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# SCHOOL TRAVEL PLAN

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## Royal Bay Secondary



Final Report - 2018

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The 2016/2017 Active & Safe Routes to School Program is part of People Power, the Active Transportation and Healthy Communities Program, which aims to motivate, support and encourage residents to walk, roll and cycle more often. People Power has been made possible through the generosity of our funding partners.



The Capital Regional District (hereinafter: CRD) is the regional government for 13 municipalities and three electoral areas on southern Vancouver Island and the nearby Gulf Islands, serving more than 377,000 citizens.



The Real Estate Foundation is a philanthropic organization based in British Columbia. Its mission is to transform land use attitudes and practices through innovation, stewardship, and learning.



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



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

Capital Regional District  
[www.crd.bc.ca/project/regional-transportation/active-safe-routes-to-school](http://www.crd.bc.ca/project/regional-transportation/active-safe-routes-to-school)

HASTE BC  
[www.hastebc.org](http://www.hastebc.org)

National Active & Safe  
Routes to School  
[www.saferoutestoschool.ca/school-travel-planning](http://www.saferoutestoschool.ca/school-travel-planning)

## Summary

The purpose of this School Travel Plan is to provide a summary of the 18-month School Travel Planning process at Royal Bay Secondary School (hereinafter: Royal Bay). The School Travel Plan is a living document belonging to the school that should be revisited regularly in order to update the status of the School Travel Action Plan and to incorporate future evaluation findings. The School Travel Plan identifies and prioritizes engineering, encouragement, and enforcement actions aimed at creating a safer and more comfortable environment for students and their families to walk, bike, and roll to school.

This document consists of information compiled since the CRD's Active and Safe Routes to School (hereinafter: ASRTS) program began in the fall of 2016.

## Background

In 2016, the CRD contracted the Hub for Active School Travel (hereinafter: HASTE) to implement the School Travel Planning process as part of the CRD's ASRTS program. School districts and municipalities were solicited to identify schools that would benefit from School Travel Planning. Through this process, a total of 20 schools across 10 municipalities and one electoral area were recruited to participate in the program. This report focuses on Royal Bay, located in the City of Colwood.

## School Travel Planning

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

Key benefits of School Travel Planning are:

- Improved physical and mental health
- Improved traffic safety
- Reduction in pollution

- Improved air quality

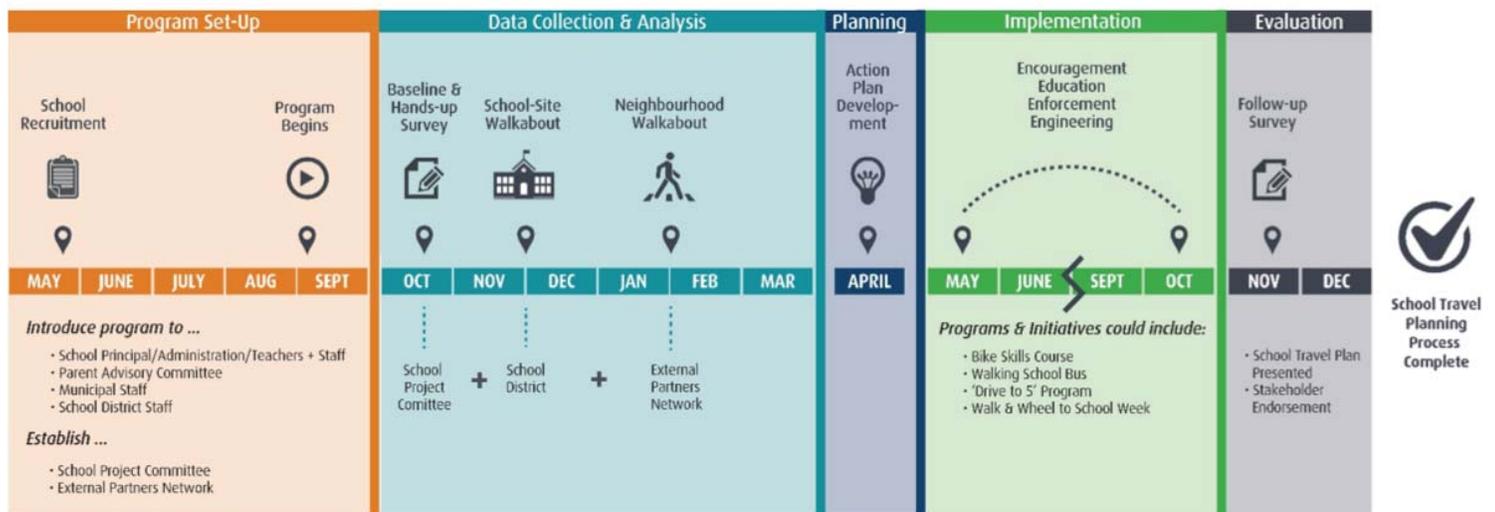
STP involves a network of representatives of key school-transportation stakeholder groups who make up a Stakeholder Committee and inform and support the STP process. Organizations and individuals that contributed to the STP process included administrators, teachers, staff, parents, and students from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

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

## The School Travel Planning Process

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

### Active & Safe Routes to School SCHOOL TRAVEL PLANNING PROCESS



Royal Bay Secondary School is a part of School District 62 and is located at 3500 Ryder Hesjedal Way in the City of Colwood in Greater Victoria. The school enrolls over 1,000 students in grades 9 to 12, with 1,072 students enrolled during the 2017-2018 school year. Royal Bay was opened in 2015.

Royal Bay provides an array of academic and extracurricular programs for students, covering a wide range of interests. The school offers the AVID (Advancement Via Individual Determination) program, an elective class for students in any grade (typically those with a GPA between 2.0 and 3.5) that focuses on developing skills and study techniques that will prepare them for college. It also offers an Advanced Placement (AP) program, Dual Credit courses, and first-year post-secondary sponsorship with Camosun College for students wishing to pursue post-secondary education. The school provides a Construction and Trades Awareness (TASK) program, offering hands-on trades experience in five different trade areas in partnership with Camosun College.

Royal Bay runs a variety of competitive sports programs, including basketball, rugby, soccer, volleyball, cross country, field hockey, wrestling, curling, golf, and more. It also has four Academies to create additional opportunities for interested students; these include the Royal Bay Lacrosse Academy, Equine Academy, Dance Academy, and Soccer Academy. The school also has clubs and associations, including a Gay-Straight Alliance and Leadership group.

## Neighbourhood Overview

Royal Bay is located in a developing residential area of Colwood, in an area that received a Walk Score of 16/100 and a Transit Score of 29/100, making it a very car-dependent neighbourhood with some transit. Walk Score is a measure of neighbourhood walking and transit accessibility, and is often an indicator of community health and well-being ([www.walkscore.com](http://www.walkscore.com)).

The school is less than 1 km west of 2.8-acre Meadow Park, as well as Royal Bay Beachpark and the Vancouver Island coastline. Roughly 800 m west of the school is Latoria Creek Park, with kilometres of forested walking trails.

## Transportation Overview

The Painter Trail connects Royal Bay with Painter Rd. to the north, and a perimeter walking trail around the school connects to nearby sidewalks and trails. Latoria Blvd., a two-lane boulevard to the south of the school, has a short section of bike lane. Within 500 m of the school are four bus stops servicing five bus routes: Nos. 52, 54, 55, 59, and 60.

There are several bike racks near the front entrance of the school, a covered bike parking area behind the school on its west side, and a student-made skateboard rack inside the school.



▲ Custom indoor skateboard rack



▲ Covered bike parking behind the school

According to Statistics Canada's 2011 National Household Survey, 6% of employed Colwood residents over the age of 15 report using active transportation modes to get to work.

## Methodology and Results

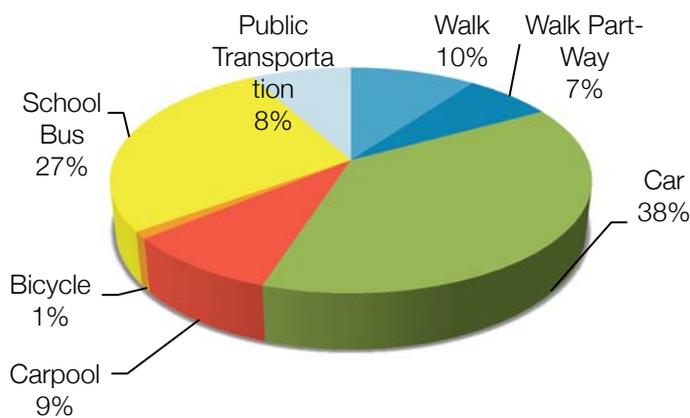
Baseline school travel data was collected through a variety of methods, including student hands-up surveys, an online travel survey, a school site visit and walkabout, and meetings with the school community.

