

SCHOOL TRAVEL PLAN

Colquitz Middle School



Transportation and
Development Division
9 January 2018



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National Active & Safe Routes to School

<http://www.saferoutestoschool.ca/>

HASTe BC

<http://www.hastebc.org/>

District of Saanich Active & Safe Routes to School

<http://www.saanich.ca/EN/main/community/getting-around/walking/safe-routes-to-school.html>

School Travel Planning

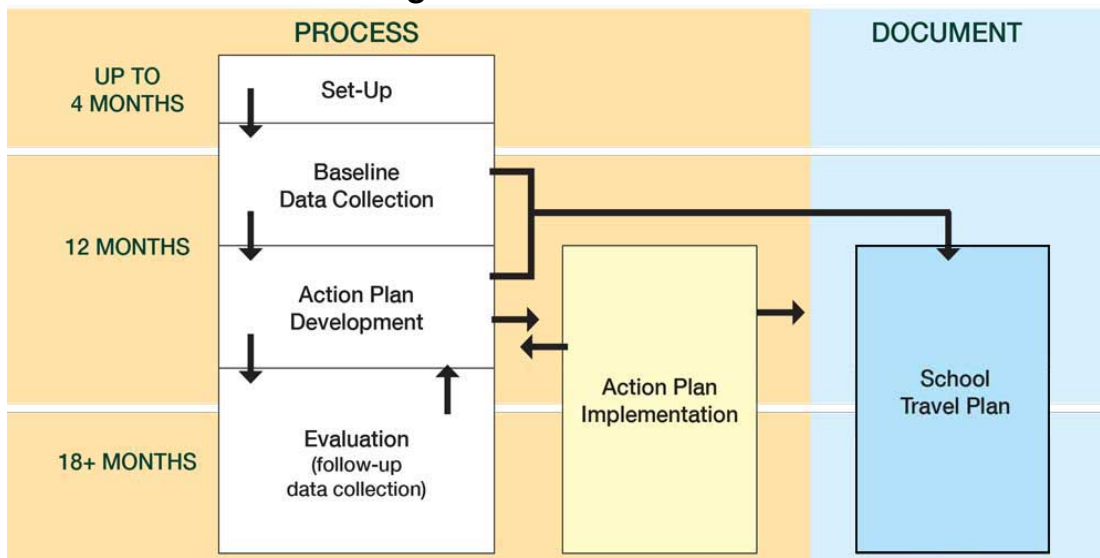
School Travel Planning is a community-based planning process that has been used with success to date in communities across Canada to increase the number of families choosing active transportation modes to get to and from school. School Travel Planning uses a collaborative approach, working to involve all relevant stakeholders and enable communities to tackle the root causes of their schools' transportation challenges.

School Travel Planning is overseen and resourced in each community by a Stakeholder Committee comprised of representatives of key school-transportation stakeholder groups. At individual schools, the School Travel Planning process is led by an STP Facilitator, who convenes a School Committee comprised of staff, parents, administration, and other community stakeholders to outline specific active school travel barriers and solutions, developing the foundation and specifics for each school's School Active and Safe 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



The District of Saanich's Active and Safe Routes to School Program

In 2015, the Hub for Active School Travel (HASTe) was contracted by the District of Saanich to implement the School Travel Planning process as part of the District's Active and Safe Routes to School Program (ASRTS). That school year, 2015-2016, was the introductory year of the multi-year program.

The District of Saanich selected five schools in total – three elementary schools and two middle schools – to receive invitations to participate in the first year of the ASRTS program. All five schools accepted the invitation.

The 2015-2016 schools are:

- McKenzie Elementary
- Northridge Elementary
- Tillicum Elementary
- Colquitz Middle
- Glanford Middle

This Document: the Colquitz Middle School Travel Plan

This School Travel Plan is a living document belonging to the school. It should be revisited regularly in order to update the status of the Action Plan items and to incorporate future evaluation findings. This document consists of information compiled since the District of Saanich's Active and Safe Routes to School program began at Colquitz Middle School (hereinafter: Colquitz) in the fall of 2015.

School Overview

Colquitz is part of the Greater Victoria School District, SD61. It is located at 505 Dumeresq Street, in the Carey area of the District of Saanich. Colquitz has a large catchment area that spans the Carey area.

Colquitz had an enrollment of 434 students in September 2015, who were in 17 divisions from grade 6 to 8.

Transportation

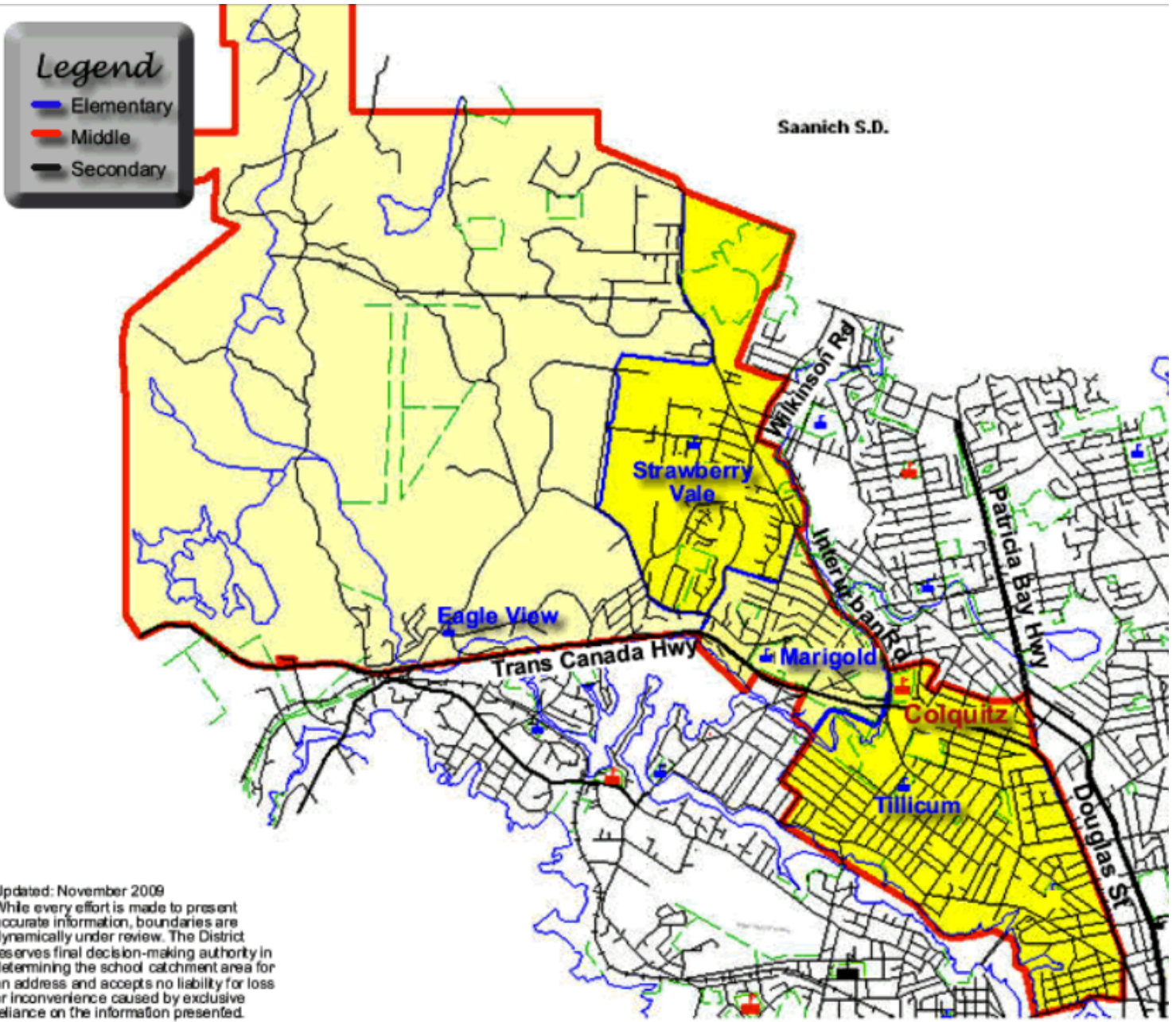
Colquitz is located just east of Interurban Road on a small residential street, Dumeresq Street. Colquitz is bordered to the south of the school grounds by the Galloping Goose Regional Trail, and, south of that, the Trans-Canada Highway. The Colquitz River Park and its pedestrian and cycling trail system are located to the west of Colquitz, on the other side of Interurban Road. Directly to the east of Colquitz are a residential area and Tillicum Road, which is classified as a major road.

Colquitz has a circular driveway off Dumeresq Street that provides vehicle access to the front door of the school. Most students are not permitted to use the driveway as a motor vehicle drop-off loop, but the driveway is used as a drop-off and pick-up area for students with special needs.

There is a motor vehicle drop-off loop at the rear of the school on the southeast side of the school grounds, at the end of Brunswick Place off Raymond Street.

Two school buses are available for students who live more than 4.8 km away. The buses drop off and pick up students on Dumeresq Street, which has dedicated spaces set aside for school bus parking between 1pm and 4pm.

There are several bike racks at Colquitz, on the northwest side of the school building.



▲ Colquitz Middle School catchment area (Source: SD61's website)

Neighbourhood Overview

The Colquitz catchment area is quite large, and spans two municipalities: the District of Saanich and the Town of View Royal. Within the District of Saanich, it spans the Tillicum and Carey areas, as well as rural Saanich. Within View Royal, the catchment area extends to the Thetis Lake area.

Land Use

The southeast part of the catchment area, and the neighbourhood in which Colquitz is located, are primarily residential, with some commercial and recreational facilities. The northwest part of the catchment area is comprised mainly of rural and agricultural land. Thetis Lake Regional Park is also located within the catchment area.

Transportation

Walk Score is an online walkability index that rates how easy it is to get around a given neighbourhood and access community amenities by walking (www.walkscore.com). The Colquitz neighbourhood has a Walk Score of 61 out of 100 and is classified as “car-dependent.” However, Colquitz is located close to several active travel amenities, and seems to be quite accessible by active travel modes.

Directly to the south of the school grounds is the Galloping Goose Regional Trail, which provides largely east-west pedestrian and cycling connectivity throughout several municipalities in the region. A part of Saanich’s Centennial Trail System, the Colquitz River Trail runs north-south to the west of the school, across Interurban Road, and connects to Cuthbert Holmes Park to the south and Panama Flats Park and Copley West Park to the north, with connections to the Glendale and Royal Oak Trails.

In terms of motor vehicle transportation, the Trans-Canada Highway is located to the south of Colquitz – though not directly adjacent to the school grounds as the Galloping Goose Regional Trail buffers the two. The portion of McKenzie Avenue that passes through the Colquitz catchment area is classified as a provincial highway. Douglas Street and the Patricia Bay Highway are other provincial highways within the Colquitz catchment area. There are also several major roads within Colquitz’s catchment area,

including Helmcken Road, Tillicum Road, and Burnside West Road.

Collector roads within Colquitz's catchment area include Interurban Road; Grange Road; Marigold Road; and Prospect Lake Road, which connects Colquitz to the rural residential areas to the northwest of the school.

