



Gordon Head
Middle School
Final Report
2024-2025



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Proudly supported by:



Key Partners

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

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

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

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

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

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

BC Transit – Jurisdictional operator of transit. Provide education about public transit and how-to ride the bus.

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Glossary and Acronyms

Active transportation: If you get to your destination using your own power or with the help of a legal device that gives you a boost, that's active transportation. It includes walking, cycling, using a wheelchair, skateboarding, scootering, rollerblading, running, mobility aids, electric bicycles* and electric kick scooters.**

**Per [Provincial e-bike requirements](#), you must be 14 years or older to ride a light e-bike (maximum motor-assisted speed 25 km/h) and 16 years or older to ride a standard e-bike (maximum motor-assisted speed 32 km/h). Parents or guardians of children below the minimum age must not knowingly let them ride an e-bike. A rider under 16 must not tow or carry any passengers on a light e-bike, even if it is designed to do so.*

***Per the [Provincial electric kick scooter pilot regulations](#): riders must be a minimum age of 16 years old; single rider with no passengers; helmet use is mandatory; the speed limit is 25 km/hr; single file, except to pass.*

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

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

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

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

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

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

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

Sustainable School Commute Planning

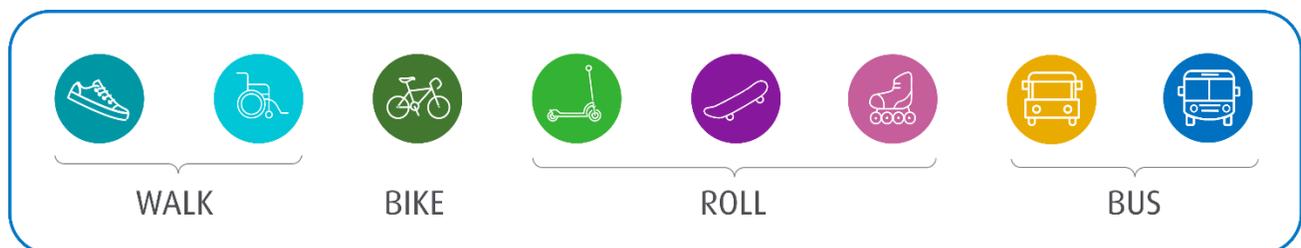


Gordon Head Middle School

The [Capital Regional District's](#) (CRD) [Board Priorities](#) and [Corporate Plan](#) identify transportation as a key regional priority and that residents have access to convenient, green and affordable multi-modal transportation systems that enhance livability. Helping to further this priority through behaviour change and infrastructure improvements at a foundational level, the CRD coordinates a Sustainable School Commute Planning program, known as Ready Step Roll (RSR). RSR aligns with our key transportation goals: ease congestion, support higher rates of walking, cycling and transit use and reduce greenhouse gas (GHG) emissions.

Sustainable School Commute Planning focuses on improving safety, accessibility, convenience and comfort so that more students, families and staff can choose to walk, roll, take the bus, or carpool as a desirable option to and from school more often. This is achieved through a school catchment and neighbourhood-based planning process. Similar programs have been successfully implemented in many communities across Canada and internationally. The report [International Best Practices in Regional Planning for School Travel](#) (*Toronto Metropolitan University, Toronto, April 2016*) looks at a number of case studies and key learnings from around the world.

Active and sustainable school transportation describes using any mode of transportation that relies on human power to get to and/or from school, all or part-way. It includes walking, using a wheelchair, riding bikes, scooters, skateboards, and rollerblades, and taking the school bus or public transit.



The Benefits of Active and Sustainable School Transportation

There are many benefits to using active and sustainable transportation to/from school more often. Students who walk, bike, or roll to/from their school or their bus stop arrive alert and ready to learn, reduce local and regional GHG emissions, improve local air quality and support safe and connected communities.

HEALTH & WELL-BEING

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



PERSONAL & ROAD SAFETY

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



CLIMATE ACTION & AIR QUALITY

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



ACADEMIC & LIFE-SKILLS

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



COMMUNITY & HOUSEHOLD

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



The 7 E's Approach to Sustainable School Commute Planning

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



EQUITY

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



ENVIRONMENT

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



EVALUATION

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



ENGINEERING

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



ENFORCEMENT

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



EDUCATION

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



ENCOURAGEMENT

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



CRD's Ready Step Roll Program

Overview



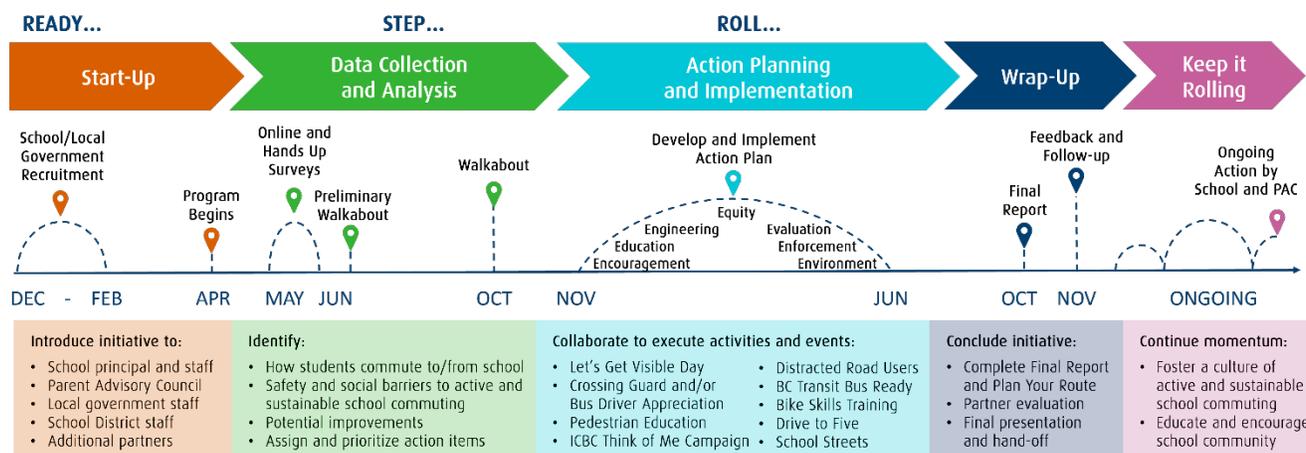
Ready Step Roll works annually with up to five school communities. The overall goal is to improve safety, accessibility, convenience and comfort so that more students, families and staff can choose to walk, roll, take the bus, or carpool as a desirable option to and from school more often.

Working collaboratively with partners, RSR identifies and addresses safety and social barriers to better support and enable active transportation and transit with confidence. The program's success relies on participatory partnerships with local and provincial governments, school districts and schools (administration, Parent Advisory Council, students), the Insurance Corporation of British Columbia (ICBC), police forces, BC Transit and non-profits. Together, partners focus on implementing solutions through our 7 E's approach (*see page 4*).

Process

The RSR process (*Figure 1*) has evolved through the years as learnings are captured. CRD staff recruit schools and local governments that are committed to working together. Participation kicks off with initial meetings and data collection to identify and address local transportation safety and accessibility concerns on school property, in the school zone and along common routes. This includes an initial survey, a school neighbourhood walkabout, and various engagement activities. The data is analyzed by CRD staff and used to inform and develop the action plan for each school. The program culminates with a final report and presentation to encourage and inspire participating schools to continue building momentum in years to come.

Figure 1: Ready Step Roll Process Timeline



Data Collection and Analysis

The RSR program begins by assessing existing conditions through consultation with the school community, jurisdictional land/road right-of-way owners, and subject matter experts. This consultation helps everyone involved to better understand how students commute to and from school, why families use various modes, accessibility, mobility, safety, and social barriers the school community has and what would encourage families to shift toward active and sustainable transportation.

Quantitative and qualitative data is collected using:

- **School Commute Survey** – online questionnaire to gather parent/caregiver perceptions and areas of concern related to the school commute.
- **Hands Up Surveys** – conducted in-class daily for one week to capture travel mode counts.
- **Pre-Walkabout and School Neighbourhood Walkabout** – walking tour to observe school arrival or dismissal, experience conditions, share perspectives, identify barriers and brainstorm solutions.
- **Other Engagement** – activities, meetings, emails and phone conversations, for example.