Baseline hands-up surveys and online student travel surveys were completed in October and November 2016.

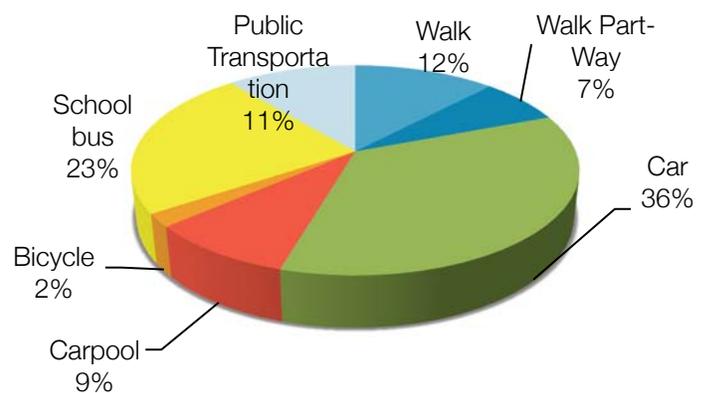
The school site walkabout at Royal Bay took place on December 14, 2016 and the neighbourhood walkabout occurred on February 22nd, 2017. The walkabouts were attended by parents, students, the principal and various other Stakeholder Committee members, who observed the school’s travel patterns and toured the area to investigate and examine concerns. The walkabout informed the Travel Challenges section of this report, as well as the Best Routes to School Map and the School Travel Action Plan, both of which are attached as appendices to this document.

### Hands-Up Travel Surveys

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



▲ To-school travel mode share



▲ From-school travel mode share

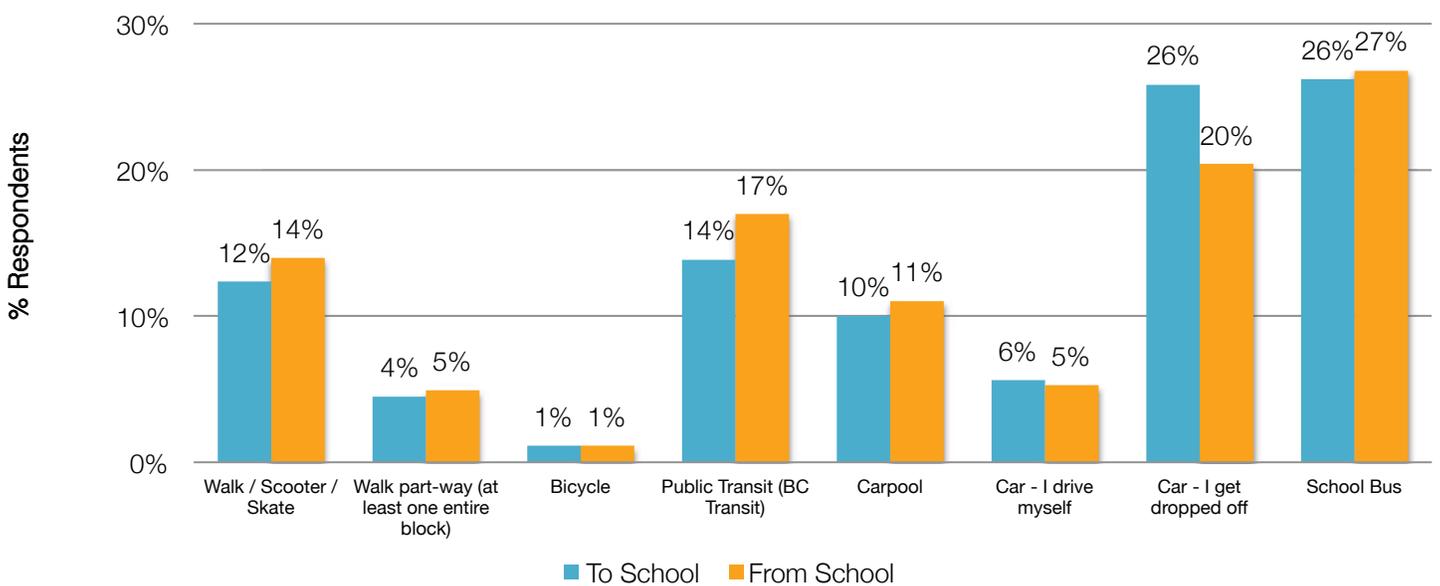
A copy of the baseline hands-up survey is attached to this document as Appendix C.

### Student Travel Surveys

Over the course of several days in October and November 2016, Royal Bay students were given time during homeroom to access and complete an online travel survey. Students were asked about their travel choices to and from school, factors that influenced transportation decisions, and local transportation concerns. A copy of the online travel survey is attached to this document as Appendix D.

271 students completed the student travel survey at Royal Bay. The findings from this survey are presented below.

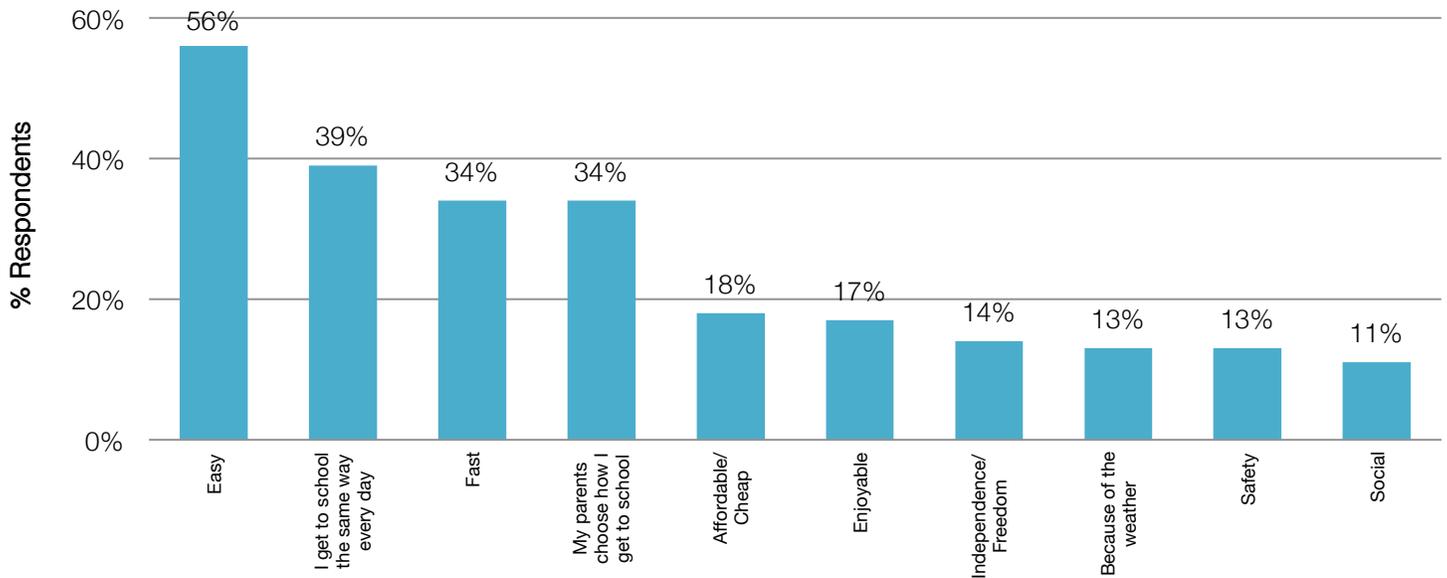
#### ▼ How do you usually get to and from school?



Getting dropped off by car (26%) and taking the school bus (26%) were the two most commonly reported means by which Royal Bay students travel to school. A significant proportion of students travelled to school on public transit (14%), on foot (12%), and as part of a carpool (10%).

In the afternoons, the school bus was the most common means of travelling from school (27%). A significant portion of the student body got picked up (20%), used public transit (17%), or left school on foot (14%).