The Colquitz neighbourhood is served by BC Transit's Victoria Regional Transit system. Routes 21 and 8 run along Interurban Road, from Camosun College Interurban Campus to downtown Victoria and the Tillicum Centre, respectively. Route 22 travels from Camosun College Interurban Campus to Hillside Mall, travelling along Interurban Road and Burnside Road in the Colquitz area.



- ▲ **A pull-in off Interurban Road north of the school provides access to the Colquitz River Trail**

Methodology

School travel data at Colquitz was collected using a variety of methods including hands-up surveys in the classrooms, take-home family surveys, and school travel walkabouts.

Surveys

Baseline hands-up and take-home surveys were conducted in November 2015.

Take-Home Family Survey

In November 2015, students were sent home with a take-home family survey. Families were asked to complete and return the survey to the school, and 119 families did so. For a copy of the baseline take-home family survey, please see Appendix 2.

Hands-Up Survey

Fifteen classrooms participated in the hands-up survey. Classroom teachers recorded how students travelled to and from school every weekday over a one-week period, from November 4 to 10, 2015. For a copy of the baseline hands-up survey, please see Appendix 3.

School Travel Walkabout

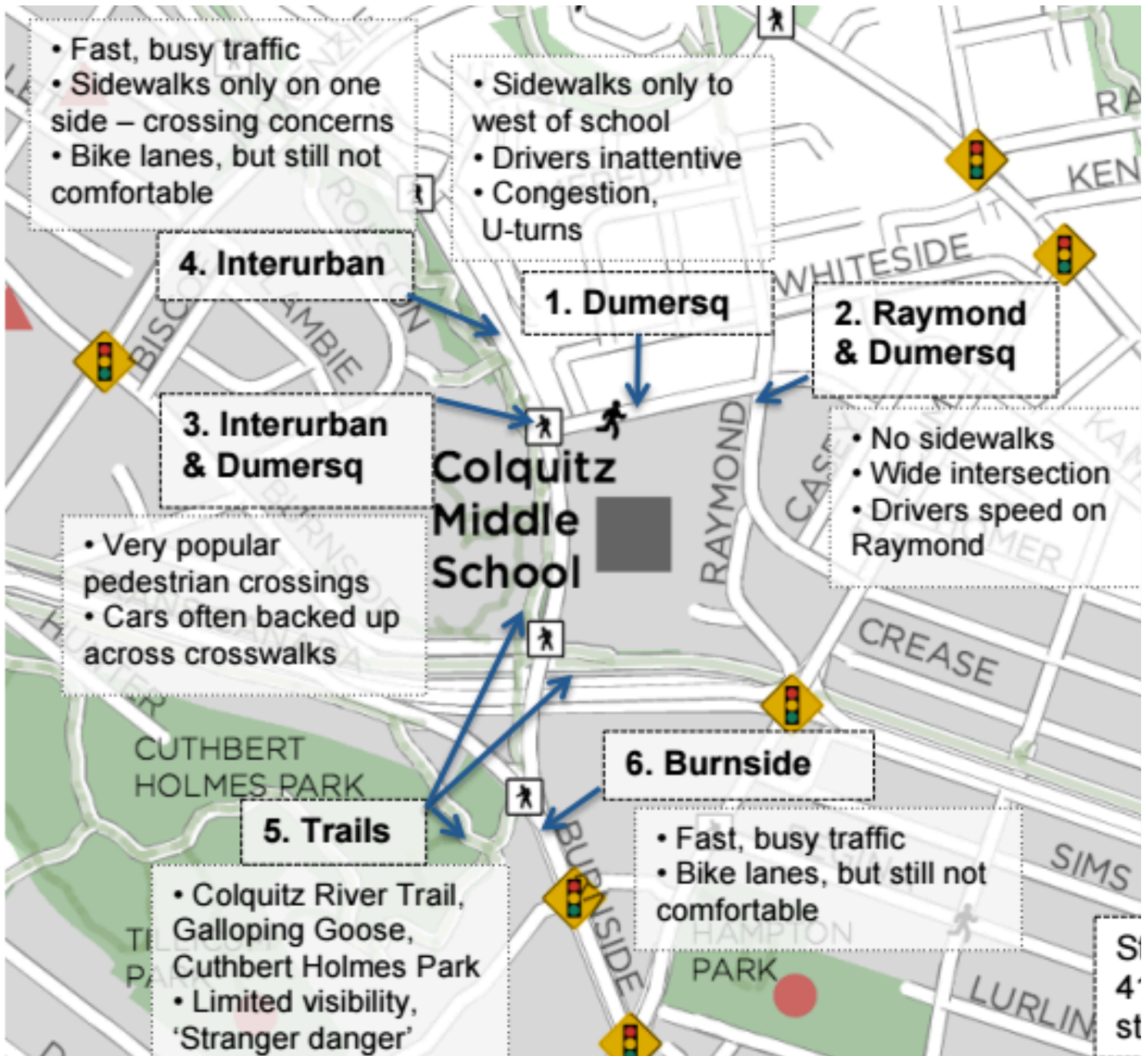
The Colquitz walkabout took place on March 2, 2016. It was an opportunity for municipal stakeholders to come together with the school community and walk around the neighbourhood to explore school travel challenges and brainstorm actions that might address them. The walkabout focused on sites within the direct vicinity of the school (see the map-image below), but the post-walkabout discussion and brainstorming covered a broad range of school travel challenges at Colquitz.



- ▲ **Municipal stakeholders and members of the school community listen to Saanich PD School Liaison Constable Dani Frohloff talk about the safety of the Colquitz River Trail during the Colquitz walkabout.**



- ▲ **Colquitz Principal Gord Mitchell shows municipal stakeholders and the school community the motor vehicle drop-off loop at the rear of the school.**

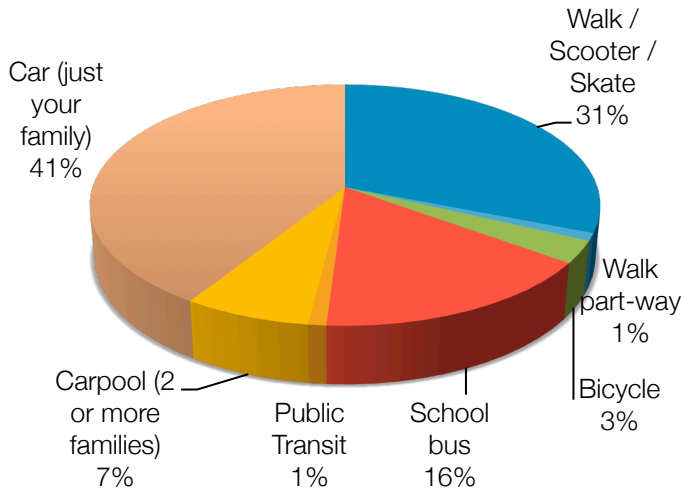


▲ Map of locations of travel challenges visited during Colquitz’s walkabout.

Survey Findings

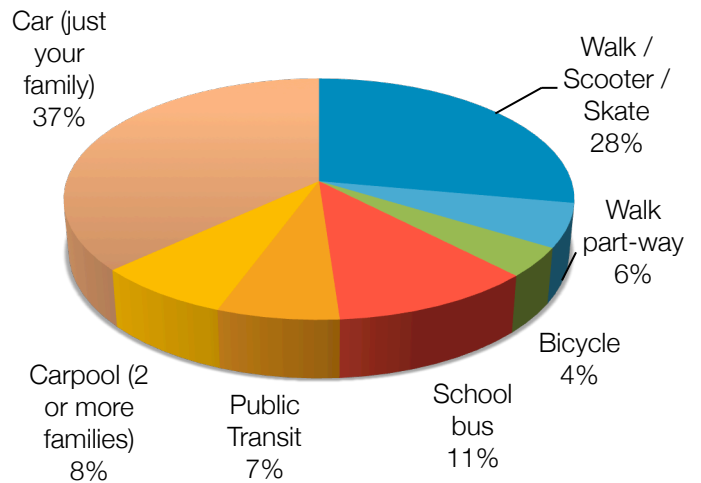
Mode Share to School

▼ Take-Home Survey



According to the take-home survey, almost half of all Colquitz families travel by car on their way to school. The majority (41% of overall mode share of respondents) travel by single-family vehicles, and an additional 7% carpool to school. Nearly a third walk, scooter, or skate to school, with 31% travelling by those modes all the way to school and 1% walking part way. A significant portion of students (16%) travels to school by school bus. Only 1% travel to school by public transit. A small portion of Colquitz students (3%) arrives at school by bicycle.

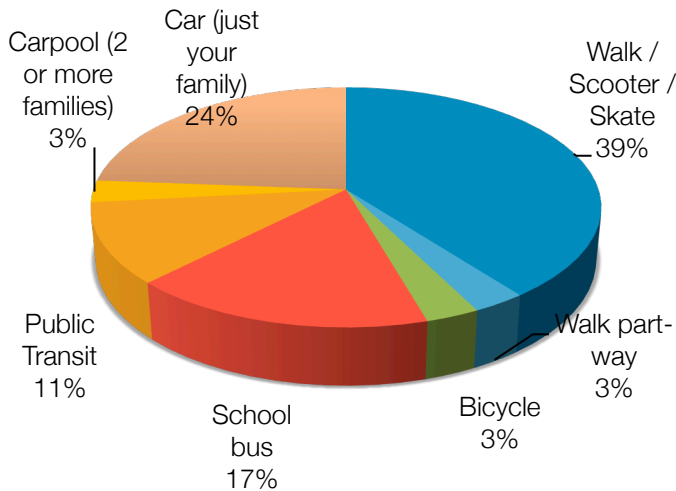
▼ Hands-Up Survey



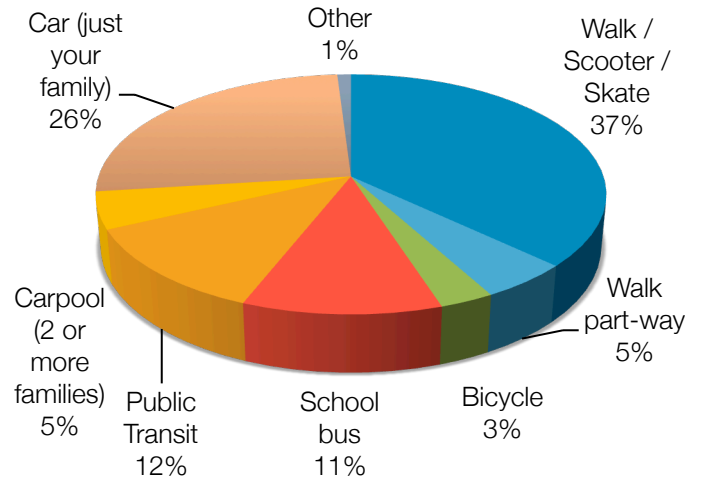
During the week of November 4 to 10, 2015, the to-school mode share numbers captured by the classroom hands-up survey were quite similar to those captured by the take-home survey. The public transit mode share was higher in the hands-up survey, with 7% of students reporting that they arrived at school by transit that week compared to 1% in the take-home survey. During that week, 37% of students arrived at school in single-family vehicles and 8% arrived by carpool. Walking, scootering, and skating made up 28% of travel to school that week, and another 6% of students reported having walked part way to school. The school bus accounted for 11% of trips to school that week, and cycling was responsible for 4% of trips to school.