School Profile

Gordon Head Middle School

- **Address** – 1671 Kenmore Rd, Victoria, BC
- **Start time** – 8:40 am
- **End time** – 2:50 pm
- **Grades** – 6-8
- **Student Population** – 365 (2024)
- **School District** – SD 61
- **Local Government** – District of Saanich



School Commute Survey Results

Baseline student transportation data was obtained from the results of the School Commute Survey and Hands-Up! Surveys, collected in June 2024. At Gordon Head Middle School, 101 School Commute Surveys were completed, representing 116/365 students and a response rate of 32%. With this low response rate, the data shared in this report represents a small sample size that is not necessarily representative of the entire school community. Please keep this in mind when examining the data.

Mode Share

Survey results indicate that the most common mode for the commute to and from school at Gordon Head is by walking at 38% and 51%, respectively (*Figure 2*). For the commute to school, being driven was the second most common, as 30% of respondents are typically driven to school, while 14% are picked up from school via vehicle. A significant number of respondents typically bike to/from school, at 18% and 17%, respectively. Another 8%/11% of respondents roll to/from school, 4% take transit and 2% carpool. A total of 64% of respondents typically commute to school actively (walk, bike, roll), while 79% commute from school actively.

Commute Preferences

There is a significant difference between how respondents typically commute to school and how they would prefer to (*Figure 2 vs. Figure 3*). Survey results show that only 8% would prefer to drive to school and 3% from (↓ 22% / ↓ 11%, respectively). Results also show a desired shift away from taking transit to/from school and carpooling from school with no respondents preferring these options. 3% of respondents would prefer to take the school bus for their commute. However, Gordon Head Middle School does not qualify for bus service according to School District 61 policy.

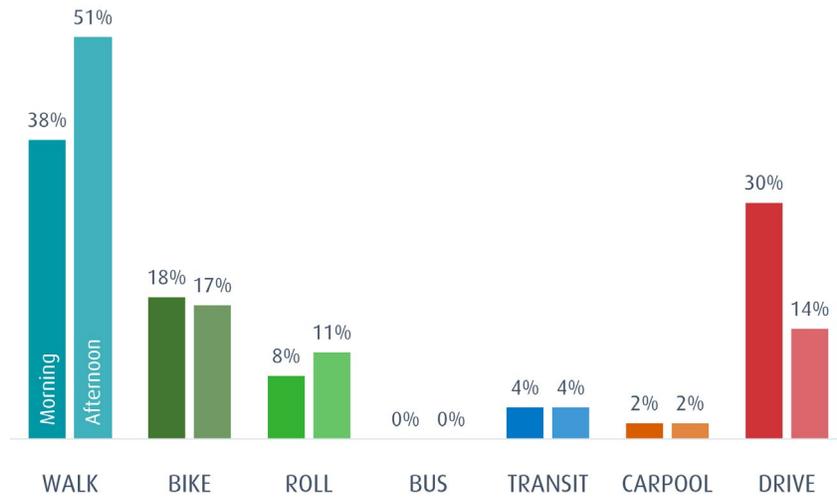
Respondents overwhelmingly prefer to use active transportation to/from school (88%/94% respectively). Walking is the most desirable commute mode to/from school (43%/52%, respectively). A significant number of respondents would prefer to bike to/from than typical (↑ 14% / ↑ 12%). There is potential and opportunity for mode shift at Gordon Head Middle School, away from driving towards cycling, walking, and rolling.

Barriers

There are several reasons why families use certain modes for their commute to and from school. When respondents drive to/from school, their top reasons for doing so are:

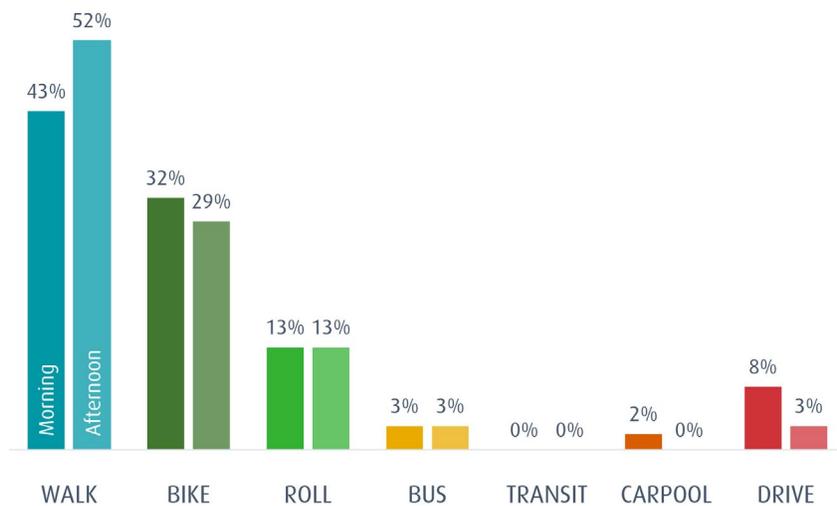
- | | |
|--|----------------------|
| 1. Convenience/Schedule – out of school care, activities, work, etc. | 44% (48 respondents) |
| 2. Weather/Season | 39% (42 respondents) |
| 3. Road safety concerns – intersections, shoulder, traffic | 19% (21 respondents) |
| 4. Lack of visibility – seasonally dark at arrival and dismissal | 14% (15 respondents) |
| 5. Personal safety concerns – bullying, strangers, etc. | 11% (12 respondents) |

Figure 2: How students typically get to and from school



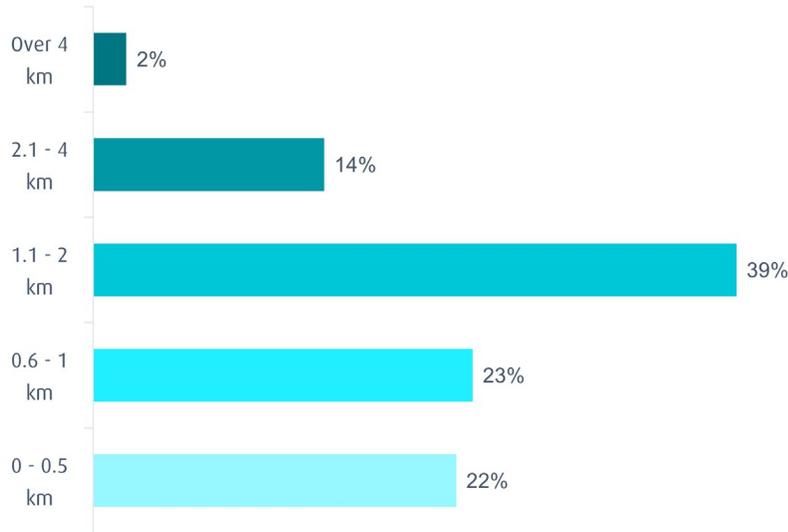
A significant proportion of respondents walk to/from school (38%/51%, respectively). Respondents also reported a high rate of cycling to/from school (18%/17%). Typically, 30% of respondents are driven to school, but only 14% are picked up after school. Another 8%/11% of respondents roll to/from, while 4% take public transit and 2% carpool for their school commute.

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



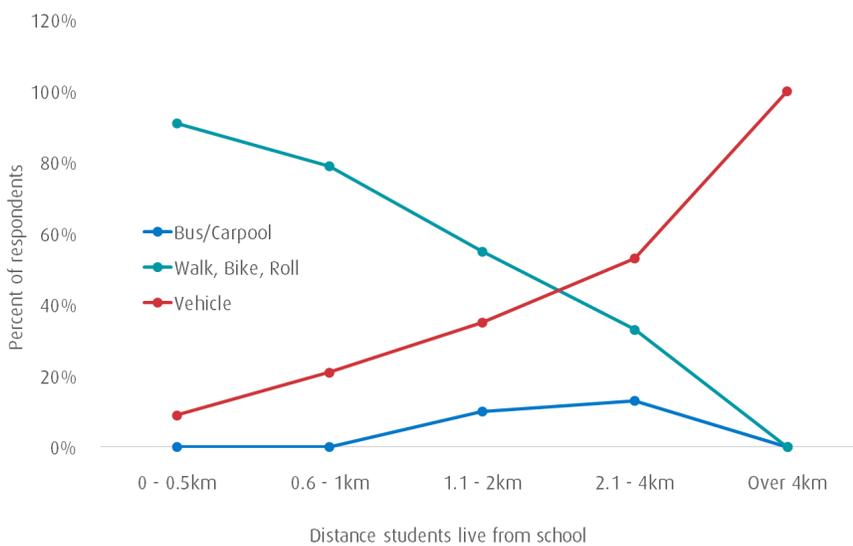
Survey results indicate a strong preference to use active transportation to/from school, with walking being the most preferred (43%/52%), followed by cycling (32%, 29%) and rolling (13%). There is no reported preference for public transit for the school commute. While 3% of respondents would prefer to take a school bus, this service is not offered per policy.