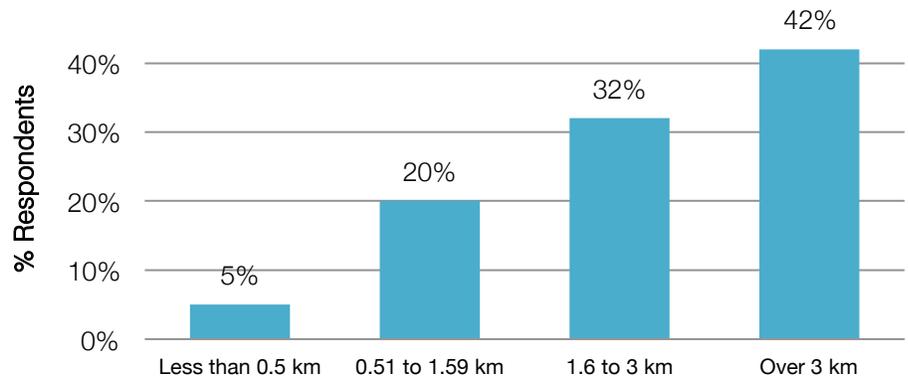
▼ Why do you choose this mode of transportation?



The majority of students chose their means of travelling to and from school because it was easy (56%). Speed (34%) was an important consideration for a third of students, while affordability (18%) and enjoyment (17%) were considerations for a significant proportion of Royal Bay’s student population.

More than a third of students (39%) reported that they travel to school the same way every day, while about a third (34%) noted that their parents chose how they travel to and from school.

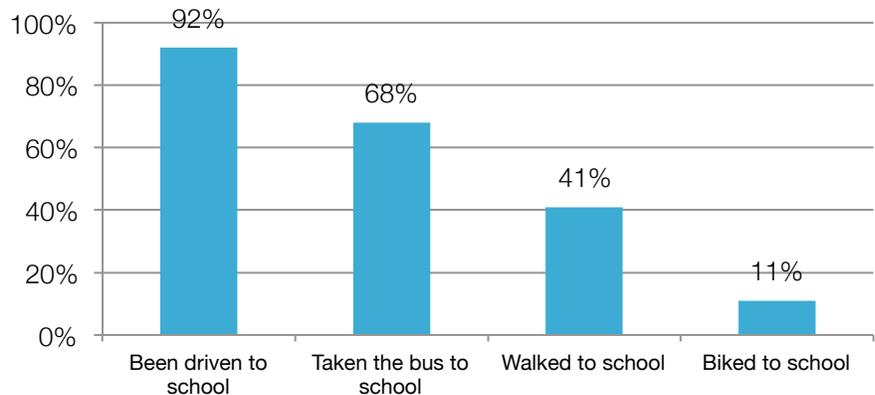
▼ **Q3. How far away from school do you live?**



Only 5% of students at Royal Bay live within 500m of the school. Of these, 69% walk to school.

The largest proportion of students (42%) lives more than 3 kilometres away from the school. Notably, none of these students travel to or from school using public transit; the most common way they travel to and from school is being dropped off and/or picked up by a parent.

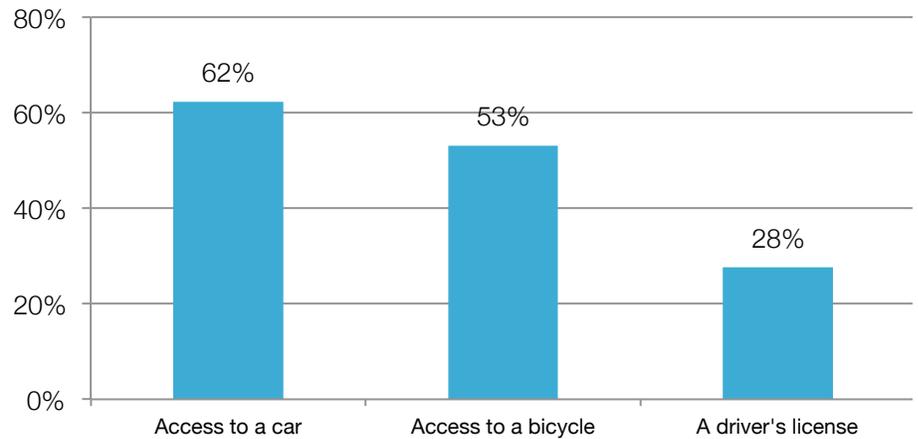
▼ **Since September, have you**



68% of Royal Bay students reported having taken either the school bus or public transit to school at least once since the beginning of the 2016/17 school year, while 92% reported having been driven to school at least once during that period. 41% of students reported that they'd walked to school since the beginning of the

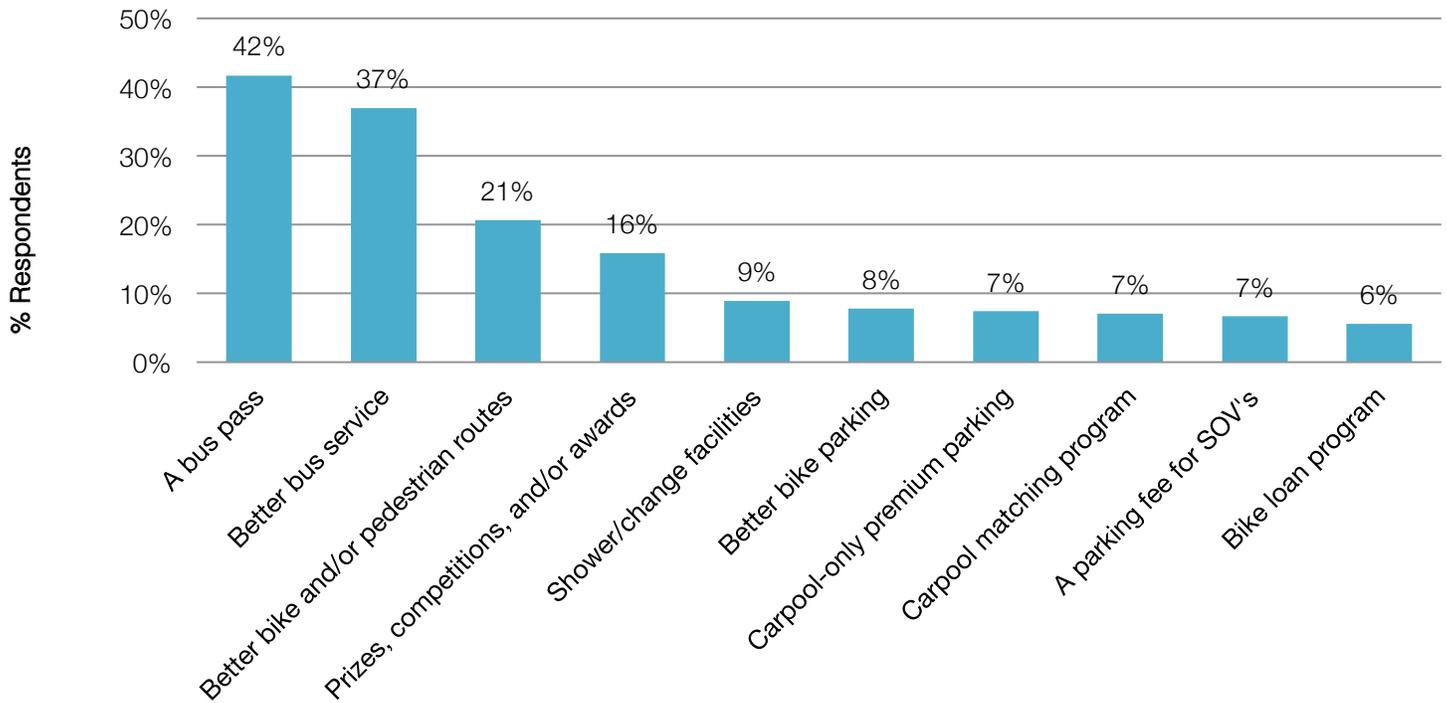
2016/17 school year, while 11% reported that they'd biked to school at least once.

▼ Which of the following applies to you?



More than half of Royal Bay students reported having access to a car (62%) and/or a bicycle (53%) for the trip to school. Less than a third of students (28%) reported having a driver's licence.

▼ **What programs or incentives would encourage you to carpool, bus, bike, or walk more frequently?**



A bus pass (42%) and better bus service (37%) were the two incentives Royal Bay students were most likely to suggest would encourage them to get to school more often using an active or sustainable of travel. A significant number of students also suggested that better bike and/or pedestrian routes (21%) or prizes, competitions and/or awards (16%) would encourage them to walk or bike to school. At-school facilities like showers, improved bike or carpool parking, etc. were least likely to encourage students to travel actively to and from school, with none being selected by more than 9% of respondents.

**Transportation Walkabout**

Two walkabouts were held at Royal Bay to explore transportation challenges facing the school, and begin developing strategies to help the school community overcome them.

A school site walkabout, attended by members of the school community, was held on December 14, 2016 to explore issues pertaining to the school site and campus.

A community walkabout, attended by members of both the school community and the external partner network, was held on February 22, 2017 to explore traffic safety issues and potential walking and cycling routes around the school.



