Oaklands Elementary School

Final Report 2022-2023

READY STEP ROLL

SUSTAINABLE SCHOOL COMMUTE PLANNING

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

Proudly supported by:

Thank you to the Oaklands Elementary School Parent Advisory Council (PAC) for their support!

Key Contacts

- Capital Regional District, Regional and Strategic Planning (RSP)
  regionalplanning@crd.bc.ca - 250.360.3195
- City of Victoria, Engineering
  eng@victoria.ca

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Glossary and Acronyms

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

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

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

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

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

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

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

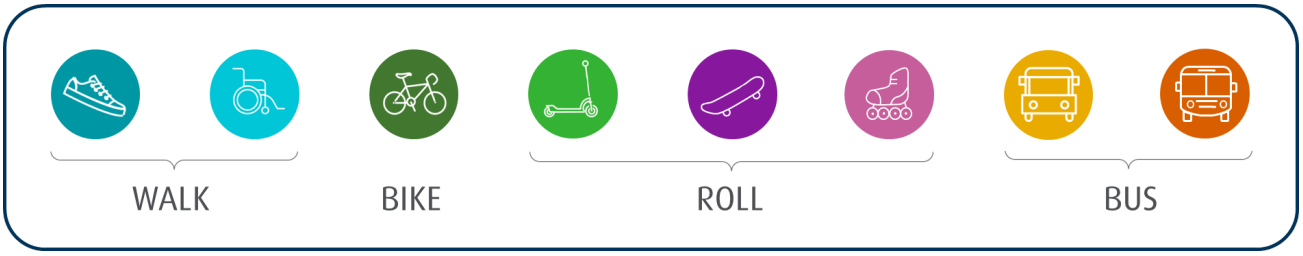
Transportation Demand Management (TDM): A strategy aimed at reducing congestion by providing people with choice in how, when and whether they travel.

Sustainable School Commute Planning

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

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

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



The Benefits of Active and Sustainable School Transportation

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

HEALTH & WELL-BEING

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

PERSONAL & ROAD SAFETY

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

CLIMATE ACTION & AIR QUALITY

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

ACADEMIC & LIFE-SKILLS

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

COMMUNITY & HOUSEHOLD

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

READY STEP ROLL
SUSTAINABLE SCHOOL COMMUTE PLANNING

CRD's Ready Step Roll Initiative

Overview

The Ready Step Roll (RSR) Sustainable School Commute Planning initiative works annually with up to five school communities, respective local government agencies and provincial partners to encourage and enable more students to use active and sustainable transportation to/from school more often. Students who walk and wheel to/from their school or their bus stop arrive alert and ready to learn, while reducing local and regional GHG emissions, improving local air quality and supporting safe and connected communities. The RSR initiative is a comprehensive and sustainable approach to making active transportation more comfortable in school neighbourhoods.

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

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

Planning Process

The CRD works collaboratively with partners to:

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

Key Partners

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

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

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

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

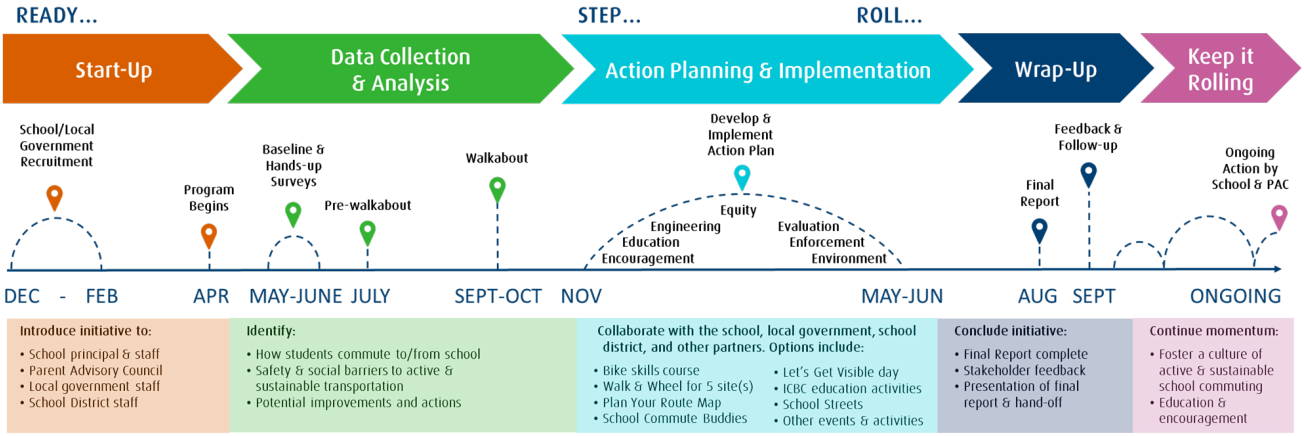
School Administration and School District (SD) – Provide insight into school sites and bussing, evaluate and consider the implementation of proposed solutions on school property and support education and engagement initiatives during and after the initiative.

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

What is the initiative's timeline?

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

Figure 1: RSR initiative timeline and key milestones



The 7 E's Approach to Sustainable School Commute Planning

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

EQUITY

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

ENVIRONMENT

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

EVALUATION

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

ENGINEERING

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

ENFORCEMENT

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

EDUCATION

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

ENCOURAGEMENT

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

READY STEP ROLL
SUSTAINABLE SCHOOL COMMUTE PLANNING

Data Collection and Analysis

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

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

School Profile

School Name: Oaklands Elementary School
School District: SD61
Local Government: City of Victoria
Grades: K-5
Student Population: 504
School-Based Active Transportation Assets (existing):

- Crossing Guards at key intersections
- Before and after school outdoor supervision
- Multiple bike racks
- Supportive active transportation infrastructure
- Strong walking and wheeling culture
- Outdoor Education program
- Active PAC and school parent community

Consultation Summary

- 203 Baseline School Travel Surveys received, representing a response rate of approximately 55%
- 4,322 student school commutes recorded via Hands Up Surveys
- Pre-Walkabout with staff (school, municipal and CRD staff)
- School-Neighbourhood Walkabout (PAC, parents, students, school administration, municipal staff, SD61, ICBC and CRD staff)
- Several Principal and/or PAC meetings
- Local government meetings, with numerous phone and email communications, focused on drafting the Action Plan

Baseline School Commute Survey Results

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

Mode Share

The most common mode for the commute to and from school at Oaklands is by vehicle at 46% and 47%, respectively *(Figure 2).* However, when we combine active transportation modes (walking, wheeling or cycling all or part way), the total exceeds those being driven at 52% for the commute to school and 50% for the journey home. Walking and wheeling is most common of the active transportation modes and a close second to driving at 41%. Sustainable transportation is less common at Oaklands, with 2% of respondents using the bus for their school commute.

Travel Preferences

There is quite a significant difference between how Oaklands households typically commute to school and how they would prefer to *(Figure 2 vs. Figure 3).* Currently, most survey respondents drive (46-47%), but results show that 92-94% of respondents would prefer their students to commute using active and sustainable transportation (walk, wheel, bike or bus). This shows great potential and opportunity for considerable mode shift at Oaklands, away from driving and towards walking, wheeling and cycling.