Figure 4: Distance students live from school



45% of respondents live within 1 km of school, which is about a ten-minute walk or five-minute bike ride. Another 39% live between 1.1-2 km from school, which is within a 20-minute walk or 10-minute bike ride to school. 14% of respondents live 2.1-4 km from school and the remaining 2% live over 4 km from school.

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



91% of respondents use active transportation when they have a commute that is 0.5 km or less. Around the 2 km distance and further, it becomes more common for respondents to be driven than to walk, bike, or roll. Transit and carpooling are used for school commutes between 1.1 and 4 km.

Top Motivating Factors

Survey respondents shared that their top motivating factors for commuting to/from school using active and sustainable modes are:

- | | | |
|----|--|----------------------|
| 1. | Improving physical and mental health | 71% (77 respondents) |
| 2. | Building student confidence, independence and capabilities | 64% (70 respondents) |
| 3. | Spending more time outside | 53% (58 respondents) |
| 4. | Increasing opportunities for social connections | 35% (38 respondents) |
| 4. | Avoiding stress from traffic congestion/parking | 35% (38 respondents) |
| 4. | Support climate action | 35% (38 respondents) |

Desired Non-infrastructure Supports

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

- | | | |
|----|---|----------------------|
| 1. | They had other students to commute with | 34% (37 respondents) |
| 2. | None of the above | 25% (28 respondents) |
| 3. | They were provided with pedestrian, cycling and/or bus education | 17% (19 respondents) |
| 3. | Crossing guards provided before and after school | 17% (19 respondents) |
| 5. | Comfortable routes and alternate drop off/pick up locations suggested | 6% (7 respondents) |

Desired Pedestrian Improvements

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

- | | | |
|----|---|----------------------|
| 1. | Sidewalks/trails – continuous routes | 42% (46 respondents) |
| 2. | Sidewalks/trails – improved separation/buffer | 36% (39 respondents) |
| 3. | Improved existing crosswalks – e.g., raised, pedestrian activated, etc. | 31% (34 respondents) |
| 4. | Traffic calming to improve driver behaviour | 29% (32 respondents) |
| 5. | Additional marked pedestrian crosswalks | 26% (28 respondents) |

Desired Cycling Improvements

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

- | | | |
|----|--|----------------------|
| 1. | Bike lanes/trails – improved separation/buffer from vehicles | 50% (54 respondents) |
| 2. | Bike lanes/trails – continuous routes | 47% (51 respondents) |
| 3. | Bike parking – secure and/or covered location at the school | 32% (35 respondents) |
| 4. | Traffic calming to improve driver behaviour | 26% (28 respondents) |
| 5. | Crosswalks – additional marked crossings for cyclists | 21% (23 respondents) |

Action Planning

Development

Data and insight captured through RSR consultation informs the development of an Action Plan (*Appendix C*). Considering the low survey response rate at Gordon Head Middle School, RSR staff attended a PAC event on October 2, 2024 to collect additional data from the school community regarding locations on their routes to school that need improvement or are functioning well. CRD staff share all input received with jurisdictional land/road right-of-way owners, the school administration, and other involved interest holders as needed. Partners then consider how to address the various issues raised, assess their capacity and available resources and prioritize the recommended actions accordingly. Suggested actions are subject to the respective jurisdictions' consideration, approval and required budgetary processes.

The Action Plan is a working document throughout the RSR year and ultimately becomes a static point-in-time capture of the issues raised throughout the process, the proposed solutions and implementation progress. The partner responsible for implementing each action and the status of each is also noted: completed, in progress, forthcoming (short-, medium- or long-term) and ongoing.

The action plan is organized into five sections:

- 1.0 **School Property** – jurisdiction of school district, defined by property boundary.
- 2.0 **School Zone** – jurisdiction of road owner, area defined by signage.
- 3.0 **School Catchment** – area defined by school district catchment boundaries.
- 4.0 **General Issues** – issues identified that are not location-specific.
- 5.0 **Events, Activities and Initiatives** – to address education, encouragement, and equity.

Implementation

RSR partners work collaboratively to implement action items. At Gordon Head Middle School, partners included school staff, PAC, students, the CRD, the District of Saanich, Saanich Police Department's Traffic Division, ICBC, BC Transit and Capital Bike. Roles included facilitation, execution, sponsorship and support.

RSR's integrated approach recognizes that sustainable school commute planning programs work best when their action plans comprehensively address all seven E's (*page 4*). Partners understand that engineering improvements as well as non-infrastructure initiatives such as education and encouragement activities are both needed. The variety of actions completed during Gordon Head's participation in the RSR program address engineering, encouragement, education, enforcement and evaluation. An equity lens was applied to all actions and each aspire to support our environment.

Key Accomplishments

Summary of key actions completed:

- New sandwich board sign for staff parking lot to deter student drop-off at this location.
- Stop bar painted and stop sign installed at parking lot and drop loop exits.
- No left turn sign installed at exit of drop loop.
- Repainted directional arrows, yellow and white curbs and accessible spot in drop loop.
- Additional bike rack purchased by CRD and installed at school.
- Vegetation trimmed on Torquay Dr. to clear sidewalk at and park entrance for visibility.
- Temporary speed display device installed on Kenmore Rd. Spot enforcement periodically.
- BC Transit repainted red curbs at all four bus stops near the school.
- Concrete curbs installed along Kenmore Rd. frontage in no-stopping zones and as traffic calming.
- Installed yellow concrete curbs with hazard markers to bump out corner and make stop signs more visible for East/West traffic at Kenmore Rd. and Torquay Dr. intersection.
- Crosswalks repainted and signs installed at Torquay Dr. between the middle and secondary schools.
- Completed visibility assessment and intersection review at Ash Rd./Grandview Dr./Tyndall Ave and at Gordon Head Rd./San Juan Ave.
- Speed limit reduced to 40 km/h on Cedar Hill Rd.
- Speed limit being reduced from 50 km/hr to 30 km/h on San Juan Ave.
- Speed limit reduced from 50 km/h to 40 km/h on Kenmore Rd.
- Hosted a *Let's Get Visible Day* at the school with free reflective strips given to students to educate them about the importance of being bright and visible to other road users for pedestrian safety.
- Hosted a *Crossing Guard Appreciation Day* in February with coffee gift cards from the CRD and thank you postcards personalized by the students.
- Provided pedestrian safety education and distracted road users obstacle course to Gr. 8 classes in coordination with ICBC and Saanich Police.
- Distributed CRD's *School Commute Buddies* pamphlet to Gr. 8 classes.
- Provided on-road cycling skills training to Grade 6-7 students via Capital Bike.
- Delivered in-class and on-bus BusReady! education via BC Transit.

Summary of key actions currently in progress, forthcoming in the short-term or ongoing:

- Pilot Drive to 5 site(s) at Lambrick Park, Majestic Park and Tyndall Park during 2025/26 school year.
- Distribute CRD's *School Commute Buddies* pamphlet as a resource to build the confidence and capacity of students to commute to school using active and sustainable modes.
- Distribute *Plan Your Route* map brochure to educate school community about the infrastructure in place to support safe, active and sustainable school commutes and help households determine their best school commute route(s).
- School to communicate key regulations about Electric Kick Scooter Pilot Project to community.