Mode Share From School

▼ Take-Home Survey



▼ Hands-Up Survey

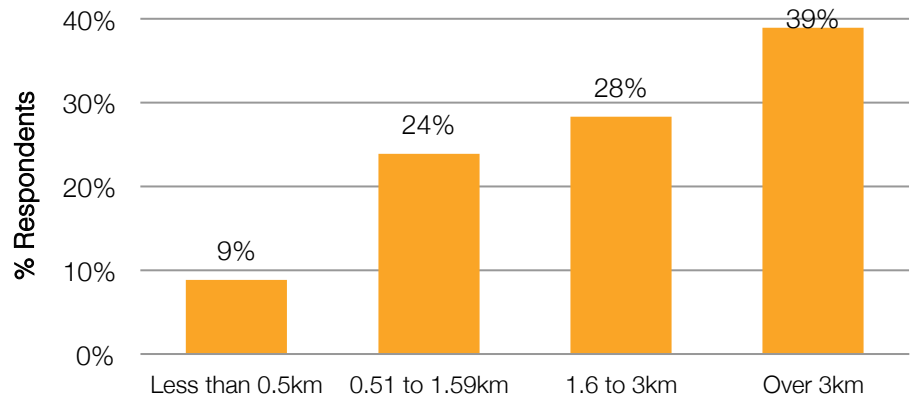


Compared to morning travel patterns, there is generally less car travel and more active travel from school in the afternoon. Just under a quarter (24%) of Colquitz families report traveling from school in the afternoon by single-family vehicle, and another 3% travel from school by carpool. Public transit usage in the afternoon increases to 11% of mode share (compared to 1% in the morning). The school bus accounts for 17% of travel from school. Walking, scootering, and skating is the reported travel mode of choice for 39% of Colquitz students in the afternoon, and an additional 3% walk part way from school. Bicycle travel holds steady between morning and afternoon, at 3% of reported mode share.

During the week of November 4 to 10, 2015, the shift between morning and afternoon travel seen in the hands-up survey data was similar to the shift observed in the take-home family survey data. Car travel decreased in the afternoon compared to the morning, and active travel increased commensurably. Just over a quarter of all trips from school that week were made by single-family vehicle travel, and an additional 5% of trips from school were carpool trips. Public transit accounted for a larger share of travel in the afternoon compared to the morning, at 12%. The school bus was responsible for 11% of trips. Walking, scootering, and skating made up 37% of trips from school that week, and another 5% of trips involved walking part way. Bicycle travel remained steady between morning and afternoon, at 4% of trips from school that week.

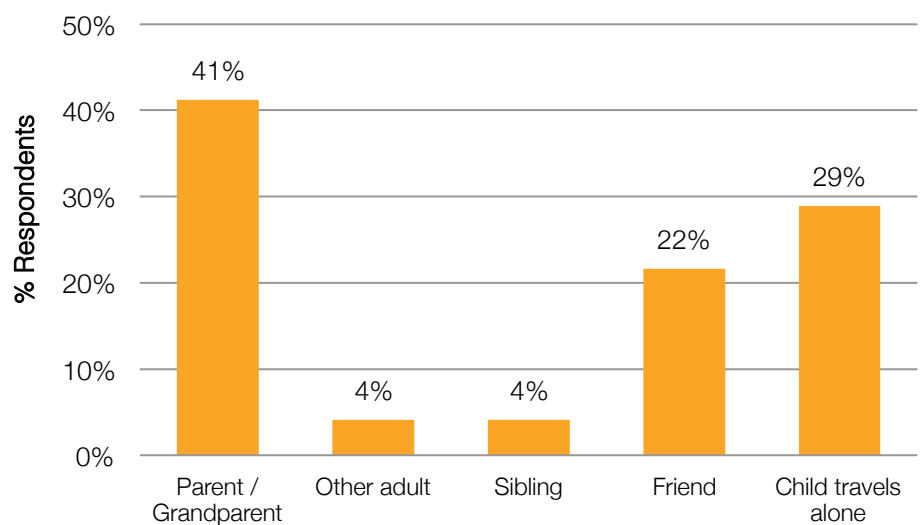
Other Notable Findings

▼ How far away do you live from school?



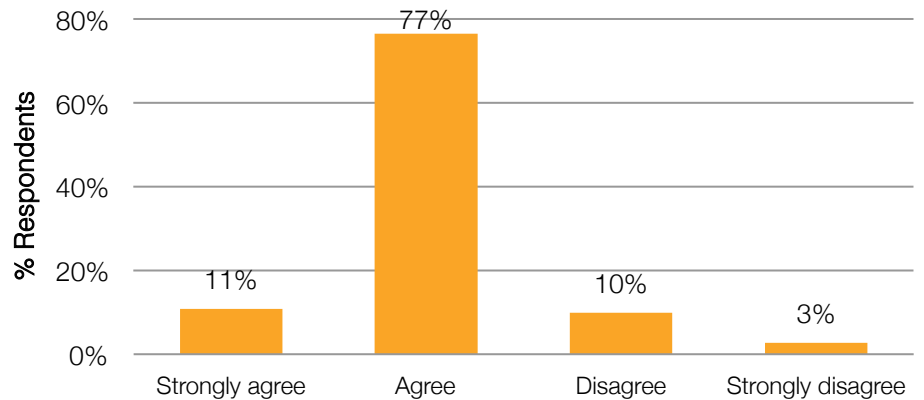
The largest portion of Colquitz families (39%) who responded to the take-home survey lives more than 3 km away from the school. A third of families (33%) live less than 1.6 km from the school, which is considered to be a 20-minute walk at a brisk pace. Over a quarter (28%) of respondent families live between 1.6 km and 3 km from the school.

▼ Who do your children travel with to school?



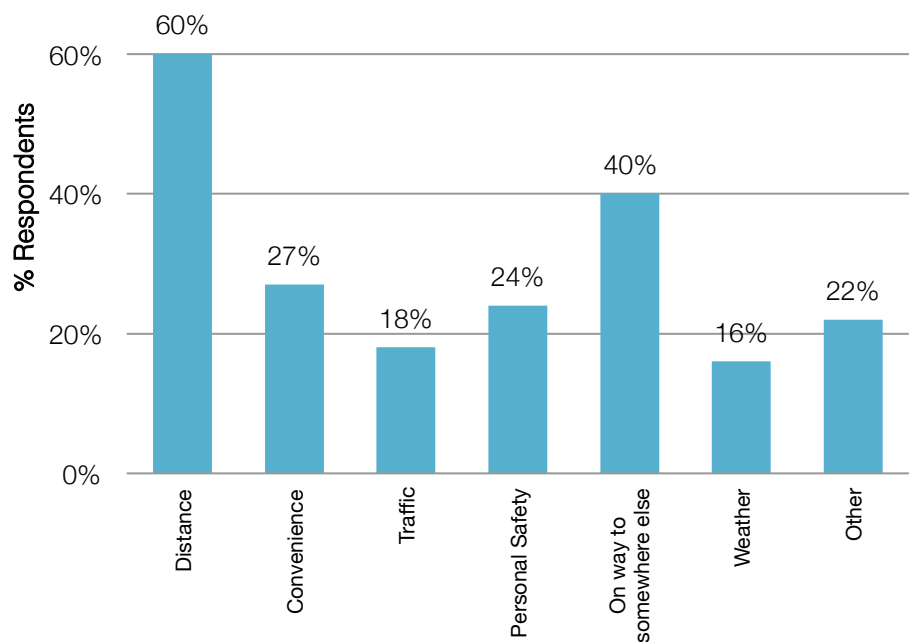
More than half (55%) of Colquitz students travel to school unaccompanied by an adult. Many travel alone (29%), with a friend (22%), or with a sibling (4%). The remaining 45% of students travel with an adult: 41% with a parent or grandparent, and 4% with another adult.

▼ **Our neighbourhood safe for children**



Colquitz families generally agreed that the Colquitz neighbourhood is safe for children, with 77% agreeing with this statement and 11% strongly agreeing. Very few (3%) families strongly disagreed with this statement, and 10% disagreed.

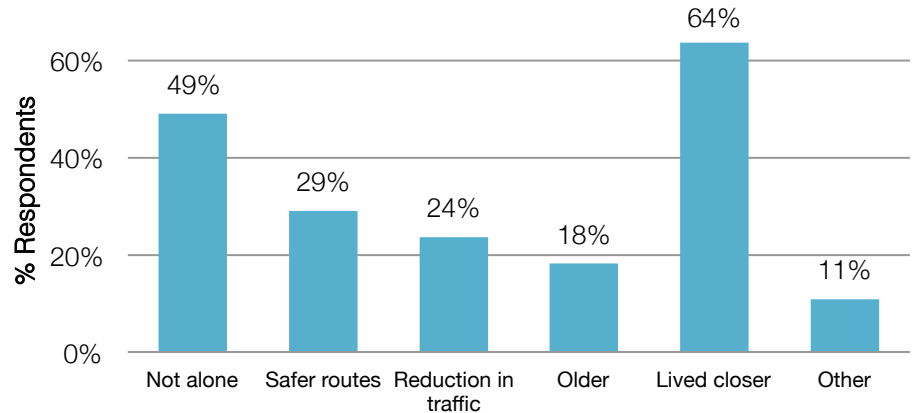
▼ **Why do Colquitz families drive?**



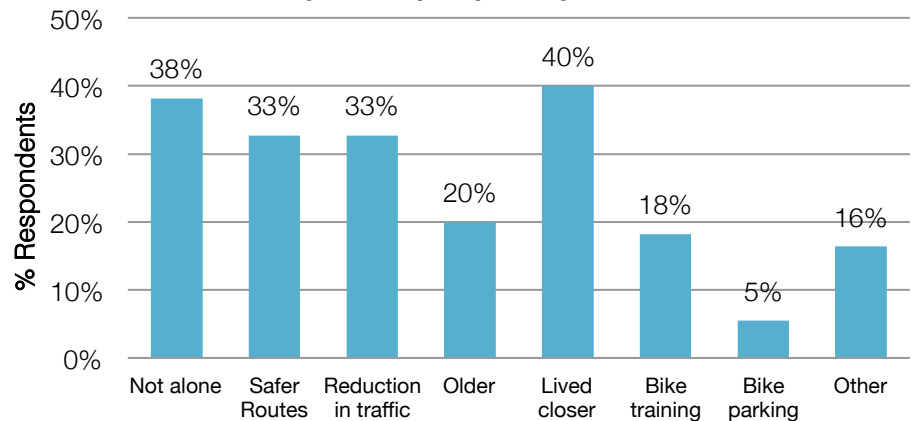
When families who usually drove to Colquitz were asked why they chose to drive, 60% of respondents indicated that “distance” was a major contributing factor – the most popular response. A significant portion of drivers (40%) said that they drove to Colquitz because they were “on their way to somewhere else,” and just

over a quarter (27%) of drivers chose that mode of out “convenience/time pressures,” according to responses to the take-home survey.