▲ **School community members and stakeholders observe the intersection of Latoria Blvd. and Ryder Hesjedal Way during the walkabout**

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

School travel challenges are the barriers to active travel faced by students, families and staff at Royal Bay. These challenges were identified through the take-home, family surveys where families identified on a map the areas of their highest concern, through Parent Advisory Council (PAC) meetings; and through conversations with the school Administrators and other members of the school community.

This section, along with Royal Bay’s School Travel Action Plan, which is attached to this document as Appendix A, identifies some of the challenges and presents recommended solutions, drawn from the school community and best practices in the field of ASRTS, to overcome the barriers to active travel at Royal Bay.

# 1.

## Traffic safety in front of the school

Royal Bay’s front entrance leads directly to a drop-off loop and parking lot, through which pedestrians and cyclists wishing to access the front entrance of the school from Latoria Blvd. or Ryder Hesjedal Way must travel.

Participants of the school site walkabout and families in the surveys stated that, during the periods before and after school, the parking lot and drop-off loop are high-traffic areas that present dangerous situations to walking and cycling students during peak arrival and departure times.

During the walkabout, participants observed that cyclists approaching the school from Latoria Blvd. enter the school property via a two-way multi-use path along Ryder Hesjedal Way. As it approaches the school, the lane crosses the exit driveway from the drop-off/pick-up area (the only exit for cars and buses leaving school property), putting cyclists into potential conflict with motor vehicles in an area that is often heavily congested. After negotiating the driveway, cyclists must ride through the drop-off loop or the staff parking lot to access the school’s bicycle racks.



▲ **Crosswalk through the pick-up/drop-off loop in front of the school**



### ▲ Bike racks in front of the school

Through the survey, parents and students complained that the poor design of the parking lot and poor driving behaviour make the parking lot dangerous for pedestrians. According to walkabout participants, drivers in the parking lot frequently fail to observe the stop sign at the staff exit. There is a crosswalk there, leading from the general parking lot to the school's side entrance. From there, two exiting lanes – one for cars, one for buses – merge into one at the crosswalk, without merge lines. At the school site walkabout, participants suggested marking one lane as buses-only and installing signage to show they have priority when merging into the exit lane. School District 62 has agreed to consider changes to traffic flow and parking as part of the school's expansion project.



▲ **Two lanes merge in to one as motor vehicles depart the pick-up/drop-off loop**

Reducing the number of vehicle trips to Royal Bay by promoting and facilitating walking, cycling, transit use, and carpooling would alleviate congestion and improve traffic safety in front of the school during peak arrival and departure times.



▲ **Two lanes merge in to one as motor vehicles depart the pick-up/drop-off loop**



- ▲ **Carpool parking spots in the staff parking lot could be opened up to carpooling parents and students**

## 2.

### Barriers to carpooling and transit

Increased carpooling would reduce the number of motor vehicles travelling to Royal Bay and thus alleviate congestion and improve traffic safety around the school. Participants of the community walkabout noted that students do not typically carpool, since they are only allowed to drive with only one non-relative passenger due to N-license restrictions. However, parents driving their children could share rides or initiate a carpooling program. There are parking stalls reserved for carpooling vehicles in the staff parking lot that could be opened up to carpooling parents and students.

Several students and/or their families commented in the survey on the lack of public transit routes and low frequency of busses serving Royal Bay. The West Shore Local Area Transit Plan includes plans to establish a transit terminal in the Royal Bay area in the medium term to support future increases to service levels, though no concrete plans or dates have been announced. Participants of the community walkabout suggested that BC Transit could reach out to the students at the beginning of the school year to present information about, and encourage the use of, public transit.

### 3.

#### Lack of active travel infrastructure on Latoria Rd.

Latoria Rd. is a two-lane arterial road that runs east-west through the Royal Bay catchment area. As part of the Royal Bay development, the eastern segment of Latoria Rd. was closed, and a new road, Latoria Boulevard, was built to connect it to Metchosin Rd.

Survey respondents and participants in the community walkabout expressed concerns about the safety of students cycling and walking to school on Latoria Rd. There is a gravel shoulder on both sides of Latoria Rd., but no concrete sidewalk, bike lanes, or street lights. There is a gravel sidewalk for a portion of Latoria Rd. between Latoria Blvd and Wishart Rd.

During the community walkabout, participants suggested that sidewalks and streetlights would improve the comfort and safety of students walking to school from the west, and that a paved shoulder could be a short-term solution. Colwood engineering staff have stated that improvements to Latoria Rd. will be completed as development of the properties south of Latoria Rd. occurs.



- ▲ **No sidewalk or paved shoulders on Latoria Rd. west of the school**



▲ **Latoria Blvd. approaching Ryder Hesjedal Way from the west**

## 4.

### **Pedestrian and cyclist crossings at the intersection of Latoria Blvd. and Ryder Hesjedal Way**

Latoria Blvd. is a new two-lane road that runs northeast-southwest to the south of Royal Bay, and connects Latoria Rd. to Metchosin Rd. Latoria Blvd. has painted bike lanes, set back sidewalks and street lights on both sides. Anyone travelling to or from Royal Bay on the road must use Latoria Blvd. for part of their trip.



▲ **Looking south across Latoria Blvd. from the shared path on Ryder Hesjedal Way**

For cyclists approaching Royal Bay from the west on Latoria Blvd., the current configuration of the intersection of Latoria Blvd. and Ryder Hesjedal Way forces them to turn left onto the “wrong” side of the road in order to access the share path along Ryder Hesjedal Way which accesses the school. According to participants of the school site walkabout, the current configuration of the intersection is confusing for drivers and puts cyclists at risk: participants of the school site walkabout reported that drivers turning right are often looking left to find gaps in vehicle traffic, and are not expecting bikes to cross in front of them as they enter the intersection. There is an opportunity for road user education on the role of “elephants feet.”



**▲ Intersection of Ryder Hesjedal Way and Latoria Blvd. with pedestrian activated lights visible in the distance to the east**

Parents and students at Royal Bay requested that traffic signals be installed at the intersection of Latoria Blvd. and Ryder Hesjedal Way to make it safer for cyclists and pedestrians to cross Latoria Blvd. at this busy intersection near the school. Reducing the radii of the curb returns on all four corners of the intersection would increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speeds.



**▲ Intersection of Ryder Hesjedal Way and Latoria Blvd. with pedestrian activated lights visible in the distance to the west**

The City of Colwood has installed pedestrian crossing signals to facilitate pedestrians crossing Latoria Blvd. at intersections east and west of this intersection. There is also a pedestrian crossing signal on Ryder Hesjedal Way, north of the school. City staff have stated that any improvements to this intersection will occur as the development of the properties south of Latoria Blvd are completed.

## 5. Pedestrian Crossings on Wishart Rd.

Wishart Rd. is a two-lane collector road that runs north-south to the west of Royal Bay. There are several residential developments on the west side of Wishart Rd., and an informal trail on its east side provides pedestrian access to the popular Painter Trail.

Survey respondents expressed concerns about the lack of sidewalks and bike lanes on Wishart Rd. In the survey, students and their parents also expressed concern that poor visibility and the lack of crosswalks on Wishart Rd. make it dangerous for pedestrians crossing the road.



▲ **Wishart Rd. at its junction with the pedestrian path from Rockwood Terrace**



▲ **Wishart Rd. at its junction with the trail that connects to the Painter Trail**

The installation of an enhanced crosswalk across Wishart Rd. in the vicinity of the pedestrian path from Rockwood Terrace and the informal trail leading to the Painter Trail will be considered as part of the budget process.



▲ **The Painter Trail**

## 6.

### Trails Around the School

The Painter Trail, a multi-use path that connects the Royal Bay development to Painter Rd. to the north, was officially opened in the fall of 2016. The trail features switchbacks near its north trailhead at Painter Rd., making it accessible to cyclists and people using strollers and wheelchairs.

Participants on the walkabout commented that the Painter Trail is a great asset to the school, but raised concerns about the lack of lighting on it.

There is a trail near Rockwood Terrace, northwest of the school, connecting Wishart Rd. to the Painter Trail. Through the survey, students complained about fencing that blocked access to the social trail. Several survey respondents also remarked that they would like to see the trail formalized.

According to the participants of the community walkabout, the Murray's Pond Park is a great connection between the school and the Royal Bay development. They suggested installing a staircase to improve access to the school for pedestrians, many of whom they said walk down a muddy bank in order to bypass a section of the trail near the school. This staircase has now been installed.