- Saanich to review bus stop and crosswalk locations with BC Transit and school administration.
- Add another streetlight on Torquay Dr. north of Kenmore Rd. intersection.
- Cycling improvements at Kenmore Rd. and Shelbourne St.
- Consider parallel parking and install curb stops to create pedestrian space along the fence-line between the middle and secondary schools on Torquay Dr.
- Speed limit being reduced from 50 km/hr to 30 km/h on Torquay Dr.
- Traffic calming as part of AAA cycling improvements on Torquay Dr. and San Juan Ave.
- Traffic volume and speed data to be collected on Thornhill Crescent.
- Tyndall Ave. pedestrian improvements per Active Transportation Plan.
- San Juan Ave. cycling upgrades and traffic calming per Active Transportation Plan.
- Traffic and speed enforcement ongoing as resources permit.

Keep it Rolling!

Next Steps

Gordon Head Middle School's participation in RSR culminates when CRD staff present at a Fall 2025 PAC meeting. The report is provided to the school and local government and available to the public online. The Action Plan (*Appendix C*) is a comprehensive guide that describes the issues raised throughout the process by location as well as the implementation plan, status and key partners involved with each action identified. The school and local government are encouraged to continue implementing priority items as capacity allows.

Each new school year, school administration and the PAC should evaluate what is working well and what needs improvement to ensure they are meeting the needs of the school community in our changing environmental and social context. It takes a concerted effort to continue to inspire students and their families to walk, bike, roll or bus more often for their school commutes. There is no one-size-fits-all approach or solution to this multi-faceted issue, and no one knows your community like you do, so have fun continuing to discover what resonates best with Gordon Head Middle School students and households and focus your efforts accordingly. Celebrate your achievements and keep recruiting interested parents/caregivers, students and community members to enable greater mode shift toward active and sustainable transportation.



PAC and school administrators can team up to repeat the education, encouragement and equity events and activities that were popular during our RSR year – see **Appendix C: Action Plan, Section 5** for more information and ideas!

Feel free to reach out with any questions or ideas.

transportation@crd.bc.ca

Appendix A – Plan Your Route

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

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What is Drive to 5?

Drive to 5 asks parents and caregivers to drop off and/or pick up their student(s) at designated locations that are a safe and accessible five-minute walk from their school instead of at the front door.

How-to Drive to 5

You can use the sites in a few ways:

1. As an alternative drop off and/or pick up spot
2. To park and walk with your student(s)
3. To have your student(s) meet up with a buddy or group and walk to school together

Invite others to join you!

There's safety (and sustainability) in numbers.

Why Drive to 5?

Your commute matters!

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

Improve your daily routine!

Drive to 5 helps parents and caregivers save time, avoid school zone traffic frustrations, and enable students to get to and from school safely, independently and actively.

Consider Drive to 5! unsupervised drop off & pick up sites that help make our school zone safer



Choose your drop off/pick up site:

- Lambrick Park
- Majestic Park
- Tyndall Park

All sites and routes have:

- Ample parking spaces
- Connected sidewalk or trail infrastructure
- Marked crosswalks

Questions?

Contact your PAC, Principal, VP
or CRD Regional Planning & Transportation

transportation@crd.bc.ca

www.crd.ca/ready

Plan Your Route Gordon Head Middle School



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

CRD

READY STEP ROLL

PLAN YOUR ROUTE TO GORDON HEAD MIDDLE SCHOOL

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

It is important to determine:

1. Where you will walk, bike, roll or bus.

When walking, choose sidewalks or paths where possible, even if that means the trip will take a bit longer. If you're bussing, wait at designated bus stops a safe distance away from the road.

2. Where you will cross streets.

Choose routes with the fewest and safest streets to cross. Where possible, cross where there is a crossing guard, crosswalk or traffic light and avoid busy, high-speed or multi-lane roads.

Legend

-  Crossing Guard
-  Pedestrian Activated Crosswalk
-  Marked Crosswalk
-  Major Intersection with Signalized Crosswalk
-  All-way stop
-  Public Bus Stop
-  Bicycle and/or Scooter Rack
-  Pedestrian School Access Point
-  Sidewalk
-  Bike Route
-  Trail Connections
-  School Area 40 km/h
-  School Zone 30 km/hr
-  Drive to 5 site and route



Important: The Capital Regional District (CRD) does not warrant or represent that the information herein is free from errors or omissions, nor does it warrant the safety or suitability of any route, trail, road or pathway depicted or otherwise described herein. This information is provided for general information purposes on the condition that the (CRD) will not be liable for any loss, damage, costs, or expense whatsoever incurred by any person or entity using or otherwise relying upon it. The use of this document by any person or entity is entirely at their sole risk.

Appendix B – School Commute Buddies

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

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help make school zones safer

Your commute matters!

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

When you need to drive, consider:

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

crossing basics

Choose a spot to cross with a long, clear view in both directions. When possible, choose to cross the road at marked crosswalks or traffic signals.

STOP, LOOK, LISTEN and THINK before you **CROSS**:

STOP One big step back from the curb or shoulder. Wait a safe distance from edge of the road.

LOOK Left and right a few times for approaching traffic (vehicles, bikes, etc.).

LISTEN Remove headphones and pause your phone or text conversation so you can hear traffic.

THINK About whether it is safe to cross - when the road is clear or all traffic has stopped. Make eye contact with drivers and cyclists.

CROSS When the roadway is clear, start crossing. Keep looking and listening for approaching traffic while you cross.

additional information

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

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

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

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



did you know?

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

- Speeding
- Distracted driving
- Illegal parking/stopping
- Double parking
- Ignoring or rolling through stop signs
- Stopping in no stopping/no parking zones
- Making U-turns and/or 3-point turns
- Failing to obey crossing guards
- Children exiting vehicles on the traffic side



www.crd.ca/ready
transportation@crd.bc.ca

school commute buddies



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

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

CRD


READY STEP ROLL
SUSTAINABLE SCHOOL COMMUTE PLANNING

plan your route

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

It is important to:

1. Prioritize your safety.

When walking, choose sidewalks or paths where possible, even if that means the trip will take a bit longer. If you're bussing, wait at designated bus stops a safe distance away from the road.

2. Determine where you will cross streets.

Choose routes with the fewest and safest street crossings. For example, cross where there is a crossing guard, crosswalk or traffic light and avoid busy, high-speed or multi-lane roads where possible.

3. Check in regularly.

Have conversations with your parents or caregivers about your experiences and make adjustments as needed to optimize your safety and comfort.



did you know?

Provincial law stipulates:

- Single rider only on e-kick scooters (rider must not carry any passengers).
- Parents/caregivers of youth below the minimum age must not knowingly let them ride an e-bike or e-kick scooter.



how to be a school commute buddy

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

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

BE INFORMED

- Learn, understand and obey the rules of the road, trails, traffic signals and signs.
- Keep up to date with the latest safety regulations (e.g., helmets are required; you must be aged 16+ to ride an e-kick scooter or a *standard* e-bike; 14+ to ride a *light* e-bike).

BE ALERT

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

BE VISIBLE

- Wear light, bright and/or reflective materials. Add lights and reflectors to your gear.
- Where possible, stay on sidewalks and pathways. When there is no sidewalk, walk single file facing traffic so you can see approaching vehicles and they can see you.

BE PREDICTABLE

- Cross at traffic lights, crosswalks or with crossing guards whenever possible.
- Communicate your intentions using your voice, hand signals, eye contact, lights and bells.

BE COURTEOUS

- Safely share roads, sidewalks and trails: keep to the right, yield to others, mind your speed, alert others before passing, keep dogs on leash and respect the environment.
- Show mutual respect to fellow road, sidewalk and trail users and be kind.