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



According to the take-home survey, 64% of families who usually drive to Colquitz indicated that they would allow their child(ren) to walk to school if they lived closer. This result lined up neatly with the 67% of parents who indicated that they live more than 1.6 km away from the school. Nearly half of respondent driving families (49%) would allow their child(ren) to walk if they were not alone. Traffic safety also emerged as a concern for about a quarter of respondent driver families: 29% indicated that they would allow their child(ren) to walk if there were safer routes, and 24% indicated that they would allow walking if there were a reduction in traffic. Many parents seemed to feel their child(ren) were old enough to walk to Colquitz, as being older was the least popular response, given by only 18% of driving families in the take-home survey.

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

The most common response identified by driving families at Colquitz as an obstacle in allowing their child(ren) to cycle to school was distance – as it was for the similar, preceding question about walking – with 40% of respondents indicating that if they “lived closer” they would allow their child(ren) to cycle to school. The next most popular response, at 38% of driving families, was that they would allow their child(ren) to cycle to school if they were not alone. A bike train program that would allow students to bike to school together might be able to satisfy this condition. A third of driving families at Colquitz indicated that “safer routes” (33%) and a “reduction in traffic” (33%) were key conditions for allowing their child(ren) to bike to school.

School Travel Challenges Summary

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

These challenges were identified in a variety of ways: through the 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, and through conversations with the Principal and other members of the school community.

Many of the travel challenges were explored in a school travel 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 (Appendix 5), identifies some of the challenges and potential ways to address and overcome these challenges in order to encourage more active school travel at Colquitz.

1.

School area and Dumeresq Street

According to many families at Colquitz, Dumeresq Street north of the school poses safety concerns for pedestrians and cyclists at Colquitz at the beginning and end of the school day. Parents voiced these concerns through the take-home survey, at PAC meetings, and at the school travel walkabout.

Driver behaviour on Dumeresq Street can be unpredictable and drivers inattentive, according to families at Colquitz, who reported that cars often make U-turns right outside of the school, double park, and generally contribute to a hectic and



▲ **Dumeresq Street, looking west, directly across from Colquitz.**

congested traffic situation.

There is a sidewalk on the south side of Dumeresq Street between Interurban Road and the school. However, there are no sidewalks east of the school on Dumeresq Street; the south-side sidewalk ends at the east side of the school grounds. According to the take-home survey and conversations at PAC meetings, this lack of sidewalks presents a pedestrian safety concern for some families at Colquitz.



▲ **South side of Dumeresq Street, at the east corner of Colquitz’s school grounds – sidewalk ends.**

2. Dumeresq Street and Raymond Street South

To the east of the school, Dumeresq Street intersects with Raymond Street South. According to the take-home survey, this intersection presents pedestrian and cycling safety concerns for families at Colquitz. Although both streets are single-lane, two-way streets, the intersection is wide, with long radius curb returns and long crossing distances across both Dumeresq Street and Raymond Street South. There are no sidewalks on either street. The intersection is currently controlled by stop signs on Dumeresq Street, and traffic along Raymond Street South has the right-of-way.



▲ **Dumeresq Street and Raymond Street intersection, from the northwest corner.**

3.

Dumeresq Street and Interurban Road

According to the take-home survey, the T-intersection of Dumeresq Street and Interurban Road, located west of the school, presents significant pedestrian and cycling safety concerns for families at Colquitz.

There is a flashing beacon east-west crosswalk across Interurban Road on the north side of the intersection. Pedestrians travelling to school must cross Interurban Road at this flashing beacon crosswalk and then cross Dumeresq Street to access the sidewalk on the south side of the street.

According to the take-home survey and conversations with families at Colquitz, the main source of safety concerns is motor vehicle traffic to, and congestion in, the school zone. Motor vehicles waiting to turn left – both on Interurban Road, turning onto Dumeresq Street; and from Dumeresq Street turning onto Interurban Road – can back up traffic and obstruct both the crosswalk across Interurban Road and the crosswalk across Dumeresq Street. According to families at Colquitz, this impacts the safety and comfort of pedestrians at two important crossing points in the school zone.



▲ **Dumeresq Street looking east where it meets Interurban Road.**

4.

Interurban Road

Interurban Road is classified as a collector road, with single-lane, two-way traffic, and experiences a high volume of motor vehicle traffic. There are sidewalks on the east side of Interurban Road, from Burnside Road to McKenzie Avenue. Interurban Road becomes Burnside Road West just south of Colquitz and expands to become a multi-lane road with a median in the middle.

Interurban Road features on-road, painted bike lanes, with a painted line demarcating the bike lane from the motor vehicle lane. According to responses by to the take-home survey, many Colquitz families rate the level of cycling comfort on these bike lanes quite low due to the proximity to heavy, fast-moving motor vehicle traffic in which they place cyclists.

There are several crosswalks across Interurban Road near Colquitz: where Burnside Road West and Interurban Road meet, at Dumeresq Street, and at Columbine Way. Although all three crosswalks feature pedestrian-activated flashing beacons, signage, and a zebra-striped crosswalk painted on the roadway, several Colquitz families indicated through the take-home survey that they do not find these crossings comfortable.



- ▲ **Interurban Road where it meets Burnside Road West, with active travel connections between the Galloping Goose Regional Trail and the Colquitz River Trail.**

5.

Personal safety on trails

Colquitz is well equipped in terms of active travel amenities, in close proximity to both the Galloping Goose Regional Trail and the Colquitz River Trail. However, some families at Colquitz expressed concerns that these trails are not safe for their children to use.

According to the take-home survey and conversations with families at Colquitz, limited visibility contributed to concerns over “stranger danger” and potential bullying on the trails, particularly in relation to the Colquitz River Trail.

The Colquitz River Trail is at a lower grade than the adjacent roadway, Interurban Road, and this impedes visibility from the roadway. Families at Colquitz expressed concerns about their child(ren) walking or cycling in an area where they may not be visible to bystanders and passer-by’s. Increasing the number of people who use the Colquitz River Trail could alleviate this concern, as there would be more “eyes on the street.”



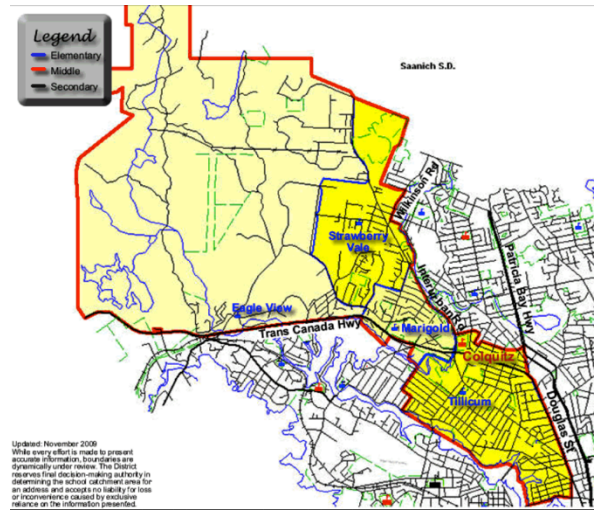
▲ Colquitz River Trail, just to the west of Colquitz.



▲ Pathway off the Galloping Goose Regional Trail that meets the south edge of the Colquitz schoolyard.

6. Large catchment area

Colquitz has a large catchment area, which extends into rural areas of the District of Saanich. During the School Travel Planning process, members of the PAC and administration maintained that, because of the distances involved, not every student at the school would be able to travel actively all the way from home. To be inclusive and effectively address the safety concerns posed by motor-vehicle congestion in the school zone, Colquitz’s School Travel Plan must embrace programs and strategies that encourage and enable active travel for part of the journey to school, such as increased public transit access/use and alternative, off-site vehicle drop-off and pick-up locations.



▲ Catchment map for Colquitz Middle School

School Travel Planning Implementation

Best Routes to School Map

Best Routes to School Maps feature the best walking and cycling routes that connect all areas of the catchment to the school. Routes were selected based on information from baseline family take-home surveys, walkabout information, and PAC consultation. The routes selected feature sidewalks, cycling lanes when applicable, and highlight supported crossings (crosswalks and intersections).

A poster-sized copy of Colquitz's draft Best Routes to School map was mounted near the main entrance to the school. Students, families and teachers are encouraged to consult the map to find the walking or cycling route, or Drive to Five location, that works best for them.

Action Plan

An Action Plan was developed to document the itemized recommendations and actions that have resulted from the School Travel Planning process. It features actions for which various stakeholders are responsible, including infrastructure recommendations that the District of Saanich staff will investigate as well as engagement and education that the school community will explore. In the holistic process of school travel planning, a variety of actions can be taken to support more active travel to and from school.

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 locations
- 6) Monitor effectiveness of school travel planning efforts

Cycling Enrichment Program

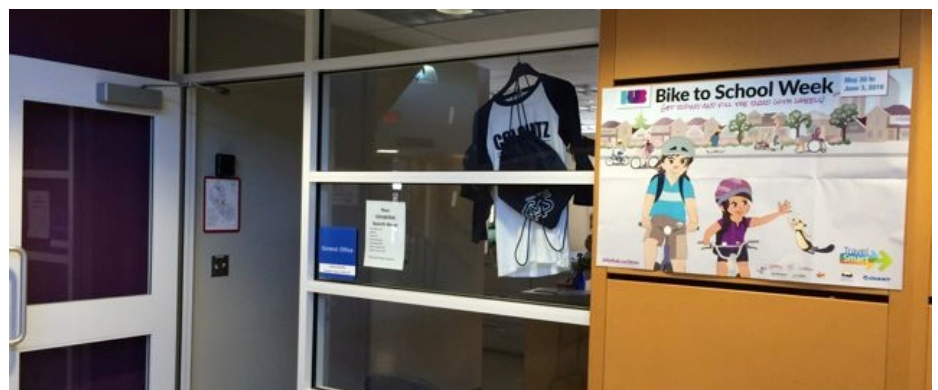
Each year, Colquitz hosts several cycles of enrichment sessions for students. In the spring 2016 enrichment session, Teacher Marko Guizzo led a cycling-focused enrichment group session. HASTe's

Active & Safe Routes to School facilitator was invited as a guest speaker in April 2016 to host an educational session about active school travel.

The educational session focused on transportation issues and connecting recreational cycling with daily, active transportation to and from school. It explored environmental issues, from air quality to climate change, as well as the health benefits, including physical, emotional, and mental, of active travel.

Bike to School Week 2016

From May 30 to June 3 2016, Colquitz participated in Bike to School Week. Some students made posters to promote the event. ICBC donated a prize of a helmet, as an incentive for increased active travel.



▲ **Poster for Bike to School Week 2016 displayed outside of the school main office.**



▲ **Full bike racks outside Colquitz during Bike to School Week 2016.**

Bike to School Week 2016

From May 29 to June 2 2017, Colquitz participated in Bike to School Week. Student participation was tracked through two means: an in-class ‘hands-up’ survey, and by students placing a sticker on a large tracking poster located in the main foyer. Each day, total participation numbers were logged online on the Bike to Work website. Staff participants tracked their own participation online.