Barriers to Active and Sustainable Transportation

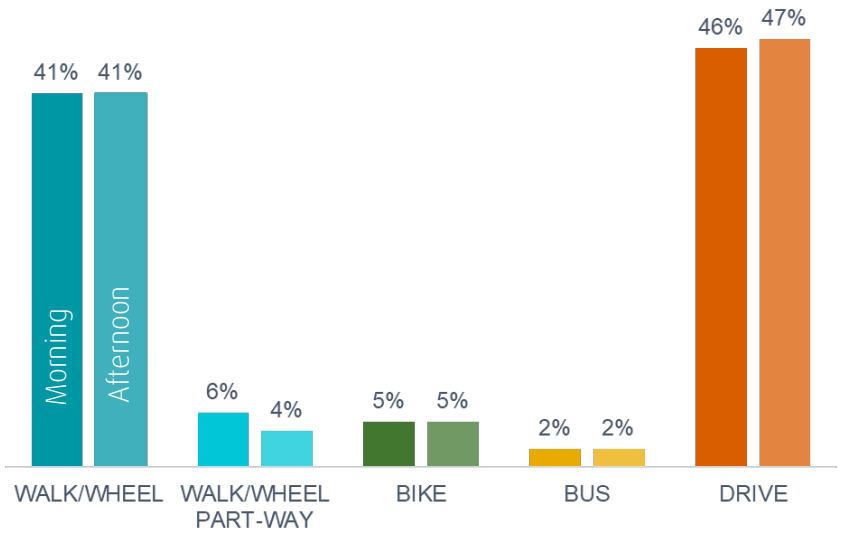
There are several reasons why households use certain modes for their commute to and from school. Since the RSR initiative is focused on enabling a mode shift toward active and sustainable transportation, we have narrowed in on households that usually drive to/from school at Oaklands. Their top reasons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

1. Personal scheduling constraints, such as out of school care activities, work, appointments, etc. (71 respondents)
2. Child is too young to travel alone/no one to accompany (62)
3. Traffic safety concerns (51)

Other reasons for driving are that the distance from home is too far to use other modes (32), personal safety concerns (25), too dark outside before or after school (9) and physical/health limitations in the family (9).

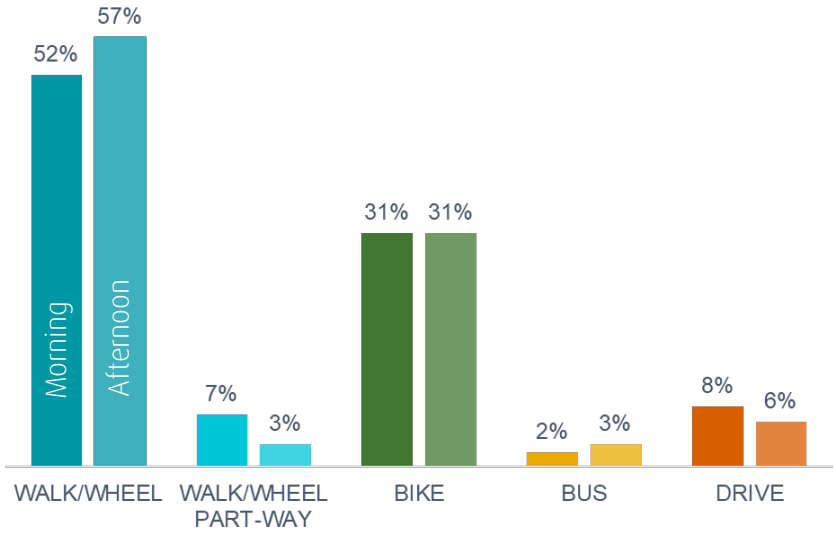
The distance between home and school for Oaklands households varies. About 57% of respondents live within 1 km of the school, 26% are between 1.1 and 2 km, 14% are between 2.1 km and 4 km and 3% live over 4 km from school. This means that 83% of respondents live within a 20-minute walk or 10-minute bike ride to school *(Figure 4).* As *Figure 5* depicts, the proportion of students using active and sustainable modes of transportation for their school commute is quite high at 1 km or less and the ratio declines from there. The point at which Oaklands households become more likely to drive is after 2 km. Busy schedules, time constraints, age and traffic safety concerns are also barriers to Oaklands households being able to choose active and sustainable transportation.

Figure 2: How students typically get to and from school



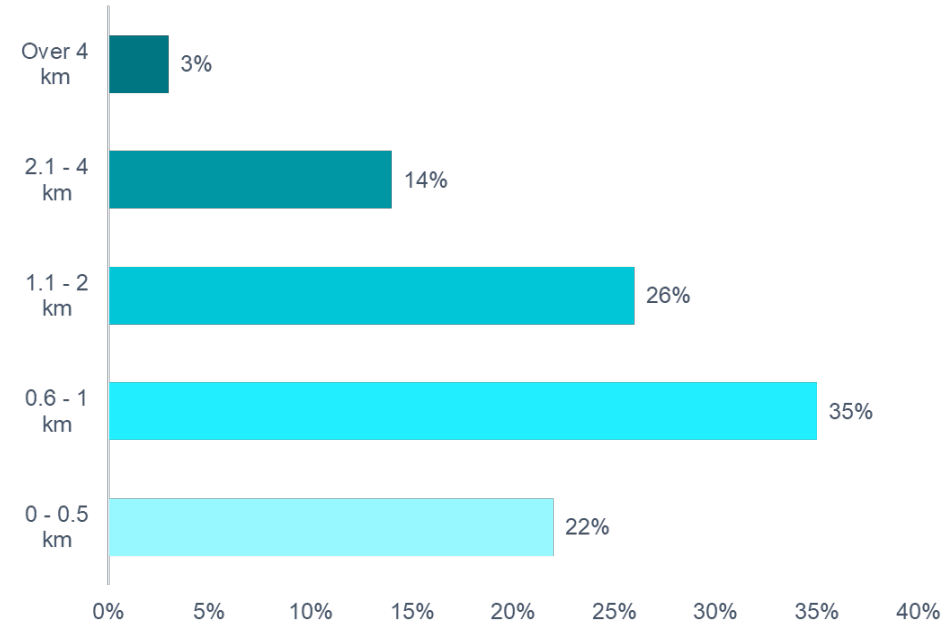
Many students at Oaklands (46%) are typically driven to school and 47% are driven home at the end of the school day. About 41% of students typically walk or wheel to school, while another 5% cycle and an additional 6% walk or wheel part-way (4% from school). Some students (2%) take the bus to and from school.

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



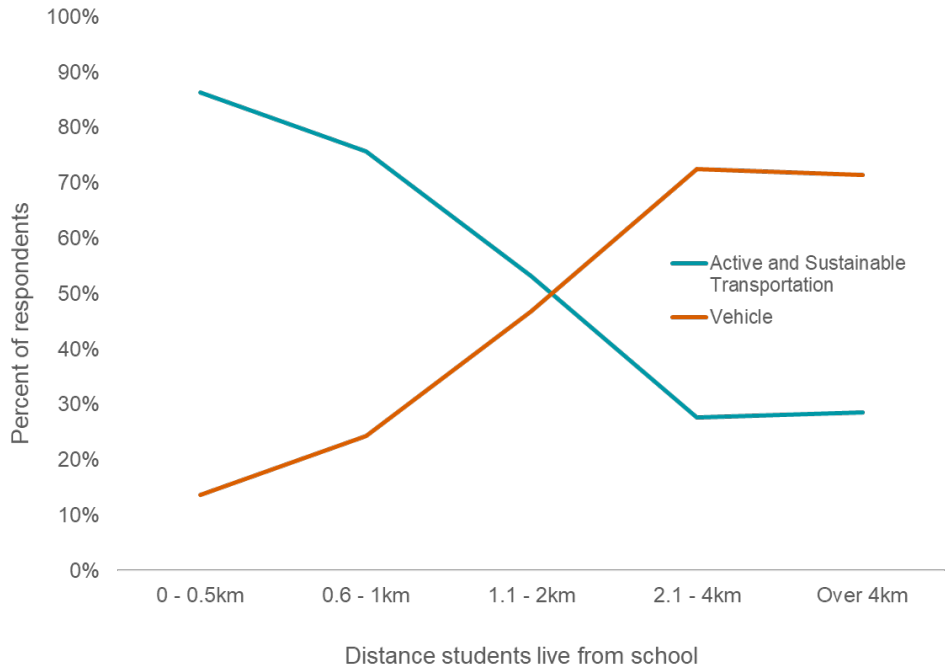
Many Oaklands households would prefer their students to walk (52-57%) or bike (31%) to and from school. Some households would prefer to drive to and from school, at 8% and 6% respectively. Another 3-7% would prefer their students walk or wheel part way, while a small amount would prefer their students to ride the bus/public transit to (2%) and from (3%) school.

Figure 4: Distance students live from school



57% of respondents live within 1 km of Oaklands, which is about a ten-minute walk or five-minute bike ride. Most students (83%) have a commute of less than 2 km, which is a reasonable distance for the option to use active and sustainable modes of transportation to/from school.