Appendix C – Action Plan

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

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status	
1.0	School Property						
1.1a	Staff Parking Lot	- Parking lot being used for student drop off/pick up. - Staff member currently appointed to that area during problem times. - Currently a small sign parking lot is not to be used for drop off/pick up.	- New sandwich board sign with appropriate messaging placed in driveway to deter parents from using this as a drop of/pick up spot. Sign reads "No student drop off / pick up between 8 am and 2 pm. STAFF PARKING ONLY"	School	Engineering	Completed October 2024 Monitor and adjust as needed	
1.1b		- Drivers pulling out of the staff parking lot too quickly without stopping before the sidewalk to look for pedestrians.	- Paint a stop bar at exit of lot.	SD61	Engineering	Completed Summer 2025	
			- Install a stop sign at exit of lot.	Saanich	Engineering	Completed October 2024	
1.2	Drop loop	- Drainage issue.	- Investigate and take appropriate measures to mitigate as needed.	SD61	Engineering	TBD	
1.3	Drop loop entrance	- Vehicles pulling up in line and blocking sidewalk.	- Regular and consistent messaging to school community.	School	Education Encouragement	Ongoing	
1.4a	Drop loop exit onto Kenmore Rd.	- Drivers pulling out of the drop off loop quickly without stopping before the sidewalk to look for pedestrians.	- Install a stop sign at exit of drop loop.	Saanich	Engineering	Completed October 2024	
1.4b			- Paint a stop bar consistent with 1.1b (staff lot) to reinforce.	SD61	Engineering	Completed Summer 2025	
1.4c			- Current "No Left Turn" sign on fence is being ignored (No Left Turn 8:30-9-30am, 3:00-3:30pm).	- Add a regulatory no left turn sign above new stop sign.	Saanich	Engineering	Completed October 2024
1.4d			- Congested with vehicles during peak times creating unsafe situations.	- Repaint directional arrows, yellow and white curbs, 'no parking,' 'drop off zone,' and accessible spot.	SD61	Engineering	Completed Summer 2025
1.4e				- Pilot Drive to 5 at Lambrick Park and/or Tyndall Park (see item 5.9 for more info)	CRD/Saanich School	Encouragement Engineering	Pilot 2025/26 school year
1.5	Bike racks	- Bike racks are consistently full, especially during warm weather.	- CRD purchased additional bike rack. - Install bike rack.	CRD SD61	Encouragement Engineering	Completed Short-term	
1.6	Torquay Dr.	- Vegetation encroaching on sidewalk from school property.	- Trim and maintain vegetation.	SD61	Engineering	Completed Ongoing maintenance	

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
2.0	School Zone (area surrounding school as defined by municipal signage)					
2.1a	Kenmore Rd.	- Drivers speeding through school zone. This was witnessed on walkabouts and at distracted road users activity.	- Installed a temporary speed display device for westbound traffic near the Torquay Dr. intersection.	SaanichPD Saanich	Enforcement	Completed April 2025
			- Spot enforcement periodically.	Saanich PD	Enforcement	June 2025; Ongoing
2.1b		- North side does not currently have any no stopping or no parking signs. - With yellow centerline, the lane is not wide enough for vehicles to park under existing Bylaws.	- Considered the installation of no stopping signs. However, typically where lane widths already prohibit parking through the Bylaw, Saanich does not install signs unless Bylaw enforcement is not successful.	Saanich	Enforcement	Ongoing
2.1c		- It is surprising that there is no bike lane along Kenmore Rd, especially the section close to the school.	- Kenmore from Columbia to Torquay is identified as long-term priority in the Saanich Active Transportation Plan (ATP) for cycling improvements.	Saanich	Engineering	Long-term
2.2a	Kenmore Rd. Bus stops west of school	- Traffic backed up at the drop loop makes it challenging to see pedestrians here. - Desire to move the bus stop to in between drop loop entrance and exit.	- Considered relocating the bus stop past drop off area, which would require a new sidewalk pad for accessibility. - However, moving the bus stop in front of the school would mean kids have to cross the drop loop and could result in more unsafe interactions. It would also be too close to the next bus stop. - Drivers are recommended to provide additional space to the bus and wait for it to move before passing in this area/trying to access drop-loop. - Distracted Road Users education activity - BusReady! Education	BC Transit Saanich CRD SaanichPD	Engineering Education Encouragement	N/A Completed June 2025 Completed Nov 2024

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
2.2b	Kenmore Rd. Bus stops west of school	- Desire for crosswalk to bus stop across the street	- Added to list of crosswalk requests to be considered, though it is unlikely with proximity to crosswalks at Columbia Dr. and in front of school. - Review bus stop and crosswalk locations in collaboration with BC Transit and School Administration.	Saanich Saanich School BC Transit	Engineering Evaluation	N/A Short-term
2.2c		- Red paint faded, cars blocking bus stop with drop off/pick up backup.	- Re-painted all four bus stops near the school on Kenmore Rd.	BC Transit	Engineering	Completed
2.3	Kenmore Rd. On-street parking left of drop loop exit	- Faded curb paint, no parking sign being ignored.	- Completed a visibility assessment; Visibility found to be adequate with existing no parking restriction. - Install concrete curb to prevent stopping close to drop loop exit.	Saanich	Engineering	Concrete curb installed October 2024
2.4	Kenmore Rd. Sidewalk fronting the drop off loop	- Sidewalk cracks and weed coming through, tripping hazard.	- Added asphalt patches to fill in the cracks, increase accessibility and remove tripping hazards. Notify for maintenance as needed.	Saanich	Engineering	Completed
2.5	Kenmore Rd. Crosswalk at school frontage connecting to path	- Drivers do not come to complete stops at this crosswalk. - There is a crossing guard here daily at arrival and dismissal times.	- Traffic enforcement. - Communications to school community.	SaanichPD School	Enforcement Education	Ongoing
			- Concrete curbs installed in no stopping zones on either side of crosswalk.	Saanich	Engineering	Completed Summer 2025
3.0	School Catchment (catchment area boundaries defined by school district)					
3.1a	Kenmore Rd. at Torquay Dr. Intersection	- Busy intersection, particularly during school arrival and dismissal. - Drivers often run the stop sign, particularly travelling east-west on Kenmore, making this unsafe. - Desire for improvements to stop signs for enhanced visibility. - Near misses experienced by students.	- Reviewed visibility on approach and determined it to be adequate. - Reviewed placement of stop signs - Installed yellow concrete curbs with hazard markers to bump out the corner and make the stop signs more visible for East/West traffic. - Traffic enforcement during peak school commute times.	Saanich SaanichPD	Engineering Enforcement	Completed Summer 2025 Ongoing

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
3.1b	Kenmore Rd. at Torquay Dr. Intersection	<ul style="list-style-type: none"> - Low lighting on Torquay Ave especially in winter months makes it hard to see pedestrians crossing at the stop sign. - Desire for a pedestrian activated crossing. 	<ul style="list-style-type: none"> - Add another streetlight on Torquay just north of the intersection. - Pedestrian activated crosswalk not warranted as this is a stop-controlled intersection. - Flashing beacon crosswalks are not to be used in alignment with stop signs as it is against standards. 	Saanich	Engineering	Short term N/A
3.2	Kenmore Rd.	<ul style="list-style-type: none"> - Requests for reduced vehicle speeds, additional crosswalks, bike lanes, and improved sidewalks 	<ul style="list-style-type: none"> - Speed limit reduced from 50 km/h to 40 km/h. - Sidewalks, crosswalks and cycling improvements are prioritized in ATP. 	Saanich	Engineering	Completed November 2025 Per ATP
3.3	Kenmore Rd. at Majestic Dr. Intersection	<ul style="list-style-type: none"> - Busy intersection during the morning and afternoon, the bus stop can block visibility making turns a challenge. 	<ul style="list-style-type: none"> - Drivers should wait until the bus moves before safely making their turn. 	N/A	Education	N/A
3.4	Kenmore Rd. at Mamich Cir and Rossiter Dr. Intersections	<ul style="list-style-type: none"> - Requests for flashing beacon crosswalk and accessibility improvements. - Vegetation obstructing visibility. - No crosswalk painted across side streets. - No bike lane for kids on Kenmore. - It's a downgrade so cyclists and drivers can be travelling fast. 	<ul style="list-style-type: none"> - The crosswalk length was shortened using posts in 2024. - Low vehicle volumes on Kenmore do not warrant the installation of RRFBs. - Consider painting Rossiter Dr. crosswalk. Mamich can not be painted because there is no sidewalk on the north side of Kenmore Rd. - Kenmore Rd. is not a cycling route. Families are encouraged to use nearby parallel routes instead. 	N/A Saanich	Encouragement Engineering	N/A TBD
3.5a	Kenmore Rd. at Tyndall Ave. Intersection	<ul style="list-style-type: none"> - Drivers rolling stops and speeding. - Several concerns regarding visibility and safety. - There was a pedestrian killed at this intersection several years ago. - Requests for traffic signal or all way stop at this intersection. 	<ul style="list-style-type: none"> - Spot enforcement of speeding and rolling stops. - Parking restricted on all approaches to crosswalk to provide improved visibility. - The #12 transit bus turns and the #26 and #27 go through this intersection, making it challenging to modify the geometry. 	Saanich PD Saanich	Enforcement Engineering	Ongoing N/A