Participation in Bike to School Week is an annual event at Colquitz and is becoming a part of the school’s culture.

Drive to 5/Freedom Friday

Because Colquitz has such a large catchment and distance is the main reason why families at Colquitz choose to drive, the Colquitz school community suggested that alternative drop-off locations would be an effective active travel strategy. This would increase the safety of active travel in the school area by reducing traffic congestion directly outside of the school, and would encourage families to allow their children to walk part of the way to school. Potential alternative drop-off locations for Colquitz have been identified and incorporated into the school’s Best Routes to School map.

Methodology

Follow-up school travel data at Colquitz was collected through hands-up surveys in the classrooms and take-home family surveys.

Surveys

Follow-up hands-up and take-home surveys were conducted in November 2017, 2 years after baseline data was collected.

Take-Home Family Survey

In November 2017, students were sent home with a take-home family survey, which families were asked to complete and return to the school. A total of 105 families completed the follow-up survey representing 122 children, for a return rate of 27%. For a copy of the follow-up take-home family survey, please see Appendix 6.

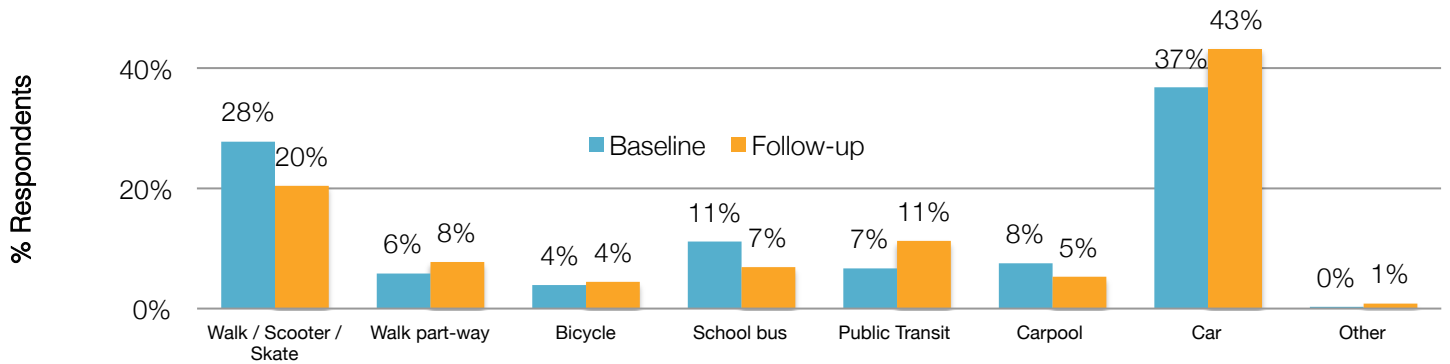
Hands-Up Survey

14 classrooms participated in the hands-up survey. Classroom teachers recorded how students travelled to and from school every weekday over a one-week period. The format of the follow-up hands-up survey was identical to the baseline survey (Appendix 3) conducted in 2015.

Survey Findings

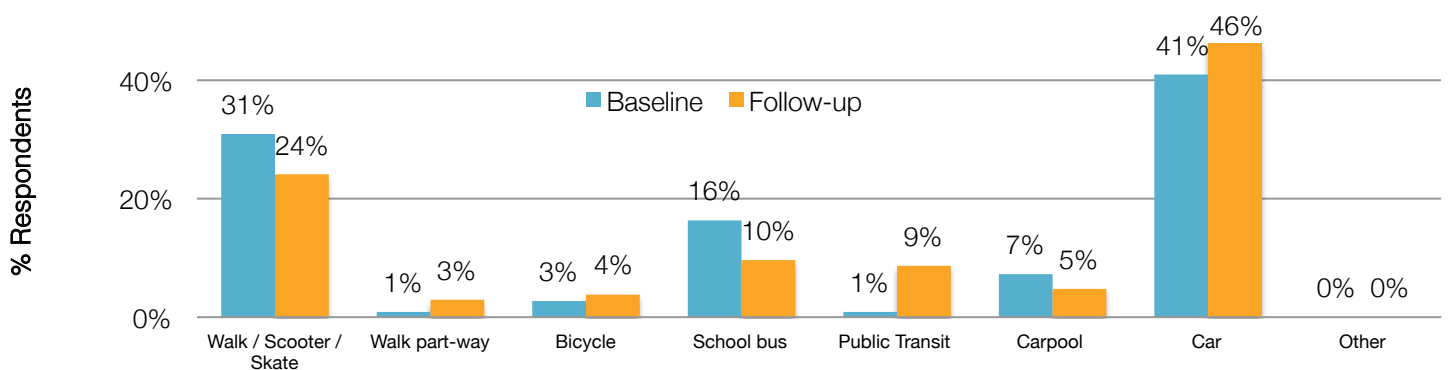
Mode Share to School

▼ Hands-Up Survey



Data from the follow-up hands-up survey found that the rate of walking to school at GMS decreased by 29%, the rate of driving increased by 16%, school bus use and carpooling both decreased, and public transit ridership and the number of students walking part-way both increased.

▼ Take-Home Survey

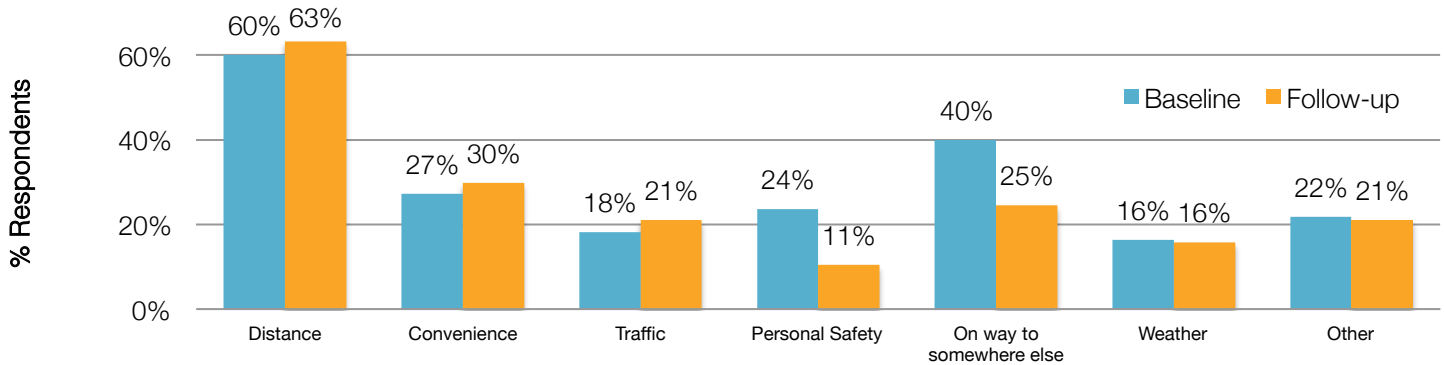


Similarly, data from the follow-up take-home survey found that the rate of walking had decreased, this time by 22%; the rate of driving had increased, this time by 12%; school bus use and carpooling

both decreased; and public transit ridership, cycling and the number of students walking part-way all increased.

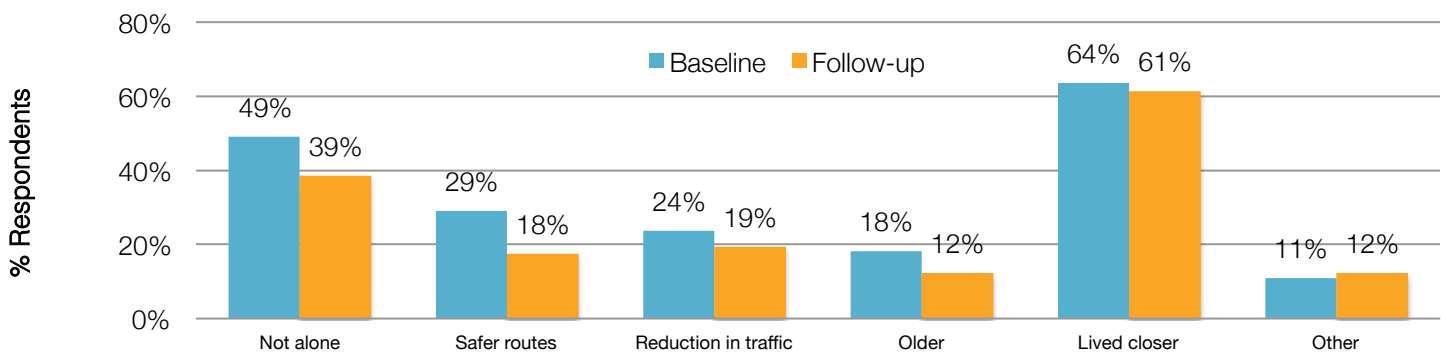
Other Notable Findings

▼ I drive my child to school because...



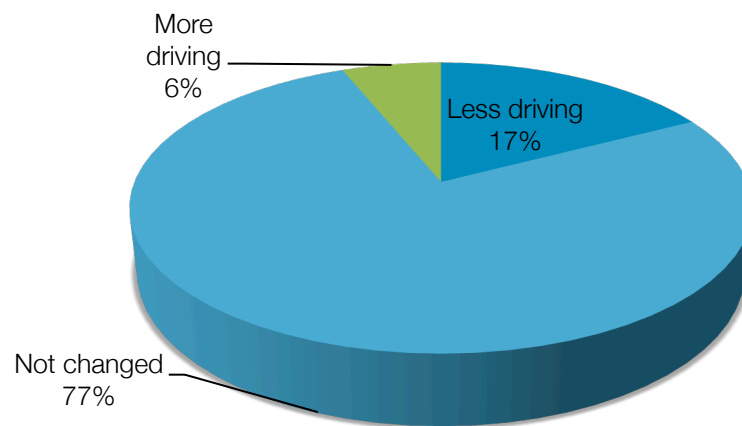
Between the baseline and follow-up surveys, distance remained the reason most commonly cited by parents for why they drive their child(ren) to school. Convenience and being on the way somewhere else were other popular cited reasons for driving. Notably, parents were less than half as likely to cite personal safety concerns as a reason for driving in the follow-up survey as they were in the baseline survey.

