, 2017

School Travel Planning Facilitator					
Action	Description	Status	Anticipated Completion	Next Steps	Notes
Baseline Survey	Distribute, collect and analyze surveys. Create and present summary to PAC, administration, SD63 and Central Saanich municipal staff.	Complete	December 2016		
School Site Walkabout	School site walkabout facilitated. Walkabout summary created and distributed to administrators and PAC. Summary also presented to SD63 and Central Saanich municipal staff.	Complete	November 2016		
Present Survey & Walkabout Summary	Present survey and walkabout summary to PAC and School Administration.	Complete	February 2017		
Neighbourhood Walkabout	Facilitate a discussion with school administration, SD63, Central Saanich municipal staff, Central Saanich Police, Island Health and parents.	Complete	February 2017		
Bike Skills Course	Bike skills course for 23 students at Brentwood Elementary	Complete	June 2017		
Drive to 5 program	Implement Drive to 5 program using the Central Saanich Library parking lot.	In Progress	November 2017		

Action	Description	Status	Anticipated Completion	Next Steps	Notes
Program Re-Introduction Presentation	Presentation to school and PAC at the beginning of the school year to re-introduce program.	Complete	September 2017		
Brentwood Newsletter Input	Draft information piece about drop-off zone changes after they come into effect.	Not started	November 2017		
School-wide Art Project	Facilitate a school-wide art project to liven the Marchant-Knute Way-School path for students.	Not started	TBD		Find interested parents or teachers.
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 District of Central Saanich staff.	Not started	November 2017		

Brentwood Elementary (PAC & Principal)					
Action	Description	Status	Anticipated Completion	Next Steps	Notes
WAY2GO – Empowering Girls 2 Go	Island Health & UVic facilitated discussions about girls and active travel.	Complete	April 2017		
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		

Saanich School District (SD 63)					
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		

Action	Description	Status	Anticipated Completion	Next Steps	Notes
Review Neighbourhood Walkabout Summary	Review notes from neighbourhood walkabout to determine realistic actions	Complete	March 2017		
Parking Lot Painting	Paint directional arrows to let drivers know the direction they should be travelling through the parking lot. Paint pedestrian pathways (such as footprints) to direct pedestrian traffic through drop-off zone/parking lot to use crosswalk.	Not started		Eric will discuss at a bus drivers meeting to see if this is feasible.	
Separate pedestrian and vehicle space at front of school	Explore installing a physical barrier such as a fence or posts to separate pedestrian space and vehicle space and the front entrance of the school.	Not started	October 2017		

District of Central Saanich					
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		
Bicycle Infrastructure on Wallace	Install bike lanes on Wallace to provide a dedicated space for cyclists.	Complete	May 2017		
Paint Bicycle Triggers	Paint bicycle triggers on West Saanich Road to allow cyclists to signal a change to the traffic light.	Complete	May 2017		

Action	Description	Status	Anticipated Completion	Next Steps	Notes
Pedestrian Facilities Wallace & Rom Knott Park	If space permits, install a barrier along part of the building facing Wallace Dr. to create a dedicated space for pedestrians from Rom Knott Park trail to the Wallace crosswalk.	Complete	May 2017		
Community Centre Angled Parking	Paint angled parking lines behind the community centre to improve visibility for cars backing out of space onto Wallace Dr.	In progress			
Pedestrian Facilities at Marchant and Wallace intersection	Upgrade pedestrian facilities to include a crosswalk on all legs of intersection to create a dedicated space for pedestrians to cross, upgrade island with appropriate curb letdowns so that it is accessible for all users and install gavel path along north west side of Wallace.	In progress			
Speed Board on Marchant	Install temporary speed board on Marchant Rd for cars heading east to reduce speeds	Complete			
Marchant-Knute Way- School path	Use paint to identify where cars cannot park on Knute way to ensure clear entrances to the path.	Complete	May 2017		

Appendix F: Best Routes to School Map

Why Walk or Bike to School?

BENEFITS FOR STUDENTS

Being active builds healthy bones and minds. Walking or biking to school is not only a great way to be healthy and keep moving but has also shown to increase alertness and grades at school.

FAMILY AND FRIEND TIME

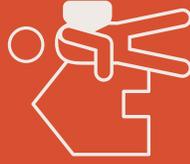
Time spent walking together allows families and friends to connect without stressful distractions. It is a time to unwind, play or share stories about each other's day.

COMMUNITY LIVABILITY

Know your community. Walking and cycling is a great way to meet your neighbours. People feel safer when they know other people in their community.

CARE FOR OUR EARTH

Vehicle emissions are the largest cause of poor air quality in BC and are individual Canadians' greatest source of greenhouse gas emissions. Every vehicle trip replaced by walking reduces our contribution to climate change.



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.