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
3.5a cont'd	Kenmore Rd. at Tyndall Ave. Intersection	- Pedestrians do not always push the button to cross and drivers do not always see the lights/low visibility at sunset/sunrise.	- Additional improvements may be possible as part of pedestrian upgrades per ATP. Vehicle volumes do not meet the requirements for a traffic signal.	Saanich	Engineering	N/A
3.5b		- Turning left from Kenmore Rd. to Tyndall Ave, it is difficult for drivers to see pedestrians, cyclists and other cars coming down Tyndall because of shrubbery and telephone pole/trees combination.	- Sightlines assessed and deemed adequate, residents can contact bylaw@saanich.ca when vegetation overgrows the sidewalk.	Saanich	Engineering	N/A
3.6	Kenmore Rd. at Shelbourne St. Intersection	- Near misses observed. - Drivers running red lights. - Desire for no right turn on red.	- Cycling improvements are planned. - Consider right turn on red restrictions in accordance with guidance in BC Active Transportation Design Guide.	Saanich	Engineering Enforcement Evaluation	Short term TBD
		- Crossing Kenmore Rd., the pedestrian light does not change.	- Buttons were inspected and are working properly.	Saanich	Engineering	Completed
3.7	Torquay Dr.	- On-street parking is confusing for young cyclists. - A proper sidewalk (with a curb) doesn't exist for one section; the sidewalk ends on one side and there is no bike lane. - On-street parking in sections where there is no parking reduces the travelling lanes, causes one-way traffic in unpredictable spots (e.g. left turn from Hillview onto Torquay) increases the potential for incidents with children cycling on the road.	- On-road cycling skills training for young cyclists to be better prepared to navigate the roadways - Review parking restrictions and consider changes. - Bylaw enforcement periodically - Vehicle volumes, except during school pick up and drop off, are low and do not warrant the installation of bike lanes. - Student pick-up and drop-off contributes to a significant portion of vehicle volumes.	Capital Bike Saanich	Education Encouragement Evaluation Enforcement	Completed June 2025
3.8	Torquay Dr. South of Kenmore Ave to Lambrick Park Secondary School	- Sidewalks are missing or need improvements. - Often have to walk on the road with my dog and kids when passing someone on the sidewalk.	- Sidewalks, crosswalks and cycling network improvements are prioritized as identified in the Saanich ATP.	Saanich	Engineering	Per ATP

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
3.9	Torquay Dr. at Schellenberg PI	- Trees and vines limiting visibility for pedestrians entering park.	- Trimmed vegetation for tree health and visibility at the park entrance.	Saanich	Engineering	Completed Ongoing maintenance
3.10	Torquay Dr. between middle and secondary school	- Parking concerns. - No space for pedestrians to walk.	- Consider parallel only parking signs. - Install curb stops to separate parking and create a pedestrian space along the fence line.	Saanich	Engineering	Short term Short term
		- Faded crosswalk paint. - No school zone crosswalk signs.	- Re-painted both crosswalks. - Installed four crosswalk signs.	Saanich	Engineering	Completed Fall 2024
3.11	Torquay Dr. at San Juan Ave.	- Kids cycling across traffic without regard. - Drivers speeding is a concern. - Desire for traffic calming.	- On-road cycling skills training for Grade 6 and 7 students. - Speed limits on Torquay Dr and San Juan Ave. being reduced from 50 to 30km/h - Traffic calming as part of AAA cycling improvements on these streets.	Capital Bike Saanich	Education Encouragement	Completed June 2025 San Juan Ave Speed limit reduced September 2025; Torquay Dr. In Progress Short term
3.12	Thornhill Crescent	- Drivers speed to avoid Shelbourne St. and Kenmore Rd. intersection. - Parked cars obscure visibility and cars often drive in the middle of the street.	- Consider traffic calming and parking restrictions at intersections. - Added to traffic calming list. - Traffic volume and speed data will be collected to help prioritize this concern.	Saanich	Engineering Evaluation	TBD Completed Spring 2025 Short term
3.13	Tyndall Ave.	- Driver speeds are concerning - Sidewalks desired on both sides of Tyndall for the entire length. - no separated bike route - lacking crosswalks at San Pedro, San Juan, Hillcrest, and Francisco Terr.	- Identified in the Saanich Active Transportation Plan as a short-term priority for pedestrian improvements. During this project, all crossing opportunities and traffic calming needs will be evaluated. - Tyndall is not identified as part of the long-term cycling network.	Saanich	Engineering	Short term
3.14	Tyndall Ave. and San Juan Ave Intersection	- Concerns regarding pedestrian safety as this is a busy intersection.	- This is another intersection where the transit route turns. We will look at what can be improved as part of San Juan improvements.	Saanich	Evaluation Engineering	TBD

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
3.15	Tyndall Ave at Hillcrest Ave Intersection	<ul style="list-style-type: none"> - Busy corner in the morning because of foot traffic to the schools and being between two bus stops. - Drivers turn quickly onto Hillcrest. - No sidewalks - No crosswalk; desire for crosswalk 	- Tyndall Ave is identified in the Saanich Active Transportation Plan as a short-term priority for pedestrian improvements. During this project all crossing opportunities and traffic calming will be evaluated.	Saanich	Engineering	Short term
3.16	Tyndall Ave. at Ash Rd.	<ul style="list-style-type: none"> - Tree obstructing right turn. - Blind spot behind the arbutus on Tyndall Ave. 	- Reviewed and determined to be acceptable.	Saanich	Evaluation	N/A
3.17	Majestic Dr.	- Sidewalks on one side; Request for sidewalks on both sides of the road.	- Sidewalks are installed as per priorities in the ATP	Saanich	Engineering	N/A
3.18	San Juan Ave. at Majestic Dr.	<ul style="list-style-type: none"> - San Juan Ave. has sharrows and many school-aged cyclists; however there is no safety infrastructure at this intersection, where drivers typically approach from the south at a high speeds despite the upcoming 30 km/h zone. - Desire for speed bumps along Majestic Dr or a raised RRFB crosswalk with bike-level activation. 	<ul style="list-style-type: none"> - San Juan is identified as short-term priority for bicycle upgrades in the ATP, meaning upgrades will look to be completed by 2030. - Majestic Dr added to traffic calming list. - This crosswalk meets guidelines. Vehicle volumes do not warrant flashing beacons. 	Saanich	Engineering	Short-term TBD TBD
3.19	San Juan Ave	- Concerns regarding drivers speeding.	<ul style="list-style-type: none"> - Traffic calming will be included as part of cycling route upgrades. - Speed limit will be reduced from 50 to 30km/h on and traffic calming included as part of planned cycling improvements. - Speed enforcement as resources permit. 	Saanich SaanichPD	Engineering Enforcement	Short term Short term Ongoing
3.20	San Juan Ave at Shelbourne St.	<ul style="list-style-type: none"> - Trees and parking obstruct visibility- - Busy at peak commuting times. 	- Noted for further investigation.	Saanich	Evaluation	TBD
3.21	Ash Rd. at Grandview Dr. at Tyndall Ave.	<ul style="list-style-type: none"> - Busy and confusing intersection for young commuters. Can be challenging to see pedestrians around the corners. - Drivers regularly rolling stops. 	<ul style="list-style-type: none"> - Visibility assessment and intersection review. - Traffic enforcement as resources permit. 	Saanich SaanichPD	Evaluation Enforcement	Completed Ongoing