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



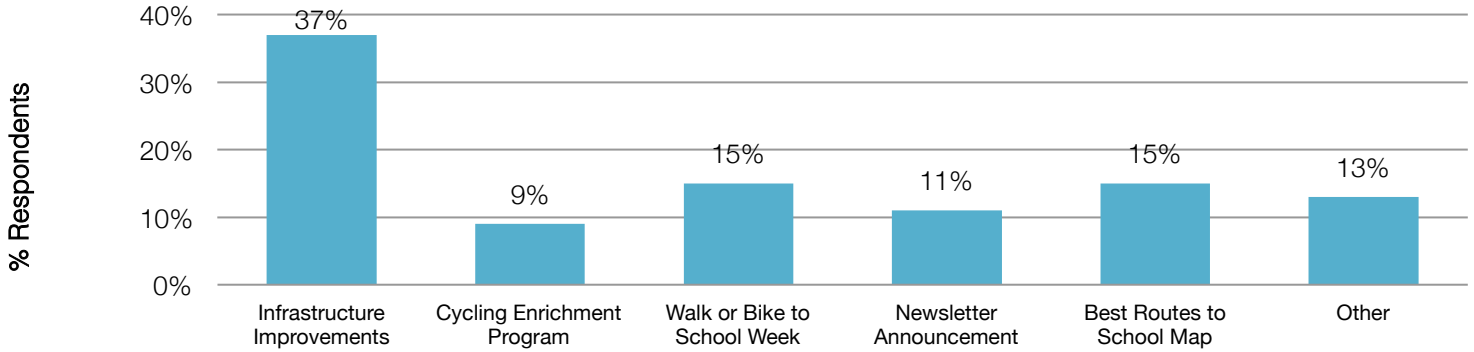
Between the baseline and follow-up surveys, not being alone and living closer remained the most common conditions under which parents who usually drove their children to school would consider allowing them to walk.

▼ **In what ways have your family's school travel habits changed?**



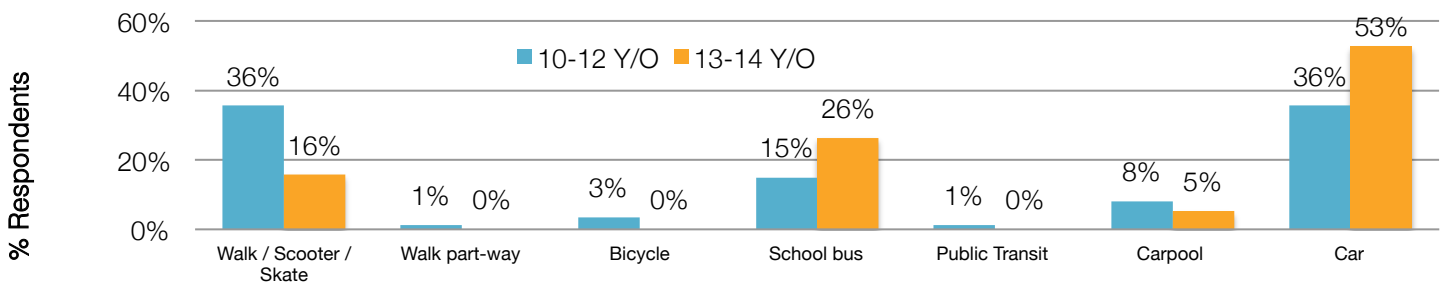
In the follow-up survey, 17% of families reported that they were driving less to school, 6% that they were driving more to school, and 77% that their travel habits were unchanged. Of those who reported they were driving less, 34% said their children were taking transit more, which correlates with the increased rate of transit use seen in both mode share data in both the follow-up take-home and follow-up hands-up surveys.

▼ Which School Travel Planning activities do you feel have been most effective for your family?

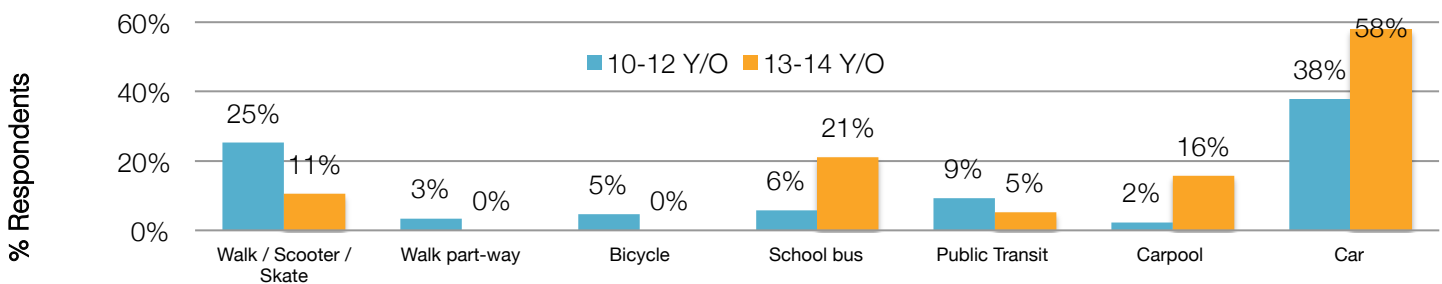


Parents who completed the follow-up survey felt that infrastructure improvements were the most effective activities implemented during the school travel planning processes.

▼ Correlation Between Age and Travel: Baseline



▼ Correlation Between Age and Travel: Follow-up



One noteworthy trend in the data from Colquitz that persisted between the baseline and follow-up survey periods is the correlation between age and travel behaviour:

- Baseline take-home survey data shows that older students at Colquitz were less than half as likely to walk to school as their younger peers, and more likely to take the school bus or be driven.
- Follow-up take home survey data shows that older students at Colquitz are far less likely to walk or take transit to school than their younger peers, and more likely to take the school bus or be driven.

The two-year gap between baseline and follow-up data collection periods means that the younger cohort from the baseline survey is essentially the older cohort from the follow-up survey: the same group of students that walked to school at a 36% rate in the fall of 2015 are walking to school at an 11% rate in 2017.

STP Municipal Stakeholder Committee

A Municipal Stakeholder Committee was formed, with representatives from various organizations, agencies, and departments that have an interest in addressing the barriers to safe active travel to and from school.

The STP Stakeholder Committee for 2015-2016 involved:

District of Saanich representatives:

- Troy McKay, Senior Transportation Technologist
- Sandra Liddell, Engineering Technologist IV
- Mike Goldsworthy, Park Planner Designer
- Doug Roberts, Senior Bylaw Enforcement
- Shari Holmes-Saltzman, Planner

Greater Victoria School District

- David Loveridge, Director of Facilities
- Marnice Jones, Coordinator of Healthy, Safe and Caring Schools
- Harold Caldwell, District Principal

Capital Regional District

- Sarah Webb, Active Transportation Program Manager

Saanich Police

- Constable Dani Frohloff, School Liaison Officer

BC Transit

- Adriana McMullen, Transportation Planner
- Nicole Simpson, Bus Stop Coordinator

Other agencies

- ICBC - Colleen Woodger, Road Safety Coordinator
- Island Health - Shannon Marshall, Director Community Relations
- Ministry of Transportation and Infrastructure - Shawn Haley, Area Manager, Roads

Cycling and Walking Advocates

- Greater Victoria Cycling Coalition - Ray Straatsma
- Greater Victoria Bike to Work Society - Lise Richard, Event and Bike Skills Coordinator
- WeBike/CanBike - Cindy Marven

Colquitz School STP Steering Committee

- Principal Gord Mitchell
- Teacher Marko Guizzo
- PAC members and parents

Appendix 1: Invitation to Principal

Appendix 2: Baseline Take-Home Survey

Appendix 3: Hands Up Survey

Appendix 4: Walkabout Info Sheet

Appendix 5: School Travel Action Plan

Appendix 6: Best Route to School Map

Appendix 7: Follow-Up Take-Home Survey

File: Active and Safe Routes to School Program

September 2, 2015

Gord Mitchell, Principal
Colquitz Middle School
505 Dumeresq Street
Victoria, BC V8Z 1X3

Dear Mr. Mitchell:

Re: Active and Safe Routes to School Program and Participation

Colquitz Middle School has been selected as one of five schools invited to participate in the District of Saanich's 2015-2016 Active and Safe Routes to School program, including the School Travel Planning process.

School Travel Planning is a successful national process that creates informed stakeholders and partnerships to help tackle the challenges schools currently face in promoting safer walking and cycling trips to school and addressing traffic safety in the school zone (www.saferoutestoschool.ca). The District of Saanich will be partnering with HASTe BC, the Hub for Active School Travel in British Columbia (www.hastebc.org) to facilitate the School Travel Planning process. The School Travel Planning process will bring together members of the school community -- parents, teachers, staff, students, etc. -- along with external stakeholders to identify barriers to active travel while working together to implement solutions. Participating in this facilitated, collaborative process will help your school identify opportunities to encourage and support active trips to school, and solutions to traffic safety concerns. This process will include the production of a Best Routes to School Map, guiding safe active routes to school, as well as a useful Action Plan documenting the program development.

Attached is an example of a school travel plan pamphlet and map completed by HASTe in partnership with W.E. Kinvig Elementary and the City of Surrey.

Over the next few weeks HASTe's Active and Safe Routes to School Facilitator, Stefanie Hardman, will be contacting you directly to arrange for a meeting to provide a more detailed overview of the program, process and confirm your school's interest in participating.

In the meanwhile, please do not hesitate to contact me should you have any questions or require additional information. I can be reached at 250-475-5575 or by email at sandra.liddell@saanich.ca .

Sincerely,

Sandra Liddell
Engineering Technologist IV

SL/cn

Enclosure

G:\!Protect_Admin\SUBJECT\SAFE ROUTES TO SCHOOL 2015\Colquitz Middle School ltr Sept 02 15.docx

Colquitz Middle

School Travel Planning



November 9, 2015

Dear Parent (Guardian):

Colquitz Middle School is taking part in the District of Saanich's School Travel Planning process this school year to help reduce school traffic congestion and encourage more students 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. This survey will help to better understand the travel choices made by families at Colquitz 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 Friday, November 13th, 2015.** There will be a prize for the first classroom that collects all of their surveys.

If you have any questions about the survey or the School Travel Planning project, please contact: Stefanie Hardman at stef@hastebc.org

Thank you,

Gord Mitchell
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. November / 9 / 2015): _____ / _____ / _____

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 (Translink)	<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
3. What language does your family speak at home?
 English Mandarin/Cantonese/Chinese Punjabi/Hindi Korean
 Other please specify: _____

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

Child	Age	Sex	
		Boy	Girl
1		<input type="checkbox"/>	<input type="checkbox"/>
2		<input type="checkbox"/>	<input type="checkbox"/>
3		<input type="checkbox"/>	<input type="checkbox"/>
4		<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. Please share any further comments about your child's journey to and from school.