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



Active and sustainable transportation is common for school commutes to Oaklands for students that live within 2 km of the school, at which point it becomes more common for households to drive.

Infrastructure Challenges

The following infrastructure challenges were identified through RSR consultation (Baseline School Commute Survey, Pre-Walkabout, School Neighbourhood Walkabout and other stakeholder engagement).

Approximately 59% of baseline survey respondents stated that they had safety or accessibility concerns on their route to/from school. Of the 119 households that expressed concern, 115 identified and elaborated on the locations of their concerns. For the routes to and from Oaklands, the following concerns were identified[1]:

School Site

- Bike and pedestrian entrances – numerous access points along Belmont which could add to tendency to not use crosswalks; gate entrances too narrow for some strollers, cargo bikes and bike trailers.
- Bike and scooter racks – desire for more bike and scooter racks as well as for covered bike racks.

Belmont Avenue (between Peal St. and Ryan St.).

- Along Extent – frontage of two schools, busy during arrival and dismissal times with school-generated traffic (vehicles, parked vehicles on both sides of street, pedestrians and cyclists), poor stopping compliance, poor driver compliance with yellow curb, poor street crossing behaviors and traffic violations.
- At Ryan St. – stop bar placed far back from intersection leading to limited stopping compliance.
- At Pearl St. – lack of stop sign makes it difficult to cross at Y-intersection.

Ryan Street (along school zone and playground zones)

- Along Extent – lack of compliance with yellow curbs, speeding and aggressive driving.
- At Forbes St. – drivers not stopping at marked crosswalk, near misses observed on Walkabout.
- At Victor St. – desire for pedestrian crossing.
- At Oaklands Park – desire for pedestrian and cyclist crossing.
- At Cedar Hill Rd. – lack of buffer between road and sidewalk, speeding and poor yield compliance.

Lionel Street

- Along Extent – busy at arrival and dismissal times, vehicles parked on both shoulders, poor crossing behaviours, lack of sidewalk infrastructure and lack of compliance with no parking signs on one side.
- Consider changing to one way traffic flow for pedestrian safety.
- Curb-letdown needed at school entrance.
- At Shakespeare St. – non-compliance with new stop sign, decreasing pedestrian/cyclist safety.

Morley Street

- Along Extent – inappropriate for drop-off/pick-up by vehicle as it is a dead end with a fire hydrant and no turnaoround.

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

Crossing Guards

- Desire by PAC to have input into determining crossing guard locations annually. Currently, would prefer to have the crossing guard at Shelbourne St. and Ryan St. moved to Shelbourne St. at Pearl St. as more students cross there.
- Hillside St. at Gosworth Rd. – Crossing time is not long enough for students to safely cross and guard to get back to the sidewalk safely.

Traffic Circles (At various intersections along Shakespeare St., Scott St. and Belmont Ave.)

- Difficult for pedestrians to navigate where and when to cross; poor yielding compliance by vehicles.

Sidewalks

- Numerous main pedestrian routes leading to the school do not have sidewalks or have disconnected sidewalks and missing curb-letdowns.

Shakespeare Street

- Along Extent – unsafe parking and stopping to drop students off at Pearl St. and at Morley St.

Pearl Street

- Along Extent – lack of sidewalks between Belmont Ave. and Scott St. and vehicles speeding.
- At Belmont Ave. – desire for stop sign and crossing guard.

King St.

- At Oaklands Park – marked crosswalk needs repainting.
- Along Extent – desire for sidewalks.

Hillside Avenue

- Along Extent – narrow sidewalks with no boulevard/separation, high vehicle speed and volume, non-compliance with stopping at crosswalks and crossing time is not sufficient at intersections.
- At Doncaster Dr. and Gosworth Rd. – desire for crossing guard.

Shelbourne Street

- At Intersections – longer walk times needed at all major intersections, desire for pedestrian controlled lights with leading pedestrian intervals.
- At Pearl St. – large hedge blocking view of cars.

Lansdowne Road

- Along Extent – high vehicle speed and volume and lack of compliance with stopping at crosswalks.

Motivating Factors for using Active and Sustainable Transportation

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

1. Feel physical and mental health benefits (20%)
2. Build our child's confidence, independence and capabilities (19%)
3. Support climate action by reducing travel in our personal vehicle (17%)
4. Desire to play/spend time outside (16%)
5. Feel present and connected with my community/peers (11%)
   Avoid stress from traffic congestion/parking (11%)

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

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

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

1. Improved pedestrian separation/buffer from motorists
2. Improved connectivity of sidewalks/trails
3. Additional marked pedestrian crosswalks
4. Improved existing crosswalks (raised, pedestrian activated, etc.)

Also mentioned were traffic calming measures in the school zone/nearby streets to improve driver behaviour, additional crossing guards, alternative drop off/pick up points and new/improved school property access points, though these options ranked much lower in terms of their potential for impact.

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

1. Improved cyclist separation/buffer from motorists
2. Improved connectivity of bike lanes/trails
3. Traffic calming measures in the school zone/nearby streets to improve driver behaviour

Honorable mentions were improved existing crosswalks (cycling priority infrastructure at crossings) and additional crossing guards. Secure bike parking at the school, alternative drop off/pick up locations where students can bike part-way, additional marked cyclist crosswalks and new and/or improved school property access points for cyclists were also mentioned, but to a lesser degree with a lower potential for impact.

Action Plan Development and Implementation

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

Key Accomplishments

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

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

Key actions completed include:

- New scooter rack purchased and installed on school property.
- New bike shelter installed.
- Hosted a *Let's Get Visible Day* at the school with free reflective strips given to students to educate them about the importance of being bright and visible to other road users for pedestrian safety.
- Provided pedestrian safety education to 8 classes (K-3) as part of ICBC's *Think of Me* program in June.
- Hosted a *Crossing Guard Appreciation Day* in February with coffee gift cards, ICBC mugs and personal thank you cards made by students.
- Established an *Active Transportation Sub-Committee* with PAC members and other interested parents, which is critical for building momentum and sustaining support for this work in years to come.
- Provided *Learn to Ride on the Road* cycling skills training to Grade 4-5 students.
- Delivered in-class and on-bus *BusReady* education.
- Piloted a pop-up *School Street* on Ryan St. as part of *Fun Day* in June.
- Installed marked crosswalk with elephant's feet, Ryan St at Shakespeare St.
- Installed marked crosswalk, Lionel St. at Ryan St.
- Upgraded crosswalk to a pedestrian activated crosswalk, Kings Rd. at Shelbourne St.

- *Arrive in 5* site at Oaklands Park established with formal sign.
- Requested vegetation maintenance on south-west corner of Pearl St. and Shakespeare St.
- Created a new *School Commute Buddies* pamphlet as a resource to build the confidence and capacity of students to commute to school using active and sustainable modes.
- Advocated for PAC to be consulted by SD61 and City of Victoria annually when determining crossing guard locations.
- *Think of Me* blown-up postcards installed on fences along Belmont Ave. and Ryan St. to raise awareness and increase visibility of the school zone and safe driving behaviours.

Key actions currently in progress, forthcoming or ongoing include:

- *Arrive in 5* site at Oaklands Park to launch in Fall 2023 with an RSR celebration event. School admin and PAC will continue to promote *Arrive in 5* site at Oaklands Park annually to encourage use.
- ICBC and VicPD to hand out student artwork postcards at a school zone campaign.
- City established a formal working relationship (via MOU) with the School District in 2022 to fund staffing crossing guards by school staff. School admin to request any location changes through communication with SD61 Secretary Treasurer for annual review and approvals.
- Annually, school administration to re-enforce messaging that Morley St. is for active transportation commuters only, with supporting messaging from teachers with classrooms entrance at this location.
- New stop sign at Pearl St. and Belmont Ave. (in progress for Fall/Winter 2023)
- Moving of painted stop bar at Belmont Ave. and Ryan St. to increase driver compliance.
- Pedestrian activated crosswalk to be installed, Cedar Hill Rd. at Ryan St.
- City to review traffic flow on Lionel St., Scott St. through Traffic Calming Program, signal timing options along Hillside Ave. at Gosworth Rd., Shakespeare St., and Shelbourne St., additional crosswalks and existing crosswalk upgrade requests under upcoming Crosswalk Program and annual sidewalk improvement priorities.
- City to review speed humps in school zone and neighbourhood to align with new standards.
- City of Victoria to review upgrade of sidewalks in school neighbourhood through their annual sidewalks improvements priorities. District of Saanich to review sidewalks as part of their Active Transportation Plan.
- District of Saanich to consider upgrades for westbound Lansdowne as priorities allow.