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
3.22	Torquay Dr. at Ash Rd. Intersection	- Speeding and sub-standard road design make this intersection uncomfortable for pedestrians and cyclists. - Crossing is difficult here.	- Noted for further investigation.	Saanich	Evaluation	TBD
3.23	Ash Rd. at Bissenden Pl.	- Difficult to cross. - No crosswalk.	- Pedestrians are not encouraged to cross here. A crosswalk is provided at Torquay.	N/A	Education	N/A
3.24	Feltham Rd. from Gordon Head Rd. to Tyndall Ave.	- The sidewalk is incomplete and there is not a separated bike lane. - Drivers speed along Feltham Road and the residential streets.	- Feltham Rd is identified in the Saanich Active Transportation Plan as a medium-term priority for pedestrian improvements.	Saanich	Engineering	Medium-term
3.25	Feltham Rd. at Tyndall Ave.	- Three-way stop desired.	- Current traffic volumes do not warrant the installation of a three-way stop. - Noted for further investigation.	Saanich	Engineering	N/A TBD
3.26	Gordon Head Rd. at Feltham Rd. Intersection	- Near misses observed.	- Crosswalk improvements are included with the new development on the corner. - Review following development completion to determine the best improvements.	Saanich	Engineering	TBD following development completion
3.27	Larchwood Dr. at Blair Park Crosswalk	- Desire for RRFB pedestrian controlled crosswalk. - Blind corners.	- This crosswalk meets Saanich's guidelines. Vehicle volumes do not warrant flashing beacons.	N/A	N/A	N/A
3.28	Shelbourne St.	- Busy road. - No bike infrastructure on crossing roads.	- Low vehicle volumes on cross streets do not warrant cycling infrastructure. - On-road cycling skills training for Gr. 6 and 7	Saanich Capital Bike	Evaluation Education Encouragement	N/A Completed June 2025
3.29	Shelbourne St. at Torquay Dr.	- Drivers exiting Starbucks don't look out for pedestrians on sidewalks.	- Education for pedestrians about being safe and making eye contact with drivers before crossing in front of cars.	CRD / ICBC / SaanichPD	Education Encouragement	Distracted Road Users Course for Gr. 8 students Completed June 2025
3.30	Shelbourne St. at Feltham Rd. Intersection	- High traffic crosswalk. - Drivers running lights and distracted drivers observed.	- Teach students about waiting for cross traffic to stop before crossing the street. - Traffic enforcement.	CRD/ICBC School Saanich PD	Education Encouragement Enforcement	Completed June 2025 Ongoing

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
3.31	Cedar Hill Rd.	<ul style="list-style-type: none"> - Drivers often speeding. - No stop signs. - Being used as an alternate with Shelbourne construction. - Poor pedestrian separation. - Accessibility issues with strollers. - Poor sidewalk conditions. 	<ul style="list-style-type: none"> - Traffic enforcement. - Speed limit reduced to 40 km/h. - Pedestrian improvements on Cedar Hill Rd between Shelbourne St. and Mount Douglas Cross Rd. 	Saanich PD Saanich	Enforcement Engineering	Ongoing Completed December 2024 Short-term
3.32	Cedar Hill Rd. and Kenmore Intersection	<ul style="list-style-type: none"> - Bus stop and sidewalk, but no crosswalk. - Very narrow intersection with cars parked along Kenmore makes it difficult to maneuver, especially when a bus is turning from Cedar Hill Rd. onto Kenmore Rd. - No sidewalk or crosswalk on west side of Cedar Hill Rd. at bus stop. - Witnessed many vehicle collisions at this intersection. - Kids running across the street. - Drivers speeding. - Poor sidewalk and road conditions. 	<ul style="list-style-type: none"> - There are existing parking restrictions to keep intersections clear. - Increase parking restrictions if needed to accommodate transit. - Sidewalks, crosswalks and cycling network improvements are prioritized as identified in the Saanich Active Transportation Plan. 	Saanich	Evaluation	N/A TBD Per ATP
3.33	Cedar Hill Rd. between Feltham Rd. and Kenmore Rd.	<ul style="list-style-type: none"> - Drivers speeding. - Limited visibility. - Not safe for biking 	<ul style="list-style-type: none"> - Speed limit reduced to 40km/h. - Cedar Hill Rd. is not a bike route in this section. - Families are encouraged to use residential streets to Shelbourne, Feltham or San Juan to get to school. 	Saanich	Engineering Education Enforcement	Completed December 2024 N/A
3.34	Cedar Hill Rd. and Cedarglen Rd. Intersection	<ul style="list-style-type: none"> - No crosswalk even though there are two bus stops on either side of the street; desire for a crosswalk. - Significant blind spot due to big trees/hill/tight curve in roadway. - Speeding is often an issue. 	<ul style="list-style-type: none"> - This intersection is in the crosswalk ranking database but is not in the top 50 locations. - Consideration will be given when sidewalk improvements occur as prioritized in the ATP. - Spot enforcement. 	Saanich SaanichPD	Education Engineering Enforcement	N/A Ongoing

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
3.35	Cedar Hill Rd. at Elnido Rd.	- Desire for pedestrian activated crosswalk.	- Consideration will be given to this location when the cycling improvements are made on San Juan.	Saanich	Evaluation	Short-term
3.36	Cedar Hill Rd. Crossing at path connecting to Arbordale Ave and Lynnfield Cres.	- Busy and narrow section of road without proper sidewalks. - Desire for marked RRFB crosswalk. - Driver speed is concerning. - Many children cross at this spot to get to Gordon Head Middle and Lambrick Park Secondary.	- This crossing is in the crosswalk ranking database but is not included in the top 50 locations. - Consideration will be given when the sidewalk improvements occur as prioritized in the ATP.	Saanich	Evaluation	N/A
3.37	San Juan Ave. between Cedar Hill Rd and Torquay	- Designated bike route, but there are no bike lanes. - On-street parking creates visibility issues, particularly for cyclists.	- Bike Route designations do not necessarily mean bike lanes. - San Juan is identified as short term priority for bicycle upgrades in the ATP, meaning upgrades will look to be completed by 2030.	Saanich	Education Evaluation Engineering	N/A Short-term
3.38	Gordon Head Rd. at San Juan Ave.	- Near misses observed. - Inconsistent sidewalks.	- Visibility was reviewed and determined to be adequate.	Saanich	Evaluation	Completed 2024
3.39	Mount Douglas Cross Rd.	- No bike lane. - Road is too narrow. - Drivers speeding.	Families are encouraged to cycle up to San Juan and access the school from there.	Saanich	Evaluation	N/A
4.0	General Comments					
4.1	Driver Behaviour - Speeding - Distracted Driving - Rolling stops	- Driver behaviour, especially speeding was mentioned several times in the survey responses. - Leads to pedestrians and cyclists feeling unsafe and a perpetual cycle of being driven instead.	- Enforcement in school zones. - Education campaigns. - Communications via school newsletters, social media posts, etc. - Holding each other accountable. Police doing enforcement in school zones find that parents/guardians of children also engage in dangerous driver behaviours like speeding through school zones.	SaanichPD ICBC School PAC CRD	Enforcement Education Encouragement	Ongoing <i>Note: School Commute Buddies pamphlet (see 5.3) and Let's Get Visible bookmarks (see 5.4) highlight the most common dangerous driving behaviours in B.C. School Zones.</i>