11. 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

12. 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:

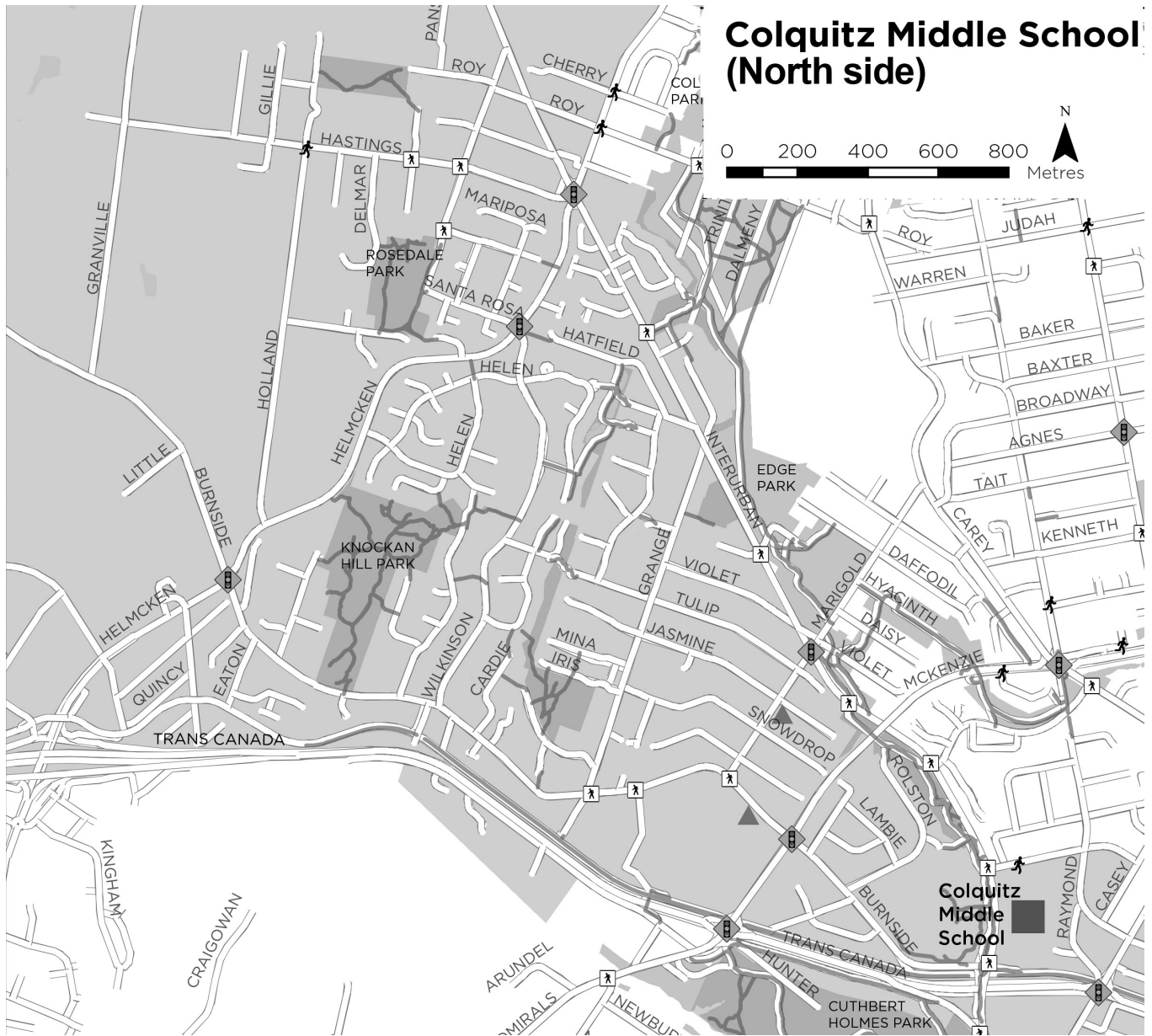
B. Walking / Cycling Routes to School (on the Next Page)

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

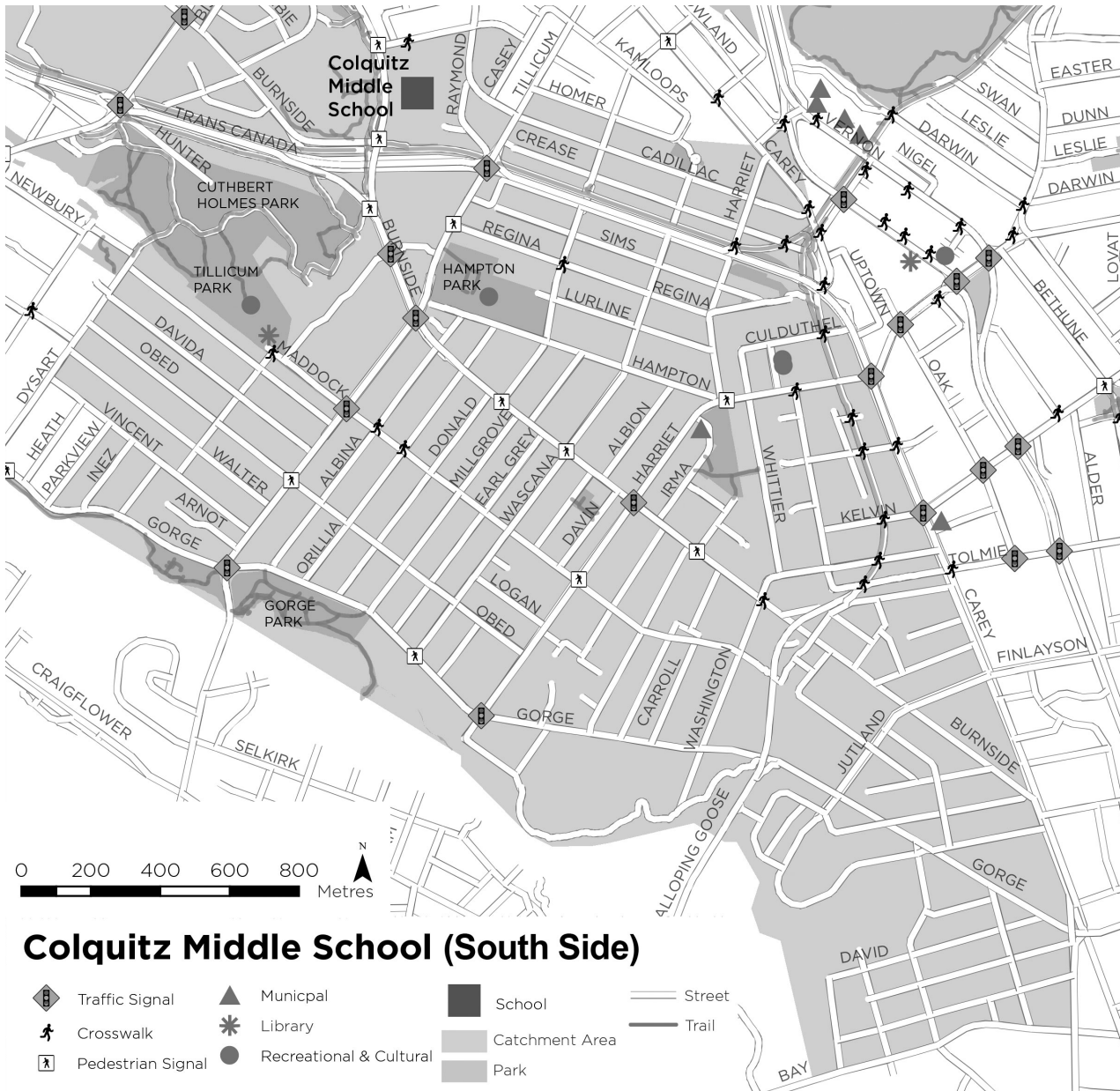
Please complete the map on the following page with the **WALKING** or **CYCLING** route your child/children take to get to and from School. If you usually drive please indicate the route you **WOULD** walk or cycle. Identify any locations that are of concern to you with a number (e.g. 1, 2, 3) and describe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

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

Colquitz Middle School (North side)



Location	Issue
1.	
2.	
3.	



THANK YOU FOR YOUR TIME. PLEASE HAVE THIS SURVEY COMPLETED ON THIS SHEET AND RETURNED TO SCHOOL BY FRIDAY, NOVEMBER 13th, 2015

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 Saanich is sponsored by the District of Saanich (www.saanich.ca)



For any questions, contact Stefanie Hardman: stef@hastebc.org

Colquitz Middle School

HANDS-UP SURVEYS



HASTE
HUB for ACTIVE
SCHOOL TRAVEL

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:

Thursday, October 29th – Wednesday, November 4th, 2015

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

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

	<i>Weather</i> <i>Example:</i> <i>Rainy/6C</i>	Walked /scooter	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Thur										
Fri										
Mon										
Tues										
Wed										
(HASTE will fill out) Total										
Avg=Total/5 (HASTE will fill out)										

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

	<i>Weather</i> <i>Example:</i> <i>Rainy/6C</i>	Walked /scooter	Walked part-way*	Bicycle	School Bus	Public Transit	Carpool (2 or more families)	Car (Just my family)	Other?	Total
Thur										
Fri										
Mon										
Tues										
Wed										
(HASTE will fill out) Total										
Avg=Total/5 (HASTE will fill out)										

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

Colquitz Middle School -- Traffic Safety Walkabout

Wednesday, March 2 – 8:00-10:00am

→ **Meeting point:** school entrance off bus loop, at Dumeresq

School Profile:
 Principal Gord Mitchell
 Grades 6, 7, 8
 Enrolment ~415

Hands Up (Nov 2015)	TO school	FROM school
Walk / Scooter / Skate	28%	37%
Walk part-way	6%	5%
Bicycle	4%	3%
School bus	11%	11%
Public Transit	7%	12%
Carpool	8%	5%
Car (just your family)	37%	26%
Other	0%	1%

Why does Colquitz drive to school?

- 60% Distance
- 40% On way to somewhere else
- 27% Convenience

I would allow my child to walk/bike to school if:

- lived closer
- not alone
- safer routes
- reduction in traffic

33% live within a 15 min walk from Colquitz

88% Agree or Strongly Agree that the neighbourhood is safe

1. Dumeresq

- Sidewalks only to west of school
- Drivers inattentive
- Congestion, U-turns

2. Raymond & Dumeresq

- No sidewalks
- Wide intersection
- Drivers speed on Raymond

3. Interurban & Dumeresq

- Very popular pedestrian crossings
- Cars often backed up across crosswalks

4. Interurban

- Fast, busy traffic
- Sidewalks only on one side – crossing concerns
- Bike lanes, but still not comfortable

5. Trails

- Colquitz River Trail, Galloping Goose, Cuthbert Holmes Park
- Limited visibility, 'Stranger danger'

6. Burnside

- Fast, busy traffic
- Bike lanes, but still not comfortable



Stef Hardman
 416-520-8141
 stef@hastebc.org

Colquitz Middle School – STP Action Plan

Action Priority Legend:

Complete	High	Medium	Low
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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

School Travel Plan						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
	Baseline Data Collection	HASTe Facilitator	Collect data re: school travel mode share and attitudes through Hands-Up and Take-Home surveys.	6	Complete	District of Saanich
	Complete “Best Route to School” maps	HASTe Facilitator; Stakeholder Committee; PAC	Develop Best Walking and Cycling Route to School using community input and feedback and codify them in a map of the catchment, to be distributed to Colquitz Middle School families.	4,5	Complete	District of Saanich
	Engagement & Programming	HASTe Facilitator; Colquitz administration; PAC	Engage with school community, including students, to support the development of events and programming to encourage active travel	4	Complete	District of Saanich
	Complete School Travel Plan	HASTe Facilitator; Stakeholder Committee;	Facilitator to complete draft plan, solicit feedback from school planning committee and steering committee.	1,2,3, 4,5,6	Complete	District of Saanich

		PAC				
	Reporting	HASTe Facilitator	Oversee the implementation of Action Plan items and track the actual timing and cost of initiatives versus planned.	6	Ongoing	District of Saanich
	Follow Up Data Collection	HASTe Facilitator	Collect follow up data re: school travel mode share and attitudes through Hands-Up and Take-Home surveys.	6	Complete	District of Saanich