Keep it Rolling!

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

Next Steps

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

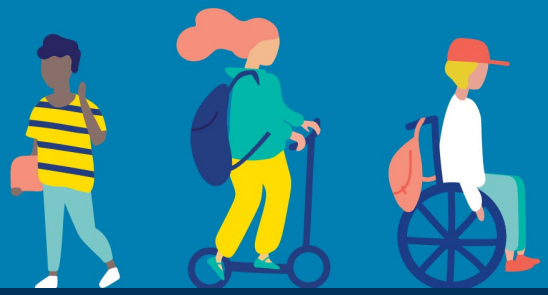
Each new school year, school administration and the PAC should evaluate what is working well and what needs improvement to ensure they are meeting the needs of the school community in our changing environmental and social context. It will take concerted effort to continue fostering a culture of safe,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

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

Appendix A – Plan Your Route

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

Arrive in Five
Walk & Roll Zones



Live too far or no time to walk? Consider an Arrive in Five site!

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

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

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

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

Tips for Success

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

Questions?

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

www.crd.bc.ca/ready

Plan Your Route
Oaklands Elementary School

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

READY STEP ROLL

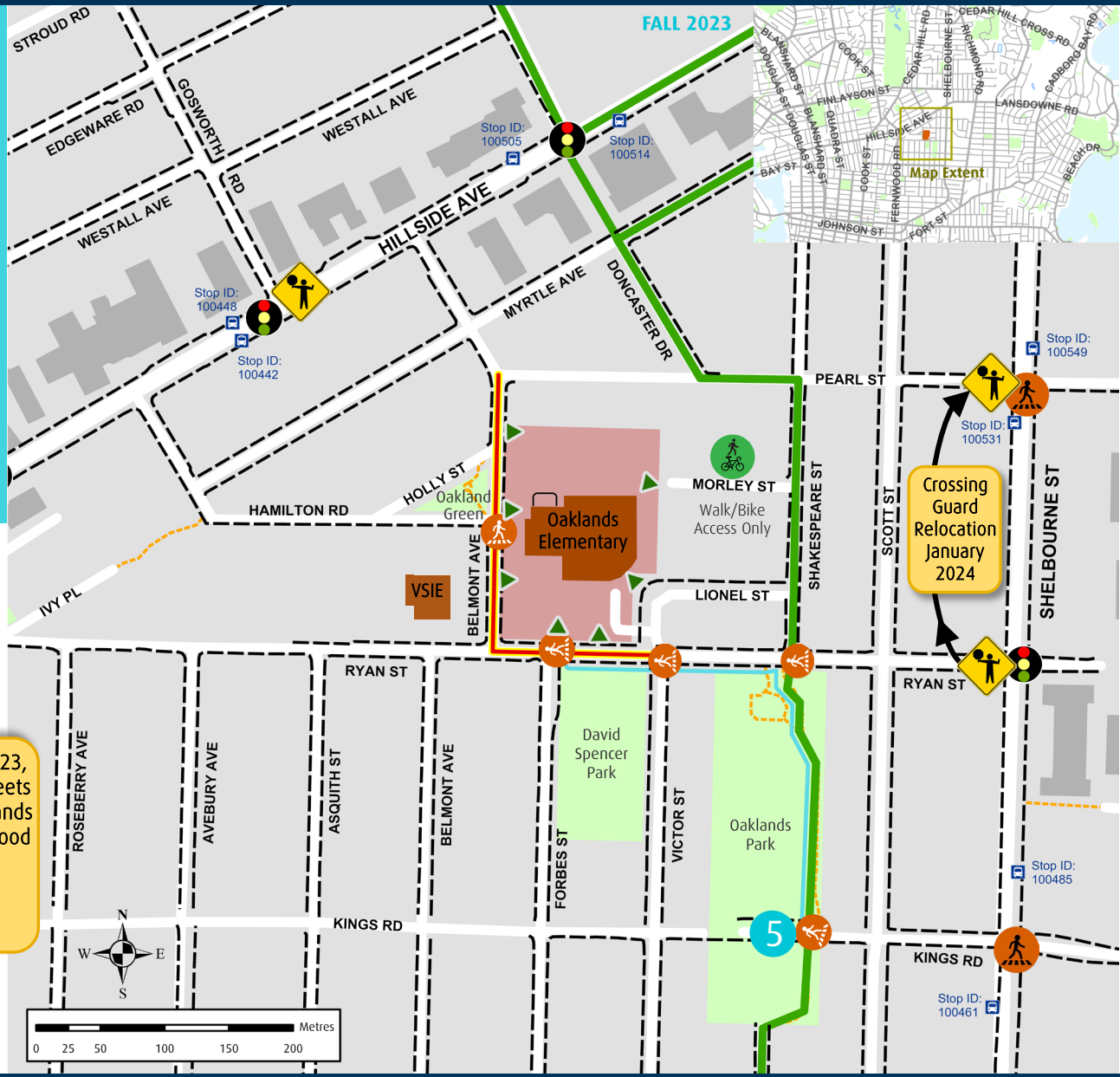
PLAN YOUR ROUTE TO OAKLANDS

It is important to determine:

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

Legend

- Arrive in 5 sites/routes
- Pedestrian Activated Crosswalk
- Marked Crosswalk
- Major Intersection with Signalized Crosswalk
- Crossing Guard
- Public Bus Stop closest to School
- Bicycle Rack
- School Access Point
- Sidewalk
- Bike Route
- Trail Connections
- School Zone 30 km/hr
- Walk/Bike Access Only



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

READY STEP ROLL

Appendix B – School Commute Buddies

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

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live too far or no time to walk?

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

When you need to drive, consider:

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

crossing basics

STOP Approach the street carefully. Wait a step back from the curb until traffic has stopped or passed. When possible, use crosswalks or traffic signals.

LOOK Left, right, left and shoulder check.

LISTEN Remove your headphones or put your phone or text conversation on hold so that your focus is on the road and you can hear oncoming traffic.

LOOK AGAIN Make eye contact with drivers and cyclists and wait until they have stopped or passed before crossing.

WALK When the intersection is clear, start crossing and keep looking for approaching vehicles and bicycles.

additional information

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

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

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

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

did you know?

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

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

www.crd.bc.ca/ready

school commute buddies

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

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

READY STEP ROLL

plan your route

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

It is important to determine:

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

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

tips for success

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

how to be a school commute buddy

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

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

BE ALERT

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

BE VISIBLE

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

BE PREDICTABLE

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

BE COURTEOUS

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

READY STEP ROLL

Appendix C – Action Plan

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

Location	Issue Raised	Proposed Solutions	Key Players	E's	Progress
Oaklands School Site Access (SCHOOL PROPERTY)					
Bike & Scooter Racks	Desire for more bike and scooter racks.	Ready Step Roll supply one scooter rack and installation.	CRD School SD61	Engineering Encouragement	completed Fall 2022
	Desire for covered bike racks.	School and PAC consider fundraising for additional bike racks and structure over existing bike racks.	School PAC	Engineering Encouragement	Future consideration
	As the site is shared with the Oaklands Community Centre - are there opportunities to get more bike racks for the community centre that the school could use?	City/SD 61 partnered on new bike shelter for Oaklands Elementary, installed in 2022. Continued partnerships for further bike racks requests as needed.	City of Victoria	Engineering Encouragement	Medium-term
Access points on Belmont	Many gate entrances on Belmont Ave. - students crossing at numerous random spots to get from vehicle to various gate entrances	Consider decreasing the number of gate entrances and widening specific ones connected to crosswalks - with the goal limit the desire lines where students cross the street, minimizing desire lines. *Considered but most likely would not change people's behaviour that they are crossing at desire lines for convenience .*	School SD61	Engineering Education	Considered, not pursuing
	Gate entrances are too narrow for some strollers and cargo bikes/not accessible.	Ensure there are curb letdowns that align with accessible bike entry points	City of Victoria	Engineering	Short-term
All Local Streets					
City wide	Speeding and aggressive driving.	City started rollout of 30km/hr speed limits for local streets in Spring 2023 - Oaklands scheduled for Fall/Winter 2023.	City of Victoria	Equity Engineering Enforcement Education	Mid-2023 start
Intersections with Leading Pedestrian Interval (LPI)	These feel safer to cross at - especially for busy intersections.	City to consider Leading Pedestrian Intervals where warranted.	City of Victoria	Equity Engineering Enforcement Education	TBD
Oaklands School Perimeter Streets					
Yellow Painted Curbs (with and without flexible delineators)	School did not know why yellow delineators were installed on Ryan St. or Belmont Ave. school frontages. *City added yellow delineators along part of yellow curb on Ryan St and Belmont Ave. to ensure sightline of crosswalk to further discourage drivers that were parking/stopping in this area.*	City to communicate with school when infrastructure changes in school neighbourhood.	City of Victoria	Engineering	Short-term & ongoing
		School newsletter announcements reminding divers not to stop in areas with yellow curbs because they are there to ensure clear sightlines of pedestrians.	School CRD	Education	Short-term & ongoing
	1. Parents/Guardians parking/stopping along existing yellow painted curbs. 2. Need to paint yellow curbs in areas where there ought to be yellow curbs (i.e. 6 metres before and after existing mid-block crosswalks).	City to explore modifications to yellow curbs and yellow flexible delineators. Specific sites to revie include Belmont Ave, Ryan Street, Lionel Street.	City of Victoria	Engineering	Short-term
	Enforcement desired.	City bylaw to conduct random enforcement campaign to address stopping in yellow curbed areas.	City of Victoria	Enforcement	Ongoing
		Educate parents/guardians not to stop in yellow curbed areas through communications in school newsletter.	School	Education	Ongoing
Accessible Parking	Not enough accessible parking for grandparents.	City to review options for Accessible Parking Spaces in the zone.	City of Victoria	Engineering	Short-term
		School to enforce Accessible Parking Spaces in school parking lot.	School SD61	Engineering Enforcement	Ongoing

Speed Humps	Speed humps with the painted white triangles "sharks teeth" all across both sides are perceived and often used as crosswalks in the School Zone and approaching the school. Students using speed humps as crosswalk.	City to review speed hump distribution in area, including opportunities for adding new speed humps and rebuilding existing speed humps to new City standard.	City of Victoria	Engineering	Medium-term
Belmont Ave	Very busy street only at arrival and dismissal times with school generated traffic. Vehicles parked on both sides, students/parents/caregivers from both schools crossing at all points on the street. Many traffic violations. Many pedestrians crossing at random places.	Increased enforcement of driver violations - ICBC & VicPD to conduct joint enforcement campaign in Fall 2023 with student Think of Me artwork.	ICBC CRD City of Victoria	Education Enforcement	Fall 2023 Ongoing
		City to review Belmont Ave. to enhance pedestrian and cycling safety, promote safer vehicle movements (i.e. consider a one-way between Ryan St. and Hamilton Rd.) and stopping/parking restrictions. *City to consult with school and PAC for input.*	City of Victoria	Engineering	2023 & Short-term
		City supports a "School Street" (short-term closure to vehicle traffic in partnership with school/PAC permitted and supported by the City). This could be piloted with the support of Ready Step Roll to build school and PAC capacity to implemented in future years. Could be one morning/week/month at various times of the year. NOTE: *PAC considered, but does not have capacity at this time.* See resource: School Streets Guidebook	School PACs (Oaklands & VSIE) City of Victoria CRD	Encouragement	Future consideration
		City to support or partner with school to paint mural on road for traffic calming. City to provide paint.	City of Victoria School Community	Engineering	Medium-term / when school or community has capacity
		Schools to consider further staggering their arrival and dismissal times to minimize the overlap school generated traffic of each school.	Oaklands VSIE	Equity Encouragement Education	For consideration
	On Belmont (adjacent to the schools), many vehicles stopping at yellow curbed sections to drop off/pick up students. Students/parents/caregivers crossing at various places - drivers and cyclists can't predict pedestrian behaviour.	City to review Belmont Street (focusing on Hamilton to Ryan) to enhance pedestrian and cyclist safety and promote safer vehicle movements.	City of Victoria	Engineering	2023 Short-term
Belmont Ave @ Pearl St	No stop sign; difficult to cross at Y-intersection.	City to review intersection and add stop sign.	City of Victoria	Engineering	2023
Belmont Ave @ Ryan St (North)	Stop bar is placed at a distance from the intersection and thus vehicles don't stop at stop bar on Belmont Ave @ Ryan St. (Infront of Victoria School for Ideal Education), It appears to have been placed from corner to accommodate turning radius of school buses. It is highly used by students as a crossing site. When on site for walkabout, it was observed that no vehicles stopped at the stop bar.	City reviewed stop bar placement. To be actioned in 2023-2024.	City of Victoria	Engineering	Short-term
		School newsletter announcements reminding drivers to stop at stop signs/stop bars, allow any pedestrians to cross, then inch forward to see if it is safe to proceed.	School	Education	Short-term Ongoing
Lionel St	Very busy street only at arrival and dismissal times with Oaklands school generated traffic. Vehicles parked on both shoulders, students/parents/caregivers crossing at all points on the street. Limited and discontinued sidewalk adjacent to school property only. No parking signs on side with no sidewalks are not respected at arrival/dismissal times.	City to review Lionel St. to enhance pedestrian (i.e. continuation of sidewalks) and cycling safety, promote safer vehicle movements (i.e. consider making one-way) and stopping/parking restrictions. City to consult with school and PAC for input.	City of Victoria	Engineering	Short-term
		Directly in front of school gate - provide curb let down for accessibility and bike access. Include yellow curbs for no stopping/parking.	City of Victoria	Engineering	2023 & Short-term
		If school is interested/has capacity, City is keen to support partnership with school to paint mural on road for traffic calming.	City of Victoria School	Engineering	For consideration
Lionel St @ Shakespeare St	Non-compliance of new stop sign at corner of Lionel St. and Shakespeare St. with students trying to cross and also unpredictable for cyclists on Shakespeare St.	City to request increased enforcement.	City of Victoria VicPD	Enforcement	Short-term Ongoing
Morley Street	School generated traffic on Morley St at arrival and dismissal times is not appropriate. No place for cars to turn around or park. Only has short section of disconnected sidewalk. Many drivers disregard local stopping/parking bylaws. Fire hydrant at end of street.	Dead end with school access - sign and paint a red curb on both sides at dead end to keep area clear for fire hydrant access.	City of Victoria	Engineering	Short-term
		City to enforce parking regulations.	City of Victoria	Enforcement	Short-term & ongoing