## 7.

### Traffic safety on Metchosin Rd.

Metchosin Rd. is an arterial road connecting Metchosin and Colwood with Sooke Rd., leading to Victoria. There are painted bike lanes on Metchosin Rd. between Painter Rd. and Latoria Blvd., but they do not physically separate cyclists from traffic and, according to comments made in the baseline survey, are often covered in gravel.

Through the baseline survey, students raised concerns about the safety of cycling on Metchosin Rd. remarking that vehicles often travel at high speeds on this busy arterial and that traffic volumes on Metchosin Rd. have increased in recent years due to development in the area.

The crosswalks across Metchosin Rd. closest to Royal Bay are at the intersection of Metchosin Rd. and Latoria Blvd., east of the school; and at Sangster Elementary, northeast of the school. The distance between the two crosswalks is 1.5 km, and most of the section of Metchosin Rd. between the two crosswalks has no sidewalks and an unpaved shoulder.



▲ **The intersection of Metchosin Rd. and Latoria Blvd.**

Over the course of the STP process at Royal Bay, a number of interventions were undertaken to address barriers to active school travel and encourage walking and cycling trips to school. Education and Engagement interventions inform members of the school community about active transportation; Encouragement interventions encourage students and families to travel actively; Enforcement interventions compel awareness and compliance with traffic laws and bylaws; and Engineering interventions are physical changes that make walking and cycling safer, more comfortable and more convenient.

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

## Engineering

### Stairs on the Murray's Pond Park Trail

At the outset of the STP process, students were walking down a dirt embankment to bypass a section of the Murray's Pond Park Trail, a multi-use trail connecting residential areas west of the school to Royal Bay, and create a shortcut to the school. In the summer of 2017, the City of Colwood installed a staircase on the embankment to improve accessibility for pedestrians.



▲ Stairs between the Murray's Pond Trail and the school

### Painter Trail

Opened in the fall of 2016, the Painter Trail is a multi-use trail that connects the south end of Painter Rd. with Ryder Hesjedal Way. The north end of the trail through the park is paved and gently graded through the use of switchbacks, while the southern portion of the trail is straight and covered with gravel. The trail is a great asset to active and safe transportation to the Royal Bay neighbourhood and school.



▲ **Switchbacks on the north end of the Painter Trail**  
Photo: City of Colwood

During the walkabout, participants mentioned that the fence on the Painter Trail impeded access to and from an informal social trail from Wishart Rd. During the summer of 2017, The City of Colwood removed part of the fence to facilitate access between the two trails.



▲ **Removed section of fence on the Painter Trail**

During the summer of 2017, the City of Colwood installed stop signs at the intersection of Dressler Rd. and Painter Rd., close to the northern entrance to the Painter Trail. The new traffic controls slow motor vehicles travelling near the trailhead, making it easier and safer for pedestrians and cyclists to access the Painter Trail.



▲ **New stop signs at the intersection of Dressler Rd. and Painter Rd.**

## Education and Encouragement

### Best Routes to School Map

A Best Routes to School map was created for Royal Bay based on input from the school community and the City of Colwood's engineering department, gathered through the STP process. The map shows the best existing walking and cycling routes to school, and should be updated as infrastructure changes and improves. The map was provided as a large-scale poster for display at school and an electronic version that was posted on the school's webpage.



- ▲ **Victoria News ran a story about the Best Route to School map produced for Royal Bay**

## WAY2GO

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

**WAY2GO!  
GIRLS**

Promoting active transportation to school in girls with Social Marketing

**WHY ACTIVE TRANSPORTATION (ATS)?**

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

**WHY GIRLS AND SOCIAL MARKETING?**

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

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

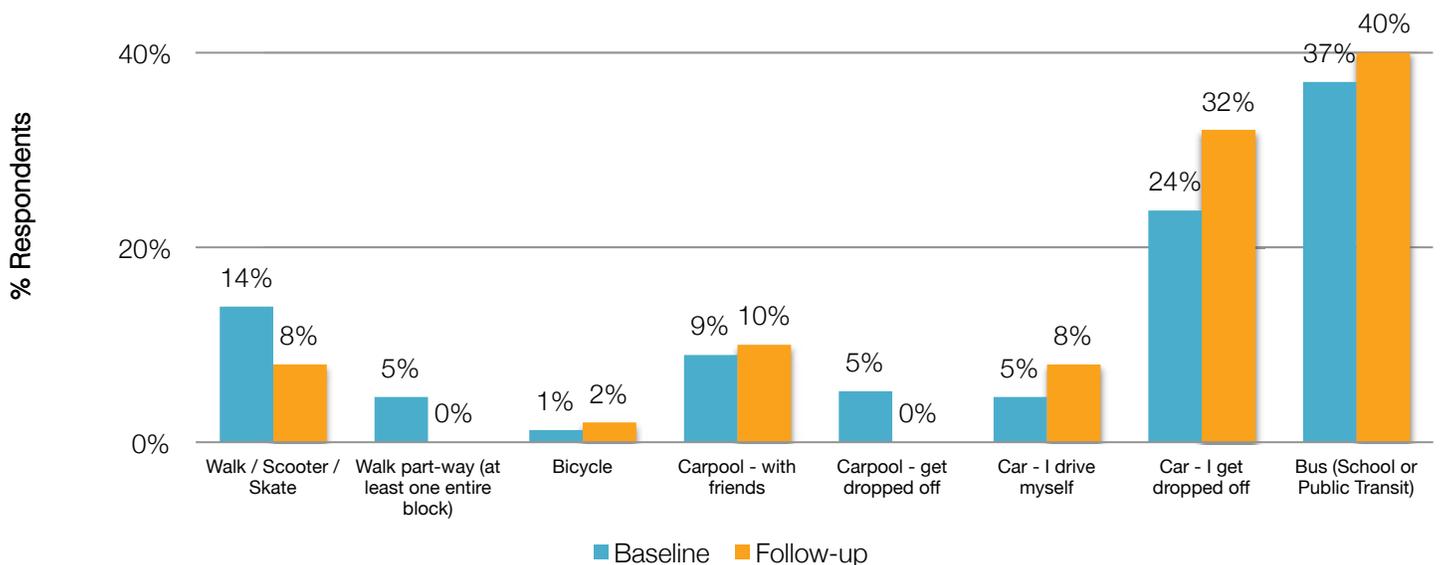
Two sets of focus groups were conducted. The first set explored how girls understand and think about active transport – the benefits, the barriers, and how to make it easier and more fun. In the second set, questions focused on the content and style of messaging to encourage active transportation. Royal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

## Methodology and Results

Online surveys were completed during October and November 2017, a year after baseline data was collected. A total of 107 students completed the follow-up survey.

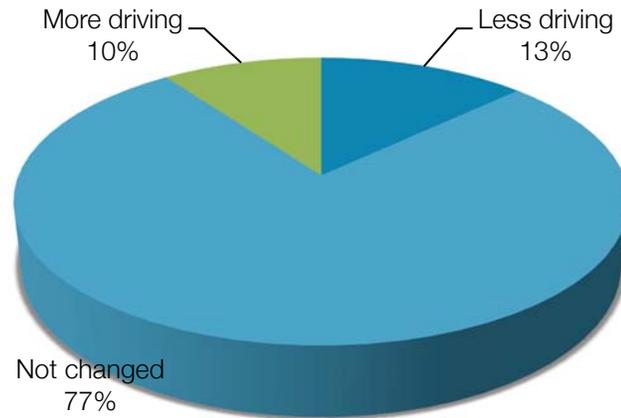
To confirm the data, generally speaking the travel mode trends were similar between the take home and hands up surveys across the participating schools. Still, it is important to note there are some limitations to the follow-up survey data. There was a lower response rate to the follow-up survey than the baseline survey. With this, there is a potential for response bias from active transportation interested parents. As well, within schools there is a student turnover of 16-33% between the baseline and follow-up survey.