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
4.2	Lack of sidewalks: - Torquay Dr. - Thornhill Cres - Majestic Dr - Tyndall Ave - Agnew Ave - Columbia Dr. - Feltham Rd - Ferndale Rd - Edgemont Rd - Cedar Hill Rd - Gordon Head Rd - Hillcrest Ave - Tremblay Ave - Houlihan Place	- several respondents noted lack of sidewalks on residential streets. - Lack of sidewalks in Gordon Head is dangerous. Basement suites are encouraged and are often tenanted by university students. We observe dangerous driving every fall when new students arrive (speeding and distracted driving). Additionally, there are many more cars parked on streets that significantly reduce visibility. The lack of sidewalks prevents many families from allowing their children to walk to school.	- Improve pedestrian connections on identified streets. - Sidewalks, crosswalks and cycling network improvements are prioritized as identified in the Saanich Active Transportation Plan.	Saanich	Evaluation Engineering	As per ATP
4.3	Lack of bike lanes	- Without separate and consistent bike paths and sidewalks, it is unsafe for children to bike/walk.	- Sidewalks, crosswalks and cycling network improvements are prioritized as identified in the Saanich Active Transportation Plan. - Cycling education and on-road training was funded through the CRD's RSR program. The PAC could choose to fund future years of this offering.	Saanich Capital Bike School PAC	Evaluation Engineering Education Encouragement Equity	N/A June 2025 Future consideration for school to repeat.
4.4	E-scooters	- Rising population of e-scooters being used by youth under 16.	- School to communicate to parents/guardians the key regulations of the Electric Kick Scooter Pilot Project: - minimum age of 16 years old - mandatory helmet use - 25 km/hr speed limit - single user; no passengers	School Province of B.C. SaanichPD	Education Enforcement	Ongoing - More information can be found at: gov.bc.ca/gov/content/transportation/driving-and-cycling/cycling/electric-kick-scooter-rules

Gordon Head Middle School - Action Plan

Item	Location	Issue Description	Implementation	Lead	E's	Status
5.0	Education, Encouragement and Equity Events and Activities, etc.					
5.1	PAC Active Transportation / Sustainable Commute Subcommittee	- PAC support is needed to support and/or lead educational and encouragement initiatives. There is a need to build capacity within the PAC to carry on activities post-RSR so that the momentum generated carries forward and does not rely solely on one champion/volunteer.	- Establish subcommittee as part of the PAC. - CRD to work alongside sub-committee to implement encouragement and education activities for the duration of RSR. - Sub-committee to continue beyond completion of RSR program.	PAC CRD	Education Encouragement Equity	CRD worked directly with one member of the PAC Future consideration to establish a subcommittee. Ongoing
5.2	Plan Your Route Map	- Lack of awareness of best routes and infrastructure in place to support safe, active and sustainable school commutes.	- Whether driving, walking, cycling or bussing to/from school, this school specific pamphlet can be promoted and distributed annually to help families plan their commute to school. - It contains tips for success and a customized map that identifies the location of relevant transportation infrastructure around the school.	CRD School	Education Encouragement Equity	Completed; School to distribute, post on website and e-mail URL to families.
5.3	School Commute Buddies Pamphlet	- Parents/caregivers reported that their student would be enabled/encouraged to walk, bike, roll, or bus more often if they had other students to commute with (34% of survey respondents; top response option of all desired interventions). - There's safety in numbers.	- This pamphlet encourages students and households to commute to school in pairs or groups when possible. Designed to build the capacity of children, parents and caregivers, it contains important information about how to be a responsible road, sidewalk and trail user. It also outlines crossing basics, route planning, tips for success, dangerous driving behaviours and commute options for those who live further.	CRD	Education Encouragement	Distributed paper copies to Grade 8 classes June 2025 and whole school November 2025. School can choose to post link on school website (Ongoing) and/or email out to community as well.
5.4	Let's Get Visible Day	- Visibility of studies and families walking or cycling is limited, particularly in dark winter months.	- Pilot a Let's Get Visible day and replicate annually during dark months of the year. Students and staff are encouraged to dress up in light/ bright/reflective clothing for the day and are reminded of the importance of being visible as pedestrians/cyclists. - CRD provides reflective stickers and bookmarks with key messages for RSR. - Messaging is repeated in pedestrian education and other CRD pamphlets.	CRD School PAC	Encouragement Education	Completed February 2025 School to repeat annually.

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Item	Location	Issue Description	Implementation	Lead	E's	Status
5.5	Crossing Guard Appreciation	- This campaign aims to raise awareness of and show appreciation for the support provided by crossing guards that enables students to walk, bike and roll safely to/from school	- Interested classes were invited to participate by making thank you cards that were presented to the crossing guards with coffee gift certificates.	CRD School	Education Encouragement Equity	February 2025 School to repeat modified version annually.
5.6	Road Safety Distracted Course	- Desire for pedestrian safety education. Great age as a touch point for students to be re-engaged in road safety as they gain more independence and are navigating the built environment alone and with friends, rather than while accompanied by an adult.	- The CRD, ICBC and the Saanich Police partnered together to teach youth about the importance of paying attention while walking, cycling, or driving. Distractions can affect even simple tasks like walking. When you're distracted, your reaction time is significantly reduced. Roadways and trails are complex and dynamic environments. The students learned about situational awareness as they navigated the interactive roadway, which included a school zone, crosswalk with elephants feet, playground zone, bus stop and stop signs.	CRD ICBC SaanichPD	Education Encouragement Equity Enforcement	Completed June 2025
5.7	Ride the Road, Grade 6-7 Bike Skills Training with Capital Bike	- Greater bike skills development needed. This supports survey respondents' desire for cycling education to be provided as well as their desire to increase student confidence, independence and capabilities.	- The CRD sponsored Capital Bike to provide the Ride the Road program to 10 classes over 5 days. Ride the Road is an in-class, on-blacktop and on-road bike skills training program for all Grade 6 and 7 students.	Capital Bike CRD School	Equity Encouragement Education	Completed June 2025
5.8	BusReady! BC Transit education	- Parents and caregivers reported that their student would be enabled/encouraged to walk if they were provided with pedestrian, cycling, and/or bus education.	- In-class education delivered by BC Transit to encourage public transit. Staff teach students how to safely take public transit, bus etiquette and how to load their bike on/off the bus. <i>Note: BC Transit provides free bus passes for youth 12 and under.</i>	BC Transit CRD School	Education Encouragement Equity	Completed November 2024 School administration to coordinate with BC Transit BusReady! to repeat bi-annually.

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Item	Location	Issue Description	Implementation	Lead	E's	Status
5.9	Drive to 5 site(s)	Congestion and unsafe driving behaviours during drop off and pick up times. Students that are typically driven to school could benefit from Drive to 5 sites to encourage active transportation part-way with a short burst of energy before they enter the classroom. Drivers benefit from saving time and not having to enter the school zone.	- Drive to 5 sites enable driving families to participate in active transportation and reduce traffic congestion around the school at peak times. Sites are typically signed, promoting alternative unsupervised drop off/pick up spots approximately a five-minute walk from school. Pilot locations: 1. Lambrick Park parking lot off of Tyndall Ave 2. Majestic Park 3. Tyndall Park	CRD Saanich School PAC	Engineering Equity Encouragement Education	Pilot during 2025/26 school year
5.10	School Street Pilot	- Congestion at front of school during peak times hindering student safety; Speeding and dangerous driving behaviours pervasive in school zone.	- This initiative closes off a street to vehicle traffic during drop off and pick up times to allow for safe use by pedestrians and cyclists. Since Gordon Head Middle School is located on a bus route, it is not possible to have a school street here.	Saanich CRD School PAC	Engineering Encouragement Equity Education	Not possible here due to bus route
5.11	Walking School Bus	- Caregiver perception of safety is poor - Respondents would prefer to take active and sustainable transportation. - Many parents/caregivers reported that their student would be enabled to walk more often if the had other students to commute with/adult supervision.	- A walking school bus is a group of students walking to/from school together accompanied by one or more adult leaders along a designated route with pick up/drop off stops along the way. Can be done with one adult leader, or with a supervisor at the front and back of the group to provide an extra element of safety.	PAC School	Encouragement Equity	Future consideration as desired See CRD's School Commute Buddies pamphlet to get started without relying on volunteerism
5.12	Bike Train	- Parent/caregiver perception of safety is poor due to traffic volume, speed, and cycling capabilities. - Respondents would prefer to take active and sustainable transportation. - Many parents/caregivers reported that their student would be enabled to cycle more often if the had other students to commute with/adult supervision.	- A bike train/bike bus is a group of students walking to/from school together accompanied by two or more adult leaders along a designated route with pick up/drop off stops along the way. Typically there is an adult 'engine' at the front and 'caboose' at the back to provide an extra element of safety.	PAC School SaanichPD (if desired)	Encouragement Equity	Future consideration as desired See CRD's School Commute Buddies pamphlet to get started without relying on volunteerism

Note: Short term – typically means within 5 years
 Medium term – typically means between 5 and 15 years
 Long term – typically means more than 15 years.