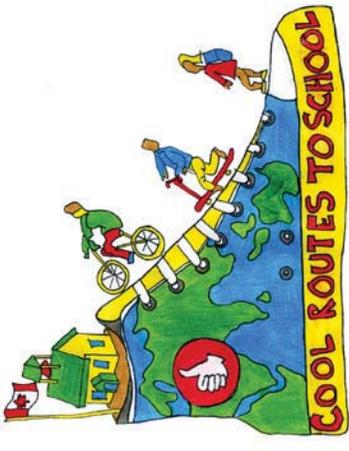
Music: If you are listening to music, remove an ear piece before crossing the street or walking in less populated areas.

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.



Brentwood 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.

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.

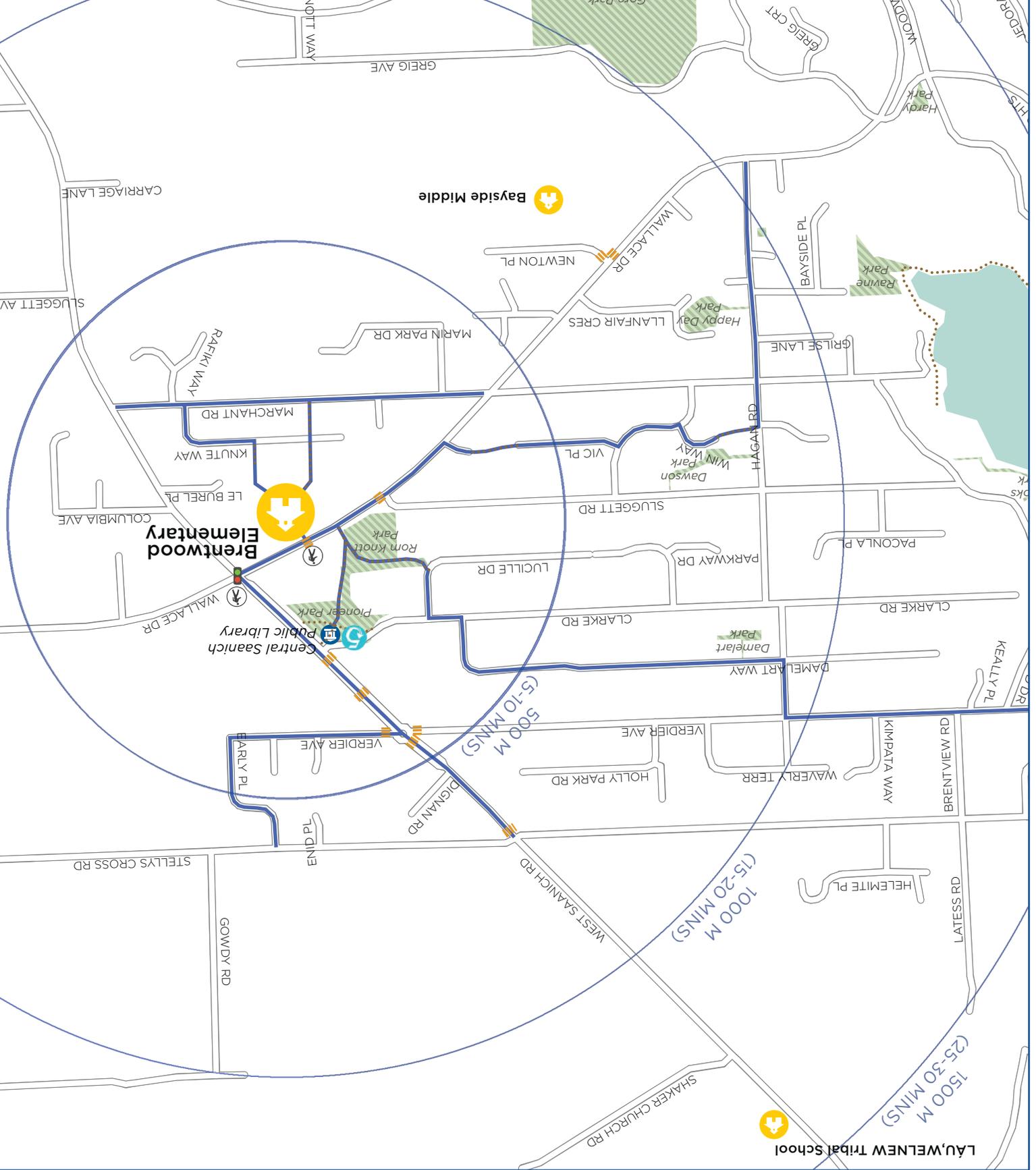


Drive to Five – It's a 5-Minute Walk to School

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

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

Brentwood Elementary: Best Route to School Map September 2017



- Drive to 5
- Crossing Guard
- Best Route
- School
- Traffic Signal
- Park
- Trail
- Municipal



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.