Morley Street	School generated traffic on Morley St at arrival and dismissal times is not appropriate. No place for cars to turn around or park. Only has short section of disconnected sidewalk. Many drivers disregard local stopping/parking bylaws. Fire hydrant at end of street.	Promote Morley St. as an "Active Transportation Street School Access Point", when driving please use other drop-off/pick up site. 1. School to send communications to classes that line-up near end of Morley St asking parents/guardians only to use this access point if walking, wheeling, cycling. 2. Encourage teacher of these classes to have class make signs to communicate "Morley St - Active Transportation Street School Access Point " - these student artwork signs could be laminated and hung on school yellow gate at end of Morley. 3. CRD to support this messaging on the "Plan Your Route" map/brochure.	School CRD	Encouragement Education	Short-term Ongoing
		NOTE: PAC would like to promote Oaklands Park as a Arrive in 5 site (Walk and Wheel for 5) to create a positive actionable first step to encourage families not to drive door-to-door, rather than focusing on messaging not to use Morley St for drop-off and pick-up.	PAC School CRD City of Victoria	Encouragement	Complete
Ryan Street	Desire for Ryan be closed off (except emergency vehicles) between Forbes and Victor to access field at all times. Road area could be used for safer biking, etc.	City to support school with annual Fun Day (June) street closure.	School CRD City of Victoria	Encouragement	Short-term Ongoing
	Parents/caregivers parking/stopping in yellow curbed areas. Yellow delineators were recently installed by the City to match the yellow painted curb with the aim to have clear sightlines of crosswalk. School was not aware why delineators were installed.	City to communicate any road infrastructure enhancements to the school in a form that can be shared with the wider-school community.	City of Victoria School	Education	Short-term Ongoing
	Parents/guardians/students crossing at non-crosswalk areas	City to review.	City of Victoria	Engineering	Short-term
	Drivers not stopping at marked crosswalk at Ryan and Forbes St. - near misses observed on Walkabout.	City to evaluate enhancements to Ryan St. crosswalk at Forbes St.	City of Victoria	Engineering	Short-term
	Speeding and aggressive driving. Signed 30km/h School Zone	City to add pavement school zone decals in 2024.	City of Victoria	Engineering	Short-term
		VicPD Speedwatch Program active throughout City of Victoria school zones in 2023. Ongoing requests from School and City to maintain spot enforcement.	VicPD	Enforcement	Ongoing
		Deliver ICBC "Think of Me" program to grade K-3 and work with ICBC and VicPD to hand out student artwork at a school zone campaign.	CRD ICBC VicPD	Education Enforcement	Spring and Fall 2023
	Students, families and residents use the wide speed humps with white triangles as crosswalks. Pedestrians are not aware they are not crosswalks.	See above "Speed Humps."	City of Victoria	Engineering	Medium-term
		Educate students to use mid-block crosswalks (zebra stripes) or cross at intersections. Deliver ICBC "Think of Me" program to grade K-3	CRD ICBC School	Education	Short-term Ongoing
	Traffic Circles on Ryan St. - Vehicles don't yield to pedestrians and pedestrians don't know where to cross or how to indicate to vehicles that they are trying to cross. Current placement of curb letdowns force pedestrians to walk in the lane of traffic when crossing curb to curb.	See below "Traffic Circles."	City of Victoria CRD School	Engineering Education Encouragement	TBD
Ryan St @ Cedar Hill Rd	Poor yielding compliance by vehicles for pedestrians at zebra crosswalk	Warrants upgrade to pedestrian activated flashing lights - on City's future capital crosswalk program.	City of Victoria	Engineering	2024 - 2025
Oaklands School Catchment Streets					
Traffic Circles (Scott St., Belmont Ave., Shakespeare St)	The traffic circles are confusing for vehicles and pedestrians. Pedestrians don't know where to cross and vehicles don't yield to pedestrians. Current placement of curb letdowns force pedestrians to cross in the actual lane of traffic when crossing curb to curb. Vehicles try to squeeze by as pedestrians are crossing.	City to review traffic circle redesign as needed.	City of Victoria	Equity Engineering	TBD

Crossing Guards	New funding agreement with City of Victoria, SD61 and school. City identifies locations, number of crossing guards and provides funds to SD for school to hire E.A.s to do additional hours as crossing guards. Fall 2022 Locations: 1. Gosworth Rd @ Hillside Ave. 2. Ryan St.@ Shelbourne St. (One less site than pervious years).	SD61 to review with incoming crossing guard requests. City to support review as needed. Fall 2022 Feedback: 1. Gosworth Rd @ Hillside Ave - serves well but light time is not long enough. 2. Ryan St. @ Shelbourne St. (with pedestrian activated traffic lights) - would prefer to have this crossing guard moved. **Suggested new location: north one block to Pearl St. at Shelbourne St** because this intersection is highly used. It has a pedestrian activated light, but not traffic lights.	SD61 School PAC City of Victoria District of Saanich	Engineering Encouragement Evaluation	TBD
	Safety and comfort of crossing guards is important. Many reports of drivers not obeying the crossing guards across the capital region.	SD61 (with advise from municipalities) to consider implementing formal traffic management and conflict management training for crossing guards. Also supply crossing guards with visi-vests and light weight stop signs (reflective and light).	SD61 City of Victoria District of Saanich	Equity Encouragement Education	TBD
	All major streets are seen as barriers to active travel. Crossing guards at more key crossing is desired. Lansdowne school is Oaklands catchment middle school.	School catchment includes areas in both Victoria and Saanich. SD61, City of Victoria, District of Saanich and school/PAC to work together to identify funding and location for crossing guards. Consider opportunities to work together i.e.: Lansdowne Middle School (Saanich) and Oaklands Elementary (Victoria) could share crossing grounds at more locations	Schools PACs City of Victoria District of Saanich	Evaluation	TBD
Walk and Wheel for 5 sites (rebranded in Victoria as "Arrive in 5")	Tennis court parking lot at Oaklands Park is an ideal location to establish a Arrive in 5 site.	City to sign Oaklands Park as an Arrive in 5 site and send out any communications to the school and neighbours.	City of Victoria	Engineering	Short-term
		Launch and promote Oaklands Park as an Arrive in 5 site	CRD PAC School	Encouragement	Fall 2023 Ongoing
	Doncaster cut-through is another potential Arrive in 5 site	City to review for Arrive in 5 site.	City of Victoria	Engineering	Short-term
Intersections with Stop Signs	Vehicles don't always come to full stop and don't always yield to pedestrians.	Reminders in school newsletter to stop at stop signs and yield to pedestrians.	School	Education	Ongoing
	Stop bars paint is wearing off. Fresh paint would encourage vehicles to stop and inform students where to cross	City to review and re-fresh road paint where required.	City of Victoria	Engineering	Ongoing
	Not all students have the know-how to cross at intersections.	ICBC online curriculum and Think of Me in-school program.	ICBC CRD	Education Encouragement	Spring 2023
Sidewalks	Not all streets have sidewalks or have sections with discontinued - streets mentioned where sidewalks are desired: Pearl St, King St. and Townley St. Priorities should be on street leading to school and connected to crosswalks.	City of Victoria to review as part of annual sidewalk improvements priorities. District of Saanich to review as part of Active Transportation Plan.	City of Victoria District of Saanich	Engineering	
Cycling corridors	Unprotected bike lanes on major roads are a barrier for families and students to choose cycling - parents advise students to bike on sidewalks on major roads.	City of Victoria updating Mobility Plan. District of Saanich implementing Active Transportation Plan. City of Victoria and District of Saanich working with CRD to align a Regional Cycling Network.	City of Victoria District of Saanich CRD	Engineering Encouragement	In Progress
	Desire to add cycling push buttons and road paint (i.e. elephants feet or green conflict) to intersections where pedestrian activated lights exist and for any additional intersections added.				
	Residential parking on many roads make it extremely narrow for all traffic to share the road (i.e. vehicles and cyclists). Students don't feel confident to "take the road."				
Bay St	High traffic volume and speeds.	Ongoing speed enforcement and focus on mode shift toward active transportation.	ICBC with VicPD City of Victoria	Engineering Enforcement	Ongoing
Bay St intersections	Desire for more pedestrian controlled lights with Leading Pedestrian Intervals at closer intervals along Bay St.	All of Bay St. crosswalks upgraded in recent years to pedestrian activated flashing in City of Victoria's crosswalk program.	City of Victoria	Engineering	Complete
	Vehicles not stopping for flashing crosswalk at Forbes street and Bay Street - crossing guard desired.	Driver behaviour issue. Crossing guard review as per above.	City of Victoria	Engineering	Annual