### ▼ How do you usually get to school?



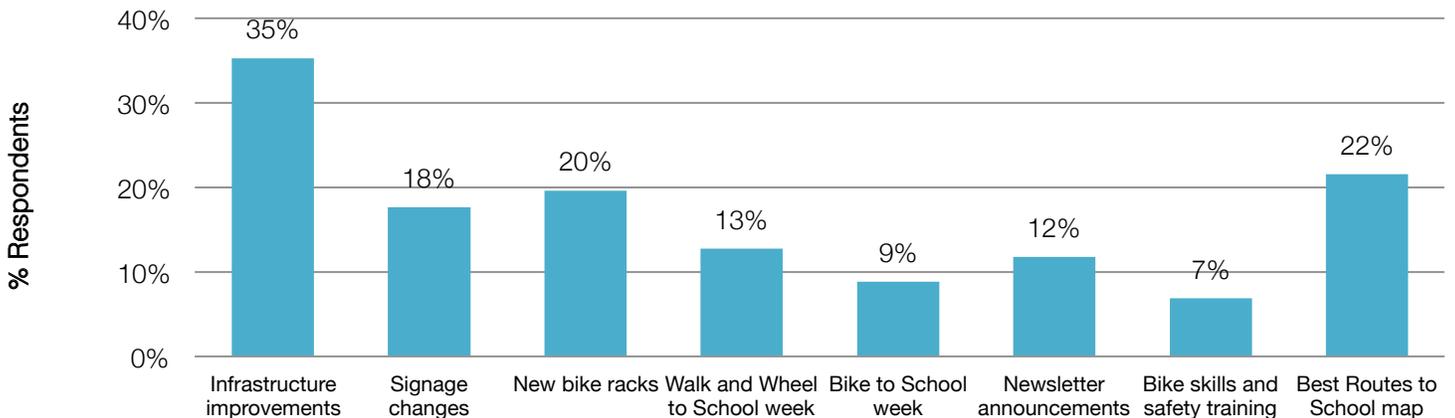
In the baseline survey conducted in the fall of 2016, 24% of student reported being driven to school by their parents; 9% reported being driven as part of a carpool; 37% reported taking the bus, either a school bus or public transit; and another 14% reported walking. In the follow-up survey, 32% of student reported being driven to school by their parents; 10% reported being driven as part of a carpool; 40% reported taking the bus, either a school bus or public transit; and another 8% reported walking. Overall, the rate of walking decreased while the rates of driving and bus use increased.

▼ **In what ways have your school travel habits changed, since the School Travel Planning process began in 2016?**



In the follow-up survey, 13% of students reported that they were driving or being driven less to school, 10% that they were driving or being driven more to school, and 77% that their travel habits were unchanged.

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



Students who completed the survey felt that infrastructure improvements, the Best Routes to School maps, and new bike racks were the most effective activities implemented during the STP process.

The results of the follow-up surveys are mixed with more students using transit and cycling, but fewer walking for their trips to and from school. Still, the follow-up survey was administered after a limited implementation period. Education and engagement programs continue at participating schools, while infrastructure improvements can take considerable time to implement with budget process and council approvals. If schools are re-assessed in 3-5 years, a stronger reflection of travel behaviour change is expected.

## Conclusion

School travel planning is a process by which a school undergoes an assessment to review what education, engagement, enforcement and engineering initiatives could be undertaken to encourage and motivate students to use active transportation. The process aims to bring together a number of different stakeholders that all play a role in providing a safer and more comfortable environment for students and families to choose active travel for the journey to and from school.

The School Travel Plan and accompanying Action Plan should be revisited annually to review what actions still need to be taken and what programs could be enhanced to continue to encourage students and families to use active travel. In addition, as new students and families start at the school, they should be made aware of the school travel plan, the best routes map and program options available to them.

Appendix A: School Travel Action Plan

Appendix B: Best Routes to School Map

Appendix C: Student Hands-up Survey

Appendix D: Student Online Travel Survey

Appendix E: ASRTS Announcement

Appendix F: School Travel Planning Membership

Appendix G: Base Map



Appendix A: School Travel Action Plan

**Royal Bay Secondary Action Plan**

29/11/2017

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<b>School Travel Planning Facilitator</b>								
N/A	STP	Best Route to School Map	Provide map of best routes to school for display and distribution	High	Complete	September 2017		
Royal Bay	STP	Bike Skills Course	Coordinate delivery of bike skills course for up to 24 students.	High	Complete	September 2017	Connect Patrick Nolan with school administration	
N/A	STP	Follow-up Survey Data & Summary	Distribute, collect and analyze surveys. Create and deliver summary presentation to administrators.	High	In Progress	November 2017		
Royal Bay, West along Latoria Blvd to Latoria Rd at Perimeter Trail, back to Royal Bay	STP	Neighbourhood Walkabout	Facilitate discussion with school administration, SD62, municipal staff, RCMP, Island Health and parents.	High	Complete	Feb-17	Send draft Action Plan to school administration, CRD, and municipalities for review	
Royal Bay	STP	School Site Walkabout	Facilitate school site walkabout. Create and distribute walkabout summary to administrators and staff.	High	Complete	Dec-16		
N/A	STP	School Travel Action Plan	Report on actions for the STP, SD62 & school administration, and municipality	High	In Progress	Fall 2017		

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
N/A	STP	Survey & Walkabout Summary	Present survey and walkabout summary to External Partner Network, including administrators, SD62, municipal staff, school board trustees, and RCMP Liaisons.	High	Complete	Feb-17		
Royal Bay	Edu	CO <sub>2</sub> Emission calculation	Class to calculate CO <sub>2</sub> emissions saved by biking/walking.	Med	Not started	Fall 2017		Facilitator working with E&E coordinator when contact initiated.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<b>Education and Encouragement Coordinator</b>								
Royal Bay	Edu	Ryder Hesjedal Bike Tour	School bike ride opened by Ryder Hesjedal. Winner is class with most participants.	Med	In progress	Fall 2017	E&E coordinator contacted Ryder Hesjedal to inquire about possible involvement.	
Royal Bay	Edu	CO <sub>2</sub> Emission calculation	Class to calculate CO <sub>2</sub> emissions saved by biking/walking.	Med	Not started	Fall 2017	Find interested teacher.	E&E coordinator working with Facilitator.
Royal Bay	Edu	Provide students with information on Transit System.	Work with CRD and BC Transit to demonstrate transit system.	Med	Not started	Fall 2017	Coordinate with school administration.	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<b>City of Colwood</b>								
North side of Latoria Rd, between Wishart Rd and Latoria Blvd	Eng	Complete pathway connection	Pathway connectivity will complete the pedestrian infrastructure on the north side from Wishart Rd to Royal Bay Secondary.	Med	In progress		Pathway has been partially constructed.	

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
<b>Perimeter Trail</b>	Eng	Connect Development to Perimeter Trail with Staircase	Connection to school is a muddy slope. Add staircase to improve safety for pedestrians	Med	Complete	Dec-16		
<b>"Wishart Trail" at Painter Trail</b>	Eng	Connect Wishart and Painter Trails	Connect Wishart Trail to Painter Trail by providing an opening in the Painter Trail fence where it meets Wishart Trail	Med	Completed			Painter Trail fence has been removed.
<b>Painter Trail</b>	Eng	Install additional lighting on Painter Trail	Add more lighting	Med	Not started			Additional lighting will be added when the lower part of the Painter Trail is reconstructed into a road as part of the Royal Bay development. The timing for this is not known.
<b>Latoria Boulevard</b>	Eng	Improve Pedestrian Crossing Facilities	Pedestrian activated crossing signals installed on Latoria Boulevard	High	Completed	Summer 2017		Upgraded sidewalk signals have been installed at Latoria Blvd in some distance on either side of Ryder Hesjedal Way
<b>Intersection of Latoria Blvd and Ryder Hesjedal Way</b>		Improve Pedestrian Crossing Facilities	PAC has requested upgrades to pedestrian crossing facilities at the intersection of Latoria Blvd and Ryder Hesjedal Way.	High	Not started			Pending future development
<b>South side of Latoria Rd, between Wishart Rd and Latoria Blvd</b>	Eng	Pave road shoulder	Pave the narrow gravel shoulder and paint road share signs.	Med	Not started			Sidewalks and bike lanes will not be installed until development occurs along south side of Latoria Rd/Blvd. This could take several years.
<b>Wishart Rd close to trail that connects to Painter trail</b>	Eng	Improve safety of pedestrian crossings	Install marked and signed crosswalk with pedestrian-activated flashing lights to improve safety and visibility of pedestrians crossing Wishart Rd.	Med	Not started			Early in budget process. Has not been considered yet.

Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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**Sooke School District**

Royal Bay pick-up/drop-off exit to Ryder Hesjedal Way	Eng	Create bus priority lane	The bus and vehicle drop off areas consist of two lanes that merge into one without merge signage. Mark one lane as buses only and install signage to show they have priority when merging into the exit lane.	High	Not started			Traffic and parking at RBSS are being considered through the school's expansion project. Any changes will be part of the project work to be completed.
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Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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**School Administration**

N/A	Enc	Best Route to School Map	Display and distribute Best Route to School Map	Low	Not started		Receive map from CRD and determine location for display.	Best Routes Map had been posted on school web site.
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Location	Action Type	Action	Description	Priority	Status	Start Date / End Date	Next Steps	Notes
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**BC Transit**

N/A	Edu	Present Transit Options to Students	Present to the school regarding current routes available to Royal Bay students at the beginning of the school year. Follow with Q&A session or discussion.	Low	Not started		E&E coordinator to schedule presentation with Royal Bay	
N/A	Edu	Provide Transit Options to Students	Provide a leaflet of current routes available to Royal Bay students at the beginning of the school year	Low	Not started		Create leaflet	

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

Royal Bay	Edu	Bike Skills Course	Coordinate delivery of bike skills course for up to 24 students.	High	Not started	Fall 2017	Patrick Nolan to contact Vice Principal to set up dates.	Did not establish contact
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## Appendix B: Best Routes to School Map

# Be Bright at Night

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



## Use Your Street SMARTS

**Sidewalks:** Walk on the sidewalks, if possible. Stay on the inside edge, and stand back from the curb when waiting to cross the street. No sidewalk? Walk facing traffic so you can see approaching vehicles.

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

**Attention:** Look out for moving vehicles at driveways, back lanes, and in parking lots.

**Road Crossing:** Always cross at an intersection or crosswalk if available. Make eye contact with the drivers to make sure you are seen. Be bold; extend your arm to indicate you want to cross!

**Team-Up:** It is safer and fun to walk to school with family or friends.

**Stranger-aware:** Do not go with a stranger. Practice and remember a special family password that only a trusted adult knows. With your family, identify safe places to go for help.

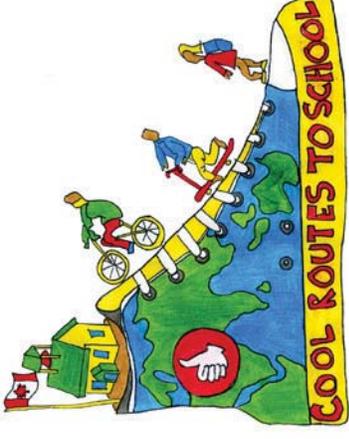
## Ride Transit

Transit is a great way to get to and from school - and anywhere else you want to go!

Look for bus stop close to school on your Best Routes to School Map, and plan your trip by visiting [bctransit.com/victoria](http://bctransit.com/victoria)



The Best Route To School map is a product of the Capital Regional District's 2016-17 Active and Safe Routes to School program, to encourage and enable students and families to walk, bike and roll to and from school. The program is funded by the Capital Regional District, the Real Estate Foundation of BC and the CRD Traffic Safety Commission, and delivered by HASTe, the Hub for Active School Travel. Visit [crd.bc.ca](http://crd.bc.ca) for more information.

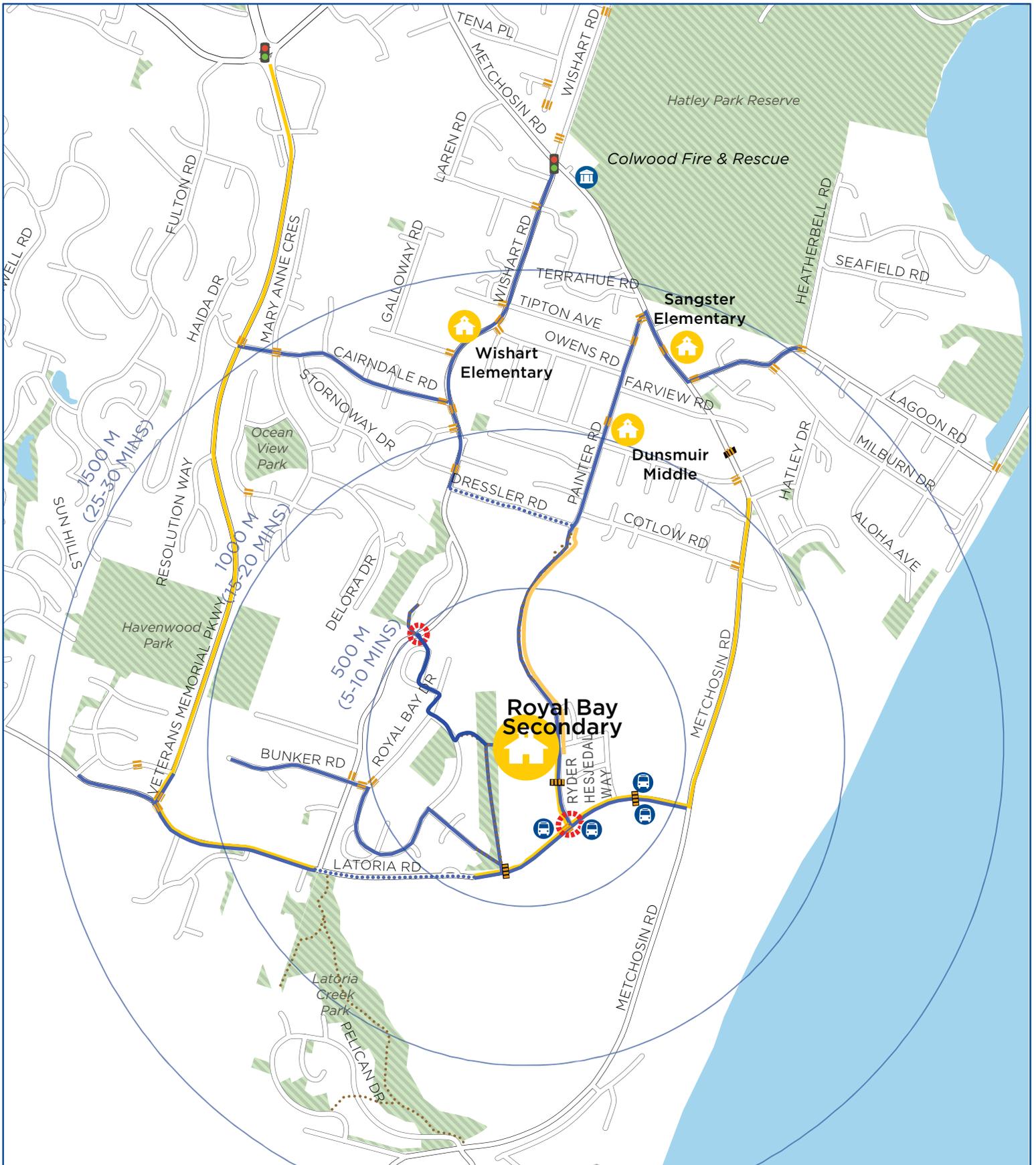


# Royal Bay Secondary

## September 2017

# Best Routes To School Map

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



# Royal Bay Secondary: Best Route to School Map

January 2018

-  Best Route
-  Bike Route
-  Connector Route
-  Caution Crossing
-  School
-  Traffic Signal
-  Crosswalk
-  Enhanced Crosswalk
-  Trail
-  Park
-  Recreational/Cultural
-  Bus Stop
-  Municipal

The Capital Regional District (CRD) does not warrant or guarantee the safety or suitability of any route depicted. This information is provided for general information purposes only and the use of this document by any person or entity will be entirely at their own risk.



# Appendix C: Student Hands-up Survey



**BOLDLY GO**  
LEAVE YOUR AUTO



**HASTE**  
HUB for ACTIVE SCHOOL TRAVEL

## HANDS-UP SURVEYS

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

**School:** \_\_\_\_\_

Teacher: \_\_\_\_\_ Grade: \_\_\_\_\_ Division #: \_\_\_\_\_ # Students: \_\_\_\_\_

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

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

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

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

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

## Appendix D: Student On-line Travel Survey

# Royal Bay Secondary School Travel Survey

Royal Bay Secondary is taking part in the CRD's School Travel Planning process this school year, to enable more students to walk, scooter or cycle on their journey to and from school.

Please take a few minutes to complete this survey. Your answers will help us better understand the travel choices made by students at Royal Bay Secondary. Thanks!

### 1. What grade are you in?

*Mark only one oval.*

6

7

8

9

10

11

12

### 2. How old are you?

*Mark only one oval.*

12

13

14

15

16

17

18

19

20

### 3. What is your gender?

*Mark only one oval.*

Male

Female

Another gender identity

Choose not to answer

**4. 1a. How do you usually get TO school?**

*Mark only one oval.*

- Walk / Scooter / Skate
- Walk part-way (at least one entire block)
- Bicycle
- Public transit (BC Transit)
- Carpool - with friends
- Carpool - get dropped off
- Car - I drive myself
- Car - I get dropped off
- Other

**5. 1b. How do you usually get FROM school?**

*Mark only one oval.*

- Walk / Scooter / Skate
- Walk part-way (at least one entire block)
- Bicycle
- Public transit (BC Transit)
- Carpool - with friends
- Carpool - get dropped off
- Car - I drive myself
- Car - I get dropped off
- Other

**6. 2. Why do you choose the mode of transportation indicated in question 1 (select all that apply)?**

*Mark only one oval per row.*

	1
Easy	<input type="radio"/>
Social	<input type="radio"/>
Independence/Freedom	<input type="radio"/>
Affordable/Cheap	<input type="radio"/>
Fast	<input type="radio"/>
Enjoyable	<input type="radio"/>
Because of the weather	<input type="radio"/>
Safety	<input type="radio"/>
My parents choose how I get to school	<input type="radio"/>
I get to school the same way every day	<input type="radio"/>

**7. 3. How far away from school do you live? If you are not sure, check Google Maps ([www.google.ca/maps](http://www.google.ca/maps))**

Mark only one oval.