Engagement & Programming

Student Engagement Activities at Colquitz Middle School						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Bike to School Week at Colquitz Middle School	Engagement & Event Planning	HASTe Facilitator; Colquitz Students, Administration & Staff; SD61	Support the development & execution of Bike to School Week at Colquitz Middle School. Cycling enrichment students help to plan & run BSW, and administration and staff could be involved in Bike to Work Week.	4	Complete	TDB
Alternative Drop Off Areas near Colquitz Middle School	Education & promotion	Colquitz Administration & Students	Students learn about and promote the alternative drop off areas.	5	As priorities and budget permit	TDB
Transit education at Colquitz Middle School	Educational & engagement	BC Transit; Colquitz Students & Administration	BC Transit provide educational engagement with students about using the transit system.	4	As priorities and budget permit	TDB

Alternative Drop Off Areas:

Existing Alternative Drop Off #1: Rear of School						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Drop off loop at rear of school	Infrastructure	SD61	Improve road surface condition in loop at rear of the school.	5	As priorities and budget permit	TBD
Drop off loop at rear of school	Signage	SD61	Erect clear signage to indicate this as drop off loop for school.	5	As priorities and budget permit	TBD
Drop off loop at rear of school	Infrastructure	SD61	Improve pathway from drop off loop to school. Lay fine gravel on pathway to reduce muddiness.	1,5	As priorities and budget permit	TBD

Potential Alternative Drop Off #2: Colquitz Park pull off loop (Interurban Rd between Dumeresq St & Columbine Way)						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Interurban Rd at pull off loop	Infrastructure	District of Saanich	Review current usage of loop with Saanich Parks. Consider whether this could become alternative drop-off area for school.	5	As priorities and budget permit	TBD
Interurban Rd at pull off loop	Infrastructure	District of Saanich	Investigate warrant for crosswalk. Crosswalk would connect this drop off area with. * This project has been added to the crosswalk priority list	5	As priorities and budget permit	TBD
Colquitz River	Maintenance	District of	Ensure stretch of Colquitz River Trail	1,5	As	TBD

Trail between pull off loop & Dumeresq		Saanich Parks	between pull off loop and Dumeresq is maintained at high frequency in order to increase comfort in students walking at least this small portion of trail.		priorities and budget permit	
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Potential Alternative Drop Off #3: Burnside Plaza & Tillicum Mall						
Burnside Plaza & Tillicum Mall – property owners	Outreach	Colquitz administration & PAC	Contact owners of these properties to ask whether the parking lots could be potentially used as alternative drop off areas for the school.	5	As priorities and budget permit	TBD
Burnside Rd, East Side	Maintenance	District of Saanich Parks	Trim and maintain vegetation to ensure clear sidewalk and improve visibility.	1	As priorities and budget permit	TBD
Intersection of Burnside & mall/plaza driveways	Infrastructure	District of Saanich	Investigate improvements to intersection and traffic light phasing & auditory signal.	1	As priorities and budget permit	TBD
Businesses in plaza/mall	Outreach	Colquitz administration & PAC	Reach out to businesses in plaza/mall for sponsorship opportunities.	5	As priorities and budget permit	TBD

Traffic Safety

Dumeresq St, near school						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and

						Partners
Dumeresq St, east of school	Infrastructure	District of Saanich	Review sidewalk on Dumeresq St. Consider extending sidewalk on Dumeresq St on south side of street, east of school to Raymond St. *This item has been added to the sidewalk priority list.	1	As priorities and budget permit	TBD
Dumeresq St	Infrastructure	District of Saanich	Explore possibility of installing curbs on street surrounding school to alleviate parking issues. *This item has been added to the sidewalk priority list	3	As priorities and budget permit	TBD
Dumeresq St	Signage / Bylaw	District of Saanich	Review on-street parking bylaws. Consider asphalt curb on North side of Dumeresq, across from school.	3	As priorities and budget permit	TBD
Dumeresq St & Raymond St	Infrastructure	District of Saanich	Review potential pedestrian improvements and traffic calming measures. Pedestrian and cyclist traffic safety concerns due to wide intersection, long crossing distance, with traffic no traffic control along Raymond St. *This item has been added to the crosswalk priority list.	1,3	As priorities and budget permit	TBD
Raymond St south of Columbine Way	Infrastructure	District of Saanich	Investigate options to improve pedestrian and cycling safety along Raymond St, to extend Raymond St pedestrian/cycling corridor south of Columbine Way. *Cycling infrastructure projects will be prioritized upon completion of the Active Transportation Plan	1,2	As priorities and budget permit	TBD

Interurban Rd & Dumeresq St

Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Crosswalk across Interurban Rd at Dumeresq St	Signage	District of Saanich	Consider replace current crosswalk sign with school crossing sign. Review possibility of installing fluorescent advance signs indicating "crosswalk ahead".	1	As priorities and budget permit	TBD
Interurban Rd & Dumeresq St	Bylaw	District of Saanich	Investigate possibility of left-turn restrictions at this intersection. Left-turning traffic on both Interurban Rd and Dumeresq St backs up into pedestrian crossings. *This item has been added to Engineering's calls for service at engineering@saanich.ca for review	1,3	As priorities and budget permit	TBD
Dumeresq St	Infrastructure	District of Saanich	Investigate possibility of installing sidewalk on north side of Dumeresq St to reduce pedestrian crossing Dumeresq St at Interurban Rd. *This item has been added to the sidewalk priority list	1	As priorities and budget permit	TBD

Colquitz River Trail						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Colquitz River Trail	Maintenance	District of Saanich Parks	Trim and control vegetation in trail system to improve sightlines & visibility. Trim overhead branches to maintain a 3.0m clearance, clear any vegetation 1.0m from the trail edge or keep vegetation trimmed to 0.5m height within 1.0-1.5m from the trail edge.	1,2	As priorities and budget permit	TBD

Interurban Rd / Burnside Rd & Galloping Goose / Colquitz River Trail						
Location	Type of Action	Responsible Party	Description	Related Goals	Time Frame	Funding and Partners
Intersection of Interurban Rd, Burnside Rd, & Galloping Goose	Infrastructure	District of Saanich	Investigate possibility of installing full traffic light at this intersection to control the crossing of multiple modes of transportation from different directions.	1,2,3	As priorities and budget permit	TBD
Burnside Rd, south of school	Signage	District of Saanich	Consider relocating school zone signage on Burnside Rd. to be centered around Dumeresq. *This item has been added to Engineering's calls for service at engineering@saanich.ca for review	3	As priorities and budget permit	TBD
Southbound Interurban Rd / Burnside Rd cycling lane	Infrastructure	District of Saanich	Investigate use of green paint to indicate where bicycle traffic may cross motor vehicle traffic including: (a) Interurban Rd & Galloping Goose; (b) Burnside & Trans Canada Hwy off ramp – additionally, consider installing “elephant feet” crossing here, as well as green in cycling stop before cross. *Cycling infrastructure projects will be prioritized upon completion of the Active Transportation Plan	2	As priorities and budget permit	TBD
Southbound Interurban / Burnside cycling lane	Infrastructure	District of Saanich	Consider improving cyclists' ability to access crosswalk flashing beacons at (a) Interurban & Galloping Goose; (b) Burnside & Trans Canada Hwy off ramp (install button to active crosswalk signal on other side of post). *Cycling infrastructure projects will be prioritized upon completion of the Active Transportation Plan	2	As priorities and budget permit	TBD



Colquitz Middle

School Travel Planning

Monday November 20th 2017

Dear Parent (Guardian):

Colquitz Middle is working together with the District of Saanich's School Travel Planning program to support and encourage more students to walk, scooter, skate or cycle on their journey to and from school.

Colquitz Middle took part in this program to:

- Improve safety in our community.
- Improve health and well-being of our students.
- Increase the number of students arriving alert and ready to learn.
- Reduce pollution where our students play.
- Reduce traffic congestion at and around the school.

Some highlights from the project include; a poster-size print out of our Best Routes Map, the participation in encouragement campaign weeks such as Bike to School Week and hosting a fun lunch program educating students on the benefits of active travel to school.

Please take 5 minutes to complete this survey. This survey is to help us understand the impact School Travel Planning has had on travel behavior to and from Colquitz Middle. **You only need to submit one survey per family by Friday November 24th 2017.** There will be a prize for the first classroom that collects all of their surveys.

If you have any questions about the survey or the School Travel Planning process, please contact: Lise Richard, lise@hastebc.org

Thank you,

G. Mitchell & S. Khosla
Principal & Vice Principal



To protect your privacy this survey does not require you to provide your name. *All information will be kept strictly confidential.*

Family Transportation Survey

Please include the date (month/day/year) that you filled this survey out

(e.g. November / 22 / 2017): _____/_____/_____

Please complete ONE survey per family.

1. Did you complete the first Family Transportation Survey in October 2015? (Circle one)

YES NO NOT SURE

2. How does your child(ren) **usually** get to and from school?

CHOOSE ONLY ONE BOX FROM EACH COLUMN

(If two modes are common, e.g. *walking* and *driving*, choose the one they do **most often.**)

	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"/>
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): _____

3. Who usually accompanies your child on the way to school?

Parent/Grandparent Other Adult Sibling Friend Child travels alone

4. 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

5. What language does your family speak at home?

- English Mandarin/Cantonese/Chinese Punjabi/Hindi
 Other please specify: _____

6. Please fill in the age and sex 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"/>

7. 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 8-10 if your child/ children are usually driven to or from school. If not, please skip to question 11

8. 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)_____

9. 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)_____

10. 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 11 below

11. In what ways have your family's school travel habits changed, since the School Travel Planning process began?

- less driving (e.g. more carpooling, walking, cycling, taking public transit, etc.)
- not changed
- more driving

Comments: _____

12. If you are driving less for trips to or from school, what are you or your child(ren) doing more of?

- Walking
- Cycling
- Transit
- Other: (explain): _____

13. Has the volume of vehicle traffic outside this school changed since the School Travel Planning process began?

- decreased not changed increased

Comments: _____

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

15. Which school travel planning activities do you feel have been most effective for your family? (check all that apply.)

- Infrastructure improvements, e.g. signage, crosswalk upgrades, speed bumps
- Cycling Enrichment programs
- Walk or Bike to School Week events and prizes
- Newsletter Announcements
- Best Routes to School Map
- Other

16. Do you support ongoing School Travel Planning efforts to make the school area safer, healthier and better connected to the community, by focusing on ways to reduce the number of children traveling to and from school by car?

YES

NO

17. If you would like to continue to help with School Travel Planning efforts (e.g: attend Parent Advisory Council (PAC) Meetings or encourage Walking Wednesday promotion) please provide your name, email and telephone (Optional: if you prefer to be called) below:

THANK YOU FOR YOUR TIME. PLEASE HAVE THIS SURVEY COMPLETED AND RETURNED TO THE SCHOOL BY FRIDAY NOVEMBER 24TH 2017

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

School Travel Planning in Saanich is sponsored by the District of Saanich (www.saanich.ca)