Cedar Hill Rd.	Pedestrian crossing at Cedar Hill by rec centre. Busy and blind corners	To be upgraded to a pedestrian-activated flashing lights in City's upcoming crosswalk program.	City of Victoria	Engineering	TBD
Cedar Hill @ Ryan	No buffer between cars and sidewalk. Busy road to cross.	To be upgraded to a pedestrian-activated flashing lights in City's upcoming crosswalk program.	City of Victoria	Engineering	TBD
	Desire for pedestrian controlled light crosswalk on Cedar Hill at Ryan St. Vehicles travelling north on Fernwood/Cedar Hill often go fast around the curve approaching Ryan Street. There's a crosswalk there and very little time for these vehicles to see approaching pedestrians on the east side of the crosswalk. There should be a pedestrian-controlled light to alert oncoming vehicles.				
	Cedar Hill @ Ryan St. Speeding / poor visibility cars turning left onto Cedar Hill.				
	Crosswalk/Intersection at Cedar Hill and Ryan St can be busy, cars don't always stop at crosswalk.				
Cedar Hill @ Kings	Desire for a pedestrian activated crosswalk with leading pedestrian interval.	City reviewed and determined not warranted.	City of Victoria	Engineering	N/A
Cedar Hill Road @ Oswald Park	Desire for pedestrian activated crosswalk with leading pedestrian interval. Children coming and going from the park and seniors with mobility issues are crossing between Kiwanis and Oswald Park. Cars are using Cedar Hill to shortcut between Cook Street and North Dairy.	City to upgrade to pedestrian activated lights, in 2023/24 through the City's crosswalk program.	City of Victoria	Engineering	Short-term
Doncaster Dr.	From North Dairy Rd to Hillside Ave.- busy with speedy traffic. Difficult for young cyclist to navigate.	City to consider in future review of cycling network.	City of Victoria	Engineering	TBD
	Desire for crosswalk (with elephant's feet) across Myrtle Ave. Currently there is no stop signs at intersection. This is a busy location at peak times as parents drop off their children at a daycare in the professional building facing Hillside.	City to add to crosswalk registry and review under City's upcoming Crosswalk Program.	City of Victoria	Engineering	TBD
Edgeware Rd.	Desire for improved compliance - vehicles tend not to stop for pedestrian in crosswalk. Visually impaired resident in neighbourhood.	City to review under City's upcoming Crosswalk Program.	City of Victoria	Engineering	TBD
Haultain St.	The improvements on Haultain have made me feel better about our son scootering to school!		City of Victoria	Engineering	Complete
Hillside Ave.	Narrow sidewalks with no boulevard. Vehicle speed, traffic volumes and non-compliance with stopping for crosswalks (across Hillside or turning on/off side streets). Students ride bikes on sidewalks.	City to continue to improve pedestrian and cycling connectivity through All Ages and Abilities multi-modal corridor projects.	City of Victoria	Encouragement	Ongoing
	Crossing at any intersection across Hillside is a barrier.	SD61 review through Crossing Guard program - as per above.	SD61 City of Victoria	Engineering	Annual
	Crossing at any intersection across Hillside is a barrier - suggestion to have re-program traffic lights to have early walk signals and longer time to cross.	City to review signal timing options, including longer walking phases, leading pedestrian interval for: 1. Hillside at Gosworth Rd. 2. Hillside at Shakespeare St. 3. Hillside at Shelbourne St Note: LPI lights currently exist at Hillside crossing at Doncaster Dr.	City of Victoria	Engineering	TBD
Hillside Ave @ Doncaster Dr.	Doncaster Dr. is a desired station for a crossing guard. Formerly had crossing guard here.	SD61 review though Crossing Guard program - as per above.	SD61 City of Victoria	Engineering	Annual
	Crossing at this intersection is a barrier.	Currently has leading pedestrian interval.	City of Victoria	Engineering	N/A
Hillside Ave. @ Gosworth Rd.	Very busy crossing - desire to keep crossing guard at this location .	SD 61 to review Crossing Guard program - as per above.	SD61 City of Victoria	Engineering	Annual
	Crossing at intersection is a barrier.	Currently a pedestrian activated light.	City of Victoria	Engineering	N/A
King St.	Lack of sidewalk and disconnected sidewalk along numerous sections of King St., vehicles parked on shoulders push pedestrians on to roadway.	City to consider in annual sidewalk improvement program.	City of Victoria	Engineering	Annual
Lansdowne Rd.	Vehicle speed, high traffic volumes and non-compliance at crosswalks is a large barrier. Only short segment of protected bike lane one way.	Concerns regarding speed and yielding non-compliance have been forwarded to the Saanich Police. Upgrades for WB Lansdowne will be considered as priorities allow.	District of Saanich	Engineering	TBD
Lansdowne Rd.	Consider pedestrian and cycling improvements to Lansdowne and Shelbourne streets, intersections and crosswalks when the French School District builds the new school on Lansdowne Middle School site (bordering Victoria within Saanich).	See above for Lansdowne Rd.	District of Saanich	Engineering	TBD

Myrtle Ave. @ Doncaster Dr. Cut-Through	Myrtle Ave is busy with cut-through vehicle traffic. The bike path connecting Doncaster Dr (bisected by Hillside Ave) at Myrtle Ave has no crosswalk or indication or signage of bikes crossing. This road is also quite narrow and always had cars parked along it, so visibility is low for drivers and cyclists crossing the road.	City considered adding crosswalk with elephants feet across Myrtle Ave. at Doncaster Dr. cut-through but determined not warranted.	City of Victoria	Engineering	N/A
		City to review adding stop sign at end of Myrtle Ave. at Doncaster Dr.	City of Victoria	Engineering	TBD
Scott St.	High vehicle speeds. Speed feels faster with vehicles avoiding speed calming on Shakespeare.	City to review Scott St. through Traffic Calming Program.	City of Victoria	Engineering	TBD
	Roundabout are difficult for students to navigate across. Vehicles don't yield or don't know how/where to allow pedestrians to cross.	See above "Traffic Circles."	City of Victoria	Engineering	TBD
Scott St. @ Pearl St.	High use route for Oaklands and Lansdowne school - desire for a 4-way stop or crosswalk across Scott Ave.	City to review crosswalk request under City's upcoming Crosswalk Program.	City of Victoria	Engineering	TBD
Shakespeare St.	No four way stops - thus no crosswalks to get across Shakespeare.	Consider installing a zebra crosswalk at key intersections (Shakespeare at Pearl) or end of Morley. City to review crosswalk request under City's upcoming Crosswalk Program.	City of Victoria	Engineering	TBD
Shakespeare St. @ Morley St.	Parents parking or stopping on the side of the road or in middle of road to drop off students so they can walk up Morley.				
Shelbourne St. intersections	Longer walk times needed at all major intersections.	City to review crosswalk request under City's upcoming Crosswalk Program. Consider enhancing crosswalks at major intersections on Shelbourne. Suggested sites: Shelbourne at Hillside, Shelbourne at Ryan, Shelbourne at Haultin	City of Victoria	Equity Engineering	TBD
	Desire for pedestrian controlled lights with leading pedestrian interval along Shelbourne St at Myrtle Ave. This would benefit both Oaklands and Lansdowne schools (as well as seniors residents) taking pedestrians off Lansdowne Rd and Shelbourne intersection.	City to review crosswalk request under City's upcoming Crosswalk Program.	City of Victoria	Equity Engineering	TBD
	Desire to move Crossing Guards from intersections that have traffic lights to those with pedestrian activated lights only.	See above "Crossing Guards."	SD61 City of Victoria District of Saanich	Equity Engineering Encouragement	Annual
Shelbourne St. @ Pearl St.	Crossing Shelbourne at Pearl - hedge blocking view. There is a large hedge blocking the view of cars - hedge is running perpendicular to Shelbourne right on the corner of Pearl, opposite the crosswalk.	City to request vegetation maintenance on south-west corner of Pearl and Shakespeare.	City of Victoria	Engineering	Short-term
	Crossing Guard desired	See above "Crossing Guards."	City of Victoria	Engineering Encouragement	Annual
Shelbourne St. @ Kings Rd.	Bike crossings at Kings St /Shelbourne St where cycling infrastructure exists for crossing, but lacks bike activated push button for crossing (currently pedestrian activated crossing only)	Haultain is designed as east-west bike route, as such Shelbourne at Haultain has bike push button. King St is not identified to install a bike activated crossing.	City of Victoria	Engineering Encouragement	N/A
Pearl St.	Speed of vehicles. Due to pedestrian activated light crossing Shelbourne, Pearl is a well traveled street by pedestrians and cyclists avoiding Shelbourne. Desire for sidewalks between Belmont Ave and Scott St. Also a good link to Lansdowne Middle School catchment.	City to review under annual sidewalk improvement priorities.	City of Victoria	Engineering Encouragement	TBD
Richmond St.	High volume of traffic and speeds. Vehicles don't yield for pedestrians. Desire for bike lane.	Victoria and Saanich to collaborate across municipal border.	City of Victoria District of Saanich	Engineering Encouragement	TBD
Ryan St.	Desire for pedestrian and bike crossing for Oaklands Park pathway.	2022 - City installed crosswalk with elephant's feet Ryan @ Shakespeare.	City of Victoria	Engineering Encouragement	Complete
Encouragement and Education					
PAC - Active Transportation Sub-Committee	PAC support is needed to support and/or lead a number of the Educational and Encouragement initiatives. Build capacity within the PAC to carry on activities post-RSR.	PAC Active Transportation Sub-Committee established in Fall 2022 via Ready Step Roll, CRD to work alongside sub-committee to implement active travel encouragement and education activities.	PAC CRD	Education Encouragement Equity	Ongoing
Walk and Wheel for 5 site(s) Re-branded by City as "Arrive in 5" site(s)	Identify, sign and promote alternative unsupervised drop-off/pick-up site(s) approximately 5 minute walk from the school. This enables driving families to participate in active travel and reduces traffic around the school at peak times.	PAC would like to promote Oaklands Park as an Arrive in 5 site (Walk and Wheel for 5) to create a positive actionable first step to encourage families not to drive door-to-door and contribute to decreasing school generated traffic in school zones.	PAC CRD City of Victoria	Education Encouragement Equity	Fall 2023