- Less than 0.5 km
- 0.51 to 1.59 km
- 1.6 to 3 km
- Over 3 km

**8. 4. Since September, have you...**

Mark only one oval per row.

	Yes	No
Biked to school?	<input type="radio"/>	<input type="radio"/>
Walked to school?	<input type="radio"/>	<input type="radio"/>
Driven/been driven to school?	<input type="radio"/>	<input type="radio"/>
Taken the bus to school?	<input type="radio"/>	<input type="radio"/>

**9. 5. What programs or incentives would encourage you to carpool, bus, bike, or walk more frequently? (select all that apply)**

Mark only one oval per row.

	1
Bike loan program	<input type="radio"/>
Better bike parking (more space, more secure)	<input type="radio"/>
Shower/Change facilities	<input type="radio"/>
Better bike and/or pedestrian routes to school	<input type="radio"/>
A bus pass	<input type="radio"/>
Better bus service (more frequent, closer stops to home and school, etc)	<input type="radio"/>
Carpool matching program	<input type="radio"/>
Carpool only premium parking	<input type="radio"/>
Prizes, competitions, and/or awards	<input type="radio"/>
A parking fee for single occupant vehicle drivers	<input type="radio"/>

**10. 6. Do you have a driver's license?**

Mark only one oval.

- Yes
- No

11. **7. Do you have access to a bicycle for the trip to school?**

*Mark only one oval.*

Yes

No

12. **8. Do you have access to a car for the trip to school?**

*Mark only one oval.*

Yes

No

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Powered by



This Week in the Raven's Nest

# Royal Bay Secondary School

3500 Ryder Hesjedal Road Victoria,  
BC. V9C OJ6 royalbay@sd62.bc.ca T:  
250-474-2377



September 19<sup>th</sup> - September 23<sup>rd</sup>, 2016

We are excited to announce that RBSS is participating in the Capital Regional District's **Active and Safe Routes to School** project.

School Travel Planning is a process that involves students, parents and community partners to find new ways to encourage, motivate and support more children and their families to safely walk, bike or roll to and from school.

Active transportation is a great way to support increased physical activity and contributes to our region's environmental, economic and social priorities.

We will be looking for interested parents and students to work with decision makers, law enforcement agencies and community partners to explore barriers and generate solutions that can make it easier for families to choose active modes more often.

If you are interested in further information, please contact Mike Bobbitt [mbobbitt@sd62.bc.ca](mailto:mbobbitt@sd62.bc.ca) at RBSS.



## Monday, Sept. 19<sup>th</sup>

- School Planning Day - School Not in Session

## Tuesday, Sept. 20<sup>th</sup>

- Cafeteria Opens for business

## Wednesday, Sept. 21<sup>st</sup>

## Thursday, Sept. 22<sup>nd</sup>

- Fire Drill @10:10 am
- TASK Welcome Back BBQ @ 5:30

## Friday, Sept. 23<sup>rd</sup>

- Friday 1
- Raven Rally - Whole School Event

## RBSS PAC Corner

The next RBSS PAC meeting will be held on Tuesday, October 11<sup>th</sup>, 2016 @ 6:30 in the school Learning Commons

## Appendix F: School Travel Planning Membership

### School Travel Planning Members

The School Travel Planning process for Royal Bay (2016-) involved a School Travel Planning School Committee and a School Travel Planning Stakeholder Committee. Key members of each are listed below.

#### Stakeholder Committee

##### **HASTe BC**

STP Facilitator: Anke Krey

##### **City of Colwood**

Engineering: Nikii Hoglund and Helen Lockhart

##### **Capital Regional District**

Regional and Strategic Planning: Kate Berniaz

##### **Sooke School District #62**

Finance: Harold Cull

Facilities: Trent Prior

Transportation: Brian Gordon

##### **Community Organizations**

Insurance Corporation of British Columbia: Colleen Woodger

#### School Committee

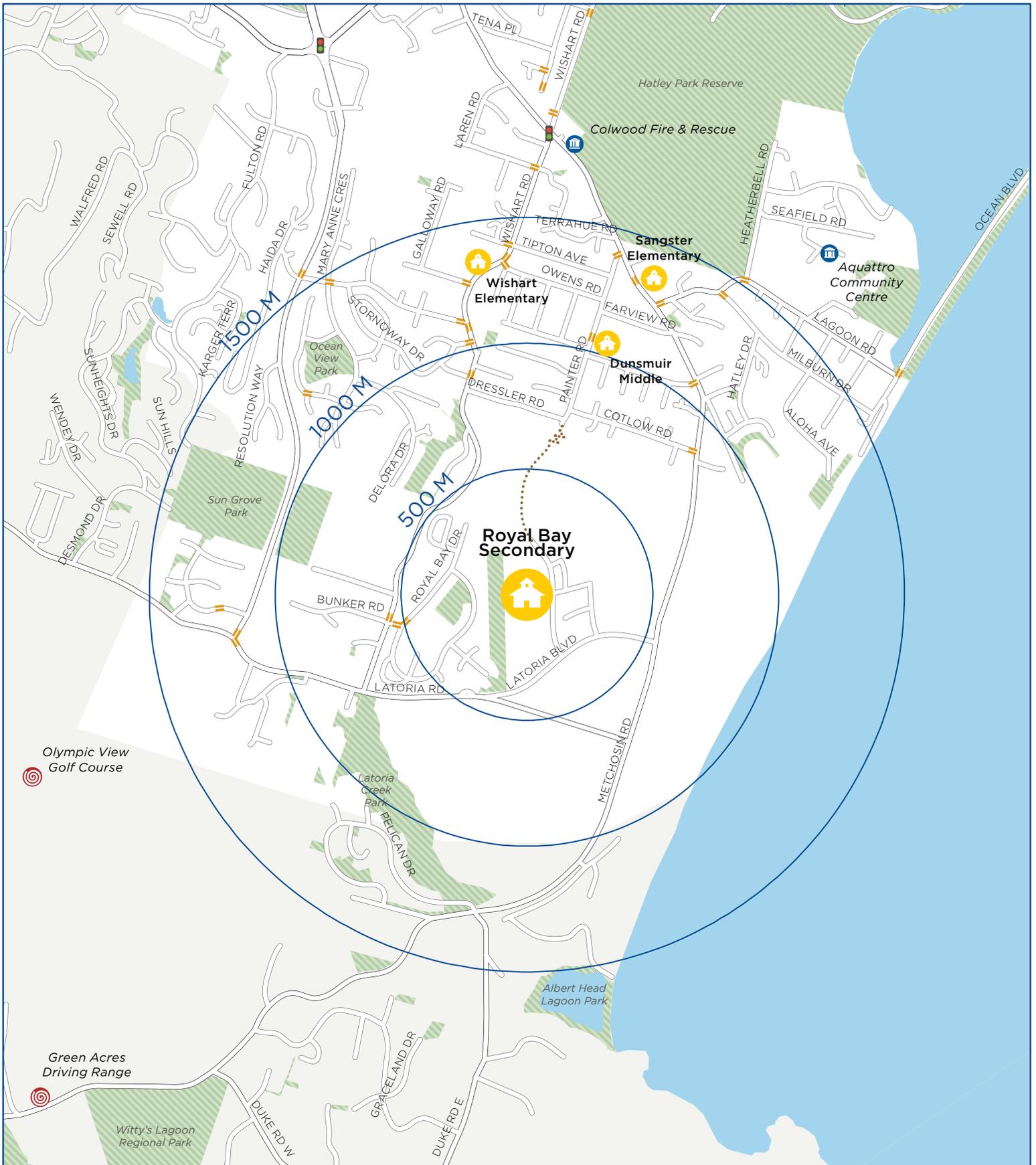
##### **Vice Principal**

Mike Bobbitt

##### **Parent Advisory Council**

Sarah Melanson

# Appendix G: Base Map



## Royal Bay Secondary

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