Walk and Wheel for 5 site(s) Re-branded by City as "Arrive in 5" site(s)	Identify, sign and promote alternative unsupervised drop-off/pick-up site(s) approximately 5 minute walk from the school. This enables driving families to participate in active travel and reduces traffic around the school at peak times.	1. Oaklands Park at Kings Rd. City installed sign. PAC and School to promote use. Kick off with an RSR celebration event in October 2023. 2. Potential additional site: Doncaster Dr. cut through @ Myrtle Ave. *(see above).*	PAC School CRD City of Victoria	Encouragement	Fall 2023
Let's Get Visible Day	Many families and students wear black and don't use bike lights.	Pilot a "Let's Get Visible" day at the school - replicate annually. January 2023 Students and teachers encouraged to dress up in bright/reflective colours.	CRD School PAC	Education Encouragement	January 2023
ICBC - Think of Me Campaign	This campaign aims to educate students on risky driver behaviours, specifically within school zones and best safety practices for young road users.	Think of Me Community Campaign - in class delivered by CRD with support from ICBC for materials and messaging.	CRD School	Education Encouragement Equity	Spring 2023
		ICBC and VicPD for delivery on student art work in a campaign with VicPD in Oaklands neighbourhood.	ICBC VicPD		Fall 2023
Crossing Guard/School Bus Driver Appreciation Month	This campaign aims to raise awareness on for the support Crossing Guards and School Bus Driver provide to better enable students to walk and wheel safely to school	Interested classes will be invited to participate during Feb 2023, by making thank-you cards to give to crossing guards with coffee gift certificates.	CRD ICBC School PAC	Education Encouragement Equity	February 2023
BusReady - BC Transit education	In-class education delivered by BC transit to encourage students taking bus. Free BC Transit Bus Pass for Youth 12 and under.	Scheduled for all interested classes - free via BC Transit . Completed in Spring 2023, recommend repeating every other year.	CRD BC Transit School	Education Encouragement Equity	Spring 2023
Bike Skills for Grade 4 & 5	Greater bike skills development needed for students.	Scheduled for Grade 4-5 students, paid through Ready Step Roll. At Oaklands pilot the middle school version "Learn to Ride on the Road"	CRD School PAC	Education Encouragement Equity	Spring 2023
Walking School Bus / Bike Train	Poor parent perception of crosswalk due to vehicle volumes and speeds on Hillside Ave.	Future consideration for PAC as interest grows. Consider Walking School Bus from housing co-ops etc. See CRD's Ready Step Roll's School Commute Buddies phamplet to get started.	PAC CRD	Education Encouragement Equity	Future consideration
School Street Pilot	Congestion at front drop-off loop during peak school drop off and pick hours, causes student safety issues.	Pilot on Ryan S. for Fun Day in June to create a safe crossing from school to park and vice versa. Suggested site: Belmont Ave. School to coordinate with VSIE, City of Victoria, PAC to pilot when there is capacity. For now PAC wants to focus on promoting the Arrive in 5 Site. School administration and PAC could consider trying this idea with a limited time pilot to evaluate success to implement on a regular, longer or permanent timeframe along Belmont. See resource: School Streets Guidebook	City of Victoria CRD Schools PAC	Education Encouragement Equity Engineering	June 2023 (Fun Day) Belmont Ave. for future consideration.

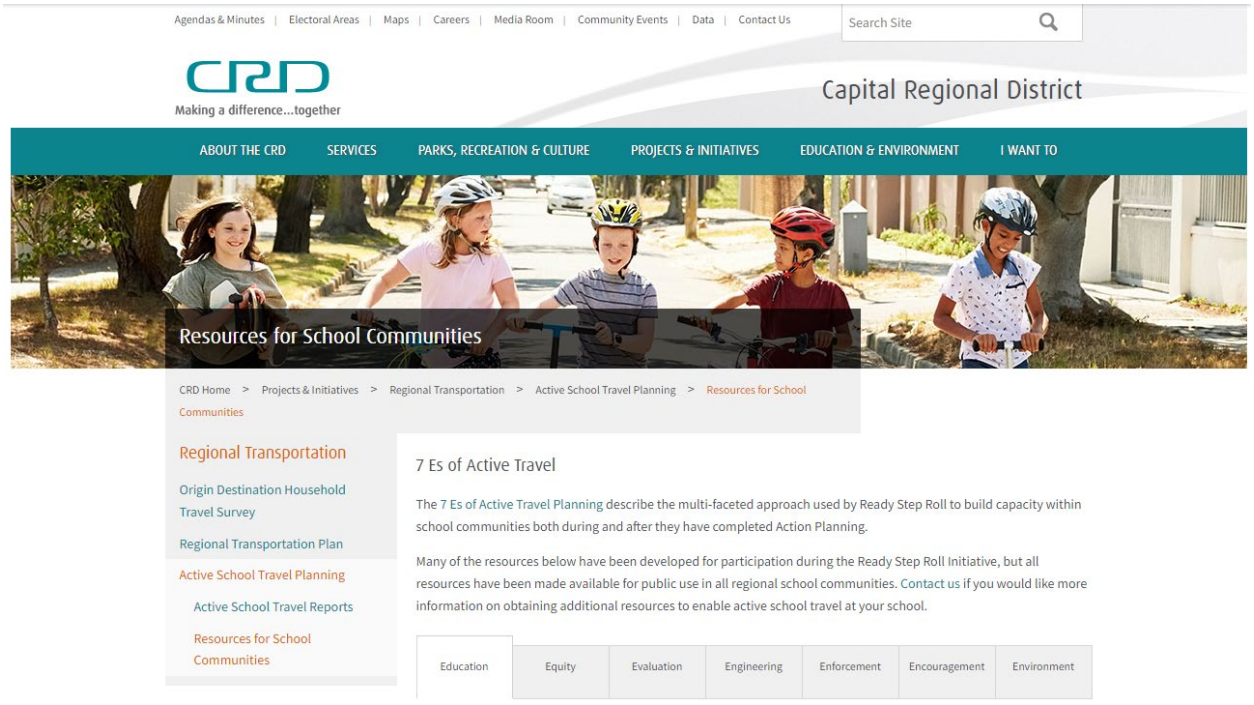
Note:
Short-term: 1-2 years
Medium-term: 3-5 years
Long-term: 5+ years

Appendix D –

RSR Resources for School Communities

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

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



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READY STEP ROLL
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